



San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
Thursday December 14th, 2023
3 p.m.

This meeting will be held virtually:

Please join the meeting from your computer, tablet or smartphone.

<https://us02web.zoom.us/j/83249719138?pwd=ZE9COFJhcEcwaU54RWRIb2VGSEo0QT09>

Meeting ID: 832 4971 9138

Passcode: 228699

One tap mobile

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Item No.	Presenter	Item Type	Topic	Packet Page	Time (minutes)
1.	-	-	Public Comment	-	5
2.	Board	Meeting Resolution	Resolution 2023-26, Part 1a, regarding the Review and Approval of the December 14th, 2023, Agenda and Consent Items and Part 1b, regarding the Review and Approval of the November 9th, 2023 Meeting Minutes	5	5
3.	Averill/Kyle-Blake	Action	Resolution 2023-27 Consultant selection for On-Call services RFQ	6	20
4.	Averill	Action	Resolution 2023-28, 2024 Board meeting dates	9	10
5.	Distefano	Report	3 rd Quarter FY23 performance report	11	10
6.	Distefano	Report	December 2023 Ops Report	19	10
7.	-	Executive Session	Executive Session pursuant to C.R.S. 24-6-402(4)(f) to Discuss Personnel Matters for Which the Employee has Consented: Executive Director Performance Review	-	-
8.	All	Report	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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8.	All	Report	Round Table Updates and Reports

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

Member Directors Present: Town of Mountain Village – Harvey Mogenson, Tucker Magid. San Miguel County: Lance Waring, Kris Holstrom. Town of Telluride –Adrienne Christy. Town of Rico – Joe Dillsworth

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

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

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2023-23, Part 1a, regarding the Review and Approval of the November 9th, 2023 Agenda and Consent Items and Part 1b, regarding the Review and Approval of October 12th, 2023 Meeting Minutes.

Harvey Mogenson moved to adopt Resolution 2023-23, parts 1a and 1b.
Lance Waring seconded the motion.

A unanimous vote approved the motion.

Item 3: Resolution 2023-24, regarding the Review and Approval of an Intergovernmental Agreement for Cost-Sharing of the Planning and Gondola Project Development Phase for the Gondola Project

Averill gave background on the development of the IGA being considered, including the participants, timeline, anticipated costs/financial impact, and next steps. No questions were posed by Board members and no concerns were expressed.

Joe Dillsworth moved to adopt Resolution 2023-24
Adrienne Christy seconded the motion.

A unanimous vote approved the motion.

Item 4: Resolution 2023-25, Establishing the Gondola Advisory Committee

Averill gave background on Resolution 2023-25 and addressed some concerns that had come about during its review. Discussion on the composition of the committee took place. Subsequently, it was decided that the composition of the committee should be adjusted to reflect that discussion and address the concerns that were expressed.

Adrienne Christy moved to adopt Resolution 2023-25, with modifications to the membership combination to reflect a “Mountain Village Entity”
Joe Dillsworth seconded the motion.

A unanimous vote approved the motion.

Item 5: 3rd Quarter FY24 Financials report

Averill went over the 3rd quarter financials report with some discussion on specific items.

Item 6: 3rd November 2024 Operations Report

Distefano presented the October '23 Operations Report. Updates included an update on planning for the Montrose route, Off-Season service, a paired ridership analysis looking at different origins/destinations in the region, and current ridership.

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.

Time in: 3:50 p.m.

Time out: 4:23 p.m.

No action was taken by the Board in Executive Session.

Item 8: Round Table Updates and Reports

The meeting was adjourned at 4:26 p.m.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS DECEMBER 14TH, 2023 REGULAR MEETING**

RESOLUTION NO. 2023-26

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 December 14th, 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 December 14th, 2023 regular meeting the Board took action on the following:
 - a. Approval of the December 14th, 2023 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the November 9th, 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 DECEMBER 14TH, 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														
December 14 th , 2023	3	A.Kyle-Blake/D.Averill														
<p>Action is being requested by the Board to approve entering into contracts with AECOM, Design Workshop, and Iron Mountain Engineering for work related to the Gondola Project Phase I, as identified in the gondola planning and cost-sharing IGA that was adopted at the November SMART Board meeting. Action is also being requested by the Board to approve entering into a contract with PST Engineering for on-call engineering services specific to SMART's other project needs (civil engineering work related to facility improvements, bus stop design, etc.).</p>		<p>Report Work Session Discussion X Action</p>														
<p>Key Points</p>																
<p>In order to move forward with the Gondola Project Phase I deliverables identified in the IGA between the gondola planning partners, SMART issued a Request for Qualifications (RFQ) on September 15, 2023 for on-call services including Architectural, Engineering, and other Technical Services.</p> <p>The process for issuing the RFQ and the specific services to be procured through the on-call services contract were discussed at the following meetings:</p> <ul style="list-style-type: none"> Gondola Subcommittee: 6/19/23, 7/17/23, 8/21/23, 9/11/23, 9/18/23, and 10/16/23 Leadership Committee: 7/24/23, 9/25/23, and 10/23/23 <p>Per the RFQ and the Gondola Project cost-sharing IGA for planning and project development an evaluation committee comprised of the following members was convened:</p> <table border="0"> <tr> <td>Project Manager</td> <td>Amber Blake</td> </tr> <tr> <td>Gondola Expert</td> <td>Jim Loebe</td> </tr> <tr> <td>SMART</td> <td>David Averill</td> </tr> <tr> <td>Mountain Village Entity</td> <td>Paul Wisor</td> </tr> <tr> <td>Town of Telluride</td> <td>Scott Robson</td> </tr> <tr> <td>San Miguel County</td> <td>Mike Bordogna</td> </tr> <tr> <td>TSG</td> <td>Jeff Proteau</td> </tr> </table> <p>The initial period of performance for the on-call services contract(s) will be for three (3) years. SMART reserves the right to extend the contract up to a total of two (2) additional years beyond the initial three (3) year term. Seven (7) Statements of Qualifications (SOQ's) were received in response to the Request for Qualifications (RFQ). The SOQ's received were from four (4) multidisciplinary teams and three (3) individual consultants.</p>			Project Manager	Amber Blake	Gondola Expert	Jim Loebe	SMART	David Averill	Mountain Village Entity	Paul Wisor	Town of Telluride	Scott Robson	San Miguel County	Mike Bordogna	TSG	Jeff Proteau
Project Manager	Amber Blake															
Gondola Expert	Jim Loebe															
SMART	David Averill															
Mountain Village Entity	Paul Wisor															
Town of Telluride	Scott Robson															
San Miguel County	Mike Bordogna															
TSG	Jeff Proteau															
<p>Committee Discussion</p>																
<p>The evaluation committee reviewed and evaluated each of the proposals. After scores from the committee were compiled, a decision was made to interview the top three (3) multi-disciplinary teams only due to the fact that there was a significant gap in scores between those three and the fourth firm.</p> <p>Based on the outcome of the initial scores and subsequent interviews, the evaluation committee is recommending awards to two multi-disciplinary teams, and two individual consultants for on-call services contracts. The firms recommended for awards are AECOM and Design Workshop as multi-disciplinary teams, and PST Engineering and Iron Mountain Engineering as individual consultants. The recommended teams and individual consultants will provide</p>																

SMART and its planning partners access to world class expertise in all subject matters necessary to complete Phase I (project development) and future phases of the Gondola Project. Moreover, this combination also provides SMART the expertise needed to address its other design needs for capital projects that are not related to the gondola, such as bus facility design, bus stop design and construction, etc. Funding for these other SMART projects will be SMARTs sole responsibility.

Supporting Information

N/A

Fiscal Impact

The fiscal impact for 2023 (as identified in the cost sharing IGA) is approximately \$150,000; in 2024 the estimated fiscal impact is \$300,000. It is important to acknowledge that these budget numbers are a starting point and will be refined along with project scope and as the project further develops.

Advantages

Awarding contracts to two multi-disciplinary teams and two individual consultants allow us to tailor task orders to the specific team with the most expertise to execute this project in the most cost effective, efficient manner possible and with the highest likelihood of success for all of the project development priorities including:

- Gondola Project Design, Engineering, Environmental, and Technical Work
- Grant preparation and oversight
- Station Area and Multimodal Integration Planning
- Public and Stakeholder Engagement

Disadvantages

None noted.

Analysis/Recommendation(s)

The firms recommended for awards are AECOM and Design Workshop as multi-disciplinary teams, and PST Engineering and Iron Mountain Engineering as individual consultants.

Attachments

Attachment A: SMART RFQ 2023-3

[Link to Summary of Qualifications of successful firms](#)

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION APPROVING THE SELECTION OF CONSULTANT TEAMS FOR ON CALL ARCHITECTURE,
ENGINEERING, AND OTHER TECHNICAL SERVICES**

RESOLUTION NO. 2023-27

RECITALS:

WHEREAS, the San Miguel Authority for Regional Transportation (SMART) has need for on-call Architecture, Engineering, and other Technical Services to support ongoing work related to gondola planning and other capital projects; and

WHEREAS, SMART drafted and distributed a Request for Qualifications on September 15, 2023 with the goal of identifying qualified consultant teams consisting of architects, engineers, and other technical professionals that can best offer the level of service required by SMART and its partners;

WHEREAS, seven qualified proposals were received, including multi-disciplinary teams and individual firms;

WHEREAS, the RFQ evaluation committee reviewed the proposals for completeness and responsiveness to the stated scope of work in the solicitation and recommends that the Board of Directors enter into an agreements with AECOM, Design Workshop, Iron Mountain Engineering, and PST Engineering to undertake the various tasks needed to support SMART and its partners ongoing work with regards to the Gondola Project and SMARTs other needs;

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

1. **THAT**, for the purpose of meeting all needs articulated in RFQ 2023-3 they hereby select AECOM, Design Workshop, Iron Mountain Engineering, and PST Engineering to undertake the work
2. **THAT**, the SMART Executive Director takes all steps to finalize and execute contracts with the agove named consulting firms.

ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION AT A REGULAR PUBLIC MEETING THIS 14TH DAY OF DECEMBER, 2023.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, Executive Director



SMART Board of Directors - anticipated meeting dates for 2024

January 2024 – TBD

February 8th, 2024

March 14^h, 2024

April 11th, 2024

May 9th, 2024

June 13th, 2024

July 11th, 2024

August 8th, 2024

September 12th, 2024

October 10th, 2024

November 14th, 2024

December 12th, 2024

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION ESTABLISHING A MEETING SCHEDULE FOR 2024

RESOLUTION 2023-28

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 , 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. That**, the attached 2024 Board of Directors meeting schedule is approved.

ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS AT A REGULAR PUBLIC MEETING HELD ON THE 14TH DAY OF DECEMBER 2023.

SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION

By: _____
Joe Dillsworth, Chair

Attest:

By: _____
David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

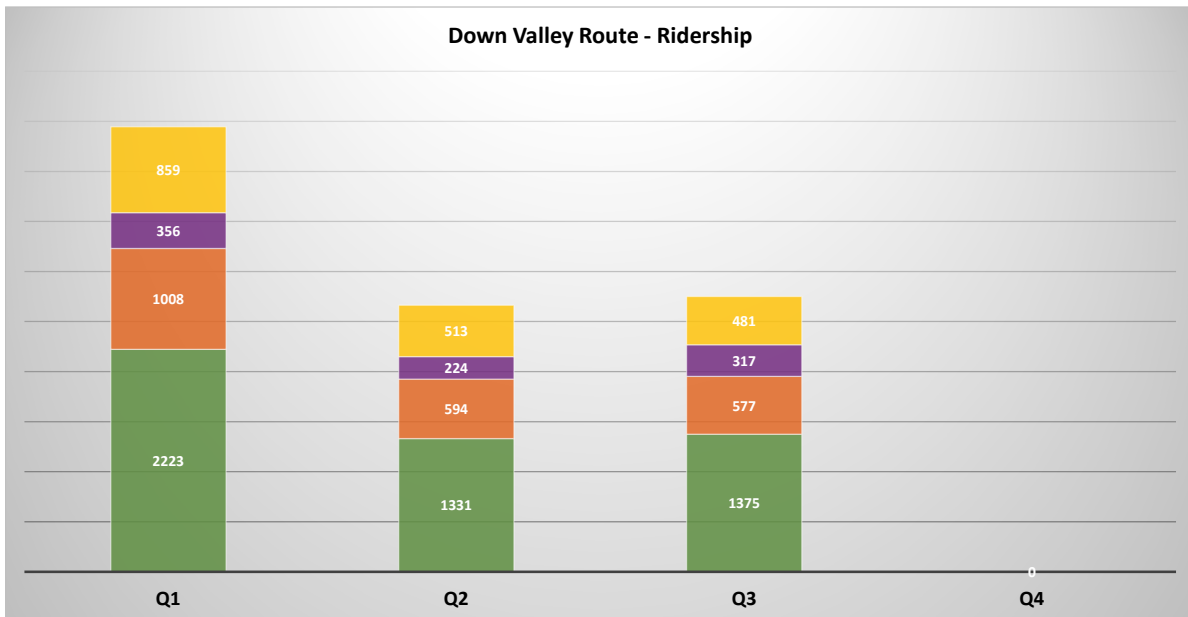
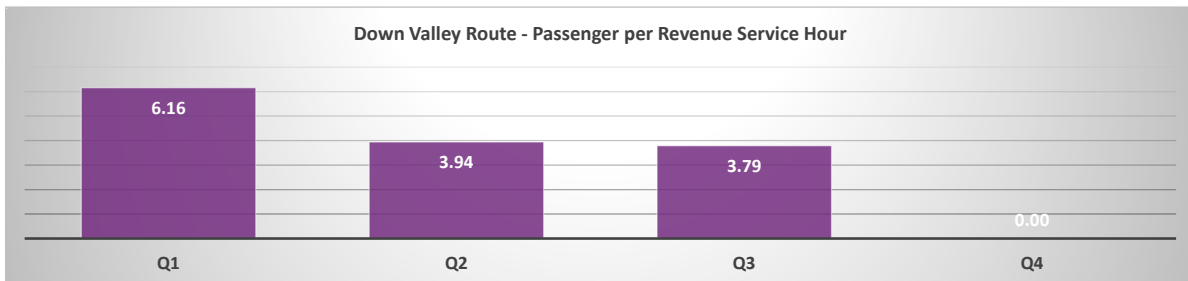
San Miguel Authority for Regional Transportation



Meeting Date	Agenda Item	Submitted By
December 14 th , 2023	5	K. Distefano
This is a discussion item to review the 3 rd Quarter, 2023 Performance Report		X Report Work Session Discussion Action
Key Points		
<p>Highlights and comparisons to Q1 and Q2 of 2023</p> <ul style="list-style-type: none"> - Ridership is typically higher on most routes in the winter than in the spring and summer. This is consistent with 2022, with the exception of Rico, which has had higher ridership in the third quarter of both 2022 and 2023. Both Rico and the Norwood AM Route have a lot of student riders. - Higher maintenance costs and lower ridership contributed to a higher cost per passenger on the Norwood and Nucla Routes in the second quarter. - Very low maintenance and higher ridership contributed to the difference in cost per passenger trip on the Down Valley Route. - There was an error in the Telluride Express reporting on the Lawson Hill Ridership that skewed the cost per passenger trip in the first and second quarter. This has been corrected. - The Lawson Hill/Mountain Village Route has been added to the Performance Report. This Route was discontinued during Offseason and ridership was substantially lower during the third quarter. - Incidents on this report are service disruptions due to mechanical issues. New buses that are arriving this month should mitigate this situation. - Complaints in the third quarter were minimal (2). - Added to this report is a compilation of late arrivals, early departures and missed stops. The new contract with Telluride Express includes liquidated damages for early departures, avoidable late departures and avoidable missed stops. We have already seen improvements and expect to see more. - The Rico Route has had no early departures, late arrivals or missed stops. 		
Committee Discussion		
NA		
Supporting Information		
NA		
Fiscal Impact		
NA		
Advantages		
None noted.		
Disadvantages		
None noted.		
Analysis/Recommendation(s)		
NA		
Attachments		
SMART Performance Report for 3 rd Quarter, 2023		

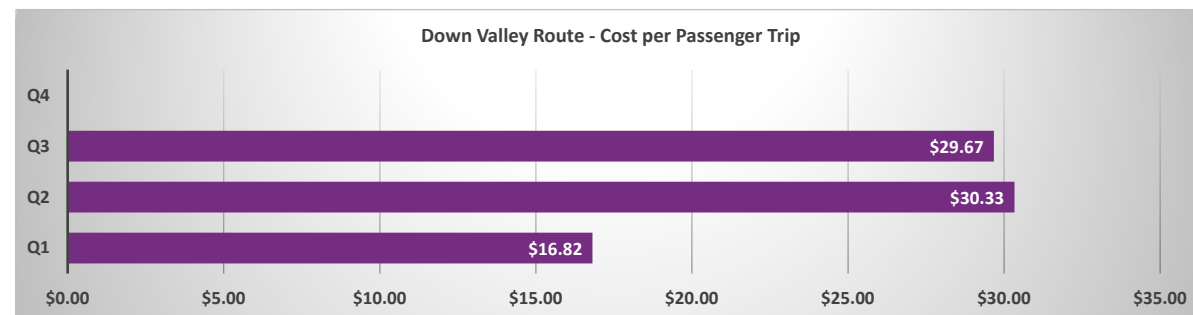
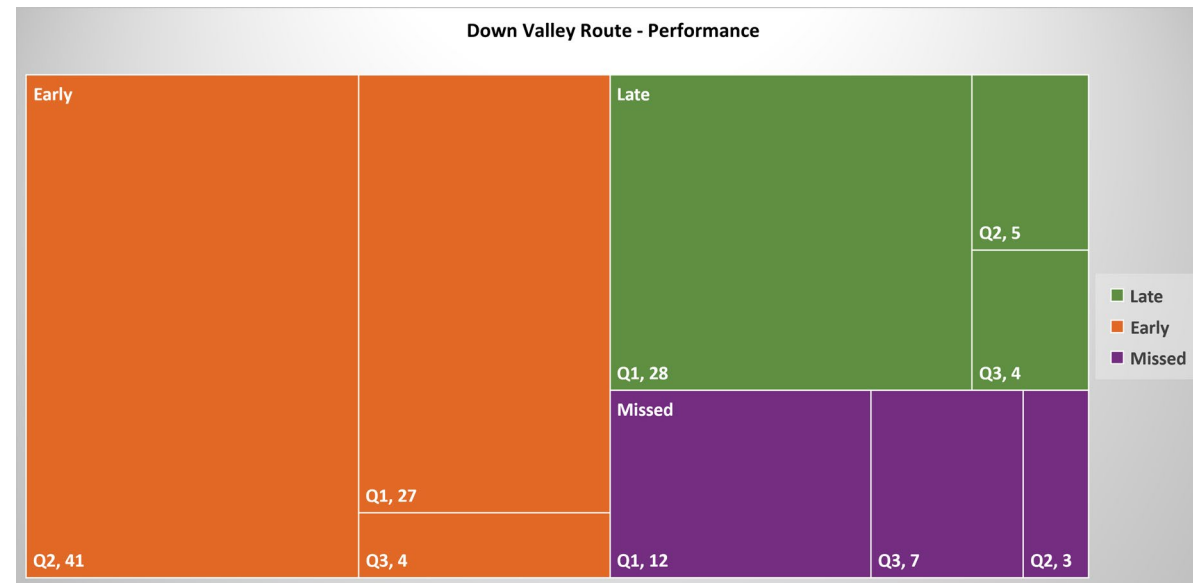
Down Valley Route - Service Delivery												
	Revenue Hours				Ridership				Passenger per Rev Service Hr			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Down Valley Total	361	337	363		2223	1331	1375	0	6.16	3.94	3.79	0.00
Down Valley AM	134	125	135		1008	594	577		7.52	4.75	4.27	
Down Valley Midday	97	91	98		356	224	317		3.67	2.46	3.23	
Down Valley PM	130	121	130		859	513	481		6.61	4.24	3.70	

