



San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
Thursday August 8th, 2024
3 p.m.

This meeting will be held virtually:

Join Zoom Meeting

<https://us02web.zoom.us/j/89470039674?pwd=8On98e6kDPXFzCpgR7Za0seaTBA7Ux.1>
Meeting ID: 894 7003 9674
Passcode: 026903

One tap mobile

+17193594580,,89470039674#,,,,*026903# US
+12532158782,,89470039674#,,,,*026903# US (Tacoma)

Item 1: Public Comment

Item 2: Resolution 2024-12, Part 1a and 1b, regarding the Review and Approval of the August 8th, 2024 Agenda and Consent Items, and regarding the Review and Approval of July 11th, 2024 Meeting Minutes.

Presented By: Board Chair
Item Type: Action
Packet Page: 6
Allotted Time: 5 minutes

Item 3: Resolution 2024-13 preparing SMART for a November 2024 ballot question

Presented By: D.Averill
Item Type: Action
Packet Page: 7
Allotted Time: 10 minutes

Item 4: Update on gondola planning activities

Presented By: D.Averill
Item Type: Report
Packet Page: -
Allotted Time: 5 minutes

Item 5: August 2024 Operations Report

Presented By: K.Distefano
Item Type: Report
Packet Page: 11
Allotted Time: 10 minutes

Item 6: 2024 Q2 Performance Report
Presented By: K.Distefano
Item Type: Report
Packet Page: 21
Allotted Time: 10 minutes

Item 7: 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.

Item 8: Round Table 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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Item 8: Round Table Updates and Reports

**San Miguel Authority for Regional Transportation
Board of Directors Meeting July 11th, 2024 Regular Meeting
Virtual meeting minutes**

Member Directors Present: San Miguel County – Anne Brown. Town of Telluride – J. Meehan Fee, Ashley Story-Von Sprecken. Town of Mountain Village – Harvey Mogensen, Tucker Magid. Town of Rico – Joe Dillsworth.

Staff Present: David Averill, Kari Distefano, (SMART). 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 2024-10, Part 1a, regarding the Review and Approval of the July 11th, 2024 Agenda and Consent Items and Part 1b, regarding the Review and Approval of June 13th, 2024 Meeting Minutes.

Tucker Magid moved to adopt Resolution 2024-10, parts 1a and 1b
J. Meehan Fee seconded the motion.

A unanimous vote approved the motion.

Item 3: Resolution 2024-11, Amending the SMART Governing IGA

Averill provided background information on this item and noted that all of the member jurisdictions had approved the amendment to the SMART IGA as presented. No question or comments were provided by the Board.

J. Meehan Fee moved to adopt Resolution 2024-11
Harvey Mogenson seconded the motion.

A unanimous vote approved the motion.

Item 4: Update on gondola planning activities

Averill gave a brief update on gondola related items. Discussion mainly included a preview of items to be discussed at the July 15th Gondola Subcommittee meeting.

Item 5: SMART Strategic Operating Plan – Route Alternatives Discussion

Jason Miller of Fehr and Peers presented an updated list of service changes and enhancement options to the Board based on the results of the survey given to Board members as well as public input.

Outcomes of the discussion included the following:

- The Board favors a more incremental approach to combining the Lawson Hill and Mountain Village routes.
- The Board wants to follow up with the Telluride R1 School District regarding additional Rico route service.
- Regarding combining Down Valley and Norwood routes, the Board wants to open discussions with the Town of Norwood about the possibility of a service agreement if SMART is to provide additional service.
- The Board indicated a need for scenarios with and without additional funding, dependent on the outcome of the upcoming election.
- Staff should plan a retreat to finalize plans and next steps.

Item 6: July 2024 Operations Report

Distefano presented the July '24 Operations Report. No significant questions or concerns were raised by the Board.

Item 7: Executive Session: Executive Session pursuant to C.R.S. 24-6-402 4(a) and 4(e) (l),(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.

Item 8: Round Table Updates and Reports

No updates or reports were offered.

The meeting was adjourned at 4:46 p.m.

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS AUGUST 8TH, 2024 REGULAR MEETING

RESOLUTION NO. 2024-12

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, Town of Rico 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; 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, San Miguel County and the Town of Rico, and with the approval of the registered electors of those jurisdictions; and

WHEREAS, the Board held a regular meeting on August 8th, 2024; 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 August 8th, 2024 regular meeting the Board took action on the following:
 - a. Approval of the August 8th, 2024 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the July 11th, 2024 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 AUGUST 8TH, 2024.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: August 8th 2024

AGENDA ITEM: 3

ACTION REQUESTED: Action

SUBMITTED BY: D.Averill

BACKGROUND INFORMATION/KEY POINTS: As the SMART Board contemplates putting a funding question on the November 2024 ballot, certain actions must be taken to ensure that SMART meets all of its statutory obligations in placing a question on the ballot. This resolution is intended to give the Executive Director direction and authority to undertake certain activities identified as being essential to meeting these requirements.

This resolution also expresses SMARTs intent to participate in the November 2024 Election, adjusts its September meeting schedule to convene on September 5th, and designates an election official – which will require some discussion/deliberation at this Board meeting.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: None at this time.

ADVANTAGES: Passing this resolution will ensure that SMART is able to meet certain statutory obligations with respect to placing a ballot question on the November 2024 ballot.

DISADVANTAGES: None noted.

ANALYSIS/RECOMMENDATION:

ATTACHMENTS: Resolution 2024-13

RESOLUTION NO. 2024-13**RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION CALLING AN ELECTION TO BE HELD ON NOVEMBER 5, 2024, APPROVING THE EXECUTION OF INTERGOVERNMENTAL AGREEMENTS WITH SAN MIGUEL AND DOLORES COUNTIES FOR THE CONDUCT AND ADMINISTRATION OF THE ELECTION, AND APPOINTING A DESIGNATED ELECTION OFFICIAL FOR THE ELECTION**

WHEREAS, the San Miguel Authority for Regional Transportation (the “Authority”) was created pursuant to the San Miguel Authority for Regional Transportation Intergovernmental Agreement dated as of November 9, 2016 (the “SMART IGA”) and Section 43-4-601, *et. seq.*, C.R.S. (the “Regional Transportation Law”); and

WHEREAS, the Board of Directors (the “Board”) of the Authority has determined to call an election to be held on November 5, 2024 (the “Election”), for the purpose of submitting a ballot question (the “Ballot Question”) to its registered electors seeking authorization to raise taxes to provide funding for the Telluride-Mountain Village Gondola and other projects and purposes of the Authority; and

WHEREAS, the Board has determined and hereby determines to hold its regular meeting for the month of September on September 5, 2024, for the purpose of considering a resolution to set the ballot title and language for the Ballot Question so that the Ballot Question can be certified to the Counties (defined below) on September 6, 2024, if adopted, and for the purpose of carrying considering other Authority business; and

WHEREAS, the County Clerk and Recorder (the “County Clerk”) in each of San Miguel County and Dolores County (collectively, the “Counties”) will conduct the Election on November 5, 2024, as a coordinated election; and

WHEREAS, pursuant to Section 1-7-116, C.R.S., the Authority shall enter into an intergovernmental agreement with each of the Counties concerning the conduct the coordinated election no later than seventy days prior to the Election; and

WHEREAS, pursuant to Section 1-13.5-101, *et. seq.*, C.R.S., commonly known as the Colorado Local Government Election Code, and Section 1-1-111 C.R.S. of the Uniform Election Code of 1992, the Board is authorized to designate a designated election official to exercise the authority of the Board in conducting the Election.

NOW THEREFORE, be it resolved by the Board of Directors of the San Miguel Authority for Regional Transportation as follows:

Section 1. All actions heretofore taken (not inconsistent with the provisions of this resolution) by the Authority and the officers and agents thereof, directed towards the Election and the objects and purposes herein stated are, ratified, approved and confirmed. Unless otherwise defined herein, all terms used herein have the meanings specified in Section 1-1-104, C.R.S.

Section 2. The Board has determined and hereby determines to call an election to be held on November 5, 2024. The Election shall be conducted as a coordinated election in each of the Counties pursuant to Article X, Section 20 of the Colorado Constitution, the Regional Transportation Law, and Articles 1 to 13 of Title 1, inclusive, C.R.S. (the "Uniform Election Code of 1992"), and all laws amendatory thereof and supplemental thereto. The Election shall also be conducted pursuant to the provisions of intergovernmental agreements (the "intergovernmental agreements") between the Authority and the County Clerk of each of the Counties. Because the Election will be held as part of the coordinated election, the Board hereby determines that each County Clerk shall conduct the Election on behalf of the Authority pursuant to the Uniform Election Code of 1992 and the applicable intergovernmental agreement. The Executive Director of the Authority is hereby authorized to enter into one or more intergovernmental agreements with each County Clerk pursuant to Section 1-7-116, C.R.S. Any such intergovernmental agreement heretofore entered into in connection with the Election is hereby ratified, approved and confirmed.

Section 3. [] is hereby appointed as the designated election official of the Authority for purposes of performing acts required or permitted by law in connection with the Election and with authority to take all actions necessary and appropriate in connection with such Election, including but not limited to those authorized in Sections 1-1-111 and 1-13.5-107 C.R.S.

Section 4. The Board determines to hold its regular meeting for the month of September on September 5, 2024, for the purpose of setting the ballot title and language for the Ballot Question so that the Ballot Question can be certified to the Counties on September 6, 2024, if adopted, and for the purpose of carrying considering other Authority business.

Section 5. Nothing in this resolution commits the Authority to participate in the Election should the Board decide not to participate prior to the September 6 deadline to submit the certified ballot to each of the County Clerks or should the Board withdraw the ballot issue prior to October 11, 2024, pursuant to C.R.S. § 1-5-208.

Section 6. The officers of the Authority are authorized and directed to take all action necessary or appropriate to effectuate the provisions of this resolution.

Section 7. All orders, bylaws and resolutions, or parts thereof, in conflict with this resolution, are hereby repealed.

Section 8. If any section, paragraph, clause or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this resolution.

INTRODUCED, READ AND PASSED by the Board of Directors of the San Miguel Authority for Regional Transportation at its regular meeting held the 8th day of August, 2024.

SAN MIGUEL AUTHORITY FOR
REGIONAL TRANSPORTATION

By and through its BOARD OF
DIRECTORS:

By: _____
Joe Dillsworth, Chair

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 on August 8th, 2024 (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, as amended, 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 8th day of August, 2024.

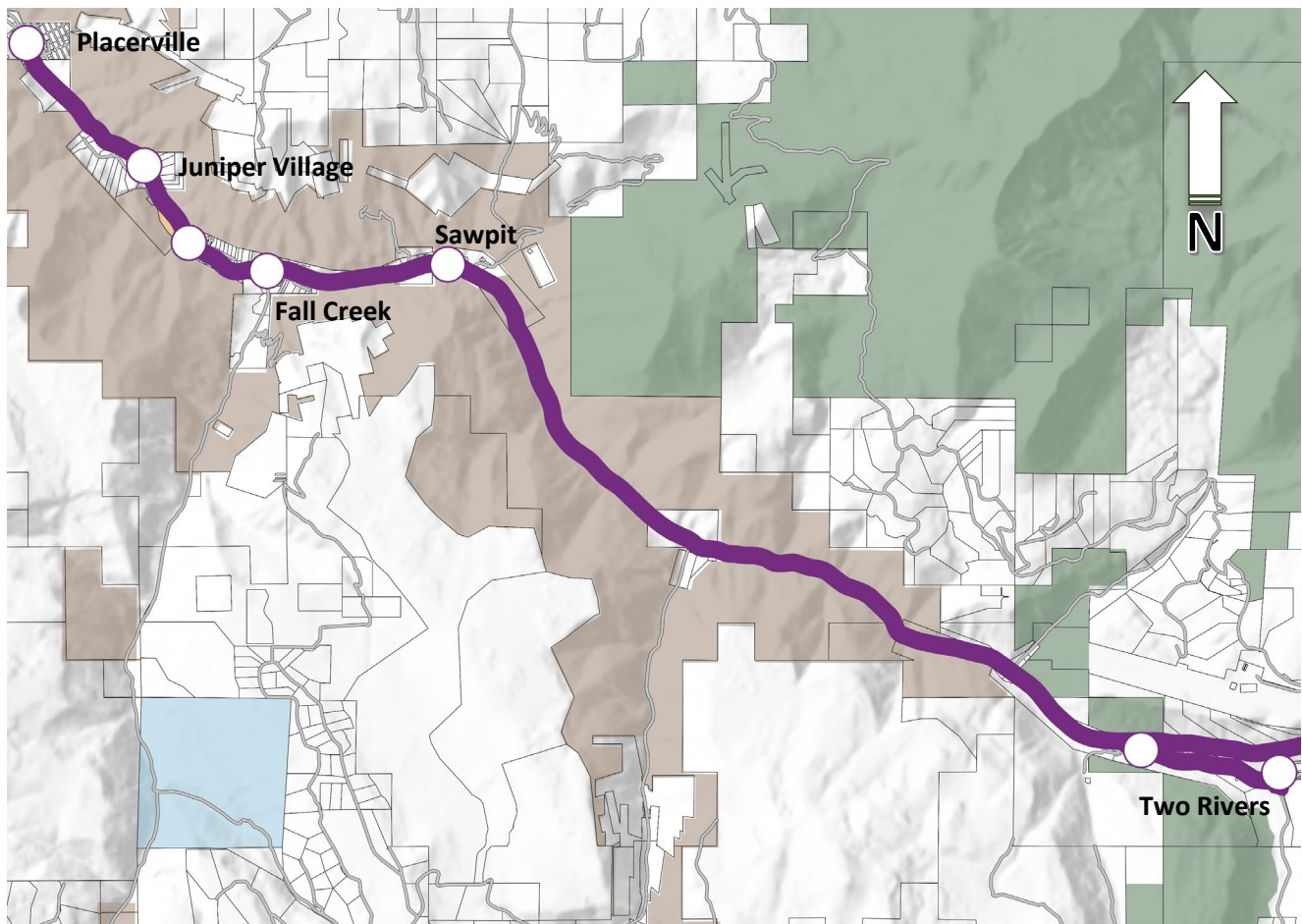
Lance Waring, Secretary to the SMART Board of Directors



• 2023/2024 Ridership Comparison

Following last month’s report on ridership in 2023 and 2024, I took a closer look at where and when people were getting on and off the buses the run between Nucla/Naturita, Norwood, Down Valley and Telluride in the Down Valley area. As you recall from last months report, ridership on the Down Valley and Norwood Routes was down from last year. Of particular concern was the Down Valley Route.

