



San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
Thursday November 14th, 2024
3 p.m.

Join Zoom Meeting

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Meeting ID: 854 1781 7481

Passcode: 230583

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+16699009128,,85417817481#,,,,*230583# US (San Jose)

Item 1: Public Comment on non-agendized items

Item 2: **Resolution 2024-18**, Part 1a and 1b, regarding the Review and Approval of the November 14th, 2024 Agenda and Consent Items, and regarding the Review and Approval of the October 10th, 2024 Meeting Minutes.

Presented By: Board Chair

Item Type: Action

Packet Page: 6

Allotted Time: 5 minutes

Item 3: **Ballot Question 3A** debrief

Presented By: D. Averill

Item Type: Discussion

Packet Page: -

Allotted Time: 10 minutes

Item 4: **Strategic Operating Plan Update – Fare policy discussion**

Presented By: K.Distefano

Item Type: Discussion

Packet Page: 7

Allotted Time: 25 minutes

Item 5: **FY25 Budget and Capital plan discussion**

Presented By: D. Averill

Item Type: Discussion

Packet Page: 9

Allotted Time: 20 minutes

Item 6: 2024 3rd Quarter Performance Report

Presented By: K. Distefano

Item Type: Informational

Packet Page: 14

Allotted Time: 10 minutes

Item 7: November 2024 Operations report

Presented By: K. Distefano

Item Type: Informational

Packet Page: 24

Allotted Time: 10 minutes

Item 8: Executive Director report

Presented By: D. Averill

Item Type: Informational

Packet Page: NA

Allotted Time: 10 minutes

Item 9: 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 10: Round Table Updates and Reports

GLOSSARY

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



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Item 10: Round Table Updates and Reports

**San Miguel Authority for Regional Transportation
Board of Directors Meeting October 10h, 2024 Regular Meeting
Virtual meeting minutes**

Member Directors Present: San Miguel County – Lance Waring, Anne Brown. Town of Telluride – J. Meehan Fee. Town of Mountain Village – Harvey Mogenson, Tucker Magid. Town of Rico – Joe Dillsworth.

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

Others: Kelly Kronenberg (Telluride Express), Sydney Provan (Fehr and Peers)

The meeting was called to order at 3:03 p.m.

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2024-17, Part 1a, regarding the Review and Approval of the October 10th, 2024 Agenda and Consent Items and Part 1b, regarding the Review and Approval of September 5th, 2024 Meeting Minutes.

Tucker Magid moved to adopt Resolution 2024-17, parts 1a and 1b
Harvey Mogenson seconded the motion.

A unanimous vote approved the motion.

Item 3: TSG Agreement Update

Averill provided background information on this item and the significance of the agreement between TSG and SMART. The Board and staff discussed the pertinent points of the agreement including the fee and amounts to be collected, exemptions for locals, the flexibility of the funding, the term of the agreement, etc. Some discussion took place over the timing of the agreement and need to get it executed as quickly as possible.

Item 4: Strategic Operating Plan Update – Service Expansion Options

Sydney Proven presented the finalized list of projects to be included in the Strategic Operating Plan, with focus on community support and estimated costs. Recommendations were divided into two sets. One set of recommendations that could occur if the ballot measure did not pass and one set that could occur if it did. She suggested that if the ballot measure did not pass, service expansions should be modest. Improvements if the ballot did pass were divided into Phase 1, Phase 2 and Phase 3, with fare free service within the SMART district being something that could be implemented immediately with Board approval. Other recommendations could potentially be implemented after the spring offseason.

Board Feedback and Questions on Strategic Plan

- Joe Dillsworth suggested adding another round trip between Rico and Telluride, noting community interest.