Down Valley Route - Safety, Security and Passenger Comfort												
Down Valley Total	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	0	0	0	0	2	0	0	0	1	0	0	0



Down Valley Route - Performance												
	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Down Valley Total	28	5	4	0	27	41	4	0	12	3	7	0
Down Valley AM	11	0	0		14	9	1		6	3	2	
Down Valley Midday	2	1	0		2	21	2		4	0	1	
Down Valley PM	15	4	4		11	11	1		2	0	4	

Down Valley Route - Economic												
Down Valley Total	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	\$16.82	\$30.33	\$29.67		\$1,383	\$757	\$441		3.70%	1.88%	1.08%	

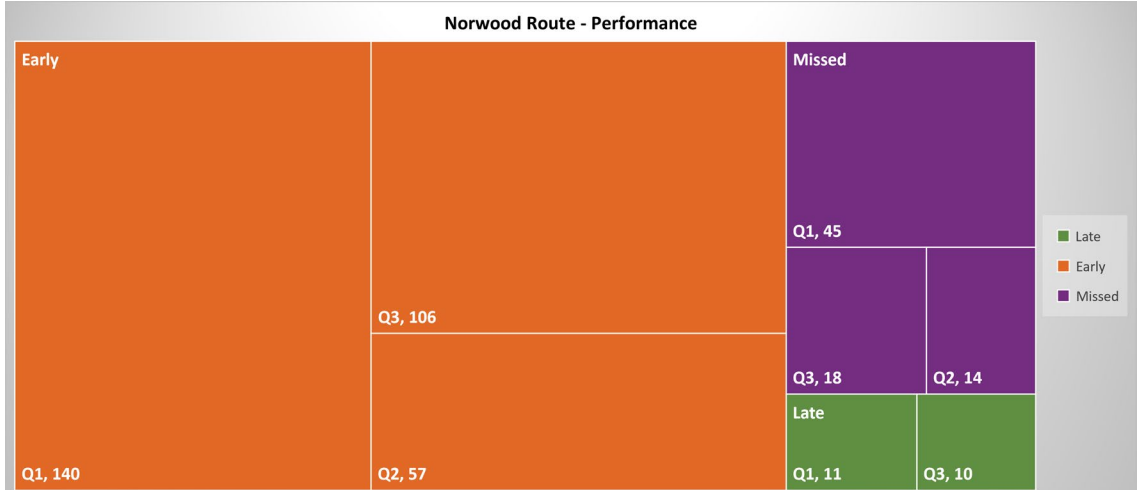
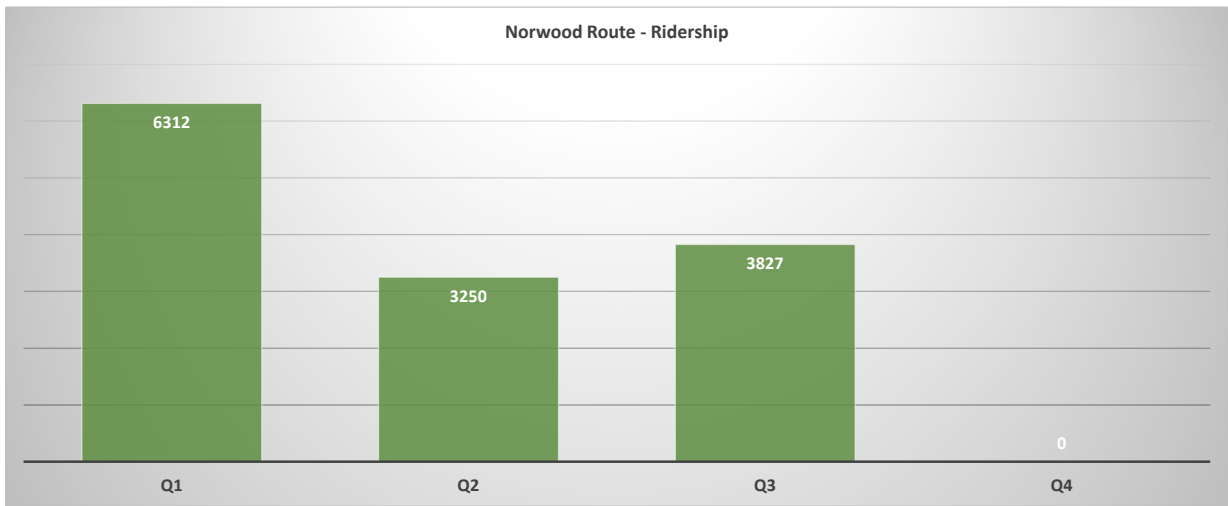
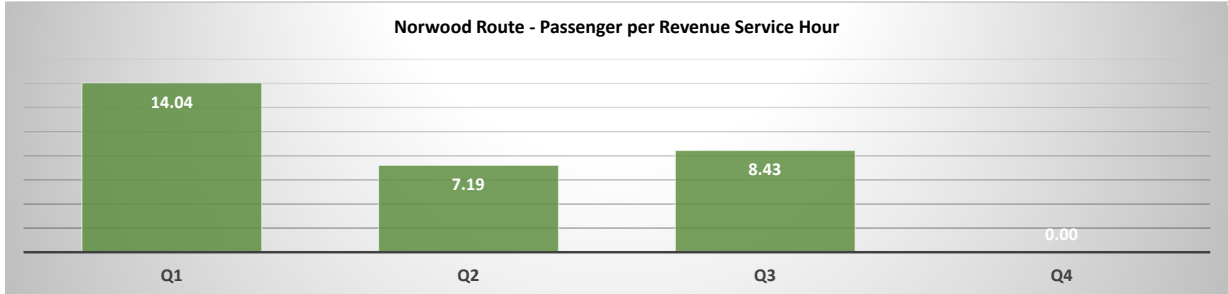


Norwood Route-Service Delivery												
	Revenue Hours				Ridership				Passenger per Rev Service Hr			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Norwood Total	450	452	454	0	6312	3250	3827	0	14.04	7.19	8.43	0.00
Norwood AM M-F	76	76	76		2053	1153	1043		27.07	15.21	13.75	
Norwood PM M-F	76	76	76		1692	863	1080		22.31	11.38	14.24	
Norwood Midday M-F	163	163	163		722	439	628		4.44	2.70	3.86	
Norwood Late M-F	81	81	81		493	148	316		6.07	1.82	3.89	
Norwood AM S-S	27	28	29		638	331	378		23.56	11.75	12.92	
Norwood PM S-S	27	28	29		714	316	382		26.37	11.22	13.06	

Norwood Route - Performance												
	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Norwood Total	11	0	10	0	140	57	106	0	45	14	18	0
Norwood AM M-F	2	0	0		32	20	12		2	1	1	
Norwood PM M-F	1	0	0		34	20	44		2	0	0	
Norwood Midday M-F	5	0	10		21	3	22		23	7	17	
Norwood Late M-F	1	0	0		49	14	23		15	6	0	
Norwood AM S-S	1	0	0		2	0	1		2	0	0	
Norwood PM S-S	1	0	0		2	0	4		1	0	0	

Norwood Route - Safety, Security and Passenger Comfort												
Norwood Total	Accidents			Incidents			Complaints					
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Norwood Total	0	0	0		1	2	2		1	1	0	

Norwood Route - Economic												
Norwood Total	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Norwood Total	\$9.17	\$18.15	\$12.34		\$16,635	\$9,719	\$6,264		19.89%	9.60%	8.06%	