The communities in the Down Valley area are largely the result of subdivisions created on Placer Claims mapped out during the mining era. The subdivisions are separated by large parcels of BLM land. They are not served by central sewer or water, so opportunities for population increases in those communities are limited. The eventual outcome of this exercise is to inform possible changes in the timing of these routes, which may help to increase ridership of what we know will be a finite population.

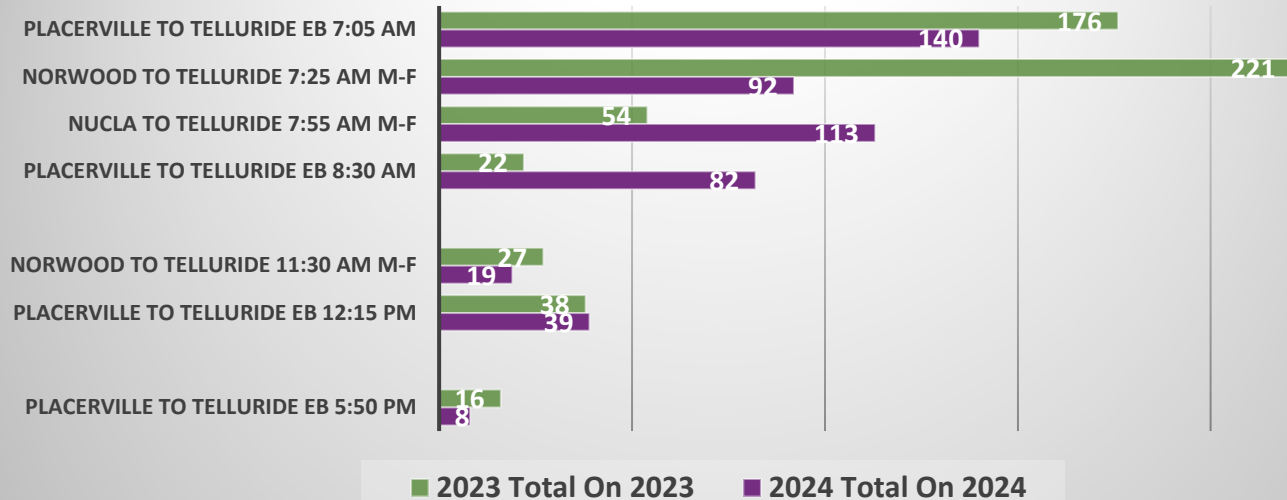


Legend:

- BLM Land
- USFS Land
- State Owned Land
- Private Land
- Other Conserved Lands
- Route
- Stops

The following graphs illustrate ridership patterns divided into morning, midday and evening routes. Notes specific to each stop are included under each graph.

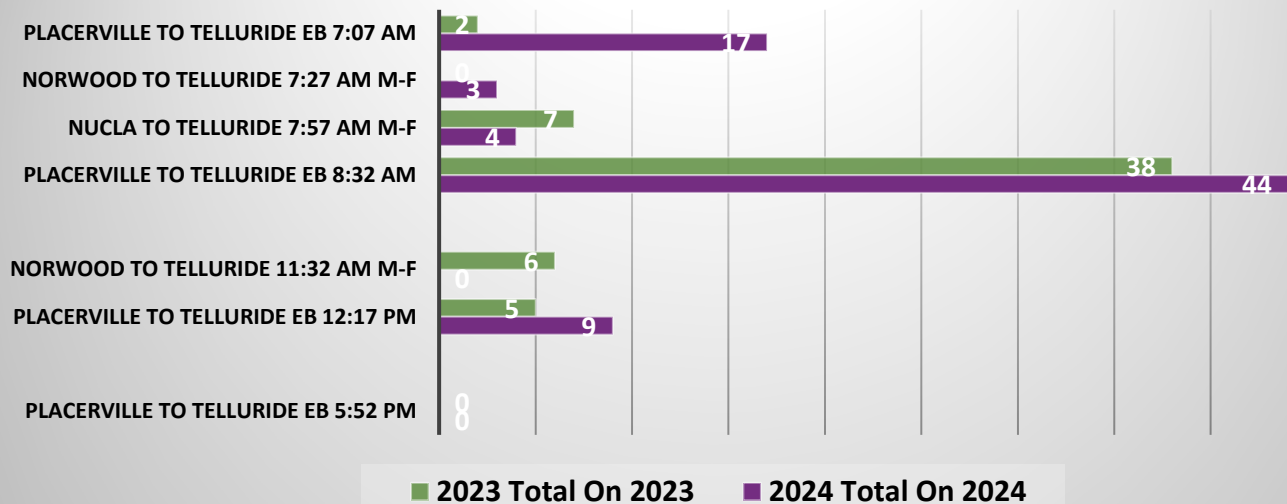
Placerville Stop



Notes on Placerville Stop:

- Ridership on the Down Valley bus that leaves the Placerville Stop at 7:05 AM was down in 2024 by 20.45%
 - Ridership on the Norwood bus that leaves the Placerville Stop at 7:25 AM was down in 2024 by 58.37%
 - Ridership on the Nucla bus that leaves the Placerville Stop at 7:55 AM was up in 2024 by 109.26%
 - Ridership on the Down Valley bus that leaves the Placerville Stop at 8:30 AM was up in 2024 by 272.72%
 - Ridership on the Norwood bus that leaves the Placerville Stop at 11:30 AM was down in 2024 by 29.63%
 - Ridership on the Down Valley bus that leaves the Placerville Stop at 12:15 PM was up in 2024 by 2.63%
 - Ridership on the Down Valley bus that leaves the Placerville Stop at 5:50 PM was down in 2024 by 50.00%
- Overall, there was a 11.01% decrease in riders boarding at Placerville in 2024.

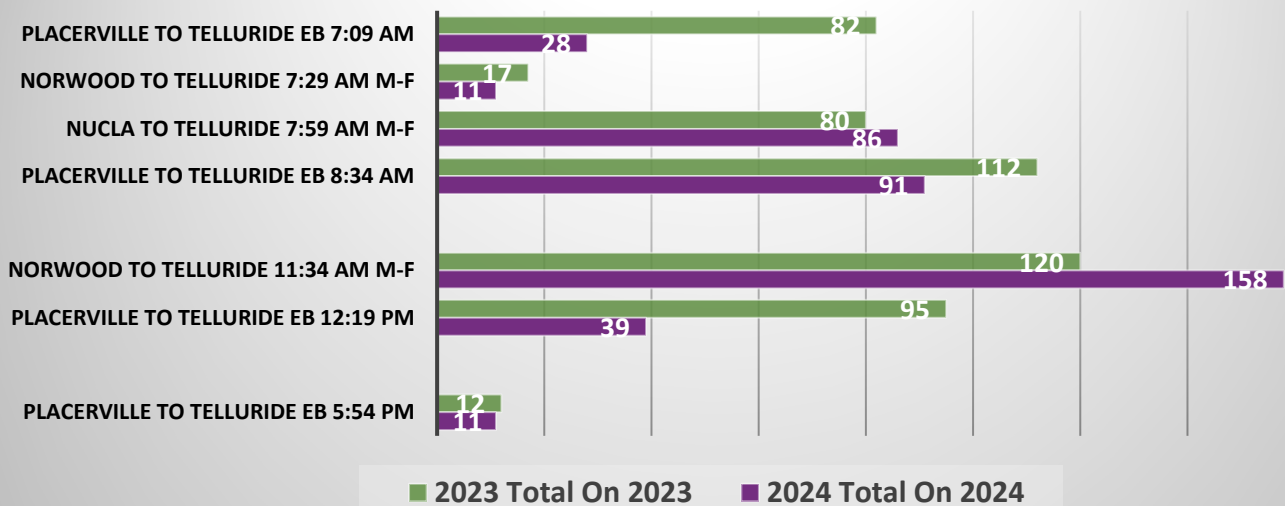
Juniper Village Stop



Notes:

- Ridership on the Down Valley bus that leaves the Juniper Village Stop at 7:07 AM was up in 2024 by 750.00%
 - Ridership on the Norwood bus that leaves the Juniper Village Stop at 7:27 AM was up in 2024 by 300.00%
 - Ridership on the Nucla bus that leaves the Juniper Village Stop at 7:57 AM was down in 2024 by 42.86%
 - Ridership on the Down Valley bus that leaves the Juniper Village Stop at 8:32 AM was up in 2024 by 15.79%
 - Ridership on the Norwood bus that leaves the Juniper Village Stop at 11:32 AM was down in 2024 by 600.00%
 - Ridership on the Down Valley bus that leaves the Juniper Village Stop at 12:17 PM was up in 2024 by 80.00%
 - There were no riders that boarded the 5:52 PM bus from Juniper Village to Telluride in either 2023 or 2024.
- Overall, there was a 32.76% increase in riders boarding at Juniper Village in 2024. Due to the small population and ridership of Juniper Village, it is difficult to draw any conclusions from this data. One person that gets a different job or moves can skew it.

The Bivi Stop

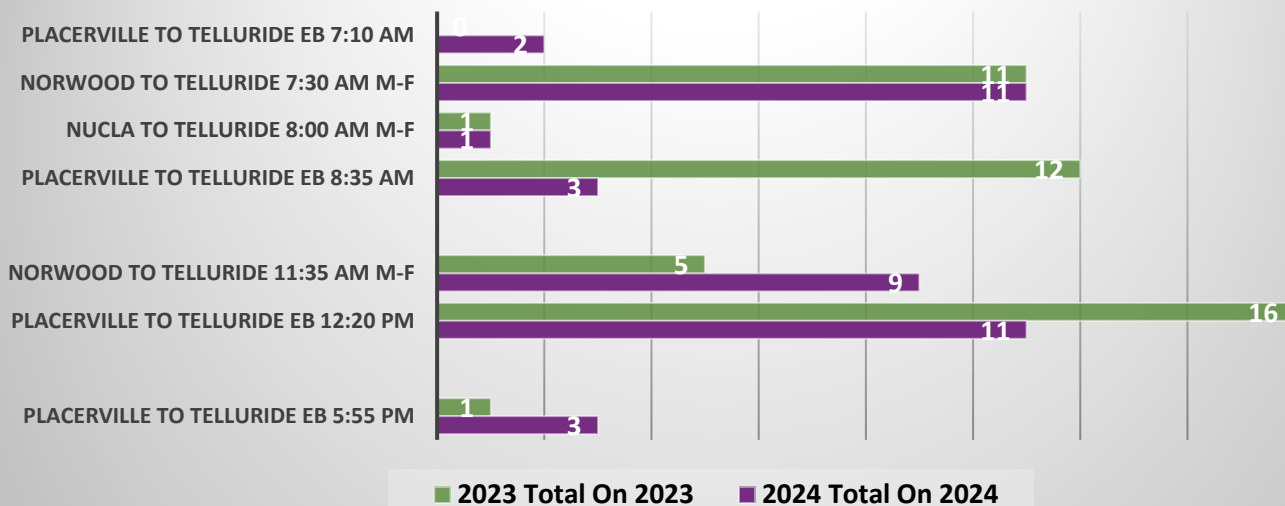


Notes:

- Ridership on the Down Valley bus that leaves the Bivi Stop at 7:09 AM was down in 2024 by 65.85%
- Ridership on the Norwood bus that leaves the Bivi Stop at 7:29 AM was down in 2024 by 35.29%
- Ridership on the Nucla bus that leaves the Bivi Stop at 7:59 AM was up in 2024 by 7.50%
- Ridership on the Down Valley bus that leaves the Bivi Stop at 8:34 AM was down in 2024 by 18.75%
- Ridership on the Norwood bus that leaves the Bivi Stop at 11:34 AM was up in 2024 by 31.67%
- Ridership on the Down Valley bus that leaves the Bivi Stop at 12:19 PM was down in 2024 by 58.95%
- Ridership on the Down Valley bus that leaves the Bivi Stop at 5:54 PM was down in 2024 by 8.33%

Overall, there was a 18.15% decrease in riders boarding at the Bivi in 2024. Much of the Bivi Stop ridership is driven by the tourists staying at the Bivi.

Fall Creek Stop

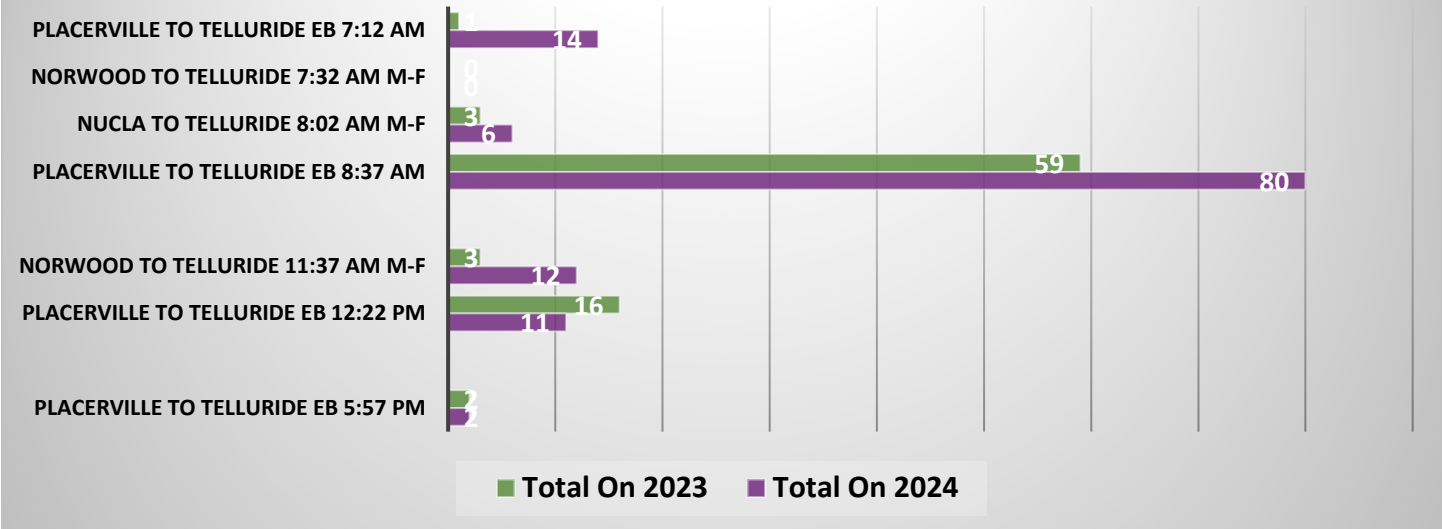


Notes:

- Ridership on the Down Valley bus that leaves the Fall Creek Stop at 7:10 AM was up in 2024 by 200%
- Ridership on the Norwood bus in 2024 that leaves the Fall Creek Stop at 7:30 AM was equal to that in 2023
- Ridership on the Nucla bus that leaves the Fall Creek Stop at 8:00 AM was equal to that in 2023
- Ridership on the Down Valley bus that leaves the Fall Creek Stop at 8:35 AM was down in 2024 by 75.00%
- Ridership on the Norwood bus that leaves the Fall Creek Stop at 11:35 AM was up in 2024 by 80.00%
- Ridership on the Down Valley bus that leaves the Fall Creek Stop at 12:20 PM was down in 2024 by 31.25%
- Ridership on the Down Valley bus that leaves the Fall Creek Stop at 5:55 PM was up in 2024 by 200%

Overall, there was a 13.04% decrease in riders boarding at Fall Creek in 2024.

