



**San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
June 8th, 2023
3 p.m.**

This meeting will be held virtually via Zoom:
<https://us02web.zoom.us/j/86946511151?pwd=V1puVkZpcHVkVIZpWTFnajJBYUVrQT09>

Meeting ID: 869 4651 1151
 Passcode: 143071
 One tap mobile
 +17193594580,,86946511151#,,,,*143071# US
 +16699009128,,86946511151#,,,,*143071# US (San Jose)

Item No.	Presenter	Item Type	Topic	Packet Page	Estimated Time
1.	-	-	Public Comment	-	5
2.	Board	Meeting Resolution	Resolution 2023-15, Part 1a, regarding the Review and Approval of the June 8th, 2023 Agenda and Consent Items. Resolution 2023-15, Part 1b, regarding the Review and Approval of May 11th, 2023 Meeting Minutes.	5	5
3.	Averill	Discussion	DRAFT FY23 mid-year budget and capital plan amendment	6	20
4.	Distefano	Report	June 2023 Operations Report	13	10
5.	Averill	Report	Executive Directors Report	17	10
6.	All	Report	Roundtable updates and reports	-	-

GLOSSARY

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



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4.	Distefano	Report	June 2023 Operations Report
5.	Averill	Report	Executive Directors Report
6.	All	Report	Roundtable updates and reports

**San Miguel Authority for Regional Transportation
Board of Directors Meeting May 11th, 2023 Regular Meeting
Virtual meeting minutes**

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

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

Others: Julia Caulfield (KOTO)

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

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2023-13, Part 1a, regarding the Review and Approval of the May 11th, 2023 Agenda and Consent Items and Part 1b, regarding the Review and Approval of April 13th, 2023 Meeting Minutes.

Marti Prohaska moved to adopt Resolution 2023-13, parts 1a and 1b.
Joe Dillsworth seconded the motion.

A unanimous vote approved the motion.

Item 3: Resolution 2023-14: Selection of Consultant team for development of a Strategic Operating Plan.

Averill gave background on the RFP and selection process for the next iteration of the SMART Strategic Operating Plan. The RFP review committee made a recommendation to enter into an agreement with Fehr and Peers for consultant assistance with the project. Some discussion about the final scope of work and timeline took place.

Joe Dillsworth moved to adopt Resolution 2023-14
Patrick Berry seconded the motion.

A unanimous vote approved the motion.

Item 4: Q1 2023 Performance Report

Averill presented the Q1 2023 Performance Report. No questions or concerns were expressed by the Board.

Item 5: Q1 2023 Financial Report

Averill presented the Q1 2023 Financial Report. No questions or concerns were expressed by the Board.

Item 6: May 2023 Operations Report

The May 2023 Operations Report was provided as information in the meeting packet. No discussion took place.

Item 7: Executive Directors Report

Averill gave updates on HB1101, property purchase negotiations, gondola subcommittee activities, and introduced Amber Kyle-Blake as the gondola senior project manager. A discussion followed on elements of the pending IGA for cost sharing in the project development/planning phase and in the run-up to a potential November 2024 ballot question.

Item 8: Round Table Updates and Reports

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

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS JUNE 8TH, 2023 REGULAR MEETING**

RESOLUTION NO. 2023-15

RECITALS:

