



San Miguel Authority for Regional Transportation  
Board of Directors Meeting Agenda  
Thursday January 9th, 2025  
3 p.m.

**Join Zoom Meeting**

<https://us02web.zoom.us/j/88154041947?pwd=GzjxRMVdn6MDq1CBcAQGCKFlt2VBdN.1>

Meeting ID: 881 5404 1947

Passcode: 410511

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**Item 1:** Public Comment on non-agendized items

**Item 2:** **Resolution 2025-1**, Part 1a and 1b, regarding the Review and Approval of the January 9th, 2025 Agenda and Consent Items, and regarding the Review and Approval of the December 12th, 2024 Meeting Minutes.

Presented By: Board Chair

Item Type: Action

Packet Page: 7

Allotted Time: 5 minutes

**Item 3:** **Resolution 2025-2, Emergency Services Agreement with San Miguel County**

Presented By: K. Distefano

Item Type: Action

Packet Page: 8

Allotted Time: 15 minutes

**Item 4:** **Discussion of potential SMART Financial Participation in Gondola Project Development Funding**

Presented By: D.Averill/A.Kyle-Blake

Item Type: Discussion

Packet Page: -

Allotted Time: 20 minutes

**Item 5:** **December 2024 Operations report**

Presented By: K. Distefano

Item Type: Informational  
Packet Page: 14  
Allotted Time: 10 minutes

**Item 6: 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 7: Executive Session** pursuant to C.R.S. 24-6-402 4(f) for the purpose of: to Discuss Personnel Matters for Which the Employee has Consented: Executive Director Performance Review

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

## GLOSSARY

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



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Personnel Matters for Which the Employee has Consented: Executive Director  
Performance Review

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

**San Miguel Authority for Regional Transportation  
Board of Directors Meeting December 12th, 2024 Regular Meeting  
Virtual meeting minutes**

Member Directors Present: San Miguel County – Anne Brown, Lance Waring. Town of Telluride – J. Meehan Fee, Ashley Story Von Sprecken. Town of Rico – Joe Dillsworth.

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

Others: Kelly Kronenberg (Telluride Express), Kim Bolling (Telluride Express), Paul Taddune

The meeting was called to order at 3:01 p.m.

**Item 1: Public Comment**

No public comment was offered.

**Item 2: Resolution 2024-19, Part 1a, regarding the Review and Approval of the December 12th, 2024 Agenda and Consent Items and Part 1b, regarding the Review and Approval of November 14th, 2024 Meeting Minutes.**

Joe Dillsworth moved to adopt Resolution 2024-19, parts 1a and 1b  
Lance Waring seconded the motion.

A unanimous vote approved the motion.

**Item 3: Resolution 2024-21 FY24 Mill Levy Certifications**

Averill gave background on the item explaining the necessity of certifying the mill levies for the fiscal year. There were no concerns or questions expressed by the Board.

Lance Waring moved to adopt Resolution 2024-21  
Meehan Fee seconded the motion.

A unanimous vote approved the motion.

**Item 4: Resolution 2024-22 Approval of FY23 Budget, Capital Plan and Spending**

Averill recapped the previous discussions regarding the development of the 2025 budget and capital spending plan. He then presented the recommended budget and capital spending plan for the Board's consideration. There were no questions or concerns expressed by the Board.

Joe Dillsworth moved to adopt Resolution 2024-22  
Meehan Fee seconded the motion.

A unanimous vote approved the motion.

**Item 5: Resolution 2024-23: 2025 Meeting Dates**

Averill provided a proposed list of meeting dates for 2025. Some discussion took place regarding potentially cancelling the July meeting but it was determined that a decision on that will be made at a later date.

Lance Waring moved to adopt Resolution 2024-23  
Meehan Fee seconded the motion.

A unanimous vote approved the motion

**Item 6: Resolution 2024-24: 2025-2026 Board Officer Elections**

Averill presented background on how the Board Officer positions have rotated amongst the member jurisdictions over the years. The Board opted to stay with the current order of rotation that has historically been used. As a result of the background information and following discussion, Board member Waring nominated Mogenson as Chair, Fee as Vice-Chair, Brown as Board Treasurer and Dillsworth as Board Secretary. No objections were noted and the nominations went to vote.