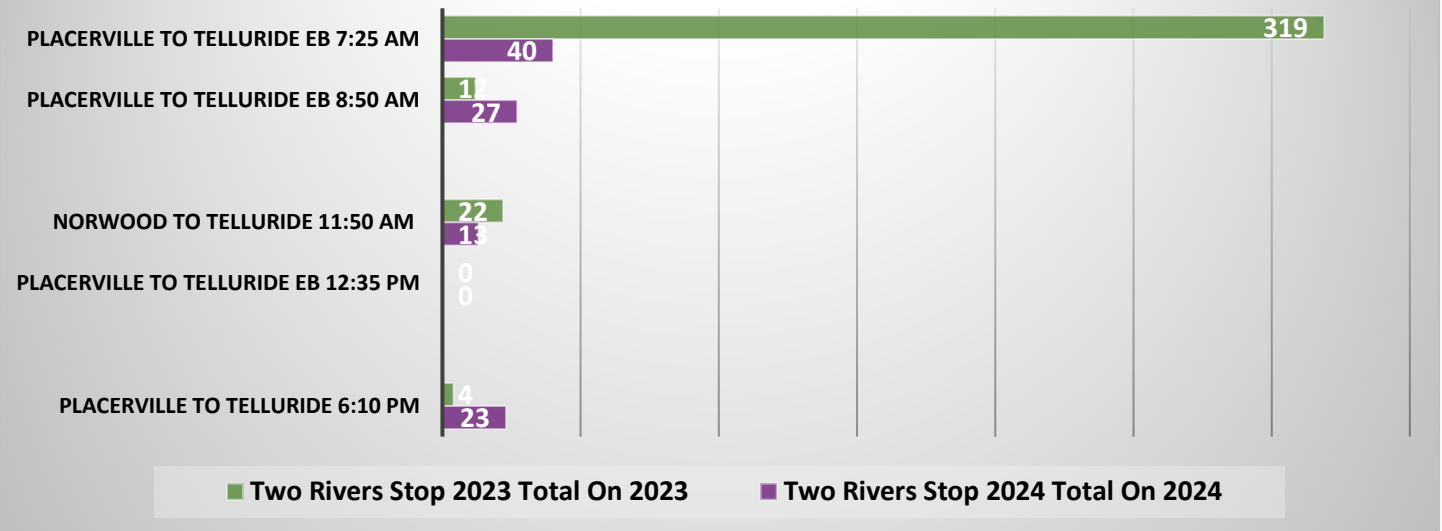
Sawpit Stop



Notes:

- o Ridership on the Down Valley bus that leaves the Sawpit Stop at 7:12 AM was up in 2024 by 1300.00%
 - o There were no riders that boarded the 7:32 AM bus from Sawpit to Telluride in either 2023 or 2024.
 - o Ridership on the Nucla bus that leaves the Sawpit Stop at 8:02: AM was up in 2024 by 100%
 - o Ridership on the Down Valley bus that leaves the Sawpit Stop at 8:37 AM was up in 2024 by 35.59%
 - o Ridership on the Norwood bus that leaves the Sawpit Stop at 11:37 AM was up in 2024 by 300.00%
 - o Ridership on the Down Valley bus that leaves the Sawpit Stop at 12:22 PM was down in 2024 by 31.25%
 - o Ridership on the Down Valley bus that leaves the Sawpit Stop at 5:57 PM was the same in 2023 as 2024
- Overall, there was a 11.01% decrease in riders boarding at Sawpit in 2024.

Two Rivers Stop

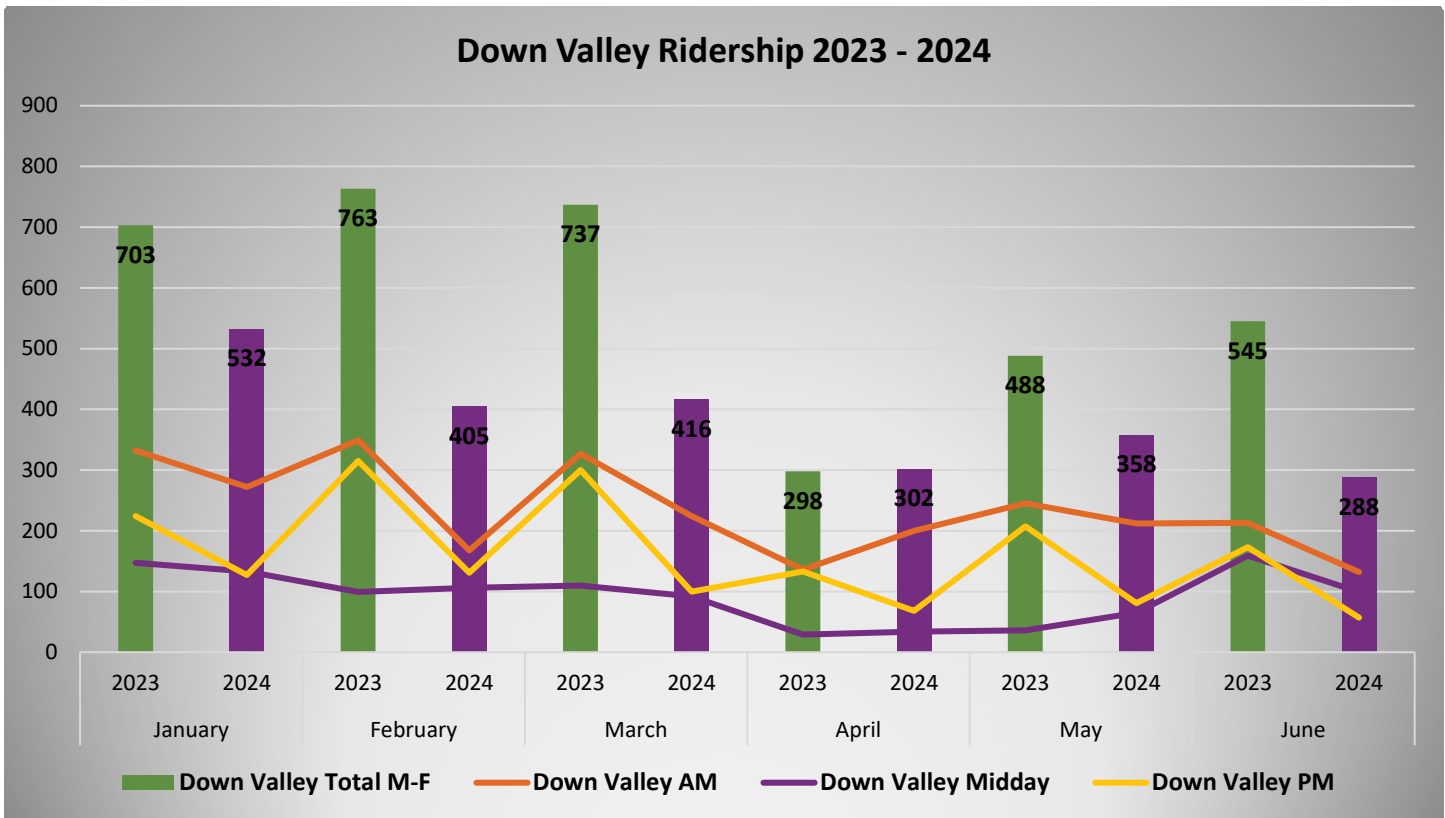


Notes:

- o Ridership on the Down Valley bus that leaves the Two Rivers Stop at 7:25 AM was down in 2024 by 87.46%
 - o Ridership on the Down Valley bus that leaves the Two Rivers Stop at 8:50 AM was up in 2024 by 2600.00%
 - o Ridership on the Down Valley bus that leaves the Two Rivers Stop at 11:50 AM was down in 2024 by 40.91%
 - o There were no riders that boarded the 12:35 AM bus from the Two Rivers Stop to Telluride in either 2023 or 2024.
 - o Ridership on the Down Valley bus that leaves the Two Rivers Stop at 6:10 PM was up in 2024 by 475.00%
- Overall, there was a 71.15% decrease in riders boarding at the Two Rivers Stop in 2024. This stop in particular illustrates that relatively minor variations in ridership in the Down Valley communities can effect overall totals. Based on the ridership logs supplied by Telluride Express, it appears that in early 2023 there were two to four students boarding the Down Valley bus at the Two Rivers stop every day. By the end of 2023 and in 2024, these students were no longer using the bus.

• 2023 and 2024 Ridership including June

The following graphs illustrate ridership comparisons that include June.



Down Valley Total M-F: Down Valley Ridership has decreased in 2024 from 2023 in January – June 34.64% (3534 to 2301). As the information on the previous graphs indicates, ridership has been somewhat redistributed with variations in individual stops accounting for disparities in ridership. Ridership is consistently highest in the morning and lowest in the middle of the day.

January: Decrease from 703 in 2023 to 532 in 2024.

- o AM: Slight decrease from 332 to 272.
- o Midday: Slight decrease from 147 to 133.
- o PM: Significant decrease from 224 to 127.

February: Significant decrease from 763 in 2023 to 405 in 2024.

- o AM: Major drop from 349 to 168.
- o Midday: Increase from 99 to 106.
- o PM: Sharp decline from 315 to 131.

March: Decrease from 737 in 2023 to 416 in 2024.

- o AM: Decrease from 327 to 224.
- o Midday: Decrease from 110 to 92.
- o PM: Significant drop from 300 to 100.

April: Slight increase from 298 in 2023 to 302 in 2024.

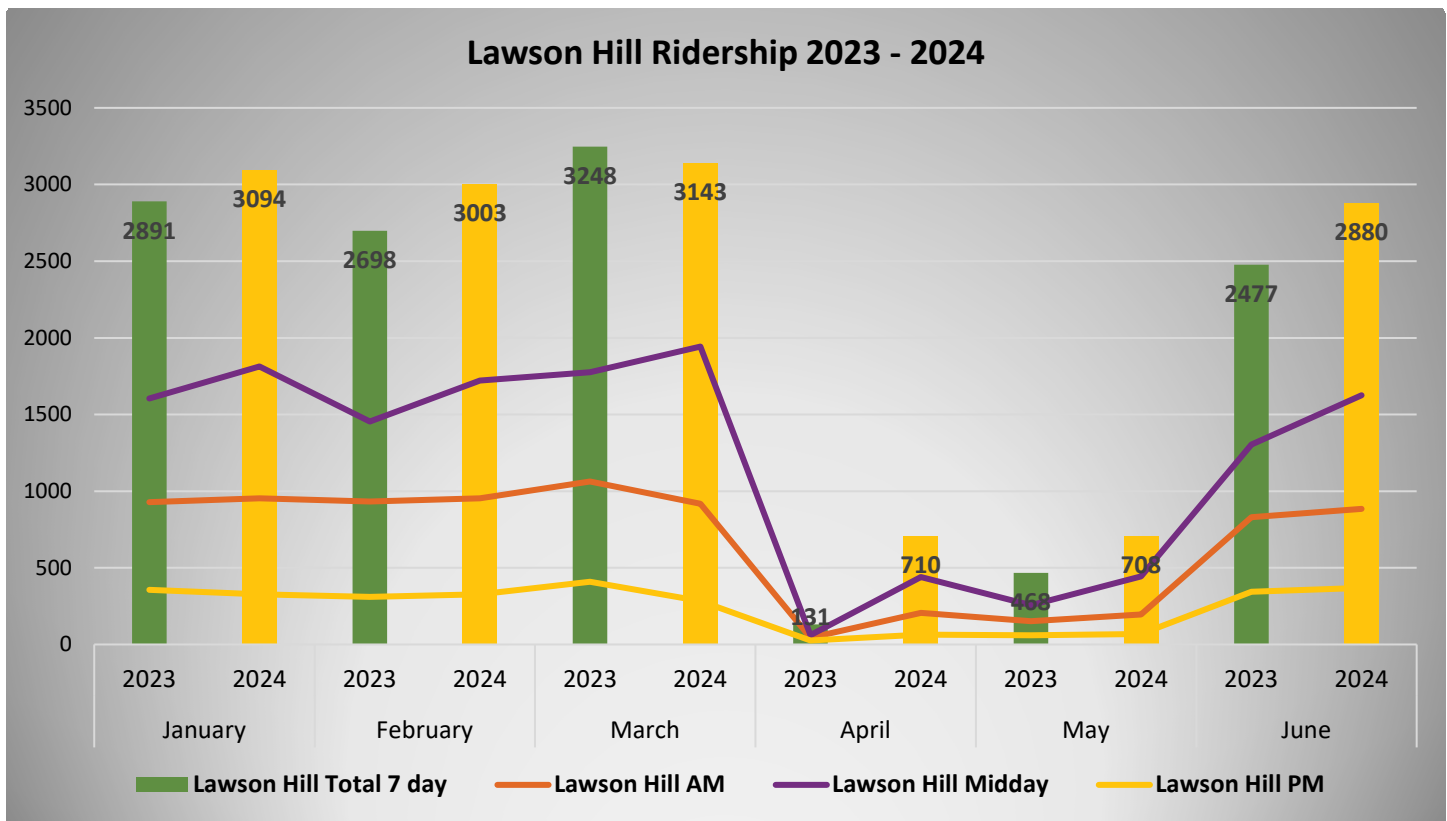
- o AM: Increase from 136 to 200.
- o Midday: Slight increase from 29 to 34.
- o PM: Decrease from 133 to 68.