- Meehan Fee mentioned that potential for new development in the San Bernardo area that could impact Rico bus service.
- Joe Dillsworth questioned how Ms. Provan came up with the cost of adding a stop at Lawson Hill Park and Ride on the Rico route.
- David Averill and other board members discussed the balance between capital and service improvements, emphasizing the need for flexibility in the plan.
- Tucker Magid inquired about capital expenses associated with increased service, and David Averill confirmed the need for additional buses.
- Sydney Proven agreed to include estimated capital costs in the final report.
- The discussion concluded with a commitment to finalize the strategic operating plan before the end of the year.

Item 5: FY25 preliminary budget scenarios discussion

Averill presented two DRAFT FY25 budget scenarios incorporating the revenue assumptions and other items discussed at the September meeting and accounting for either outcome of the 3A vote. These DRAFT FY25 scenarios reflected new contract rates, the potential for a .5 FTE additional staff member, and special projects. Very little discussion took place with no significant questions.

Item 6: October 2024 Operations Report.

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

Item 7: Executive Session: At 3:42 p.m. the Board entered an 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.

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

Item 8: Round Table Updates and Reports

No updates or reports were offered.

The meeting was adjourned at 4:13 p.m.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS NOVEMBER 14TH, 2024 REGULAR MEETING**

RESOLUTION NO. 2024-18

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 November 14th, 2024; and

WHEREAS, Section 3.09 of the SMART IGA requires all actions of the Board to be taken by written resolution; and

WHEREAS, the Board desires to take action on certain items set forth below in accordance with the SMART IGA.

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

1. At its November 14th, 2024 regular meeting the Board took action on the following:
 - a. Approval of the November 14th, 2024 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the October 10th, 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 NOVEMBER 14TH, 2024.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: November 14th, 2024
 AGENDA ITEM: 4 - Fare Policy Discussion
 ACTION REQUESTED: Report
 SUBMITTED BY: Kari Distefano

BACKGROUND INFORMATION/KEY POINTS:

Background Information:

At the June meeting consultants from Fehr and Peers offered an analysis of the current SMART fare structure and suggestions about how it could be revamped to be more consistent. They evaluated fare structures in peer agencies and offered several ways to approach restructuring our system.

Key Points:

As a reminder, the following were the suggestions from Fehr and Peers:

- Fare free bus service within the SMART District: The Lawson Hill Route, the Lawson/Hill Mountain Village Routes and Offseason Routes are currently free. This option would make the Down Valley Route and the Rico Route free as well.
- Fare free bus service for all fixed routes: This would include Norwood, Nucla/Naturita and the upcoming Montrose/Ridgway routes as fare free.
- Use of mileage and peer agencies to determine fares: This option proposes standardizing fares based on distance and peer agency price comparisons.
- Standard rate of subsidy to determine fares. This would determine a percent subsidy deemed appropriate for each route and apply that subsidy to the route.

DISCUSSION:

In June the Board expressed general support for offering fare free bus service within the SMART district. They felt that routes that were not within the SMART District should continue to pay. Currently the riders from Norwood pay \$2.00 per trip and riders from Nucla/Naturita pay \$3.00. We should also consider fares to Ridgeway and Montrose, a route that is pending. The simplest approach is to use mileage to determine rates. Norwood and Ridgway are almost equidistant from Telluride, 33 miles and 39 miles respectively. The mileage between Telluride and Nucla (57) and Telluride and Montrose (66) is also similar enough to have the same fares. Because the drivers collect the fares and have limited

opportunities to make change, the fares should be even dollar amounts. At issue is whether or not to increase fares for out of district riders.

SUPPORTING INFORMATION:

NA

FISCAL IMPACT:

Fiscal impact will be based on the Board's decision regarding potential fare increases on out of district routes.

ADVANTAGES:

Fares have not been raised on the Norwood Route since 2008.

DISADVANTAGES:

There is always some risk of losing ridership when an agency increases fares.

ANALYSIS/RECOMMENDATION:

If we are to raise fares, in the interest of simplicity, it should be by a dollar for each route. Norwood would be \$3.00 and Nucla/Naturita would be \$4.00.