Lance Waring moved to adopt Resolution 2024-24  
Ashley Story Von Sprecken seconded the motion.

A unanimous vote approved the motion

**Item 7: Fare Discussion**

Distefano presented some fare options for the out of district SMART routes since all of the in-district services are now fare free after the passage of Ballot Question 3A. After a lengthy discussion about the Norwood and Nucla/Naturita fares, the Board decided not to change fares at this time.

As part of this discussion staff was directed to investigate automatic fare collections and report back on options at a later date.

Also as part of this discussion the Board agreed to a \$5.00 per trip fare for riders to Telluride from Montrose on the new Montrose route. The Board agreed on a \$4.00 fare to Telluride from Ridgway as part of this new service. The rates would be the same on the way back for a total of \$10.00 round trip from Montrose and \$8.00 roundtrip from Ridgway to Telluride and back.

**Item 8: December 2024 Operations Report**

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

**Item 9: Executive Session:** At 4:20 p.m. the Board entered an Executive Session pursuant to C.R.S. 24-6-402 4(a) and 4(e) (1),(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.

This Executive Session was closed at 4:40 p.m.

**Item 10: Executive Session** at 4:40 p.m. the Board entered an Executive Session **pursuant to C.R.S. 24-6-402 4(f) for the purpose of: to Discuss Personnel Matters for Which the Employee has Consented: Executive Director Performance Review**

This Executive Session was closed at 4:43 p.m.

**Item 11: Round Table Updates and Reports**

No updates or reports were offered by any meeting participants.

The meeting was adjourned at 4:44 p.m.



**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS JANUARY 9TH, 2025 REGULAR MEETING**

**RESOLUTION NO. 2025-1**

**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 January 9<sup>th</sup>, 2025; 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 January 9<sup>th</sup>, 2025 regular meeting the Board took action on the following:
  - a. Approval of the January 9<sup>th</sup>, 2025 meeting agenda (Exhibit A)
  - b. Approval of the Board meeting minutes for the December 12<sup>th</sup>, 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 JANUARY 9TH, 2025.**

\_\_\_\_\_  
Harvey Mogenson, Board Chair

ATTEST:

\_\_\_\_\_  
David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)  
San Miguel Authority for Regional Transportation



MEETING DATE: January 9<sup>th</sup>, 2024  
 AGENDA ITEM: 3  
 ACTION REQUESTED: Report  
 SUBMITTED BY: Kari Distefano

**BACKGROUND INFORMATION/KEY POINTS:**

In 2018, the San Miguel Authority for Regional Transportation (SMART) entered into an agreement with the San Miguel County Sheriff's (SMSO) Office to provide additional resources and assistance as necessary to the SMSO in the execution of the Emergency Operations Plan.

In November of 2023, SMART entered into a contract with Telluride Express that includes the following language:

*Declared Emergencies:*

*A. Upon the declaration of an emergency by an Authority Having Jurisdiction, Telluride Express shall immediately modify or suspend service as directed by the SMART Project Manager.*

*B. Payment for service provided during emergency operations shall be at the rate per Revenue Service Hour listed in the "Transportation Service Agreement".*

*C. During times of a declared emergency, Telluride Express shall separately account for expenses incurred specifically related to the emergency. Telluride Express shall cooperate with SMART in submitting records for reimbursement by an emergency management agency.*

*D. Telluride Express shall deploy vehicles in a manner described by SMART as part of any transportation emergency operations plan. In the case of a declared medical emergency (such as a pandemic), Telluride Express will implement the applicable approved Standard Operating Procedures to mitigate and protect their staff, SMART staff, and the customers. Telluride Express will comply with State and Federal health guidelines as issued. SMART will adjust service level requirements as needed for the duration of the emergency.*

Following a fire last summer in Nucla which served as an important reminder of having these types of agreements in place and "current", SMART Staff contacted the San Miguel County Sheriff's Office. The purpose of the meeting was to discuss the existing MOU between SMART and the SMSO that obligates SMART to provide assistance to the degree of their ability in the event of an emergency. One technical wrinkle in all of this is that SMART owns their vehicles but TEX supplies drivers so any assistance that SMART could provide would be dependent of the availability of drivers or other necessary TEX resources.