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

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

WHEREAS, the Board held a regular meeting on June 8th, 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 June 8th, 2023 regular meeting the Board took action on the following:
 - a. Approval of the June 8th, 2023 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the May 11th, 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 JUNE 8TH, 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
June 8th, 2023	3	Averill
Objective/Requested Action		
This is a discussion item no action is requested at this time. Action will be requested at the July 13 th , 2023 meeting.		Report Work Session X Discussion Action
Key Points		
<p>In general we are tracking pretty close to the original budget thus far year to date. However, there have been a few new expenses (and revenue sources) that should be accounted for in a amendment to our FY23 budget and capital plan.</p> <p>On the revenue side we have additional unanticipated revenue in the form of a 5304 grant for the Strategic Operating Plan (\$32,000) and unanticipated interest income (at least \$75,000 by years end). This is a total increase in anticipated revenue of \$107,000.</p> <p>On the expense side of the ledger, we're looking at some <i>increased</i> expenses and <i>new</i> expenses:</p> <ul style="list-style-type: none"> - Additional office expenses (mileage/operating expenses/computers) of \$5000 - Mandatory website accessibility updates, due to recent changes in State law. This work is estimated to cost \$46,000 but may revised downward. - Real time bus app implementation and expenses came in at \$32,000 - SOP grant match and overmatch: \$8,000 to match the 5304 award discussed in revenue, plus an additional \$10,000 for additional work on project tasks and to enhance the public input process of the project for a total of \$18,000 in match/overmatch. <p>We also need to consider amending the FY2023 capital plan – partly to cover anticipated costs in the current year and also to build a more complete picture of the “ripple effect” into funding available for the out years of the capital plan. As discussed at the March meeting, factors primarily driving changes to the capital plan are related to increased quantities and costs for much needed vehicles. In detail:</p> <ul style="list-style-type: none"> - Fund balance change is due to a transfer of \$716,283.17 on 5/11/23 from the operating account. - Expenditures reflect a change in the number of large buses (5 total large buses up from 4) and the corresponding increase in local match (up \$248,700 from \$560,000 to \$808,700) - Expenditures also reflect an increase in the number of vanpool vehicles (3 total up from 1) and the corresponding increase in local match (up \$62,742 from \$40,800 to \$103,542) <p>Out years (2024 and beyond) are included here to give an idea of the big picture and what we have coming in future years. Capital spending for these years can be amended in any future budget process.</p>		
Committee Discussion		
NA		
Supporting Information		
NA		

Fiscal Impact

On the operating budget, all additional expenses are essentially covered by unanticipated income from earned interest on the reserve account and grant revenue. Additional capital expenses are essentially taken out of the “out years” of the 5-year capital plan and have no short term impact.

Advantages

Advantages are that increasing the revenue projection (with known increases in costs) allows SMART to keep the budget balanced.

Disadvantages

None noted at this time.

Analysis/Recommendation(s)

None at this time.

Attachments

Attachment A – SMART draft amended budget

Attachment B – SMART draft amended FY23 Capital Plan

SMART Proposed FY23 Budget Amendment

June 8th, 2023

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

PROJECTED REVENUES**SMART Ballot Tax Revenue**

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

Intergovernmental Revenue

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

Fees for Services

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

Grant Revenue

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

Facility Revenue

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

Interest Income

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

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

PROJECTED EXPENSES continued next page

PROJECTED EXPENSES continued**Professional Services + Operations**

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

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

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

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

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

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

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

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

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

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

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

Special Projects

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

Total Transit Services, Facilities and Special Projects expenses

\$1,548,675	\$1,580,675
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Total All Expenses

\$2,106,225.00	\$2,207,225.00
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Projected Yearly Net Income

\$12,345	\$18,345
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Ending Fund Balance, 12/31/23

\$812,345	\$1,018,345
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SMART FY23-FY27 Capital Plan

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

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

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

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

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

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

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

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

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

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

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



- **CASTA Conference**

I went to Pueblo in early May for the Spring CASTA (Colorado Association of Transit Agencies) Conference. One of the sessions that I attended was about grant writing. That session was targeted toward applying for funding from philanthropic organizations. Although the presenter had good ideas about how to pitch a project, few philanthropic organizations have the quantity of funding available that most transit projects need.

There was a round table discussion with CDOT. The theme of that discussion was the difficulty getting contracts signed and funding released for grants that had been approved. SMART is running into that logjam with funding to update our Strategic Operating Plan and the grant that will replace our aging vanpool vans.

The most interesting sessions were called "Challenges and Successes with Shared Use Mobility in Rural, Frontier, and Tribal Areas" and "Mobility Performance Metrics for Transit and Individual Travelers in Multimodal Travel, both presented by two researchers from Texas A&M Transportation Institute. My hope was to gain insight on how to serve subdivisions in the SMART region that are difficult to serve because they aren't very dense and are spread out. The sessions offered a helpful guide to laying the ground work for an evaluation of the feasibility of microtransit.