ATTACHMENTS:

NA

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: November 14th, 2024
 AGENDA ITEM: 5 - FY25 Budget and Capital Plan
 ACTION REQUESTED: None at this time
 SUBMITTED BY: D.Averill

BACKGROUND INFORMATION/KEY POINTS: This is a discussion item intended for the Board to see the recommended FY25 Draft Budget and 5-Year Capital Plan developed by staff in response to guidance given at the September 5th and October 10th Board meetings. Staff hopes to glean further guidance and refinement from this discussion as we work to finalize the budget and capital spending plan for final adoption at the December 12th Board meeting.

At its September 5th 2024 meeting the Board discussed 2025 revenue assumptions and other items in the context of developing draft budget scenarios. At the October meeting the Board reviewed two budget scenarios since the outcome of the 3A vote wouldn't be known until early November. 3A has since passed, and staff is now presenting the recommended FY25 budget and capital plan for review.

The Recommended FY25 budget includes:

- A .5 FTE (rolled over/unhired from FY24)
- An elimination of fares for the Down Valley and Rico routes
- An assumed increase in total sales tax revenue of \$4,596,350 over the "base" FY24 budget, commensurate with the voter approved amounts and estimates in the ballot question;
- An assumed increase in property tax revenue of \$1,620,243 over the "base" FY24 budget, commensurate with the voter approved amounts and estimates in the ballot question;
- An assumption that lodging tax revenue will equate to \$1,983,407, commensurate with the voter approved amounts and estimates in the ballot question;
- An assumption that RETA revenue will be \$200,000 in FY24
- Updated cost estimates for operations by route that are reflective of current Contract rates;
- a service expansion pool of \$575k
- anticipated additional costs for fuel and maintenance assuming some level of service expansion takes place in FY25.

Capital Plan:

Staff is also recommending the attached capital plan based on current reserves, identified projects, and a proposed bus replacement schedule through 2029.

As the gondola planning process continues, we will develop a separate capital plan both for the ongoing maintenance needs post- 2027, as well as the overall gondola rebuild project. I assume that any dedicated gondola revenue in FY25 will be reserved for capital, since we have no need

to aggregate funding for the 90 day operating reserve (estimated to be \$1.8m) until FY27 so that that is in place on 1/1/2028.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: The recommended 2025 Budget, while expanding service and accounting for increased costs, would see SMART finishing FY2025 "in the black" and would not negatively impact SMARTs cash flow or deplete our reserve balances.

ADVANTAGES: NA

DISADVANTAGES: NA

ANALYSIS/RECOMMENDATION: None at this time.

ATTACHMENTS:

Attachment A: Recommended 2025 Draft Budget Scenario

Attachment B: Recommended 2025-2029 Capital Plan

SMART DRAFT FY25 Budget Scenarios

November 14th, 2024

	2024 FINAL Budget	2025 Recommended Budget
Beginning Operating Fund Balance Estimate, January 1st 2025	\$650,000	\$650,000
Transfers		
Transfer to Operating and Capital Reserve	\$0	\$0
Total Transfers	\$0	\$0
Remaining Operating Fund Balance after Transfers	\$650,000	\$650,000
PROJECTED REVENUES		
SMART Ballot Tax Revenue		
Lodging Tax	\$0	\$1,983,407
Sales Tax	\$1,061,000	\$5,971,350
Property Tax	\$909,291	\$2,539,118
Subtotal Taxes	\$1,970,291	\$10,493,875
Intergovernmental Revenue		
San Miguel County Transit Fund pass-through (RETA)	\$160,000	\$200,000
Subtotal Intergovernmental	\$160,000	\$200,000
Fees for Services		
Fares - Norwood/Nucla/Naturita/Montrose/Rico	\$55,000	\$45,000
Fares - Van pools	\$20,000	\$20,000
Subtotal Fees for Services	\$75,000	\$65,000
Grant Revenue		
CDOT Operating (5311)	\$187,625	\$193,254
CDOT 5304 (SOP funding)	\$32,000	\$0
Subtotal Grant Revenue	\$219,625	\$193,254
Facility Revenue		
137 and 135 Society Dr.	\$100,000	\$100,000
Subtotal Facility Revenue	\$100,000	\$100,000
Interest Income		
Alpine Reserve Account	\$50,000	\$50,000
Total All Revenues	\$2,574,916	\$11,102,129