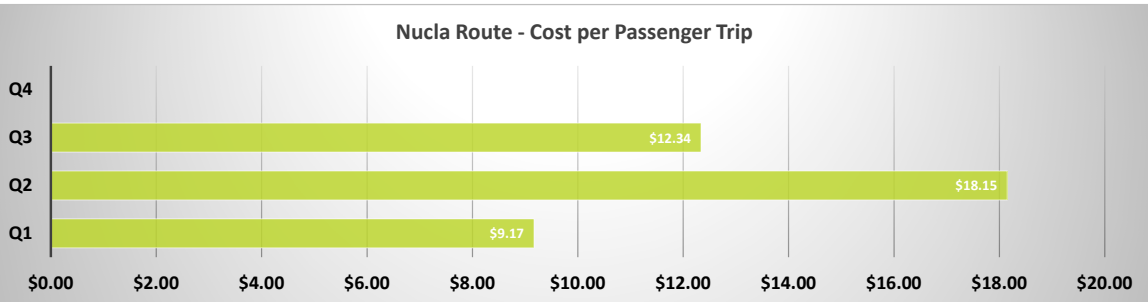
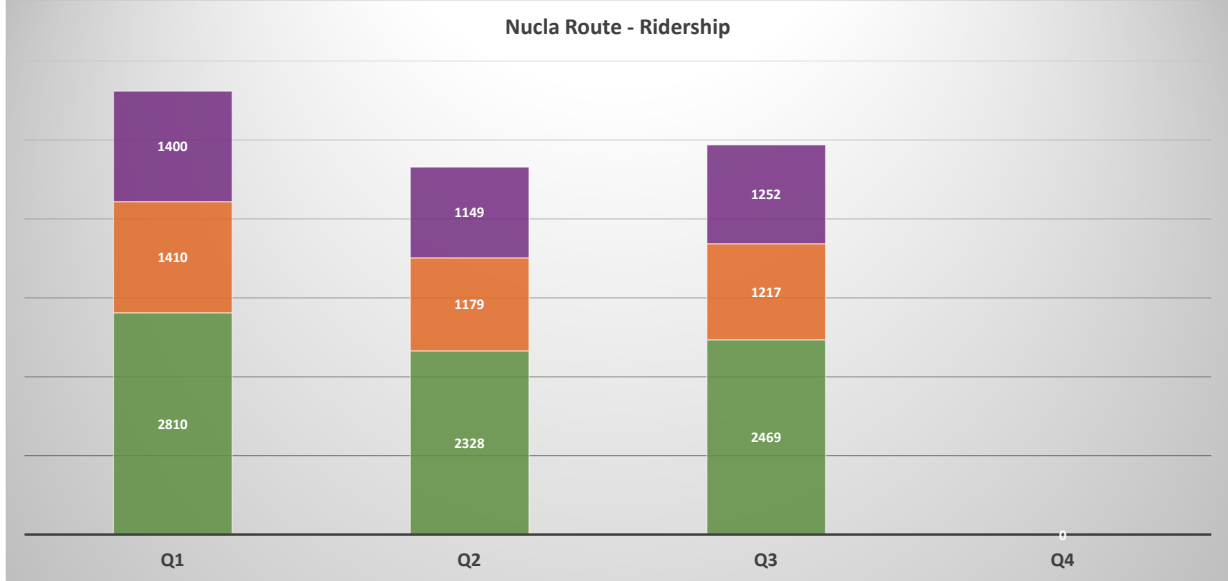
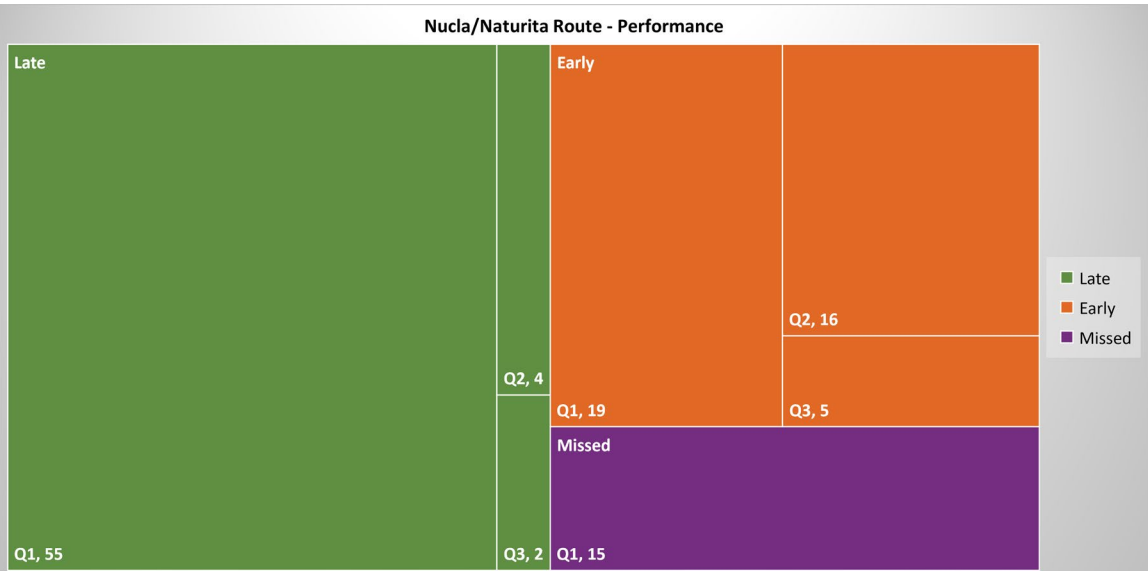
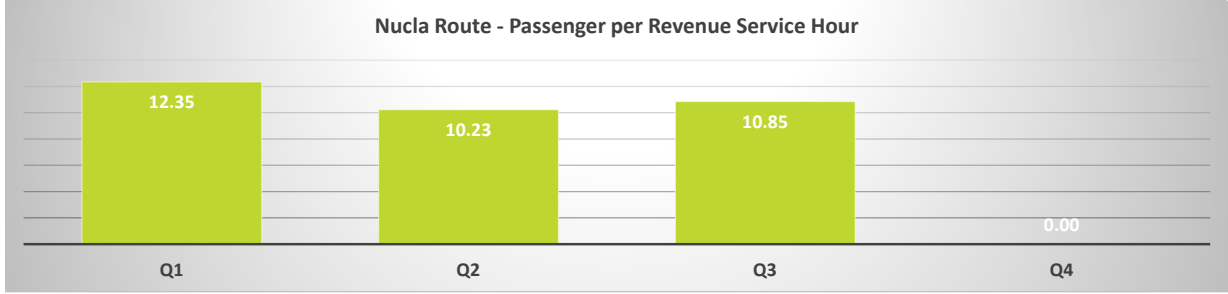


Nucla/Naturita Route- Service Delivery												
	Revenue Hours				Ridership				Passenger per Rev Hr			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Nucla/Naturita Total	228	228	228	0	2810	2328	2469	0	12.35	10.23	10.85	0.00
Nucla/Naturita AM M-F	114	114	114		1410	1179	1217		12.40	10.36	10.70	
Nucla/Naturita PM M-F	114	114	114		1400	1149	1252		12.31	10.10	11.01	

Nucla/Naturita Route - Performance												
	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Nucla/Naturita Total	55	4	2	0	19	16	5	0	15	5	6	0
Nucla/Naturita AM M-F	29	4	0		9	8	0		9	2	0	
Nucla/Naturita PM M-F	26	0	2		10	8	5		6	3	6	

Nucla/Naturita - Safety, Security and Passenger Comfort												
Back to Cost Allocation Report	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Nucla/Naturita Total	0	0	0	0	2	1	0	0	2	3	0	0

Nucla/Naturita Route - Economic												
Nucla/Naturita Total	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	\$9.17	\$18.15	\$12.34		\$16,635	\$9,719	\$6,264		19.89%	9.60%	8.06%	