- **Strategic Operating Plan Information**

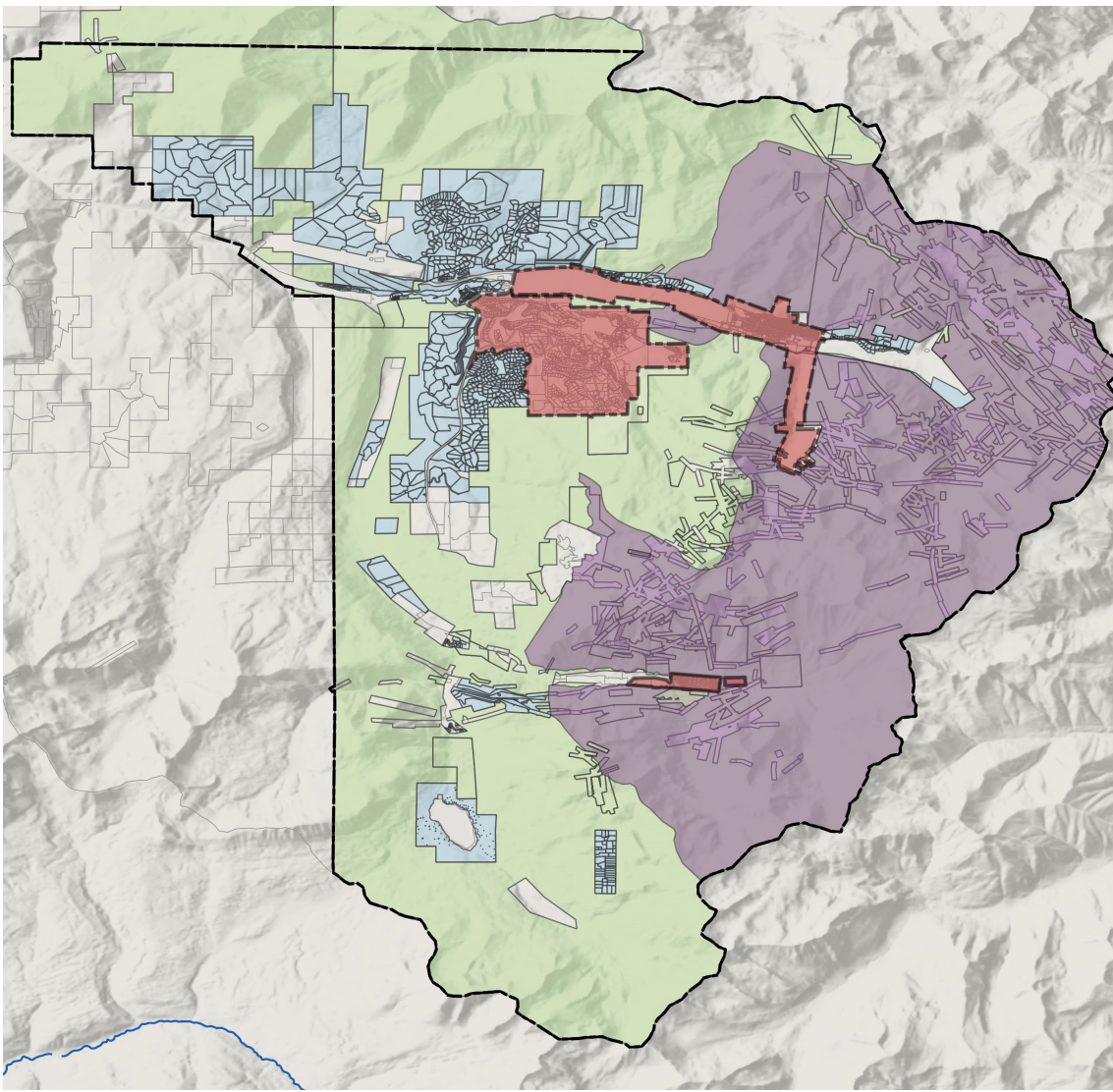
One of the tasks that the consultants selected to produce an updated Strategic Operating Plan will be charged with is to evaluate possible opportunities to serve currently unserved areas. The above mentioned presentations at the CASTA Conference have helped me focus on what information about underserved areas the consultants will need to examine the feasibility of some type of microtransit in the low density subdivisions in the SMART Region. I will also be attending two, two and a half hour Zoom Microtransit workshops offered by N-CATT (National Center for Applied Transit Technology) the week of our June Board meeting.

In an effort to develop some parameters for areas that might be evaluated for a more flexible transit system, I considered the larger subdivisions in the east end of the SMART service area. Most of the subdivisions in the west end of the SMART service area can be served by our fixed route services, with the possible addition of stops. There are also some larger subdivisions in the east end that could be served with the addition of stops if there was a demonstrated need.