The agreement and protocol set up stipulates that in the event of an emergency that would benefit from SMART resources, SMART would be notified by the SMSO and they in turn would notify TEX. Regular SMART services would not be disrupted unless the disruptions were unavoidable.

SMART and TEX staff will periodically review the Standard Operating Procedure and communication protocols to ensure a consistent response during emergencies. This will include understanding of the chain of command and tasks associated with the evacuation that they may be called upon to perform.

As per the contract; during times of a declared emergency, Telluride Express shall separately account for expenses incurred specifically related to the emergency. Telluride Express shall cooperate with SMART in submitting records for reimbursement by an emergency management agency.

**COMMITTEE DISCUSSION:**

NA

**SUPPORTING INFORMATION:**

NA

**FISCAL IMPACT:**

NA

**ADVANTAGES:**

In the event of an emergency, there will be a clear, coordinated effort between the SMSO, SMART and Telluride Express.

**DISADVANTAGES:**

None noted.

**ANALYSIS/RECOMMENDATION:**

Staff recommends approval of Resolution 2025-2 updating the emergency response MOU with the San Miguel County Sheriff's Office.

**ATTACHMENTS:**

Exhibit A: Updated Memorandum Of Understanding

## **MEMORANDUM OF UNDERSTANDING (MOU)**

San Miguel County (the County) and San Miguel Authority for Regional Transport (Vendor) on this 1st day of September, 2024 agree to the terms of this Memorandum of Understanding (MOU), to aid and assist San Miguel County, State of Colorado, in the event of an emergency or disaster.

### **Purpose**

To identify respective roles and responsibilities of the parties as they relate to the establishment of mutual aid and assistance in the event of an emergency or disaster in San Miguel County, Colorado.

### **Background**

In the event of an emergency or disaster, the County will initiate the San Miguel County Emergency Operations Plan. In response to this emergency plan protocol, additional resources may be required (e.g. high priority supplies and/or equipment including those necessary for humanitarian support). In accordance with this MOU, and in response to contact by the Sheriff's Office, or a San Miguel County official, the Vendor will be notified and hereto agrees to immediately respond.

### **RESPONSIBILITIES**

#### **The County**

1. Notify Vendor of the actual unit(s) needed and staging area and/or delivery site.
2. Notify Vendor when services are no longer required.
3. Facilitate compensation to Vendor for services rendered, as required.
4. Provide standardized radio channel and protocol to vendor.
5. Provide protocol on chain of command per incident.

#### **Vendor:**

1. Delivery of resources to staging area and/or designated site as soon as possible.
2. Provide support of incident needs by adequately maintaining the resources as needed.
3. Provide transportation services from locations determined by the Incident Commander.
4. Utilize forms to track passengers, as needed.
5. Upon notification, retrieve and remove resources as needed;
6. Provide accurate and timely invoices for services rendered and email to [payabes@sanmiguelcountyco.gov](mailto:payabes@sanmiguelcountyco.gov).

#### **Activation:**

1. County to contact SMART Rep (Distefano, Cronenberg).
2. Vendor confirms their ability to provide the service.

### **Effective Date and Signature**

This MOU shall be effective upon the full execution by authorized representatives of the San Miguel County Sheriff's Office, San Miguel County, Colorado and Vendor. It shall be in full force and effect commencing September 10, 2024 and shall have no end date without the written consent of the parties hereto.