May: Decrease from 488 in 2023 to 358 in 2024.

- o AM: Decrease from 245 to 212.
- o Midday: Increase from 36 to 65.
- o PM: Significant drop from 207 to 81.

June: Decrease from 545 in 2023 to 288 in 2024.

- o AM: Slight decrease from 213 to 132.
- o Midday: Increase from 159 to 99.
- o PM: Significant drop from 173 to 57.



Lawson Hill Total 7 day: Lawson Hill Ridership has increased in 2024 from 2023 in January – June 13.64% (11913 to 13538). Ridership is higher in the middle of the day, but this is due to the fact that there are more trips in the middle of the day than the morning or evening.

January: Increase from 2891 in 2023 to 3094 in 2024.

- o AM: Increase from 929 to 953.
- o Midday: Increase from 1605 to 1813.
- o PM: Decrease from 357 to 328.

February: Increase from 2698 in 2023 to 3003 in 2024.

- o AM: Slight increase from 932 to 953.
- o Midday: Increase from 1455 to 1722.
- o PM: Slight increase from 311 to 328.

March: Decrease from 3248 in 2023 to 3143 in 2024.

- o AM: Decrease from 1063 to 917.
- o Midday: Increase from 1776 to 1943.
- o PM: Decrease from 409 to 283.

April: Increase from 131 in 2023 to 710 in 2024.

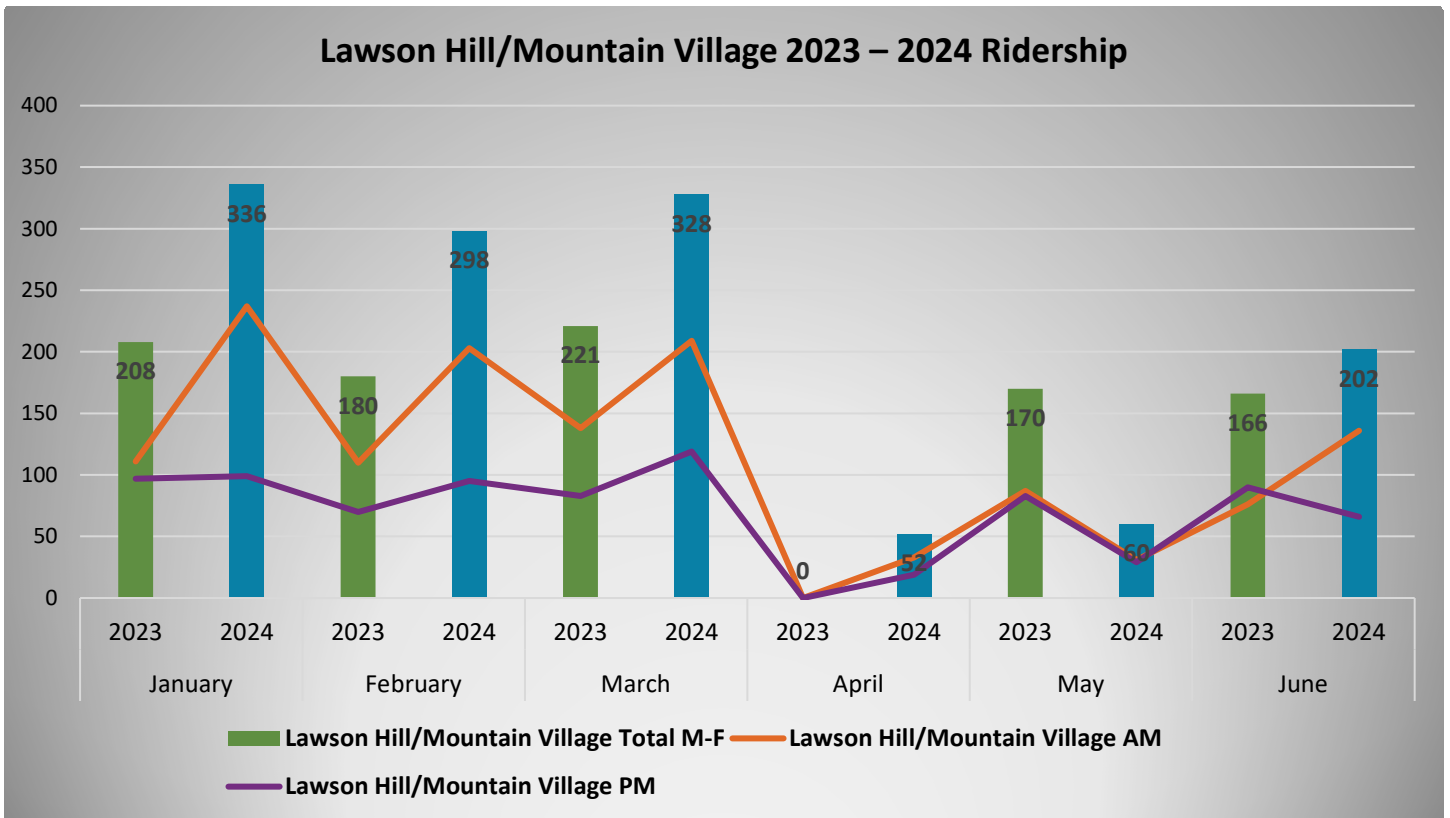
- o AM: Increase from 44 to 207.
- o Midday: Increase from 61 to 439.
- o PM: Increase from 26 to 64.

May: Increase from 468 in 2023 to 708 in 2024.

- o AM: Increase from 151 to 196.
- o Midday: Increase from 257 to 443.
- o PM: Slight increase from 60 to 69.

June: Increase from 2477 in 2023 to 2880 in 2024.

- o AM: Slight increase from 830 to 885.
- o Midday: Significant increase from 1304 to 1626.
- o PM: Increase from 343 to 369.



Lawson Hill/Mountain Village Total M-F: Lawson Hill/Mountain Village Ridership has increased in 2024 from 2023 in January – June 35.03% (945 to 1276). Ridership on this route is generally higher in the morning.

January: Increase from 208 in 2023 to 336 in 2024.

- o AM: Significant increase from 111 to 237.
- o PM: Increase from 97 to 99.

February: Increase from 180 in 2023 to 298 in 2024.

- o AM: Increase from 110 to 203.
- o PM: Increase from 70 to 95.

March: Increase from 221 in 2023 to 328 in 2024.

- o AM: Increase from 138 to 209.
- o PM: Increase from 83 to 119.

April: Increase from 0 in 2023 to 52 in 2024.

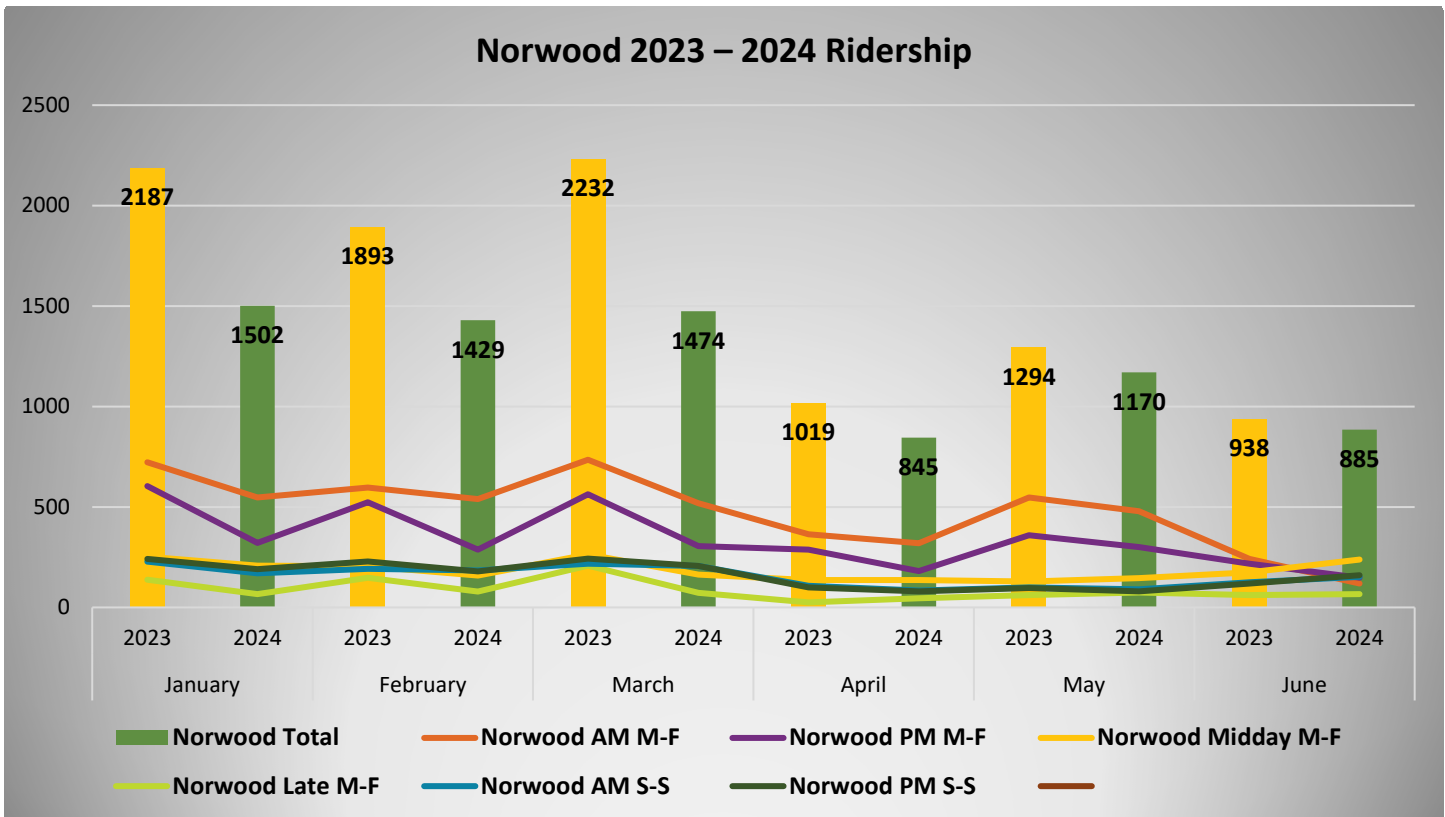
- o AM: Increase from 0 to 33.
- o PM: Increase from 0 to 19.

May: Decrease from 170 in 2023 to 60 in 2024.

- o AM: Decrease from 87 to 31.
- o PM: Decrease from 83 to 29.

June: Increase from 166 in 2023 to 202 in 2024.

- o AM: Slight decrease from 76 to 66.
- o PM: Increase from 90 to 136.



Norwood Total: Norwood Ridership has increased in 2024 from 2023 in January – June 23.61% (9563 to 7305). Ridership is highest in the morning, followed by the 5:20 PM Route.

January: Decrease from 2187 in 2023 to 1502 in 2024.

- o AM M-F: Decrease from 722 to 547.
- o PM M-F: Significant decrease from 604 to 321.
- o Midday M-F: Decrease from 253 to 208.
- o Late M-F: Significant decrease from 138 to 66.
- o AM S-S: Decrease from 228 to 170.
- o PM S-S: Decrease from 242 to 190.

February: Decrease from 1893 in 2023 to 1429 in 2024.

- o AM M-F: Decrease from 596 to 540.
- o PM M-F: Significant decrease from 524 to 288.
- o Midday M-F: Decrease from 205 to 159.
- o Late M-F: Decrease from 147 to 79.
- o AM S-S: Decrease from 192 to 184.
- o PM S-S: Decrease from 229 to 179.

March: Decrease from 2232 in 2023 to 1474 in 2024.

- o AM M-F: Decrease from 735 to 519.
- o PM M-F: Decrease from 564 to 305.
- o Midday M-F: Decrease from 264 to 164.
- o Late M-F: Significant decrease from 208 to 73.
- o AM S-S: Increase from 218 to 206.
- o PM S-S: Decrease from 243 to 207.

April: Decrease from 1019 in 2023 to 845 in 2024.