PROJECTED EXPENSES**General Expenses**

Personnel Expenditures		
Salaries	\$276,000	\$283,000
Benefits	\$75,000	\$77,000
Payroll taxes	\$20,000	\$21,000
Subtotal Personnel Expenditures	\$371,000	\$381,000
Professional Services + Operations		
Mileage reimbursement	\$3,500	\$3,500
Office Expenses	\$12,000	\$14,000
PR/Marketing	\$57,000	\$60,000
Website support	\$37,000	\$10,000
Attorney fees	\$16,000	\$18,000
Bookkeeping/Audit services	\$25,000	\$25,000
CIRSA PC/WC coverage	\$25,000	\$25,000
Treasurers Fees	\$23,000	\$23,000
Consulting services -Stratetgic Operating Plan (grant match and overmatch)	\$18,000	\$0
Subtotal Professional Services + Operations	\$216,500	\$178,500
Association Dues, Conferences and Training		
Colorado Association of Transit Agencies (CASTA) Dues	\$4,000	\$4,000
South West Transit Association (SWTA) Dues	\$300	\$300
Training Registration and Lodging	\$2,000	\$2,200
Travel expenses	\$4,000	\$4,400
Conference Registration and Lodging	\$4,600	\$4,800
Subtotal Association Dues, Conferences and Training	\$14,900	\$15,700
Total General Expenses	\$602,400	\$575,200

Transit Services, Facilities, and Special Project Expenses

Transit Service Expenses		
Fixed Route Transit Services	\$1,063,000	\$1,088,512
Fixed Route Fuel costs	\$135,000	\$150,000
Commuter Vanpool Program (fuel, insurance, maintenance)	\$75,000	\$75,000
Offseason service, includes Lawson and Meadows local services	\$320,000	\$327,680
Medical Shuttles - Allpoints	\$15,000	\$15,000
Service Expansion/Pilot Pool	\$0	\$575,000
Parts allowance/Unscheduled maintenance	\$105,000	\$115,000
Real Time bus app implementation and annual expenses	\$32,000	\$32,000
Subtotal Transit Service Expenses	\$1,745,000	\$2,378,192
Lawson Hill Intercept Lot Expenses		
Winter Plowing	\$12,500	\$14,000
Security/Parking Enforcement	\$9,270	\$9,270
Janitorial Services for restrooms	\$14,000	\$15,000

(Transit Services, Facilities, and Special Project Expenses continued on next page)

(Transit Services, Facilities, and Special Project Expenses continued from previous page)

Janitorial Supplies	\$2,700	\$2,900
Recycling and Waste removal	\$1,200	\$1,400
Landscape Maintenance	\$2,800	\$3,200
Utilities (Gas/Electric/Water)	\$2,800	\$3,200
Subtotal Lawson Lot Management Expenses	\$45,270	\$48,970
Facility Maintenance Expenses		
Lawson Owners HOA dues	\$1,580	\$2,100
Property management services	\$9,000	\$9,000
Winter Plowing	\$1,700	\$1,700
Janitorial	\$3,600	\$3,600
Landscape Maintenance	\$2,300	\$2,300
Utilities	\$7,000	\$7,000
Subtotal Facility Maintenance Expenses	\$25,180	\$25,700
Special Projects		
East End mobility visioning project	\$70,000	\$75,000
SMART capital facilities planning and design	\$75,000	\$75,000
Subtotal Special Projects	\$145,000	\$150,000
Total Transit Services, Facilities and Special Projects expenses	\$1,960,450	\$2,602,862
Total All Expenses	\$2,562,850	\$3,178,062
Projected Yearly Net Income	\$12,066	\$7,924,067
Transfer to Gondola Reserve		\$7,199,600
Projected Ending Fund Balance, 12/31/25	\$662,066	\$724,467