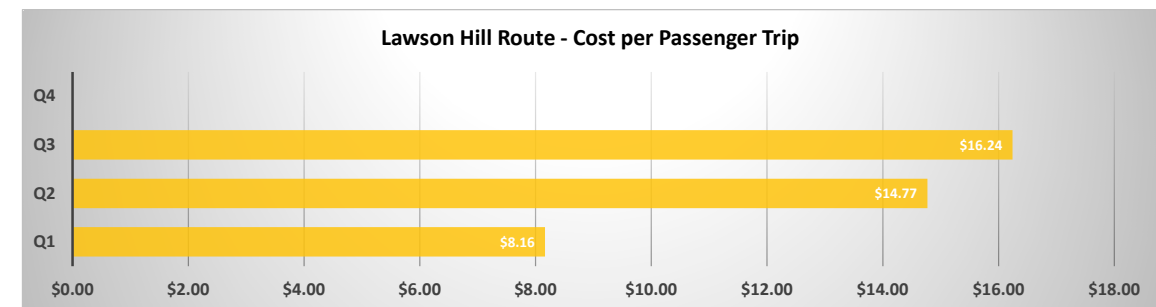
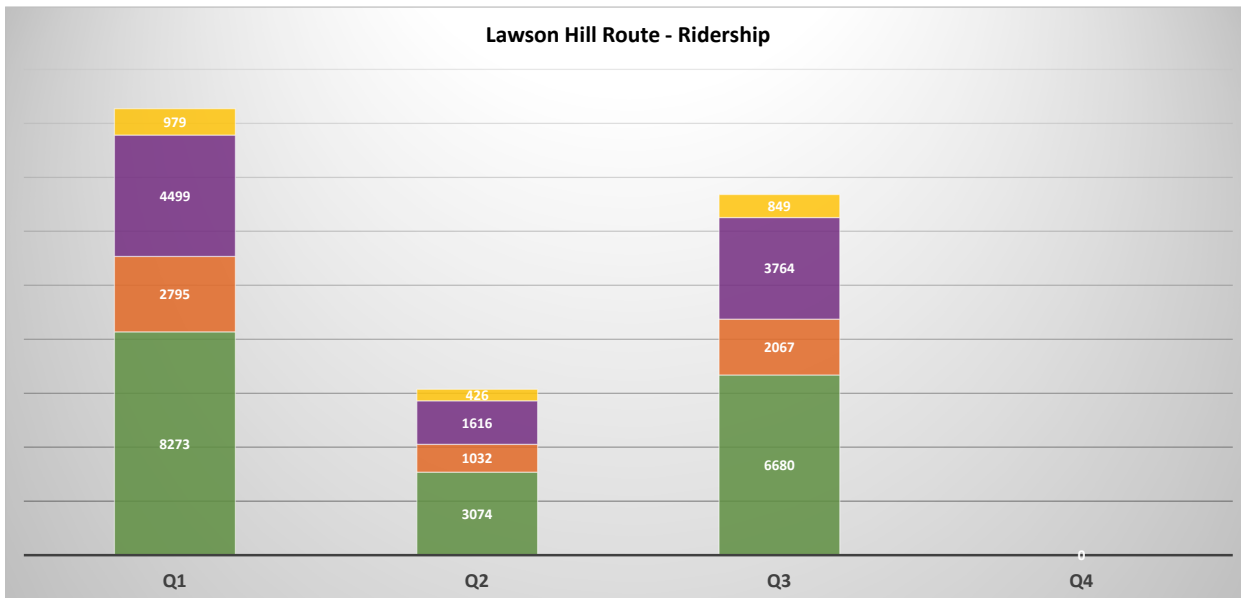
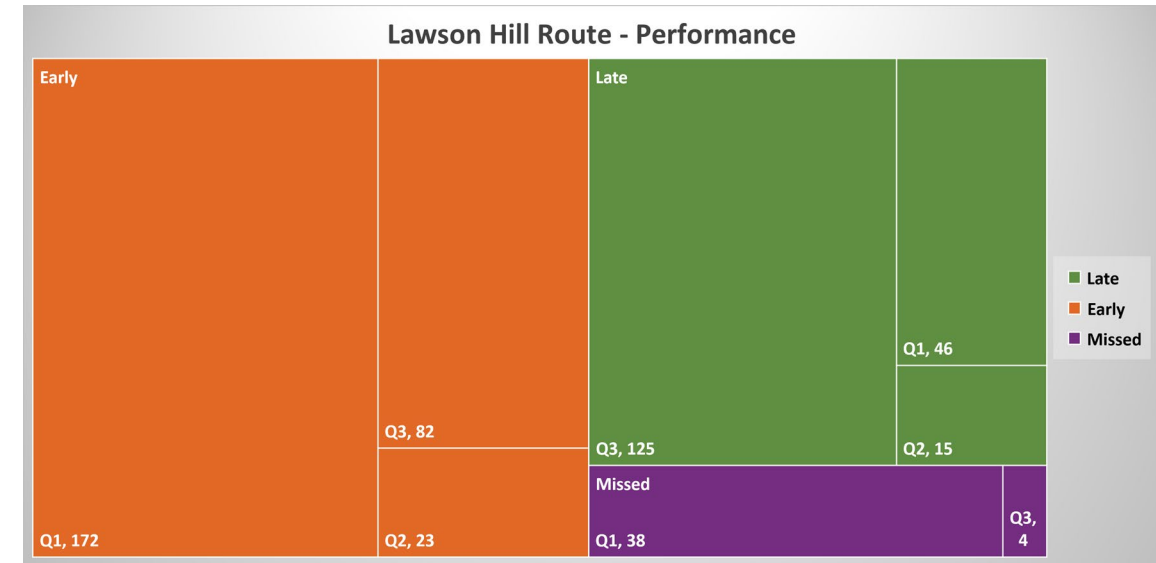
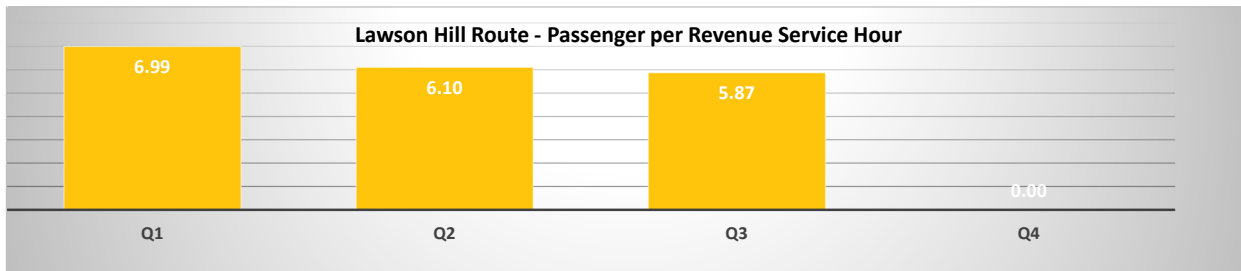


Lawson Hill Route - Service Delivery												
	Revenue Hours				Ridership				Passenger per Rev Service Hr			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lawson Hill Total	1183	504	1138	0	8273	3074	6680	0	6.99	6.10	5.87	0.00
Lawson Hill AM	443	188	425		2795	1032	2067		6.31	5.49	4.86	
Lawson Hill Midday	537	230	518		4499	1616	3764		8.38	7.03	7.27	
Lawson Hill PM	203	86	195		979	426	849		4.82	4.95	4.35	

Lawson Hill Route - Performance												
	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lawson Hill Total	46	15	125	0	172	23	82	0	38	0	4	0
Lawson Hill AM	18	6	38		25	7	35		6	0	3	
Lawson Hill Midday	13	8	82		79	12	36		23	0	0	
Lawson Hill PM	15	1	5		68	4	11		9	0	1	

Lawson Hill Route - Safety, Security and Passenger Comfort												
	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lawson Hill Total	0	0	0		2	0	0		3	1	2	

Lawson Hill Route - Economic												
	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lawson Hill Total	\$8.16	\$14.77	\$16.24		\$0	\$0	\$0		0.00%	0.00%	0.00%	

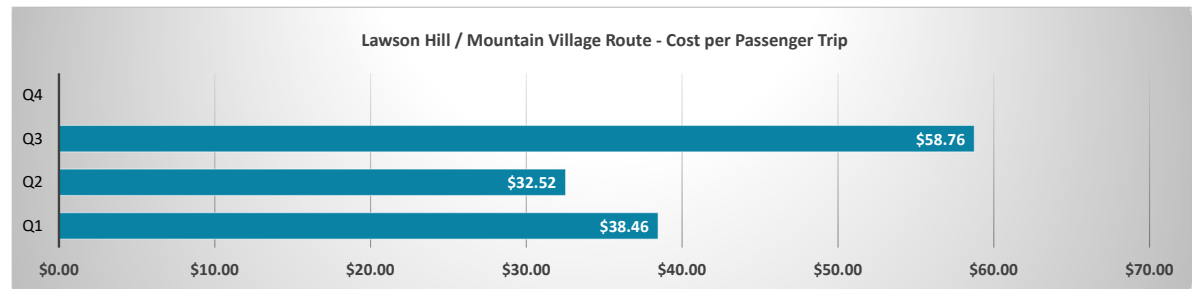
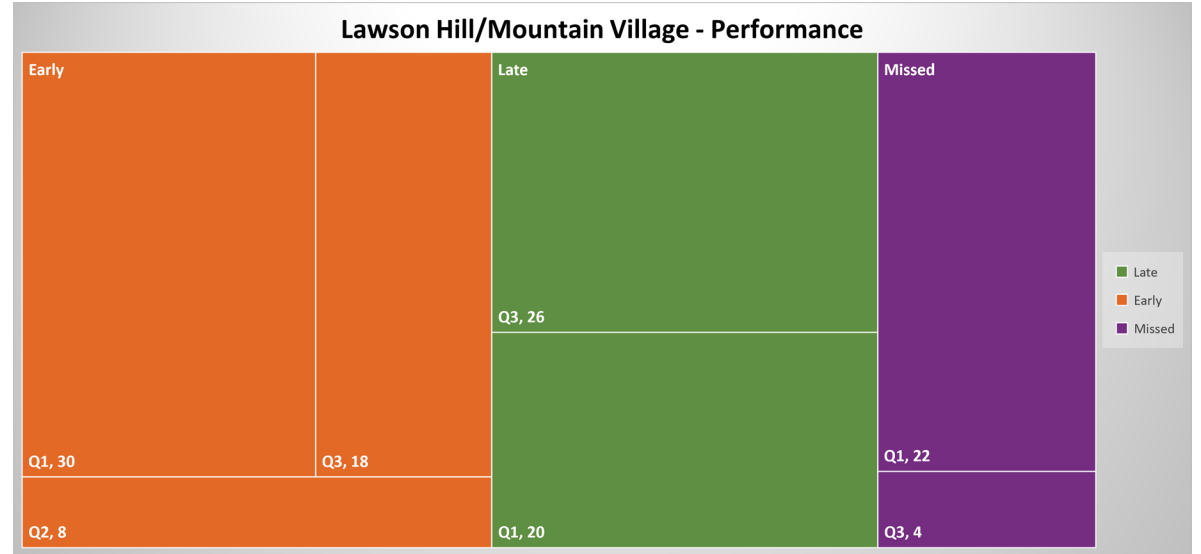
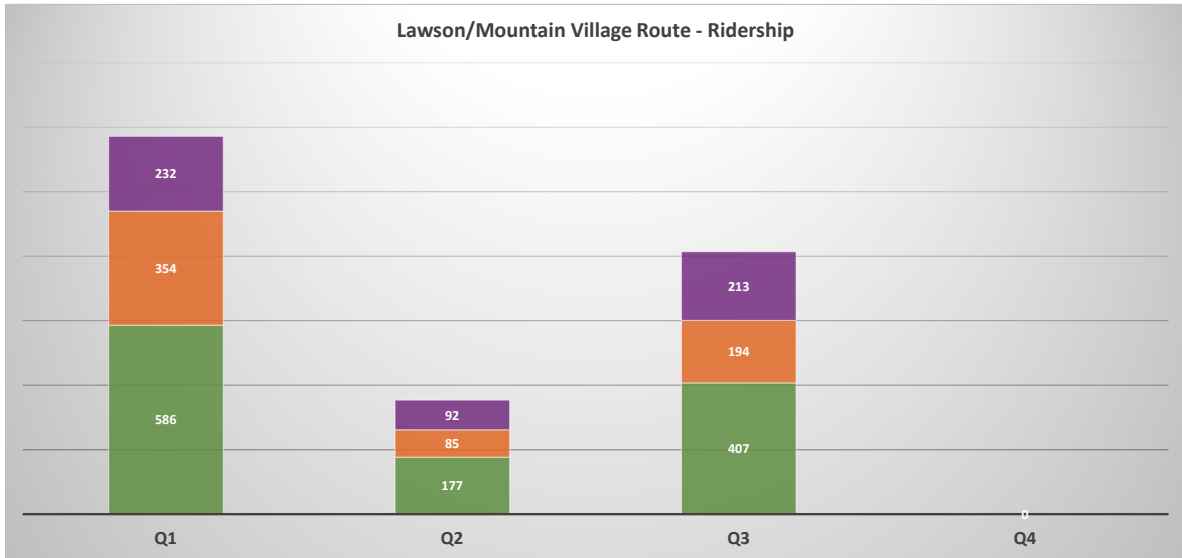
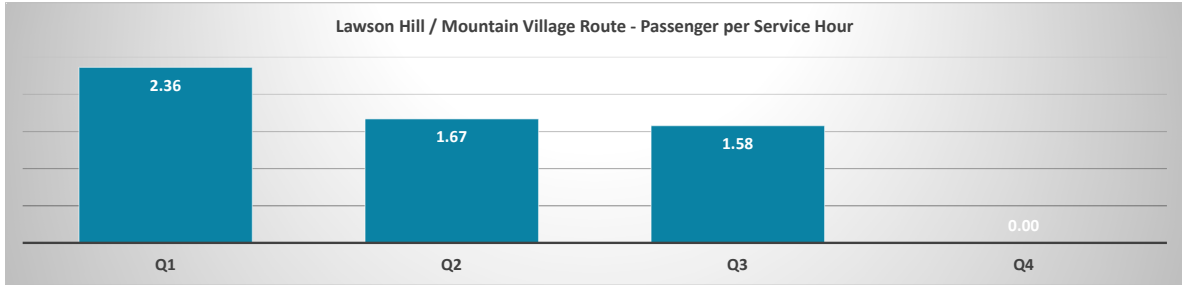