On the following page is a map that illustrates subdivisions in the east end of the County. The table underneath lists subdivisions with over 30 parcels. The columns show the number and percent of developed parcels and the percent that are owner occupied with a population estimate.

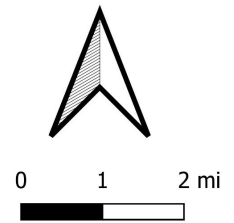
Lawson Hill, Two Rivers/Ilium, Hillside and San Bernardo currently have bus service. Stops could be added to Trout Lake and Idarado if, through the strategic operating plan public process, the consultants were to determine a need.

The Aldasoro Subdivision, the Ski Ranches and the Town of Ophir are the most populated areas without bus service. These areas are the places that we will be asking the consultants to determine if there is a feasible potential for some sort of microtransit or the addition of vanpools.



Legend:

- Existing Subdivisions
- Municipalities
- USFS Property
- High Country Zone District
- Private Property not associated with a Subdivision



East End of San Miguel County

Subdivision Name	Total Number of parcels	Total Number of Parcels Developed as Residences	Percent Developed as Residences	Number of Buildings Owner Occupied *	Percent of Parcels Owner Occupied	Population Estimate**
Ski Ranches	207	164	79.2%	88	53.7%	229
Aldasoro Ranches	183	94	51.4%	40	42.6%	104
Lawson Hill	187	125	78.7%	98	78.4%	255
Trout Lake	90			17	18.9%	44
Two Rivers/Illium	70	38	54.2%	38	100.0%	99
Idarado	55	19	34.5%	4	21.1%	10
Hillside	48	42	87.5%	31	73.8%	81
Hidden Lakes	46	18	39.1%	12	66.7%	31
Elk Run	37	18	48.6%	6	33.3%	16
San Bernardo	31	29	93.5%	27	93.1%	70

Notes:

1. This information was compiled from the San Miguel County GIS parcel information. It is available to the public.
2. This table only includes subdivisions with more than 30 parcels.
3. * This information is based of the addresses of owners.
4. ** This estimate is based on 2.6 people per household, which is the Colorado average.

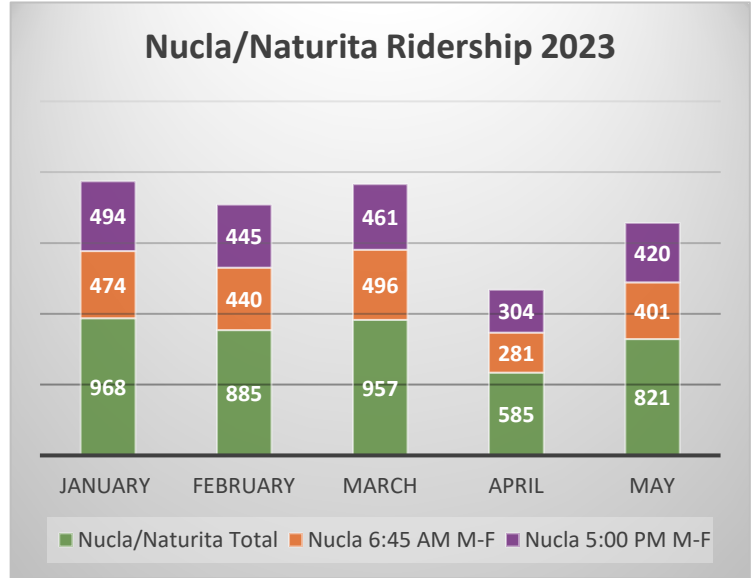
• **Rico Ridership 2023**

Rico ridership that was down during April picked back up during May but was not as strong as it was in March. Most of the Rico riders are students. Morning ridership is significantly greater than evening ridership. Students may be getting rides home with parents or friends.