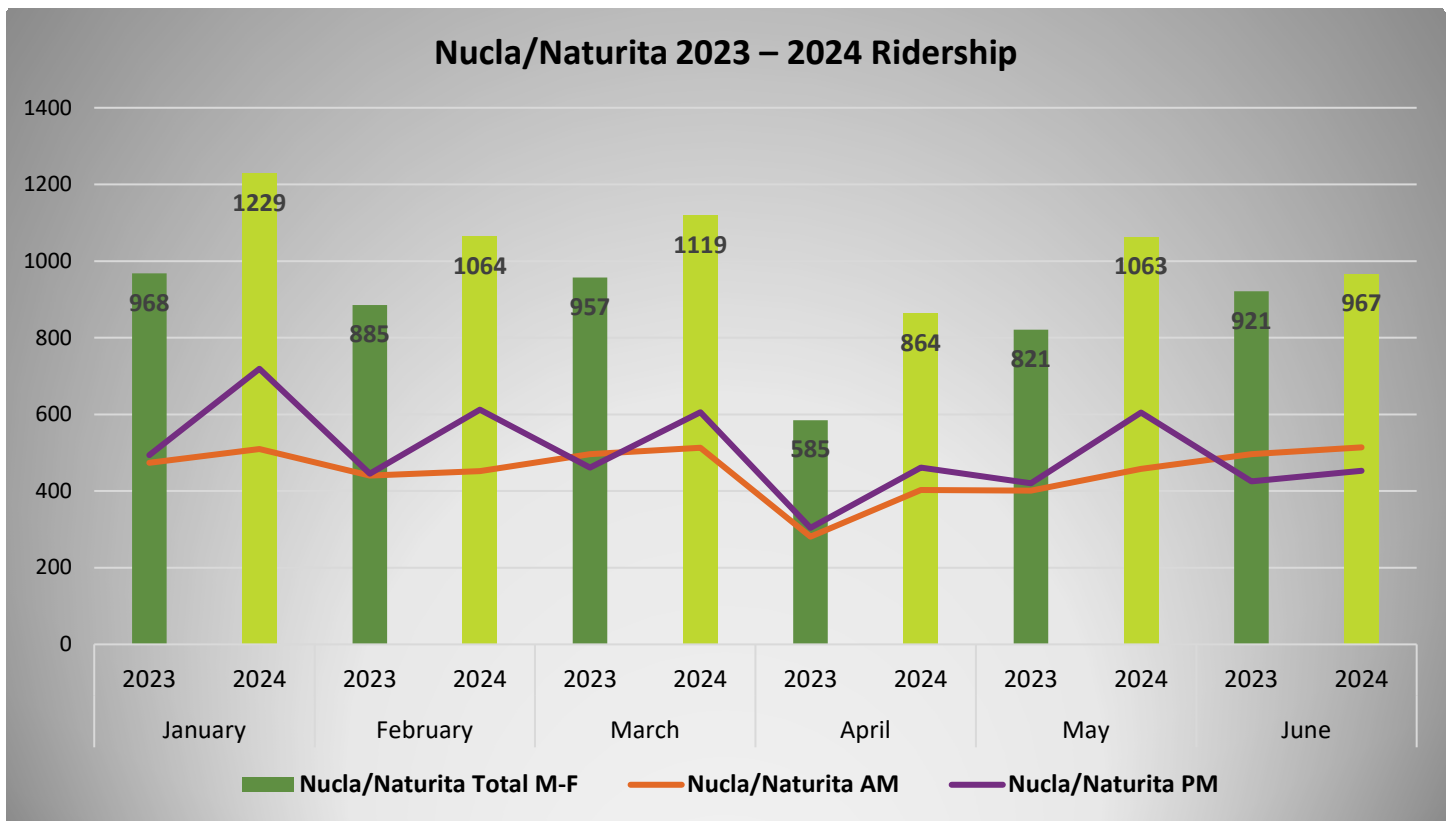
- o AM M-F: Decrease from 364 to 319.
- o PM M-F: Decrease from 287 to 181.
- o Midday M-F: Remains constant at 136.
- o Late M-F: Increase from 25 to 45.
- o AM S-S: Slight decrease from 107 to 84.
- o PM S-S: Decrease from 100 to 80.

May: Increase from 1294 in 2023 to 1170 in 2024.

- o AM M-F: Decrease from 548 to 479.
- o PM M-F: Decrease from 359 to 300.
- o Midday M-F: Increase from 129 to 146.
- o Late M-F: Increase from 62 to 75.
- o AM S-S: Slight decrease from 99 to 90.
- o PM S-S: Increase from 97 to 119.

June: Decrease from 938 in 2023 to 885 in 2024.

- o AM M-F: Decrease from 241 to 119.
- o PM M-F: Decrease from 217 to 148.
- o Midday M-F: Increase from 175 to 239.
- o Late M-F: Slight decrease from 61 to 66.
- o AM S-S: Increase from 125 to 152.
- o PM S-S: Increase from 119 to 161.



Nucla/Naturita Total M-F: Nucla/Naturita Ridership has increased in 2023 from 2024 in January – June 22.76% (5137 to 6306). Ridership is higher on this bus in the afternoon. This is a little unusual and may be due to having a larger bus that can accommodate people that want to leave a little earlier.

January: Increase from 968 in 2023 to 1229 in 2024.

- o AM: Increase from 474 to 510.
- o PM: Increase from 494 to 719.

February: Increase from 885 in 2023 to 1064 in 2024.

- o AM: Increase from 440 to 452.
- o PM: Increase from 445 to 612.

March: Increase from 957 in 2023 to 1119 in 2024.

- o AM: Increase from 496 to 513.
- o PM: Increase from 461 to 606.

April: Increase from 585 in 2023 to 864 in 2024.

- o AM: Increase from 281 to 403.
- o PM: Increase from 304 to 461.

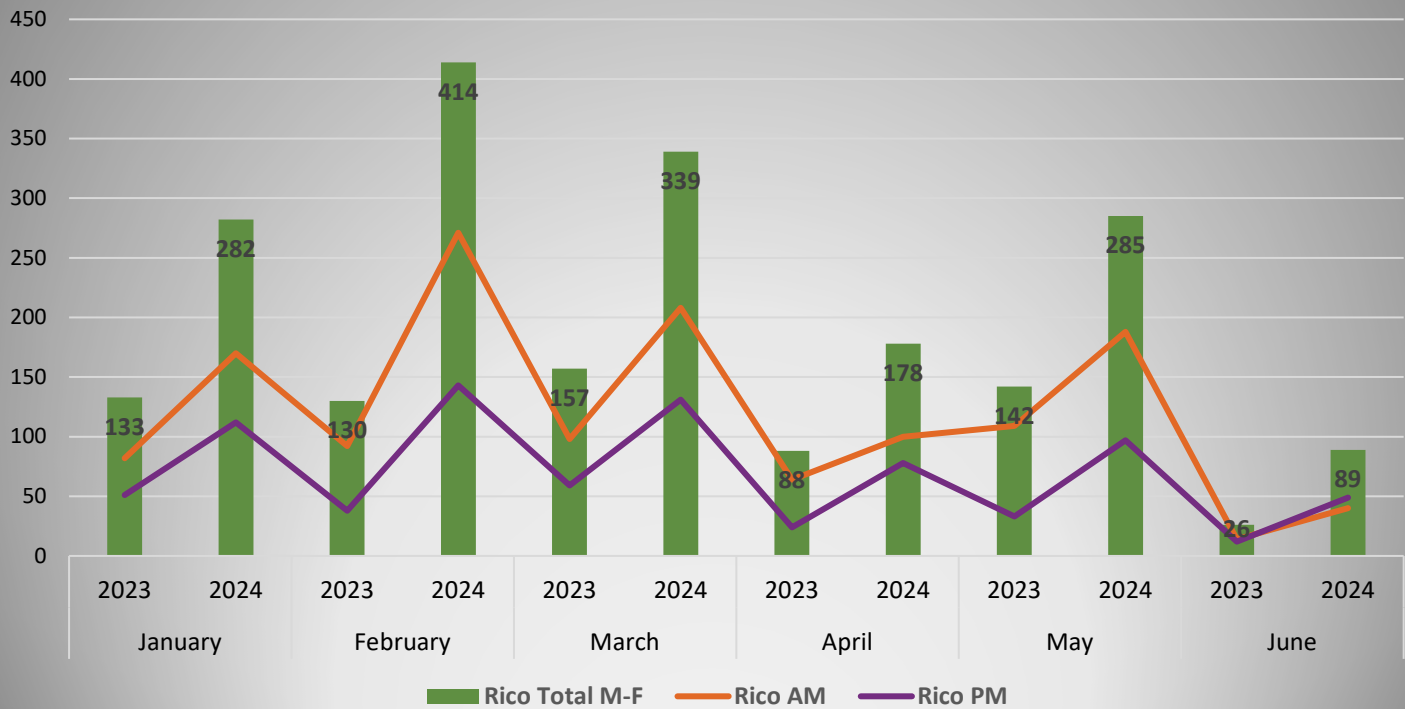
May: Increase from 821 in 2023 to 1063 in 2024.

- o AM: Increase from 401 to 458.
- o PM: Increase from 420 to 605.

June: Increase from 921 in 2023 to 967 in 2024.

- o AM: Increase from 496 to 514.
- o PM: Increase from 425 to 453.

Rico 2023 – 2024 Ridership



Rico Total M-F: Rico Ridership has increased in 2023 from 2024 in January – June 134.76% (676 to 1587). Ridership is higher in the morning

January: Increase from 133 in 2023 to 282 in 2024.

- o AM: Increase from 82 to 170.
- o PM: Increase from 51 to 112.

February: Increase from 130 in 2023 to 414 in 2024.

- o AM: Significant increase from 92 to 271.
- o PM: Increase from 38 to 143.

March: Increase from 157 in 2023 to 339 in 2024.

- o AM: Increase from 98 to 208.
- o PM: Increase from 59 to 131.

April: Increase from 88 in 2023 to 178 in 2024.

- o AM: Increase from 64 to 100.
- o PM: Increase from 24 to 78.

May: Increase from 142 in 2023 to 285 in 2024.

- o AM: Increase from 109 to 188.
- o PM: Increase from 33 to 97.

June: Decrease from 26 in 2023 to 89 in 2024.

- o AM: Slight increase from 14 to 40.
- o PM: Increase from 12 to 49.

Summary

Down Valley: Shows a consistent decrease in 2024 compared to 2023.

Lawson Hill: Exhibits an increase in 2024, particularly in Midday times.

Lawson Hill/Mountain Village: Demonstrates an overall increase in 2024.

Norwood: Shows a general decrease in 2024.

Nucla/Naturita: Consistently shows an increase in 2024.

Rico: Displays a significant increase in 2024.

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: Aug 8th, 2024
 AGENDA ITEM: (TBD)
 ACTION REQUESTED: Report
 SUBMITTED BY: Kari Distefano

BACKGROUND INFORMATION/KEY POINTS:

Highlights and comparisons to Q1

Ridership:

Ridership on all routes was lower in Q2 than Q1. This is typical and a reflection of the seasonal nature of many jobs in the area as well as a two-week school vacation.

Incidents, Complaints and Accidents:

Incidents ranged from minor – a flat tire and a stuck door to major – an assault on a driver. The man that assaulted the driver was identified with our security cameras and subsequently arrested.

Complaints were generally related to buses being late. Most late buses were within 5 minutes of scheduled times, but two lates exceeded 20 minutes. I talked to Telluride Express and it has not happened again.

There were no accidents.

Performance:

Performance continues to stay well below the 5% fault threshold. There were some early departures by the Nucla/Naturita bus. That issue has been addressed with Telluride Express. The majority were early departures from Placerville in the evening. I reminded TEX that there are people that travel from Placerville to Norwood.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: NA

ADVANTAGES: None noted.

DISADVANTAGES: None noted.

ANALYSIS/RECOMMENDATION: NA

ATTACHMENTS: SMART Performance Report for 2nd Quarter, 2024

SMART Quarterly Report

SMART Quarterly Report														
2nd Quarter 2024	Cost Allocation						Trips			Service Measures				
	Operational Cost by Transit Function					Total Allocated Cost	Revenue Hours Miles per Passenger Trip			Service Effectiveness Measures		Cost Efficiency Measures		Cost Effectiveness Measure
	Cost Using SMART Vehicles	Cost Using TEX Vehicles	Extra Costs (bus washing, storage, towing, admin)	Maintenance - Not Included in Contract	Fuel		Revenue Hours	Revenue Miles	Pass. Trips	Pass. per Revenue Hour	Pass. per Revenue Mile	Cost per Revenue Service Hour	Cost per Revenue Service Mile	Cost per Pass. Trip
Route / Service Name														
<u>Down Valley Route</u>	\$16,214	\$36,190	\$82	\$0	\$2,931	\$55,418	363	10,010	948	2.61	0.09	\$152.70	\$5.54	\$58.46
<u>Lawson Hill Route</u>	\$60,801	\$351	\$0	\$0	\$5,155	\$66,306	606	7,567	4,298	7.10	0.57	\$109.48	\$8.76	\$15.43
<u>Lawson Hill/Mountain Village Route</u>	\$12,293	\$937	\$0	\$0	\$1,084	\$14,314	128	1,786	314	2.45	0.18	\$111.82	\$8.02	\$45.58
<u>Norwood Route</u>	\$41,773	\$2,927	\$206	\$0	\$3,512	\$48,418	433	13,447	2,900	6.69	0.22	\$111.73	\$3.60	\$16.70
<u>Nucla/Naturita Route</u>	\$22,923	\$0	\$121	\$0	\$1,841	\$24,885	228	7,618	2,894	12.72	0.38	\$109.39	\$3.27	\$8.60
<u>Rico Route</u>	\$9,689	\$1,900	\$52	\$0	\$877	\$12,517	108	3,588	552	5.10	0.15	\$115.55	\$3.49	\$22.68
<u>Offseason</u>	\$134,553	\$901	\$0	\$0	\$10,358	\$145,812	1,341	19,606	6,983	5.21	0.36	\$108.72	\$7.44	\$20.88
<u>Offseason Express</u>	\$42,118	\$0	\$0	\$0	\$3,229	\$45,347	418	6,577	2,029	4.85	0.31	\$108.49	\$6.89	\$22.35
<u>Montrose</u>	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
<u>Vanpool Montrose/Telluride 1</u>	\$0	\$0	\$0	\$300	\$1,343	\$1,643	170	6,828	543	3.19	0.08	\$9.65	\$0.24	\$3.03
<u>Vanpool Montrose/Telluride 2</u>	\$0	\$0	\$0	\$300	\$1,199	\$1,499	170	8,023	354	2.08	0.04	\$8.81	\$0.19	\$4.23
<u>Vanpool Montrose/Mountain Village</u>	\$0	\$0	\$0	\$0	\$514	\$514	218	10,623	180	0.83	0.02	\$2.36	\$0.05	\$2.85
<u>Vanpool Norwood/Mountain Village 1</u>	\$0	\$0	\$0	\$0	\$514	\$514	90	4,250	229	2.54	0.05	\$5.71	\$0.12	\$2.24
<u>Vanpool Norwood/Mountain Village 2</u>	\$0	\$0	\$0	\$149	\$514	\$662	92	5,176	230	2.51	0.04	\$7.24	\$0.13	\$2.88
<u>Vanpool Norwood/Mountain Village 3</u>	\$0	\$0	\$0	\$0	\$556	\$556	75	3,865	92	1.23	0.02	\$7.42	\$0.14	\$6.05
<u>Vanpool Telluride/Ridgway</u>	\$0	\$0	\$0	\$300	\$469	\$769	63	4,070	178	2.82	0.04	\$12.18	\$0.19	\$4.32
Total	\$340,363	\$43,205	\$461	\$1,049	\$34,095	\$419,173	4,503	113,034	22,724	5.05	0.20	\$93.09	\$3.71	\$18.45