Lawson Hill/Mountain Village Route- Service Delivery												
	Revenue Hours				Ridership				Passenger per Rev Service Hr			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lawson Hill/Mountain Village Total	248	106	258	0	586	177	407	0	2.36	1.67	1.58	0.00
Lawson Hill/Mountain Village AM	124	53	129		354	85	194		2.85	1.60	1.50	
Lawson Hill/Mountain Village PM	124	53	129		232	92	213		1.87	1.74	1.65	

Lawson Hill/Mountain Village Route - Performance												
	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lawson Hill/Mountain Village Total	20	0	26	0	30	8	18	0	22	0	4	0
Lawson Hill/Mountain Village AM	10	0	16		14	4	5		11	0	3	
Lawson Hill/Mountain Village PM	10	0	10		16	4	13		11	0	1	

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

Lawson Hill/Mountain Village Route - Economic												
	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lawson Hill/Mountain Village Total	\$38.46	\$32.52	\$58.76		\$0	\$0	\$0		0.00%	0.00%	0.00%	



Rico Route Service Delivery

	Revenue Hours				Ridership				Passenger per Rev Service Hr			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Rico Total	108	108	106	0	414	256	421	0	3.83	2.37	3.97	0.00
Rico AM M-F	54	54	53		266	187	304		4.93	3.46	5.74	0.00
Rico PM M-F	54	54	53		148	69	117		2.74	1.28	2.21	0.00

Rico Route - Performance

	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Rico Total	0	0	0	0	0	0	0	0	0	0	0	0
Rico AM M-F	0	0	0		0	0	0		0	0	0	
Rico PM M-F	0	0	0		0	0	0		0	0	0	

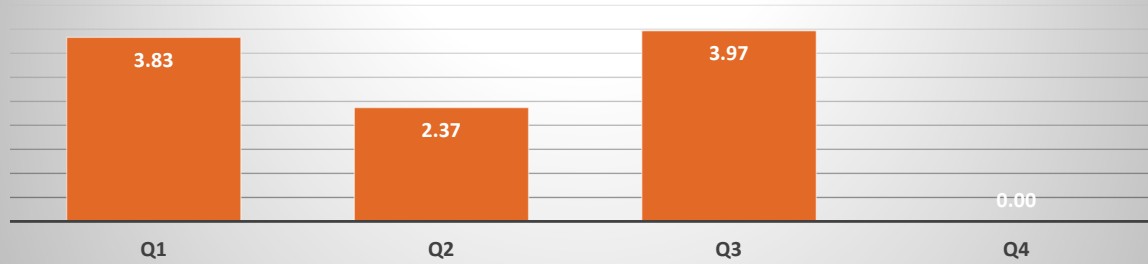
Rico Route - Safety, Security and Passenger Comfort

	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Rico Total	0	0	0	0	2	0	1	0	0	0	0	0

Rico Route - Economic

	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Rico Total	\$35.81	\$91.73	\$30.02		\$1,070	\$528	\$560		7.22%	2.25%	4.43%	

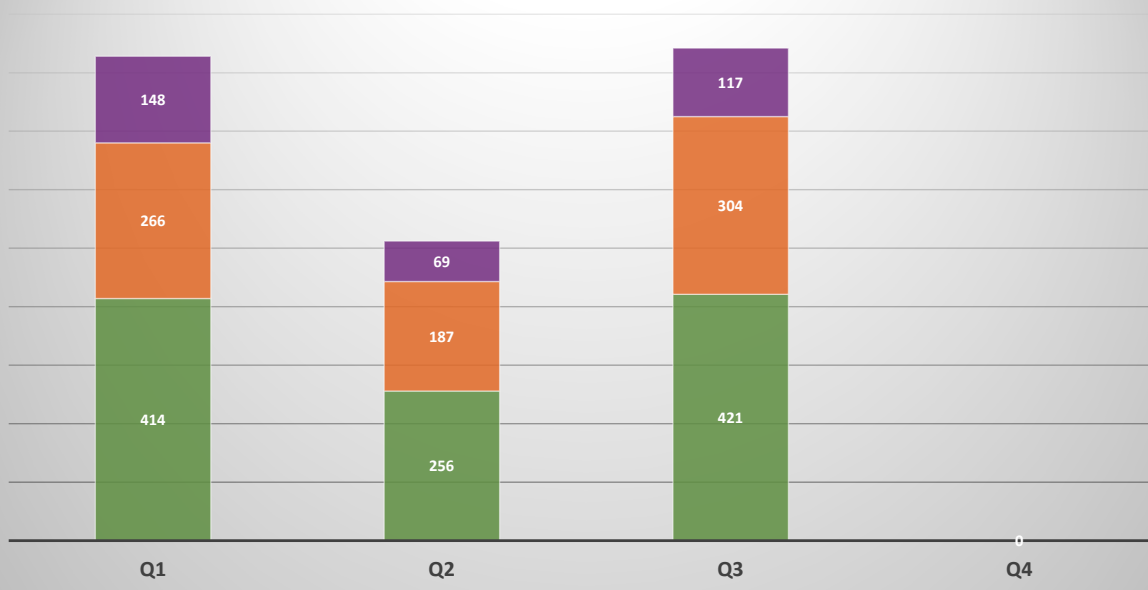
Rico Route - Passenger per Revenue Service Hour