SMART FY25-FY29 Capital Plan

Capital and Operating Reserve as of 1/1/2024	\$4,600,000
90 Day Operating Reserve	\$650,000
Total Capital Reserves Available	\$3,950,000

Projected Capital Projects - 2025	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Meadows Trail Underpass local match funding for construction	\$250,000	\$0	\$250,000	No
Replace Rico bus (704)	\$650,000	\$520,000	\$130,000	Yes (5339)
Expansion cutaway bus	\$215,000	\$0	\$215,000	No
Norwood bus barn expansion	\$250,000	\$0	\$250,000	No
Bus stop improvements	\$200,000	\$0	\$200,000	No
Lawson Hill facility repairs	\$20,000	\$0	\$20,000	No
Replacement Vanpool vehicles (3)	\$210,000	\$168,000	\$42,000	Yes (5339)
Total	\$1,795,000	\$688,000	\$1,107,000	

End of FY25 Capital Reserve Balance assuming no additional transfers \$2,843,000

Projected Capital Projects - 2026	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Driveway repair work at Lawson Facilities	\$300,000	\$0	\$300,000	No
Lift for maintenance facility - 137 Society Drive	\$150,000	\$120,000	\$30,000	No
Tools and equipment for maintenance facility	\$200,000	\$160,000	\$40,000	No
Replacement buses for Lawson/Off-Season	\$1,100,000	\$880,000	\$220,000	No
Total	\$1,100,000	\$880,000	\$220,000	

End of FY26 Capital Reserve Balance assuming no additional transfers \$2,623,000

Projected Capital Projects - 2027	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Paving and grading at Ilium bus maintenance facility	\$500,000	\$0	\$500,000	No
Total	\$500,000	\$0	\$500,000	

End of FY27 Capital Reserve Balance assuming no additional transfers \$2,123,000

Projected Capital Projects - 2028	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Replace 30' bus (703)	\$700,000	\$560,000	\$140,000	No
Total	\$700,000	\$560,000	\$140,000	

End of FY27 Capital Reserve Balance assuming no additional transfers \$1,983,000

Projected Capital Projects - 2029	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Replace vanpool vehicles (3)	\$210,000		\$210,000	No
Total	\$210,000	\$0	\$210,000	

End of FY27 Capital Reserve Balance assuming no additional transfers \$1,773,000

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: November 14th, 2024
 AGENDA ITEM: 6 - 3rd Quarter 2024 Performance Report
 ACTION REQUESTED: Report
 SUBMITTED BY: Kari Distefano

BACKGROUND INFORMATION/KEY POINTS:

Highlights and comparisons to Q1 and Q2.

Ridership:

Ridership on all routes except the vanpools was back up in Q3 after being lower in Q2. Lower ridership in Q2 is typical. Late August and September bring more student ridership especially on the Rico Route and the earlier Norwood bus. The fare free program also contributed to more ridership in Q3, especially on the Nucla Route.

Incidents, Complaints and Accidents:

Mudslides closed Highway 145 on several occasions. They impacted the Down Valley, Norwood and Nucla Routes. On two occasions buses would not start.

There were two complaints about drivers not seeing people at flag stops and leaving them. There was a complaint about a driver yelling at a person that had cut off the bus. There were two complaints about the bus leaving Placerville early on the way to Norwood. All complaints are discussed with the Telluride Express supervisor.

There were no accidents in Q3.

Performance:

Performance continues to stay well below the 5% fault threshold. The misses on the Down Valley Route were a result of the mudslides and the bus not starting. The Norwood Route miss was also the result of the bus not starting. There were more early departures by the Lawson Hill and Lawson Hill/Mountain Village bus. That issue has been addressed with Telluride Express.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: NA

ADVANTAGES: None noted.

DISADVANTAGES: None noted.