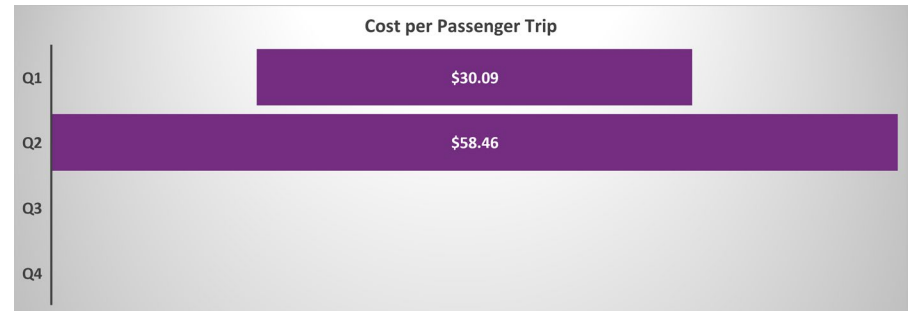
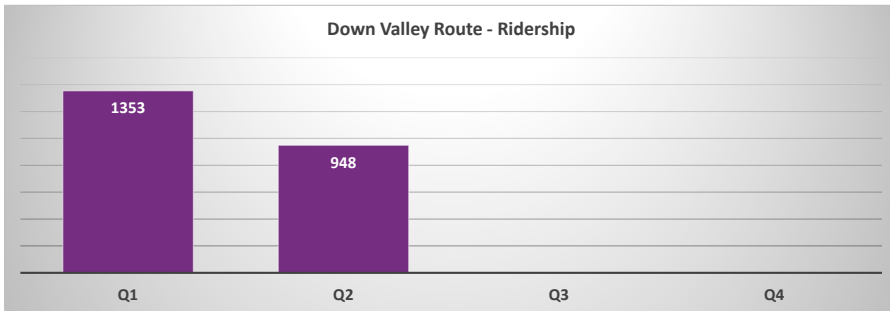
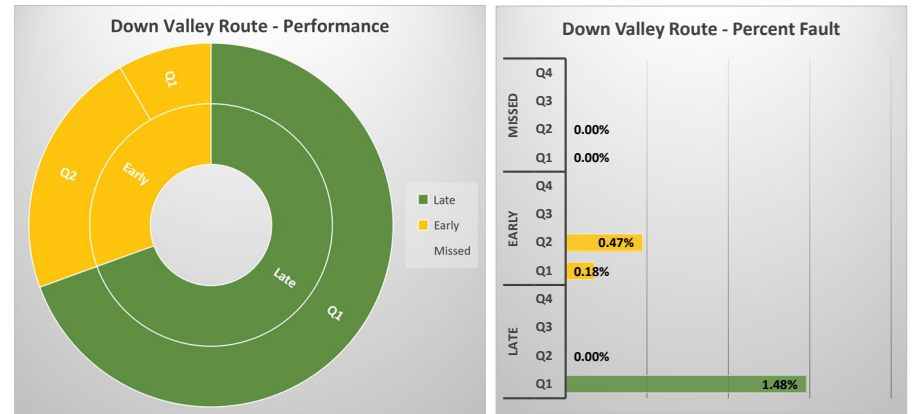
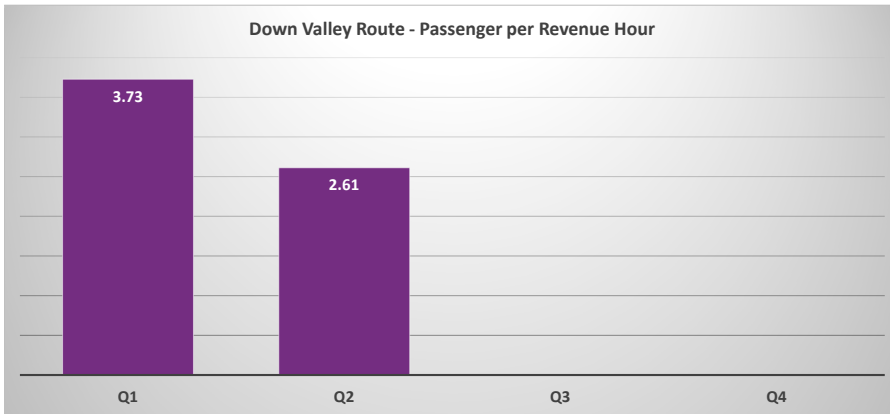
Route / Service Name	Fare Capture		Safety and Comfort			Performance						
	Fare Recovery	Operating Farebox Ratio	Accidents	Incidents	Complaints	Route	Total Scheduled Stops	Late	Early	Missed	Total Faults	Percent Faults
	Route / Service Name											
<u>Down Valley Route</u>	\$440	0.79%	0	1	0	<u>Down Valley Route</u>	1690	0	8	0	8	0.47%
<u>Lawson Hill Route</u>	\$0	0.00%	0	0	1	<u>Lawson Hill Route</u>	2106	1	9	0	10	0.47%
<u>Lawson Hill/Mountain Village Route</u>	\$0	0.00%	0	0	0	<u>Lawson Hill/Mountain Village Route</u>	576	0	4	0	4	0.69%
<u>Norwood Route</u>	\$4,525	9.35%	0	0	5	<u>Norwood Route</u>	1339	3	13	0	16	1.19%
<u>Nucla/Naturita Route</u>	\$6,060	24.35%	0	0	2	<u>Nucla/Naturita Route</u>	845	0	23	2	25	2.96%
<u>Rico Route</u>	\$1,263	10.09%	0	0	0	<u>Rico Route</u>	130	0	0	0	0	0.00%
<u>Offseason</u>	\$0	0.00%	0	2	5	<u>Offseason</u>	8526	22	19	1	42	0.49%
<u>Offseason Express</u>	\$0	0.00%	0	0	1	<u>Offseason Express</u>	2166	0	28	0	28	1.29%
<u>Montrose</u>	\$0	0.00%	0	0	0	<u>Montrose</u>	0	0	0	0	0	0.00%
<u>Vanpool Montrose/Telluride 1</u>	\$1,600	97.41%	0	0	1							
<u>Vanpool Montrose/Telluride 2</u>	\$1,440	96.06%	0	0	0							
<u>Vanpool Montrose/Mountain Village</u>	\$440	85.64%	0	0	0							
<u>Vanpool Norwood/Mountain Village 1</u>	\$720	140.15%	0	0	0							
<u>Vanpool Norwood/Mountain Village 2</u>	\$560	84.56%	0	0	0							
<u>Vanpool Norwood/Mountain Village 3</u>	\$400	71.90%	0	0	0							
<u>Vanpool Telluride/Ridgway</u>	\$520	67.66%	0	0	0							
Total	\$17,968		0	3	15							

Down Valley Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	363	363			1353	948			3.73	2.61		
Down Valley AM	135	135			664	544			4.90	4.02		
Down Valley Midday	98	98			331	198			3.39	2.03		
Down Valley PM	130	130			358	206			2.75	1.58		

Down Valley Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	1.48%	0.00%			0.18%	0.47%			0.00%	0.00%		
Total	25	0			3	8			0	0		
Down Valley AM	3	0			2	0			0	0		
Down Valley Midday	1	0			1	4			0	0		
Down Valley PM	21	0			0	4			0	0		

Down Valley Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0			1	1			1	0		

Down Valley Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio (fares/expenditures)			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$30.09	\$58.46			\$729	\$440			1.79%	0.79%		

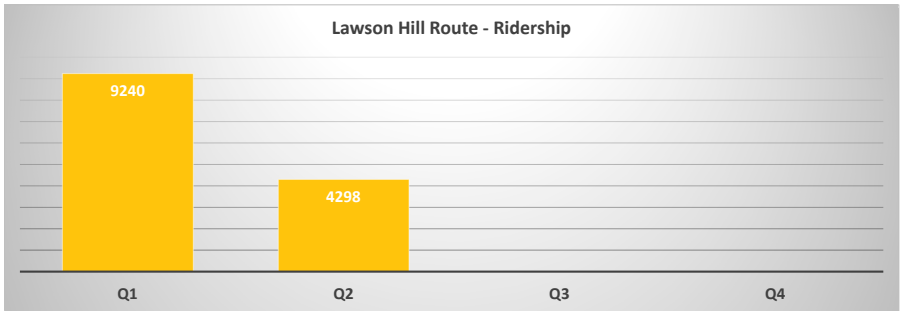
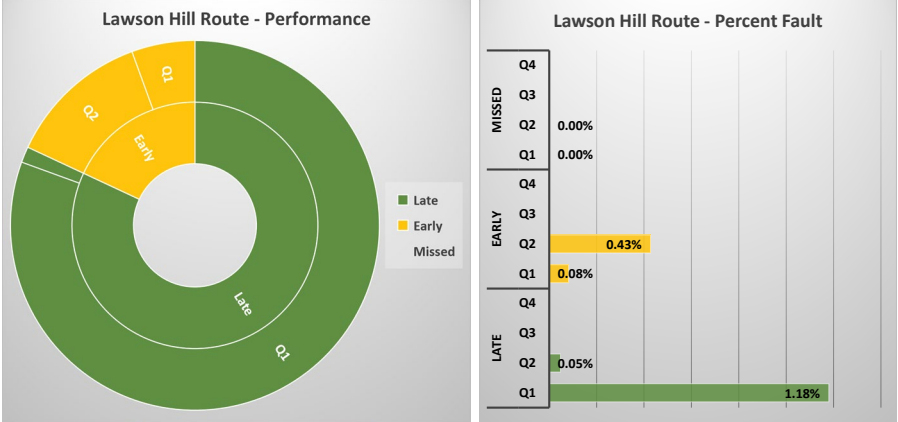
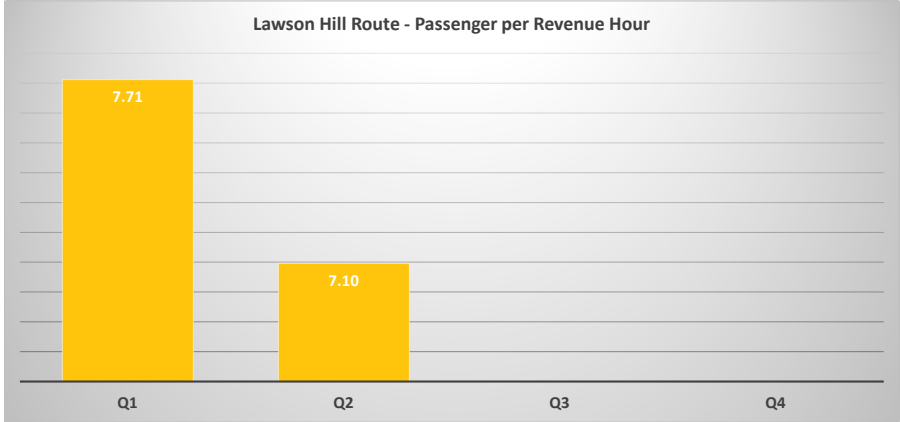


Lawson Hill Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	1198	606			9240	4298			7.71	7.10		
Lawson Hill AM	447	226			2823	1288			6.31	5.70		
Lawson Hill Middyay	546	276			5478	2508			10.03	9.09		
Lawson Hill PM	205	104			939	502			4.59	4.85		

Lawson Hill Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	1.18%	0.05%			0.08%	0.43%			0.00%	0.00%		
Total	58	1			4	9			0	0		
Lawson Hill AM	21	0			1	5			0	0		
Lawson Hill Middyay	27	1			1	3			0	0		
Lawson Hill PM	10	0			2	1			0	0		

Lawson Hill Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	1	0			0	0			1	1		

Lawson Hill Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$14.35	\$15.43			\$0	\$0			0.00%	0.00%		

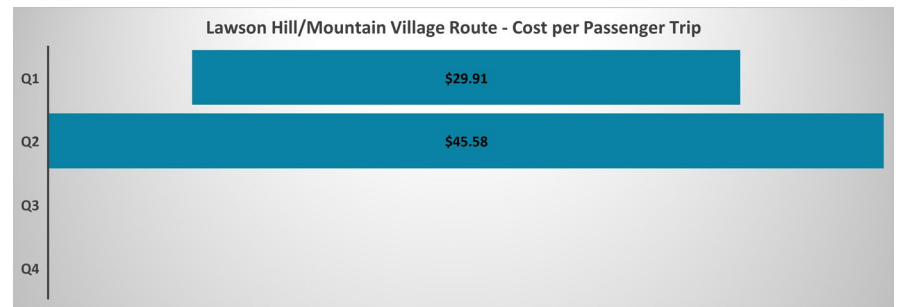
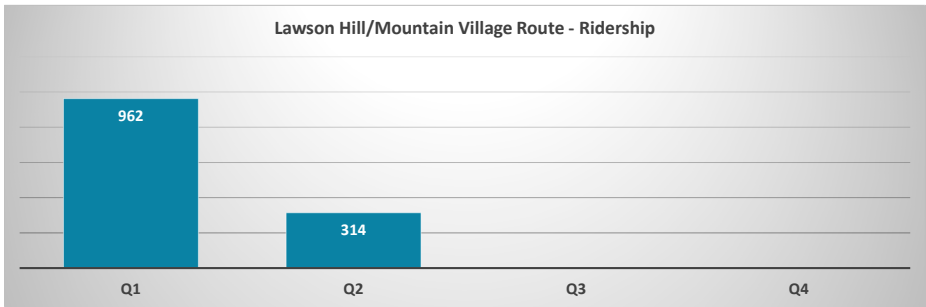
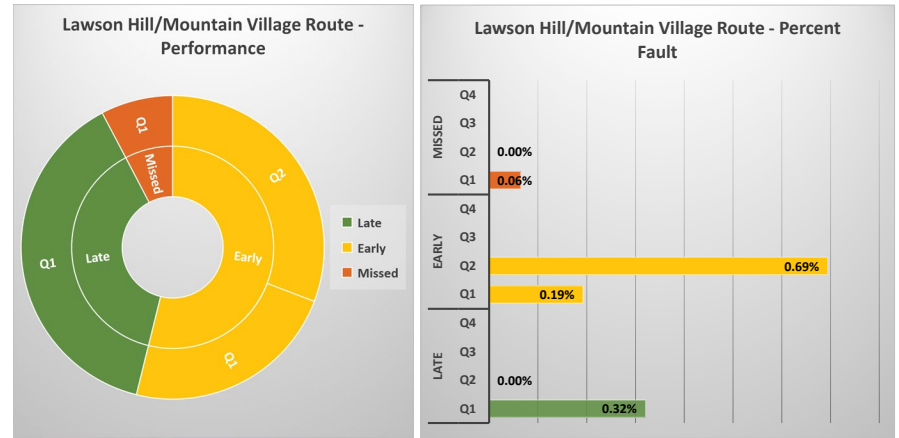
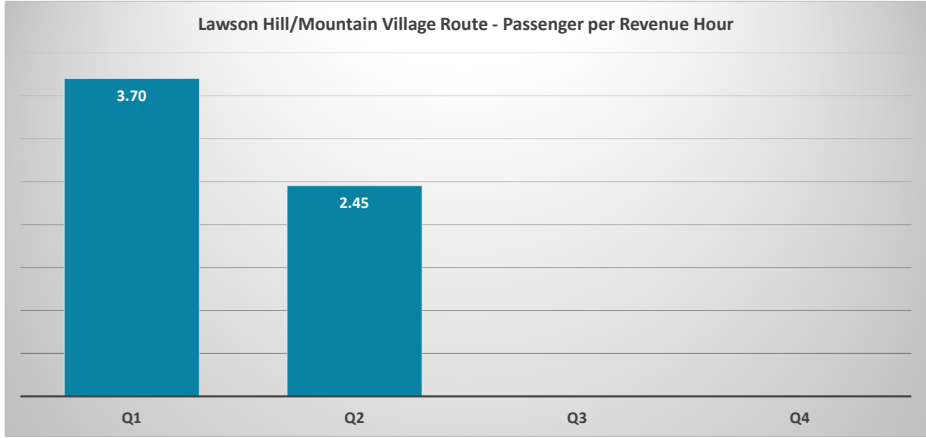