Rico Route - Cost per Passenger Trip



Rico Route - Ridership

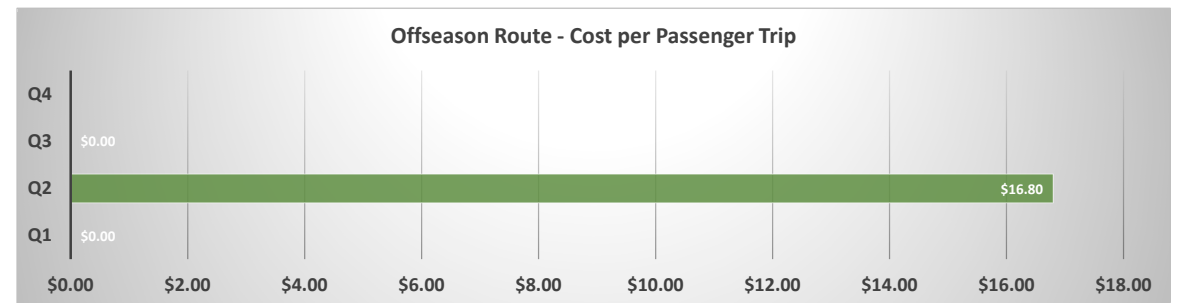
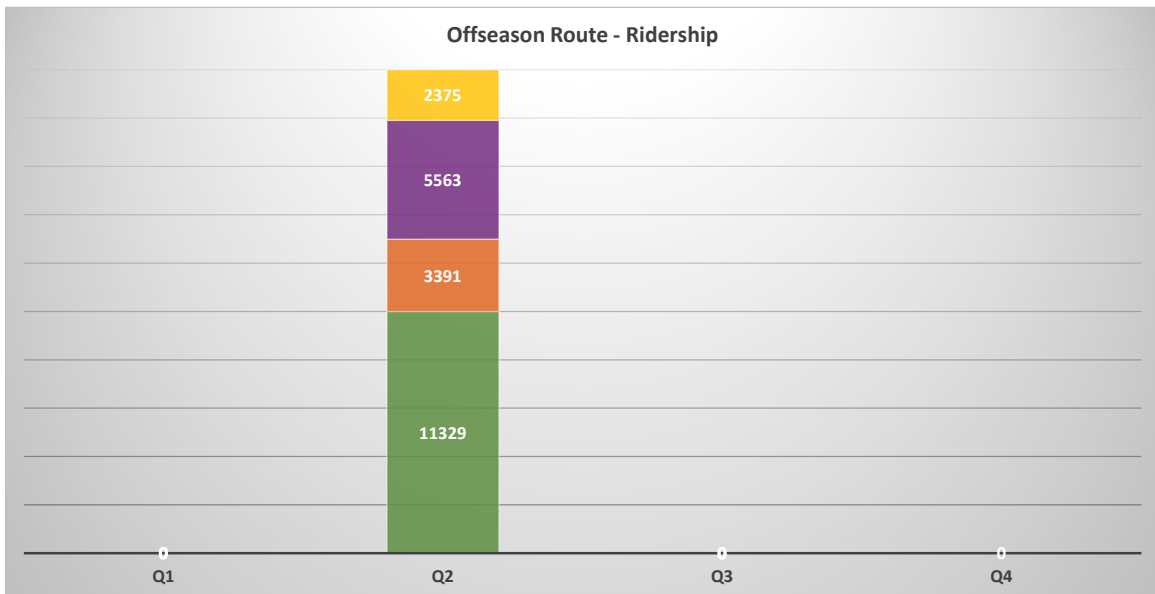
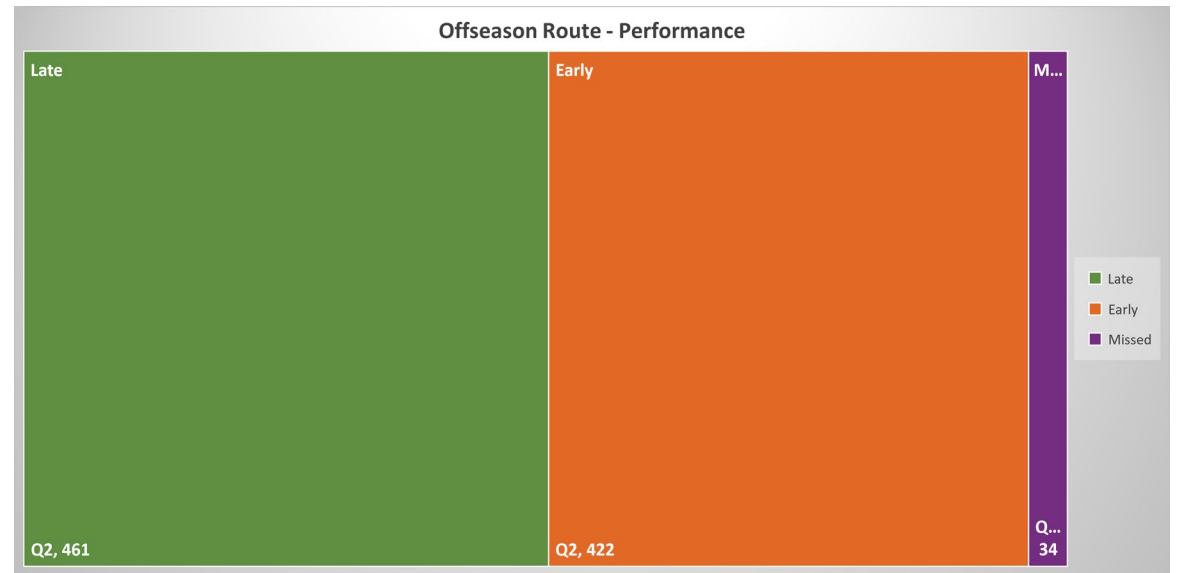
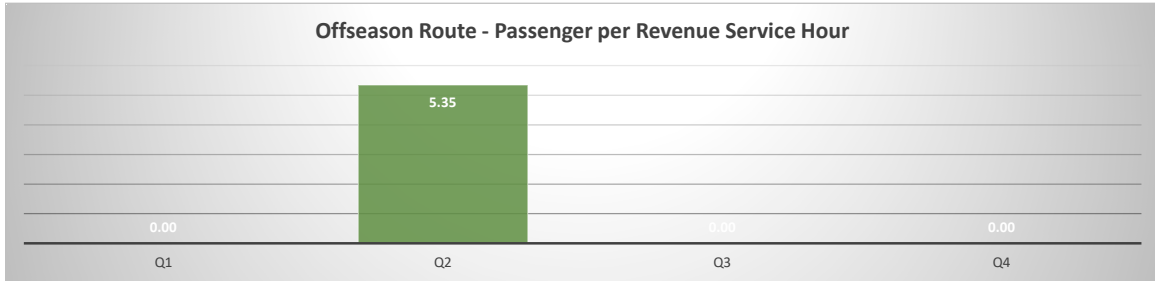


Offseason Route - Service Delivery												
	Revenue Hours				Ridership				Passenger per Rev Service Hr			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Offseason Local Total	0	2119	0	0	0	11329	0	0	0.00	5.35	0.00	0.00
Offseason Local M-F	0	665	0	0	0	3391	0	0	0.00	5.10	0.00	0.00
Offseason Local 7 Day	0	940	0	0	0	5563	0	0	0.00	5.92	0.00	0.00
Offseason Express	0	514	0	0	0	2375	0	0	0.00	4.62	0.00	0.00

Offseason Route - Performance												
	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Offseason Total	0	461	0	0	0	422	0	0	0	34	0	0
Offseason Local M-F	0	195	0	0	0	102	0	0	0	16	0	0
Offseason Local 7 Day	0	250	0	0	0	224	0	0	0	17	0	0
Offseason Express	0	16	0	0	0	96	0	0	0	1	0	0

Offseason Route - Safety, Security and Passenger Comfort												
Offseason Total	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	0	0	0	0	0	1	0	0	0	4	0	0

Offseason Route - Economic												
Offseason Total	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	\$0.00	\$16.80	\$0.00	\$0.00	\$0	\$0	\$0	\$0	0.00%	0.00%	0.00%	0.00%





• **Montrose Route Update**

We met with Montrose Deputy City Manager, Ann Morgenthaler on November 30th to discuss the proposed Montrose Route. She was enthusiastic and suggested that we use the proposed stop on North 2nd Street rather than the proposed stop on South Second. She felt that parking was more available on at the North 2nd Street stop. She will find out what sort of agreement we will need with Montrose and let use know.

We have not yet met with staff of the Town of Ridgway.

Next steps:

- Discuss stop locations with the Town Ridgway.
- Determine what type of Easement Agreements are necessary with the Town of Montrose and execute them.
- Determine stop location in the Town of Ridgway.

• **Strategic Operating Plan Update**

Sydney Provan of Fehr and Peers has given us a draft of the survey we will be distributing to the public later this month. Both web and paper copies will be available. A copy is included in this report. I asked Sydney to put the questions about improvements to existing services before the questions about suggestions for new services since that is where we will likely be focusing our efforts.

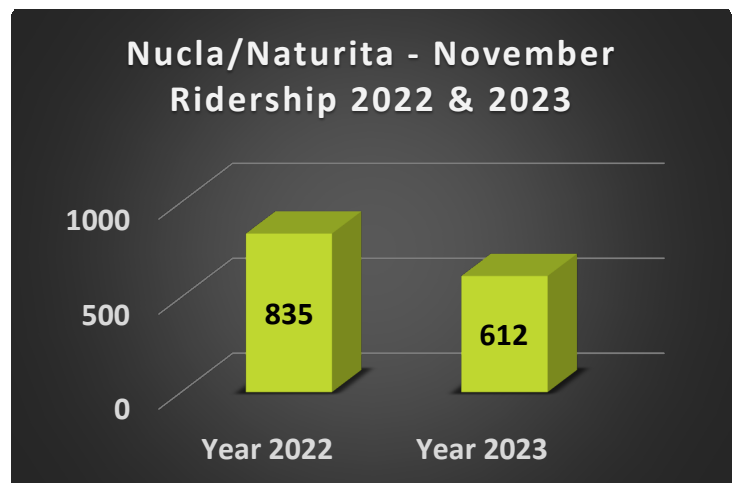
In addition to the survey and open houses, public outreach will include exhibits with surveys and boxes in which to put the surveys at the Telluride and Norwood libraries. We will also be conducting one on one interviews with targeted stakeholders.

• **Offseason Recap**

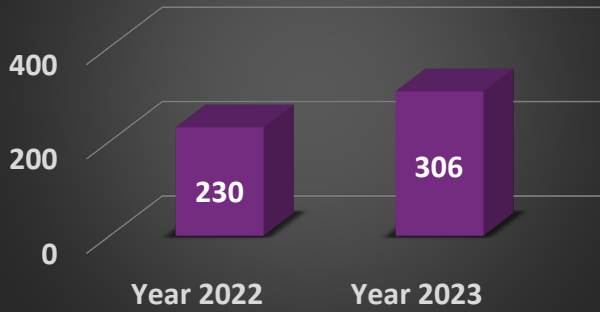
Offseason is over. Performance improved this offseason. In April, the route that serves Lawson Hill and the Meadows as well as Telluride and Mountain Village had 7.7% of buses that left stops early, late or were missed altogether. In May, that route had 8.38% of earlies, lates and misses. This Offseason earlies, lates and misses in October and November were down to 3.8%. Most were late arrivals on the snowy days. The Offseason Express lates, earlies and misses were 3.8% of stops, down from 4.6% last offseason.