ANALYSIS/RECOMMENDATION: NA

ATTACHMENTS: SMART Performance Report for 3rd Quarter, 2024

SMART Quarterly Report														
3rd Quarter 2024	Cost Allocation						Trips			Service Measures				
	Operational Cost by Transit Function						Revenue Hours Miles per Passenger Trip			Service Effectiveness Measures		Cost Efficiency Measures		Cost Effectiveness Measure
	Cost Using SMART Vehicles	Cost Using TEX Vehicles	Extra Costs (bus washing, storage, towing, admin)	Maintenance - Not Included in Contract	Fuel	Total Allocated Cost	Revenue Hours	Revenue Miles	Pass. Trips	Pass. per Revenue Hour	Pass. per Revenue Mile	Cost per Revenue Service Hour	Cost per Revenue Service Mile	Cost per Pass. Trip
Route / Service Name														
Down Valley Route	\$34,544	\$7,370	\$2	\$0	\$3,687	\$45,602	369	10,164	1,240	3.36	0.12	\$123.75	\$4.49	\$36.78
Lawson Hill Route	\$121,223	\$351	\$0	\$0	\$12,116	\$133,690	1,205	15,134	7,432	6.17	0.49	\$110.92	\$8.83	\$17.99
Lawson Hill/Mountain Village Route	\$25,996	\$937	\$0	\$0	\$2,668	\$29,601	264	3,802	738	2.80	0.19	\$112.13	\$7.79	\$40.11
Norwood Route	\$39,623	\$781	\$3	\$0	\$4,017	\$44,422	398	13,626	3,456	8.68	0.25	\$111.54	\$3.26	\$12.85
Nucla/Naturita Route	\$23,410	\$0	\$1	\$0	\$2,315	\$25,726	232	7,735	3,269	14.07	0.42	\$110.73	\$3.33	\$7.87
Rico Route	\$10,689	\$840	\$1	\$0	\$1,117	\$12,647	111	3,643	700	6.29	0.19	\$113.60	\$3.47	\$18.07
Offseason	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Offseason Express	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Montrose	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Vanpool Montrose/Telluride 1	\$0	\$0	\$0	\$0	\$1,114	\$1,114	128	6,215	368	2.88	0.06	\$8.73	\$0.18	\$3.03
Vanpool Montrose/Telluride 2	\$0	\$0	\$0	\$0	\$1,810	\$1,810	136	7,726	384	2.83	0.05	\$13.35	\$0.23	\$4.71
Vanpool Montrose/Mountain Village	\$0	\$0	\$0	\$0	\$256	\$256	200	9,375	170	0.85	0.02	\$1.28	\$0.03	\$1.50
Vanpool Norwood/Mountain Village 1	\$0	\$0	\$0	\$0	\$256	\$256	86	4,711	269	3.15	0.06	\$2.99	\$0.05	\$0.95
Vanpool Norwood/Mountain Village 2	\$0	\$0	\$0	\$0	\$256	\$256	104	3,898	184	1.78	0.05	\$2.47	\$0.07	\$1.39
Vanpool Norwood/Mountain Village 3	\$0	\$0	\$0	\$0	\$200	\$200	117	5,005	143	1.22	0.03	\$1.71	\$0.04	\$1.40
Vanpool Telluride/Ridgway	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Total	\$255,484	\$10,278	\$7	\$0	\$29,811	\$295,581	3,349	91,034	18,353	5.48	0.20	\$88.27	\$3.25	\$16.11