Lawson Hill/Mountain Village Route- Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	260	128			962	314			3.70	2.45		
Lawson Hill/Mountain Village AM	130	64			649	200			4.99	3.13		
Lawson Hill/Mountain Village PM	130	32			313	114			2.41	3.56		

Lawson Hill/Mountain Village Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.32%	0.00%			0.19%	0.69%			0.06%	0.00%		
Total	5	0			3	4			1	0		
Lawson Hill/Mountain Village	4	0			2	0			1	0		
Lawson Hill/Mountain Village	1	0			1	4			0	0		

Lawson Hill/Mountain Village Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0			1	0			0	0		

Lawson Hill/Mountain Village Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$29.91	\$45.58			\$0	\$0			0.00%	0.00%		

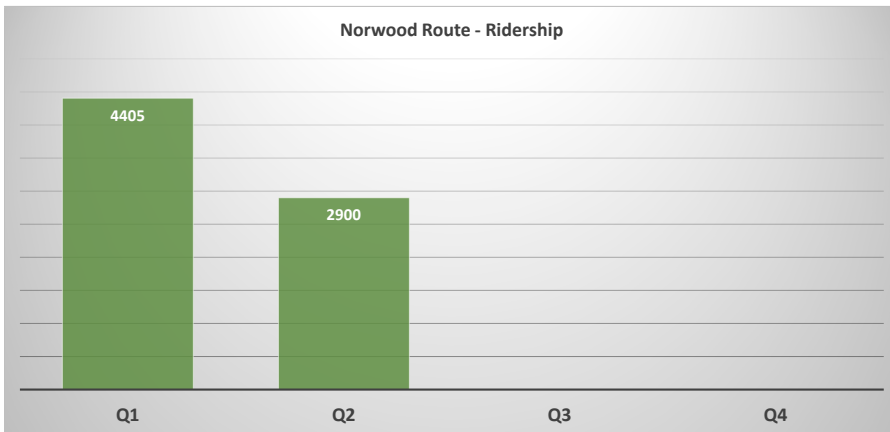
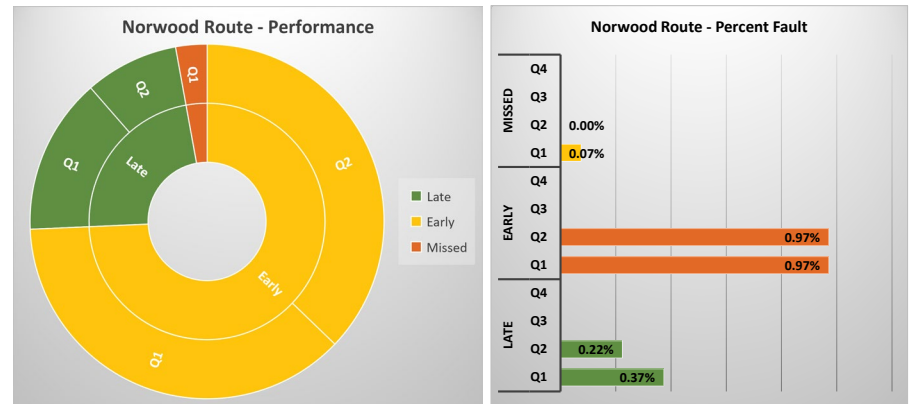
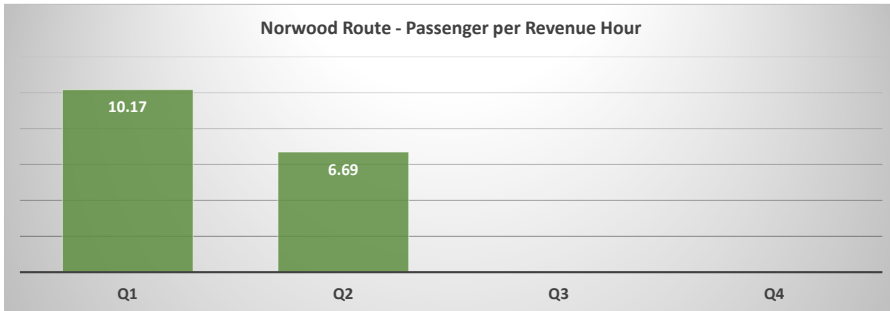


Norwood Route- Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	433	433			4405	2900			10.17	6.69		
Norwood AM M-F	76	76			1606	917			21.13	12.06		
Norwood PM M-F	57	57			914	629			16.03	11.03		
Norwood Middy M-F	165	165			531	521			3.21	3.15		
Norwood Late M-F	83	83			218	186			2.64	2.25		
Norwood AM S-S	26	26			560	326			21.15	12.31		
Norwood PM S-S	26	26			576	321			22.49	12.53		

Norwood Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.37%	0.22%			0.97%	0.97%			0.07%	0.00%		
Total	5	3			13	13			1	0		
Norwood AM M-F	0	0			0	0			0	0		
Norwood PM M-F	1	2			11	10			1	0		
Norwood Middy M-F	2	1			1	2			0	0		
Norwood Late M-F	0	0			1	1			0	0		
Norwood AM S-S	2	0			0	0			0	0		
Norwood PM S-S	0	0			0	0			0	0		

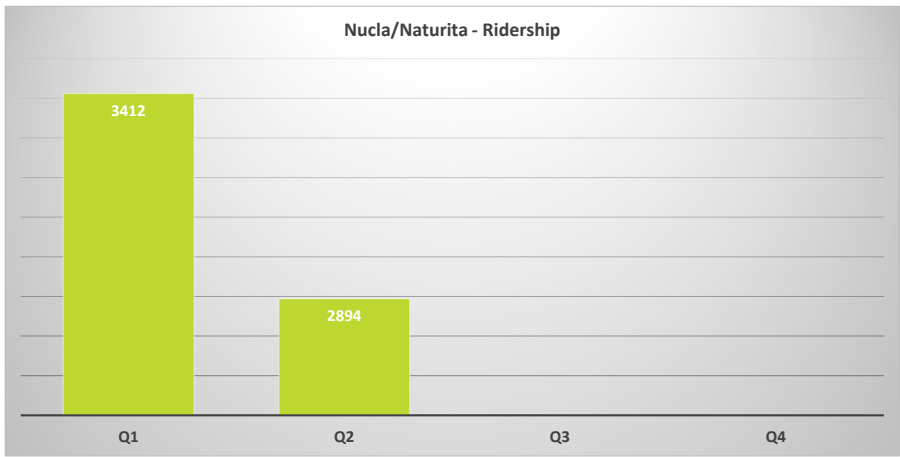
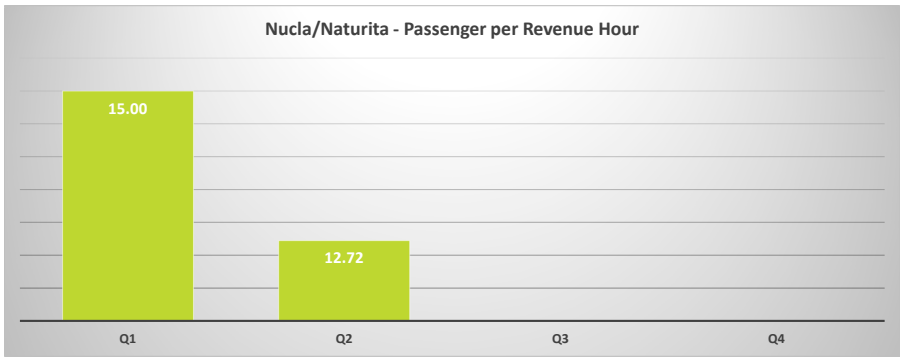
Norwood Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0			4	0			0	5		

Norwood Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$11.16	\$16.70			\$7,151	\$4,525			14.54%	9.35%		



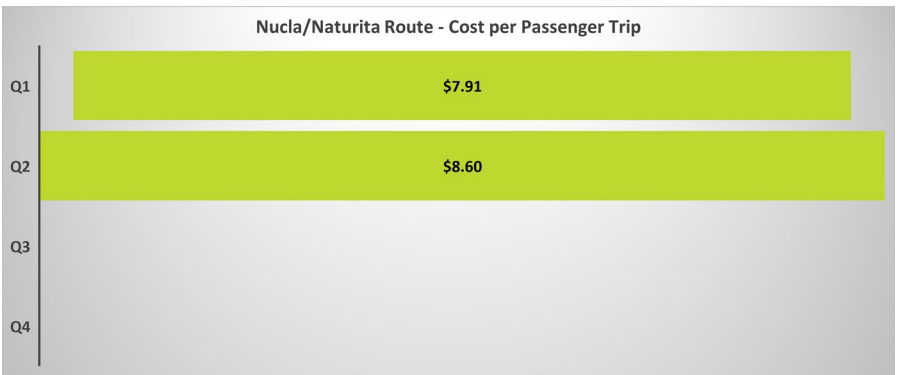
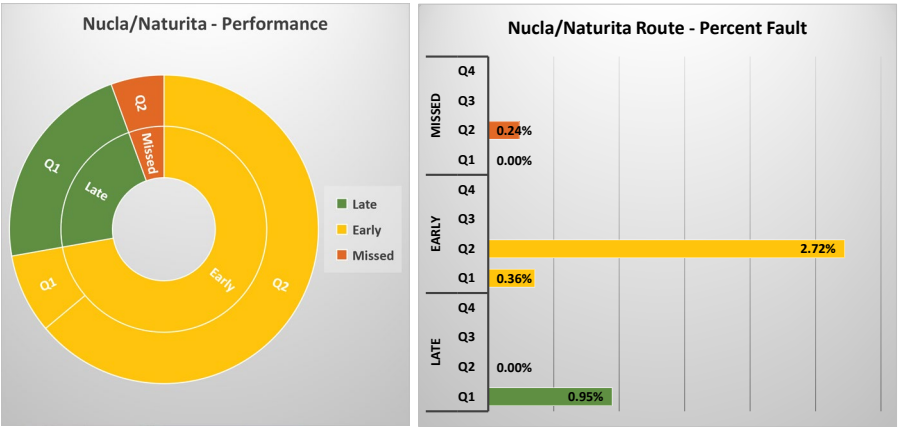
Nucla/Naturita Route- Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	228	228			3412	2894			15.00	12.72		
Nucla/Naturita AM M-F	114	114			1475	1375			12.97	12.09		
Nucla/Naturita PM M-F	114	114			1937	1519			17.03	13.35		

Nucla/Naturita - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0			1	0			0	2		



Nucla/Naturita Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.95%	0.00%			0.36%	2.72%			0.00%	0.24%		
Total	8	0			3	23			0	2		
Nucla/Naturita AM M-F	6	0			3	13			0	0		
Nucla/Naturita PM M-F	2	0			0	10			0	2		

Nucla/Naturita Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$7.91	\$8.60			\$7,226	\$6,060			26.79%	24.35%		