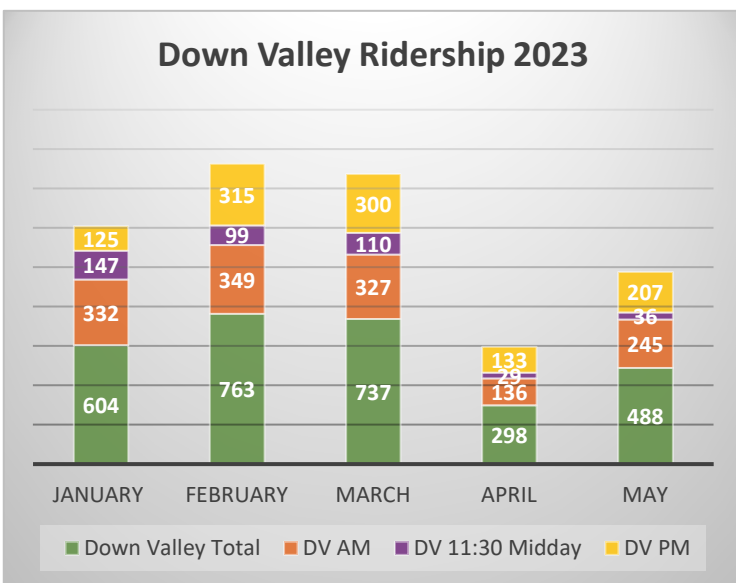
• **Nucla/Naturita Ridership 2023**

Like Rico ridership, Nucla/Naturita ridership was down in April during offseason but picked back up in May. Due to timing, this route does not typically provide transportation for students. Morning and evening ridership is fairly similar.



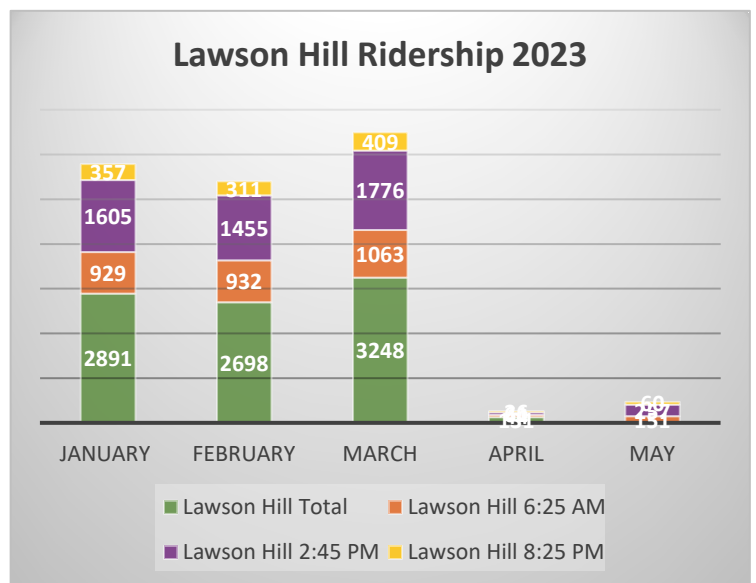
• **Down Valley Ridership 2023**

As illustrated in this chart, Midday Down Valley ridership is low compared to the morning and evening. With the housing that the ski area has been building in the Two Rivers area, we expect to see more Down Valley ridership across all routes.



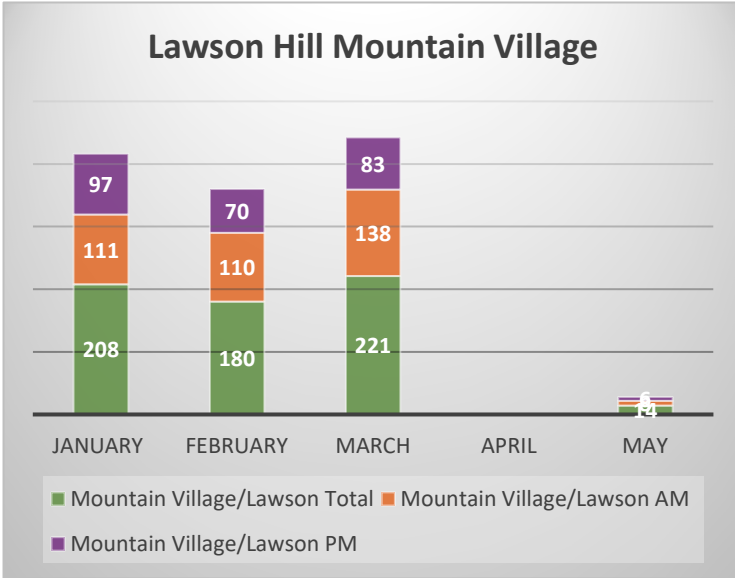
• **Lawson Hill Ridership 2023**

Most days in April and May, Lawson Hill service is a part of the Offseason so there are very few days in those months that the Lawson service runs. The distribution on the graph is skewed by the longer midday route. The evening route starts at 8:25 PM and the midday route collects students as well as commuters.