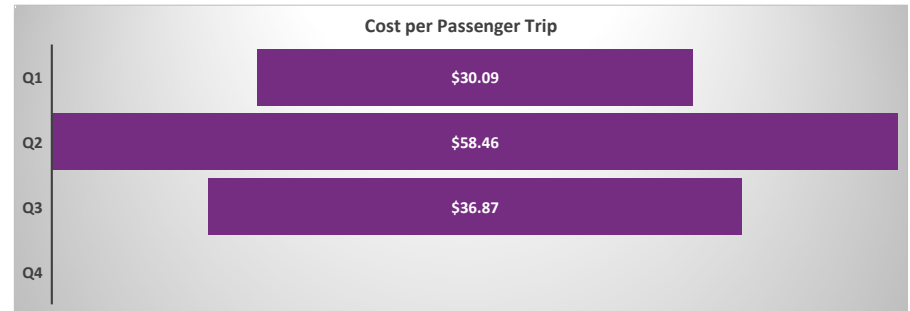
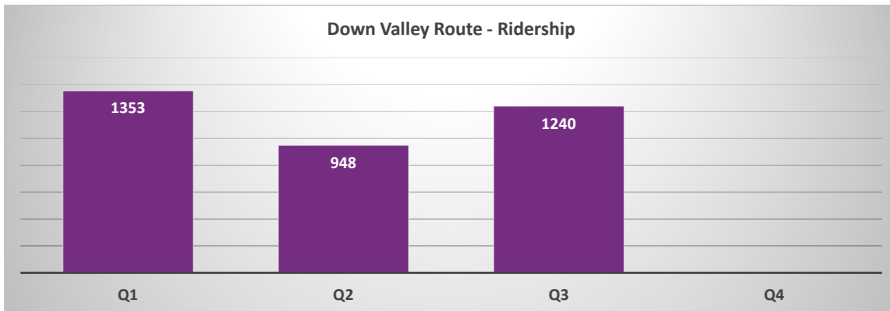
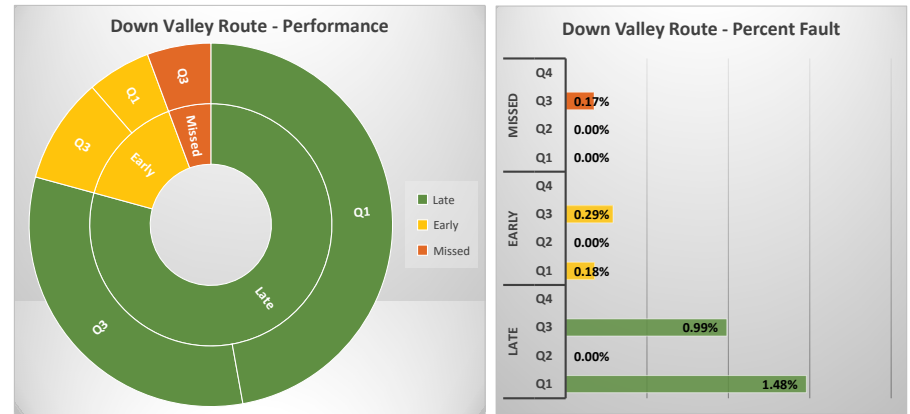
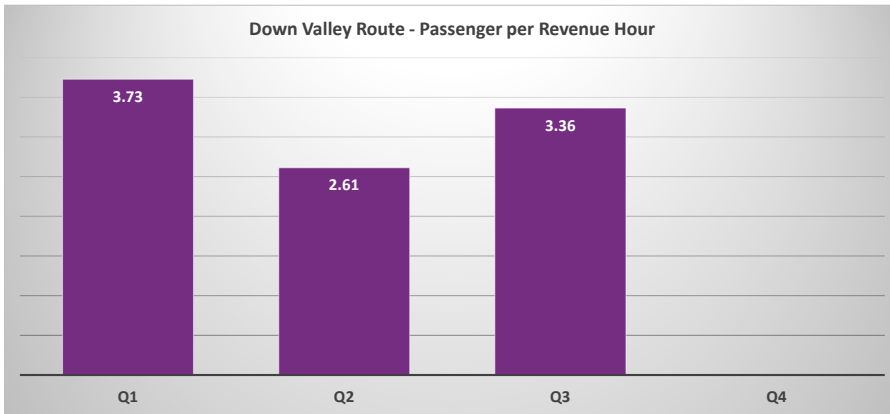
Route / Service Name	Fare Capture		Safety and Comfort			Performance						
	Fare Recovery	Operating Farebox Ratio	Accidents	Incidents	Complaints	Route	Total Scheduled Stops	Late	Early	Missed	Total Faults	Percent Faults
Down Valley Route	\$189	0.41%	0	2	0	Down Valley Route	1716	17	5	3	25	1.46%
Lawson Hill Route	\$0	0.00%	0	0	1	Lawson Hill Route	4968	21	30	0	51	1.03%
Lawson Hill/Mountain Village Route	\$0	0.00%	0	0	1	Lawson Hill/Mountain Village Route	1584	4	12	0	16	1.01%
Norwood Route	\$2,059	4.64%	0	4	0	Norwood Route	1358	6	11	1	18	1.33%
Nucla/Naturita Route	\$2,211	8.59%	0	0	3	Nucla/Naturita Route	858	13	11	0	24	2.80%
Rico Route	\$584	4.62%	0	0	0	Rico Route	132	0	0	0	0	0.00%
Offseason	\$0	0.00%	0	0	0	Offseason	0	0	0	0	0	0.00%
Offseason Express	\$0	0.00%	0	0	0	Offseason Express	0	0	0	0	0	0.00%
Montrose	\$0	0.00%	0	0	0	Montrose	0	0	0	0	0	0.00%
Vanpool Montrose/Telluride 1	\$1,300	116.66%	0	0	0							
Vanpool Montrose/Telluride 2	\$1,400	77.33%	0	0	0							
Vanpool Montrose/Mountain Village	\$720	281.61%	0	0	0							
Vanpool Norwood/Mountain Village 1	\$320	125.17%	0	0	0							
Vanpool Norwood/Mountain Village 2	\$400	156.46%	0	0	0							
Vanpool Norwood/Mountain Village 3	\$360	180.31%	0	0	0							
Vanpool Telluride/Ridgway	\$0	0.00%	0	0	0							
Total	\$9,543		0	6	5							