• **November 2023 Ridership**

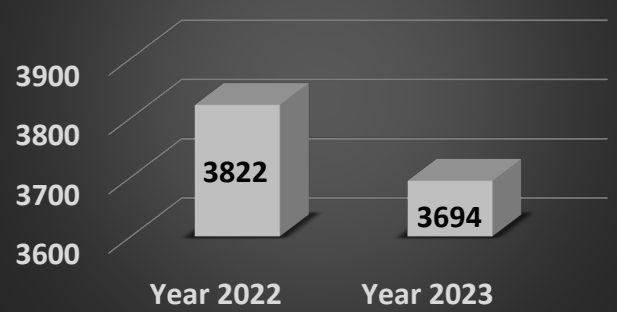
The following graphs illustrate ridership in November of 2022 and 2023. Differences in the Offseason Routes area a result of the shorter offseason period.



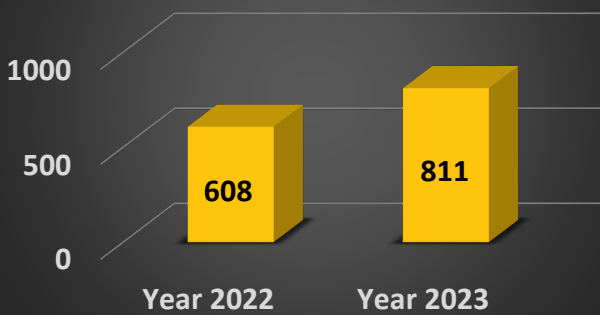
Down Valley November Ridership 2022 & 2023



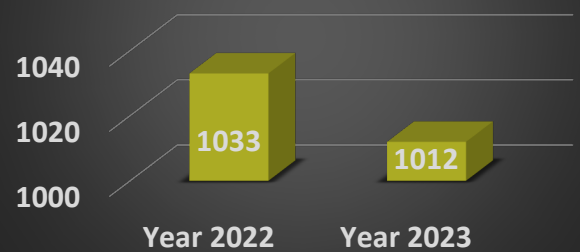
Offseason - Ridership November 2022



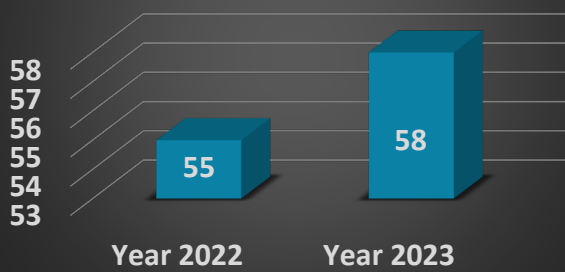
Lawson Hill - Ridership November 2022 & 2023



Offseason Express - Ridership November 2022 & 2023



Lawson Hill/Mountain Village - Ridership November 2022 & 2023





SMART Public Transit Community Survey

SMART (San Miguel Authority for Regional Transportation) needs your input! Currently SMART is updating the 2019 Strategic Operating Plan which will help guide expansions and improvements to SMART's services in the future. Your answers to this short survey will help SMART develop future projects for expanding and improving services.

1. How often do you currently ride SMART buses or vanpools? (pick one)

- | | |
|--|---|
| <input type="checkbox"/> Three days per week or more | <input type="checkbox"/> A few times a year |
| <input type="checkbox"/> About once a week | <input type="checkbox"/> Never (skip to question 5) |
| <input type="checkbox"/> A few times a month | |

2. What services do you primarily ride (pick up to three)?

- | | | |
|--|---|---|
| <input type="checkbox"/> Norwood Route | <input type="checkbox"/> Mountain Village Route | <input type="checkbox"/> Ridgeway Vanpool |
| <input type="checkbox"/> Down Valley Route | <input type="checkbox"/> Rico Route | <input type="checkbox"/> Montrose Vanpool |
| <input type="checkbox"/> Lawson Hill Route | <input type="checkbox"/> Nucla/Naturita Route | <input type="checkbox"/> Norwood Vanpool |

3. When you ride the bus, where do you typically go? (pick up to three)

- | | | |
|--|---|---|
| <input type="checkbox"/> Work | <input type="checkbox"/> Skiing/snowboarding | <input type="checkbox"/> Other (please specify) _____ |
| <input type="checkbox"/> School | <input type="checkbox"/> Other recreation (hiking, biking, gym, etc.) | |
| <input type="checkbox"/> Medical appointments | <input type="checkbox"/> I use the bus for most of my trips | |
| <input type="checkbox"/> Personal errands/shopping | | |

4. What is the primary reason you ride SMART services? (pick only one answer)

- | | |
|--|--|
| <input type="checkbox"/> It is convenient | <input type="checkbox"/> To avoid parking |
| <input type="checkbox"/> It is affordable | <input type="checkbox"/> It's a good thing to do for the environment and community |
| <input type="checkbox"/> I don't drive | <input type="checkbox"/> To avoid driving in the snow or other weather |
| <input type="checkbox"/> I don't have access to a car | <input type="checkbox"/> Other (please describe) _____ |
| <input type="checkbox"/> To avoid drinking and driving | |

5. What are the barriers that stop you from riding the bus more or riding the bus at all? (pick up to three answers)

- | | |
|---|---|
| <input type="checkbox"/> Bus takes significantly longer than driving | <input type="checkbox"/> Bus does not run at the times of day I need to travel |
| <input type="checkbox"/> Bus is not affordable | <input type="checkbox"/> I feel unsafe riding the bus |
| <input type="checkbox"/> Bus doesn't go where I want to go | <input type="checkbox"/> I prefer driving |
| <input type="checkbox"/> I do not know when and where the bus operates or I don't understand how to catch the bus | <input type="checkbox"/> It is difficult or feels unsafe to get from the bus stop to where I need to go |
| <input type="checkbox"/> Bus is too infrequent | <input type="checkbox"/> Other (please describe) _____ |

6. Please provide greater detail about the barriers you selected in the previous question.

(For example: "I would like the Norwood route to run earlier in the morning.", "There are no accessible sidewalks between my house in Nucla and the bus stop.", "the bus stop is too far from my home.")



7. Rank your priorities for the following potential new services for SMART's to operate from 1-most important to you to 4-least important to you. (Note: SMART is currently working to add a new route between Montrose and Telluride which is scheduled to begin service in 2024).

- | | |
|---|--|
| <input type="checkbox"/> Bus route to Ski Ranches | <input type="checkbox"/> Bus route to Bridal Veil |
| <input type="checkbox"/> Bus route to the airport | (This route would require coordination and partnership |
| <input type="checkbox"/> Vanpool between Telluride/Mountain Village and Ouray | of many local entities and could not be implemented by SMART alone.) |

8. What other priorities do you have for new bus services? (open ended)

9. Rank your priorities for the following potential improvements to SMART's existing services from 1-most important to you to 4-least important to you.

- _____ Increased frequency (buses come more often)
 _____ Expanded times of service (buses start running earlier and end service later)
 _____ Bus stop improvements to make them safer or more comfortable
 _____ Additional stops

10. What other priorities do you have for improvements to existing bus services? (open ended)

11. Which routes are your top priority for greater frequency of service (buses come more often)?

- | | | |
|--|---|---|
| <input type="checkbox"/> Norwood Route | <input type="checkbox"/> Mountain Village Route | <input type="checkbox"/> Ridgeway Vanpool |
| <input type="checkbox"/> Down Valley Route | <input type="checkbox"/> Rico Route | <input type="checkbox"/> Montrose Vanpool |
| <input type="checkbox"/> Lawson Hill Route | <input type="checkbox"/> Nucla/Naturita Route | <input type="checkbox"/> Norwood Vanpool |

12. Which routes do you wish had expanded times of service (earlier or later service) and what times of day do you wish they ran? (open-ended response)

13. Which bus stops are most in need of improvements and what improvements would you like to see at those locations? (open-ended response)

14. What locations, if any, would you like to see additional bus stops be located? (open-ended response)

15. What other ideas for improvements would you like to see to SMART's services? (open-ended response)

16. Where do you live?

- | | | | |
|--|---------------------------------------|-----------------------------------|---|
| <input type="checkbox"/> Town of Telluride | <input type="checkbox"/> Sawpit | <input type="checkbox"/> Mesas | <input type="checkbox"/> Montrose |
| <input type="checkbox"/> Mountain Village | <input type="checkbox"/> Ophir | <input type="checkbox"/> Norwood | <input type="checkbox"/> Ridgeway |
| <input type="checkbox"/> Lawson Hill Subdivision | <input type="checkbox"/> Dan Bernardo | <input type="checkbox"/> Redvale | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Down Valley (Fall Creek, Placerville, ect.) | <input type="checkbox"/> Trout Lake | <input type="checkbox"/> Naturita | _____ |
| | <input type="checkbox"/> Rico | <input type="checkbox"/> Nucla | |

Thank you for your feedback!

If you have any other comments or questions, on this survey or other service, please email the SMART team at smart.info@smartelluride.com or visit <https://smartelluride.colorado.gov/>.