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County Representative Signature	Printed Name	Date
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Vendor Representative Signature	Printed Name	Date
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**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL  
TRANSPORTATION ENTERING INTO A MEMORANDUM OF UNDERSTANDING FOR DISASTER RESPONSE  
WITH THE SAN MIGUEL COUNTY SHERIFF'S OFFICE**

**RESOLUTION NO. 2025-2**

**RECITALS:**

**WHEREAS**, the threat of emergencies and disasters from natural, technology-based and human-induced events is more evident today and has been experienced in many of the San Miguel Authority for Regional Transportations (SMART) neighboring jurisdictions; and

**WHEREAS**, enhanced cooperation and collaboration is particularly important during major events that may threaten the reliability of the regional transportation systems that serve towns and counties; and

**WHEREAS**, the San Miguel County Sheriff's Office (SMSO) has formulated an Emergency Operations Plan in order to react to emergencies and disasters, both human and naturally caused; and

**WHEREAS**, in order to execute the Emergency Operations Plan protocol, it may be necessary for the SMSO to muster additional resources; and

**WHEREAS**, the San Miguel County Sheriff's Office, through Memorandums of Understanding (MOU), has entered into mutual aid arrangements with neighboring local municipalities and counties in order to execute the protocol of the Emergency Operations Plan; and

**WHEREAS**, the request for or provision of mutual aid assistance involves complex logistical, legal, financial and administrative components; and

**WHEREAS**, the San Miguel Sheriff's Office has developed a standardized MOU outlining the roles and responsibilities of all parties to the MOU in emergency situations; and

**WHEREAS**, the MOU shall not cause or constitute a multiple fiscal year debt or financial obligation of SMART and, to the extent it does, it shall be subject to annual appropriation; and

**WHEREAS**, SMART endeavors to serve the greater community in emergency situations by assisting the SMSO in its execution of its Emergency Operations Plan by entering into the MOU.

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

1. The Board of Directors of SMART affirms its commitment to provide assistance as necessary to the SMSO in execution of its Emergency Operations Plan by entering into the attached Memorandum of Understanding (Exhibit A);

**ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION AT A REGULAR PUBLIC MEETING THIS 9<sup>TH</sup> DAY OF JANUARY, 2025.**

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Harvey Mogenson, Board Chair

ATTEST:

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David Averill, Executive Director

- **Update on the Montrose Route**

SMART Staff has coordinated with Tracy Jones of Studio Six Branding to implement a marketing plan for the Montrose Route. Marketing will include:

- Flyer Design
- Map Design
- Newspaper Advertising
- Radio Advertising
- Web Site Update
- Geotargeted Facebook advertising

All material will be in both English and Spanish. Our target start date is February 17<sup>st</sup>.

- **Offseason**

Included in this report is a detailed Offseason Report. The report compares Offseason 2023 and 2024.

- Ridership in the fall was lower than the spring in both 2023 and 2024. The spring offseason is typically longer. In 2023 and 2024, spring Offseason lasted 52 days. The fall offseason lasted 26 days in 2023 and 32 days in 2024.
- Passengers per revenue service hour in both 2023 and 2024 in the spring was lower. There are typically fewer people in town in the spring. School is out for two weeks and many businesses close.
- We had fewer complaints in the 2024 offseason than the other three offseason periods. All three complaints in October and November were about the driver not seeing passengers at flag stops.
- Performance was better during the fall offseason in 2024 than the spring offseason in 2024 as well as both Offseasons in 2023.

- **Expansion Plans**

Prior to undertaking the expansion of more routes, we would like to be sure that there are not only enough drivers, but also enough vehicles. Offseason on the weekdays is our busiest time. Monday through Friday between 6:45 and 8:00 AM and again between 4:45 PM and 6:30 PM, when the Montrose route starts, we will have eight buses on the road. We have twelve buses. Best transit practices dictate that 20% of an agency's fleet be reserved as spares (this is the so called 20% "Spare Ratio" rule of thumb in the industry) of buses. While we are close to a 20% spare ratio, the configuration of our routes makes it difficult to distribute spare buses in locations where they can be useful in the event of a breakdown.