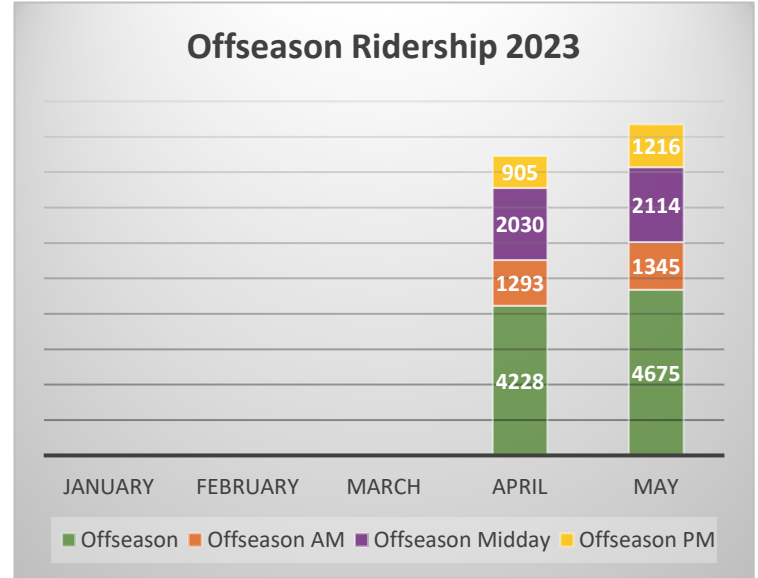
• **Lawson Hill/Mountain Village Ridership 2023**

The Lawson Hill / Mountain Village is a new route and of necessity, we discontinued the direct route from Lawson Hill to the Mountain Village center during off season. The route did not run at all during April. In the future, demand and more buses may make it possible to continue this route though the offseason.



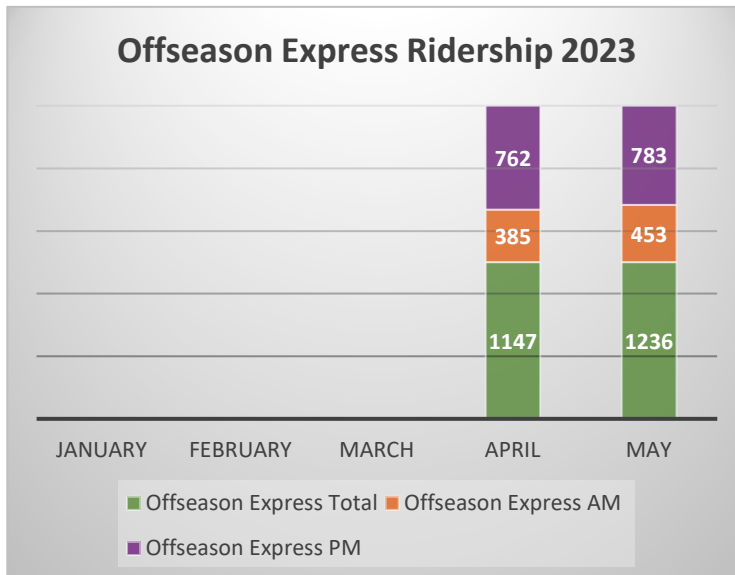
• **Offseason Route 2023**

The Offseason Route goes from Telluride to Lawson Hill, through the Meadows area and up to the Village Center. This year, this route provided transportation for 8,903 people.



• **Offseason Express Ridership 2023**

This route served 2,383 people over the course of the offseason. This route does not go into Lawson Hill or the Meadows area.



SMART Executive Director report – June 8th, 2023

Audit Update: We've requested an extension for the due date to file the FY22 audit.

Gondola Subcommittee: The gondola sub-committee met on 5/15. We introduced Amber to the group and had a discussion about dissolving the sub-committee as TMVOA group and re-incorporating it as a SMART advisory committee to the Board. We'll be discussing this with the rest of the Gondola Leadership Committee members at a July meeting.

Ilium property purchase: the property is under contract and we are looking at closing in mid-late July.

Grants: No updates.

Travel: I'll be traveling for the next several weeks but am available (usually) by text or phone if there is an emergency. I will also check emails on occasion but text/phone will be the best way to reach me if needed.