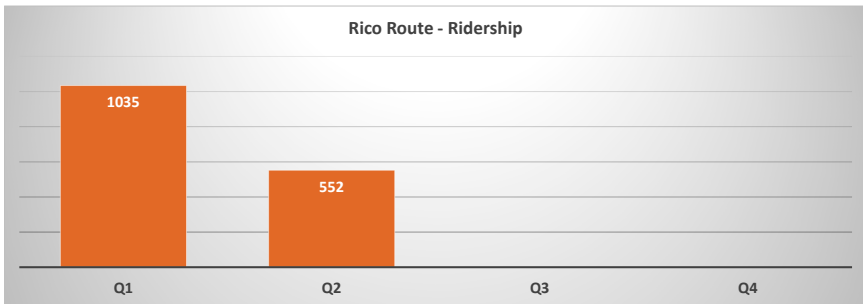
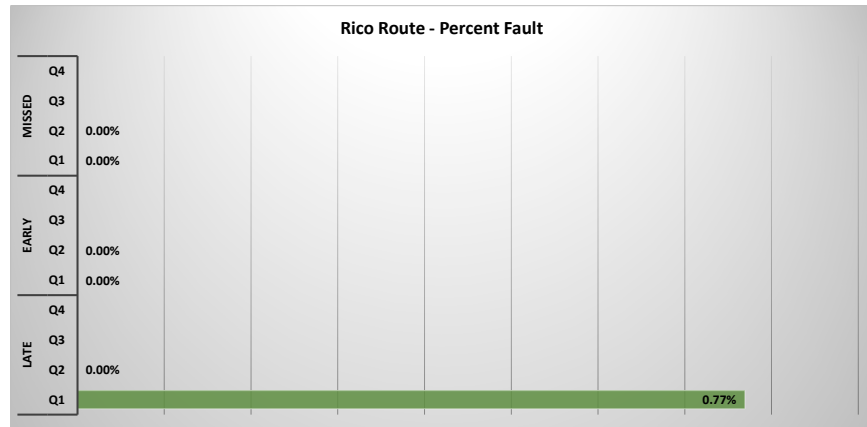
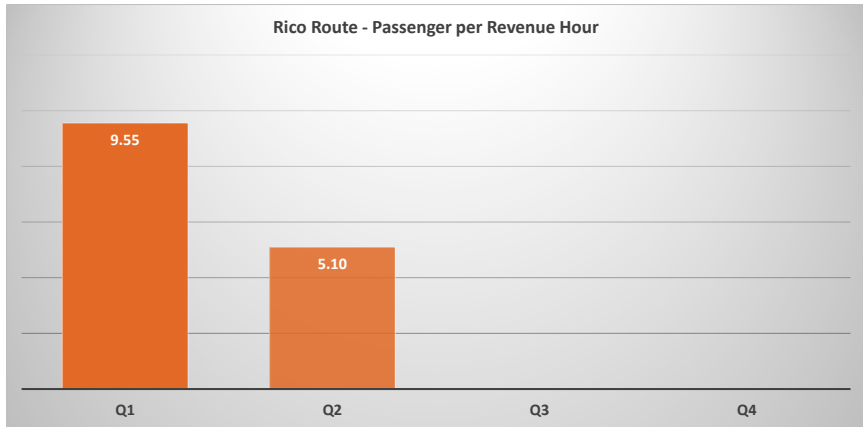


Rico Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	108	108			1035	552			9.55	5.10		
Rico AM M-F	49	49			649	328			13.31	6.73		
Rico PM M-F	60	60			386	224			6.48	3.76		

Rico Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.77%	0.00%			0.00%	0.00%			0.00%	0.00%		
Total	1	0			0	0			0	0		
Rico AM M-F	1	0			0	0			0	0		
Rico PM M-F	0	0			0	0			0	0		

Rico Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0			1	0			0	0		

Rico Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$11.85	\$22.68			\$2,388	\$1,263			19.47%	10.09%		

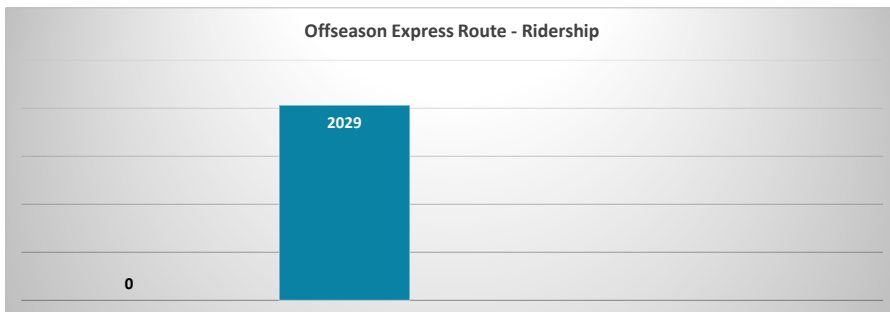
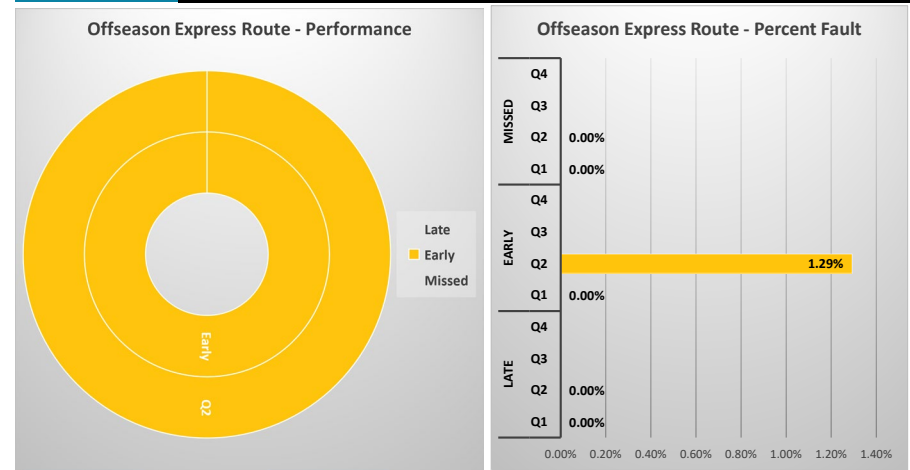
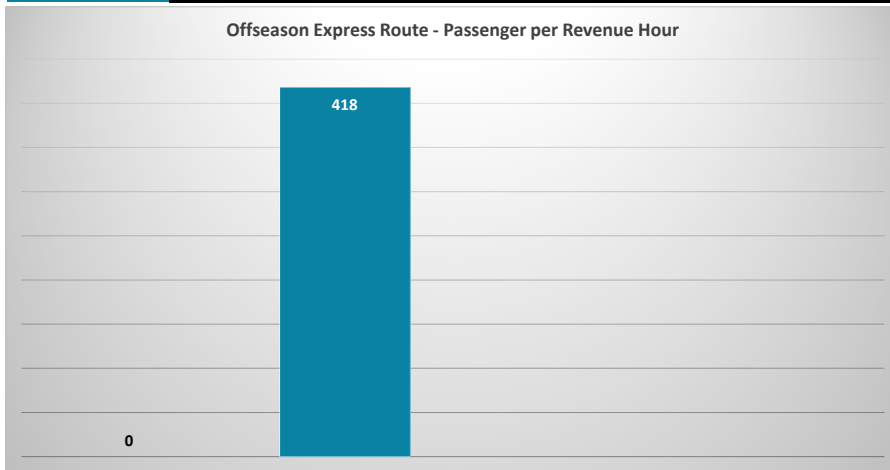


Offseason Express - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	418			0	2029			0.00	4.85		
Offseason Local Express	0	418			0	2029			0.00	4.85		

Offseason Express Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.00%	0.00%			0.00%	1.29%			0.00%	0.00%		
Total	0	0			0	28			0	0		
Offseason Express	0	0			0	28			0	0		

Offseason Express Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0			0	0			0	1		

Offseason Express Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$0.00	\$22.35			\$0	\$0			0.00%	0.00%		

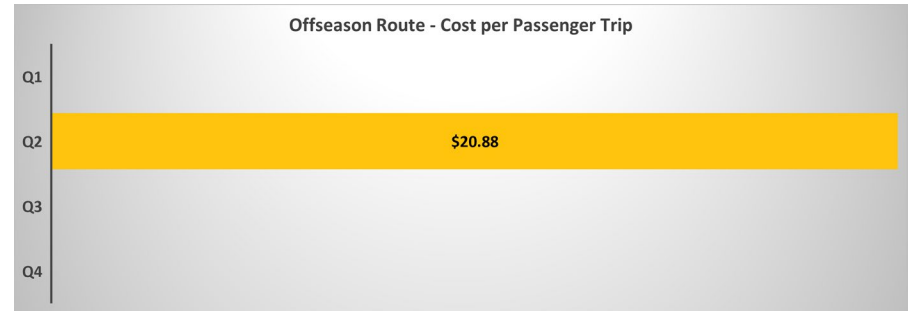
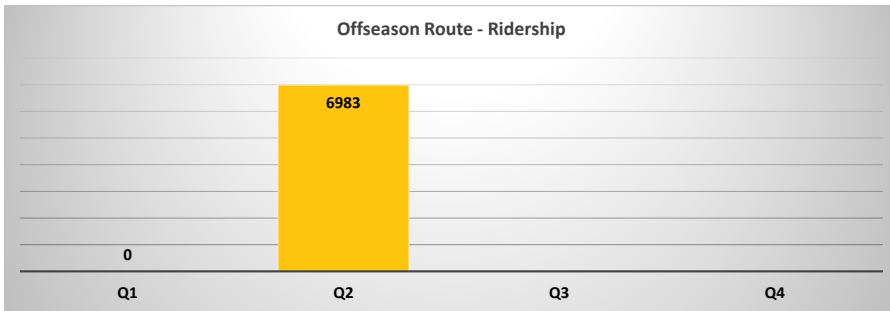
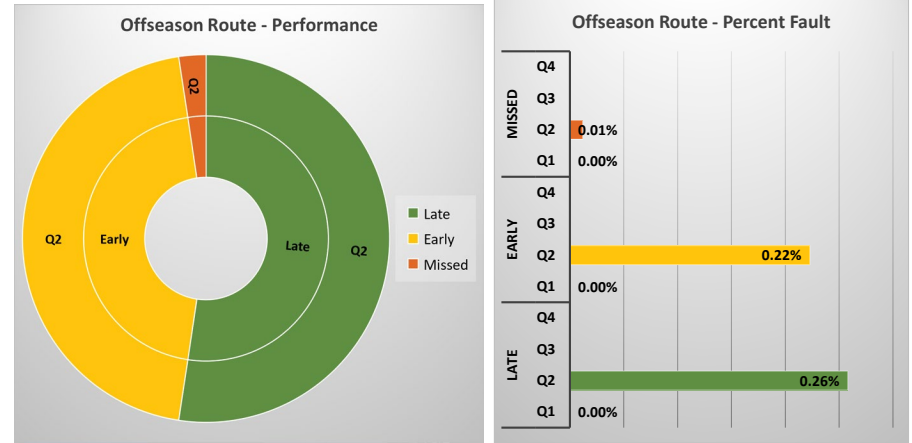
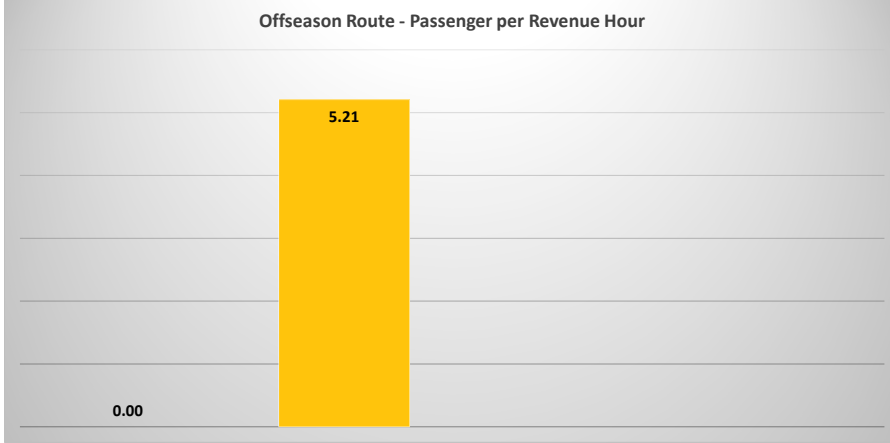


Offseason Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	1341			0	6983			0.00	5.21		
Offseason Local M-F	0	573			0	2610			0.00	4.56		
Offseason Local 7 Day	0	769			0	4373			0.00	5.69		

Offseason Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0.00%	0.26%			0.00%	0.22%			0.00%	0.01%		
Offseason Local M-F	0	9			0	3			0	0		
Offseason Local 7 Day	0	13			0	16			0	1		

Offseason Local Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0			0	2			0	5		

Offseason Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$0.00	\$20.88			\$0	\$0			0.00%	0.00%		



Vanpools- Service Delivery												
Vanpool Total	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	888	878			2337	1806			2.63	2.06		
Montrose/Telluride 1 (Ford)	146	170			729	543			4.98	3.19		
Montrose/Telluride 2 (Chevy)	149	170			486	354			3.26	2.08		
Montrose/Mountain Village (606)	218	218			172	180			0.79	0.83		
Norwood/Mountain Village 1 (605)	102	90			233	229			2.28	2.54		
Norwood/Mountain Village 2 MM1	117	92			293	230			2.50	2.51		
Norwood/Mountain Village 3 (608)	81	75			197	92			2.43	1.23		
Telluride/Ridgway	75	63			227	178			3.04	2.82		

Active Subscribers												
Month	Q1			Q2			Q3			Q4		
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
	Montrose/Telluride 1 (Ford)	12	10	14	14	13	13					
Montrose/Telluride 2 (Chevy)	11	11	12	12	12	12						
Montrose/Mountain Village (606)	4	4	1	3	3	4						
Norwood/Mountain Village 1 (605)	5	5	4	4	7	7						
Norwood/Mountain Village 2 MM1	6	5	3	3	5	5						
Norwood/Mountain Village 3 (608)	12	12	5	5	2	3						
Telluride/Ridgway	6	6	7	6	7	0						

Norwood Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	Montrose/Telluride 1 (Ford)	0	0			0	0			0	1	
Montrose/Telluride 2 (Chevy)	0	0			0	0			0	0		
Montrose/Mountain Village (606)	0	0			0	0			0	0		
Norwood/Mountain Village 1 (605)	0	0			1	0			0	0		
Norwood/Mountain Village 2 (609)	0	0			0	0			0	0		
Norwood/Mountain Village 3 (608)	0	0			0	0			0	0		
Telluride/Ridgway	0	0			0	0			0	0		

Vanpool - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio (fares/expenditures)			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	Van Pools Average	\$5.81	\$23.45			\$6,080	\$5,680			58.25%	91.91%	
Montrose/Telluride 1 (Ford)	\$7.25	\$3.03			\$1,760	\$1,600			33.30%	97.41%		
Montrose/Telluride 2 (Chevy)	\$3.53	\$2.08			\$1,320	\$1,440			76.84%	96.06%		
Montrose/Mountain Village (606)	\$2.92	\$2.85			\$360	\$440			71.67%	85.64%		
Norwood/Mountain Village 1 (605)	\$2.16	\$2.24			\$600	\$720			119.45%	140.15%		
Norwood/Mountain Village 2 (609)	\$6.18	\$2.88			\$560	\$560			30.95%	84.56%		
Norwood/Mountain Village 3 (608)	\$10.01	\$6.05			\$640	\$400			32.46%	71.90%		
Telluride/Ridgway	\$8.59	\$4.32			\$840	\$520			43.09%	67.66%		