We have five (5), forty passenger buses. Two operate on the Norwood and Nucla/Naturita Routes with one spare that is parked at the Norwood. The other two forty passengers buses are kept in Montrose for the Montrose route (one in service, one spare). We have one each of 23 and 28 passenger buses. We need these for Rico and Offseason. The remaining five 14 passenger cutaways are distributed between the second Offseason route, the Offseason Express route and the Down Valley route. In theory we have two spares for the Offseason routes, the Down Valley route and the Offseason Express but in practice, there are often reasons that there is a bus in the shop for either routine maintenance or repairs.

We are anticipating the purchase of one more cutaway currently scheduled for delivery just in time for the 2025 Spring Off-Season period.



- **Expansion Plans continued**

There are also some more minor setup tasks. The GTFS files, which are the back end of the Transit App have to be revised. The brochures that we make available to riders have to be updated and there is some marketing and public outreach that should be done prior to any route expansion.

We are actively planning the expansions that are suggested in the updated Strategic Operating Plan, but we want to be sure we have all of the necessary resources in place before we start.

- **Automated Fare Collection**

I have started investigating automated fare collection systems. I have requested more information from Masabi, which is what Bustang uses. I have also arranged a meeting on January 6<sup>th</sup> with TokenTransit. A contact that I have with RTAP suggested that they may offer a lower cost option. Our website is currently set up to take online payments for the vanpools although not many people use that service. It could be expanded to sell ticket books, which customers could pick up from drivers. The trick with that would be to create a system that would protect against fraud. I am also investigating a bar code system. Bar code readers cost between \$300 and \$500. There are ways to make texted or emailed bar codes more secure to prevent people from sharing them. A bar code system should be tested on one route for a limited period of time before we decide if we want to implement it.

Offseason Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q2 2023	Q4 2023	Q2 2024	Q4 2024	Q2 2023	Q4 2023	Q2 2024	Q4 2024	Q2 2023	Q4 2023	Q2 2024	Q4 2024
<b>Total</b>	<b>2026</b>	<b>1014</b>	<b>1758</b>	<b>1072</b>	<b>9784</b>	<b>7323</b>	<b>9012</b>	<b>8794</b>	<b>4.83</b>	<b>7.22</b>	<b>5.12</b>	<b>8.20</b>
Offseason Local M-F	669	328	562	330	3391	1967	2610	2310	5.07	6.00	4.64	7.00
Offseason Local 7 Day	898	440	779	438	5555	3824	4373	4934	6.19	8.69	5.62	11.26
Offseason Express	459	246	418	304	838	1532	2029	1550	1.83	6.23	4.85	5.10

Offseason Route - Performance												
Quarter	Late				Early				Missed			
	Q2 2023	Q4 2023	Q2 2024	Q4 2024	Q2 2023	Q4 2023	Q2 2024	Q4 2024	Q2 2023	Q4 2023	Q2 2024	Q4 2024
<b>Percent Fault</b>	<b>4.31%</b>	<b>1.90%</b>	<b>0.34%</b>	<b>0.59%</b>	<b>3.95%</b>	<b>0.83%</b>	<b>0.89%</b>	<b>0.23%</b>	<b>0.44%</b>	<b>0.12%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Total</b>	<b>461</b>	<b>203</b>	<b>36</b>	<b>39</b>	<b>422</b>	<b>118</b>	<b>95</b>	<b>15</b>	<b>34</b>	<b>5</b>	<b>1</b>	<b>0</b>
Offseason Local M-F	195	70	5	17	102	19	29	9	16	5	0	0
Offseason Local 7 Day	250	92	7	18	224	70	32	6	17	0	1	0
Offseason Express	16	41	24	4	96	29	34	0	1	0	0	0

Offseason Local Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q2 2023	Q4 2023	Q2 2024	Q4 2024	Q2 2023	Q4 2023	Q2 2024	Q4 2024	Q2 2023	Q4 2024	Q2 2024	Q4 2024
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>3</b>

Offseason Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q2 2023	Q4 2023	Q2 2024	Q4 2024	Q2 2023	Q4 2023	Q2 2024	Q4 2024	Q2 2023	Q4 2023	Q2 2024	Q4 2024
<b>Total</b>	<b>\$19.45</b>	<b>\$14.75</b>	<b>\$21.21</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>