Down Valley Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	363	363	369		1353	948	1240		3.73	2.61	3.36	
Down Valley AM	135	135	137		664	544	679		4.90	4.02	4.94	
Down Valley MIDDAY	98	98	99		331	198	331		3.39	2.03	3.34	
Down Valley PM	130	130	132		358	206	230		2.75	1.58	1.74	

Down Valley Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	1.48%	0.00%	0.99%		0.18%	0.00%	0.29%		0.00%	0.00%	0.17%	
Total	25	0	17		3	0	5		0	0	3	
Down Valley AM	3	0	7		1	0	0		0	0	2	
Down Valley MIDDAY	2	0	0		0	0	0		0	0	0	
Down Valley PM	20	0	10		2	0	5		0	0	1	

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

Down Valley Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio (fares/expenditures)			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$30.09	\$58.46	\$36.87		\$729	\$440	\$189		1.79%	0.79%	0.41%	

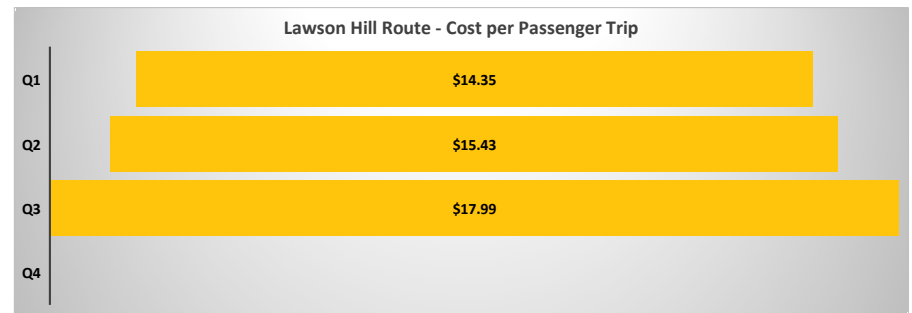
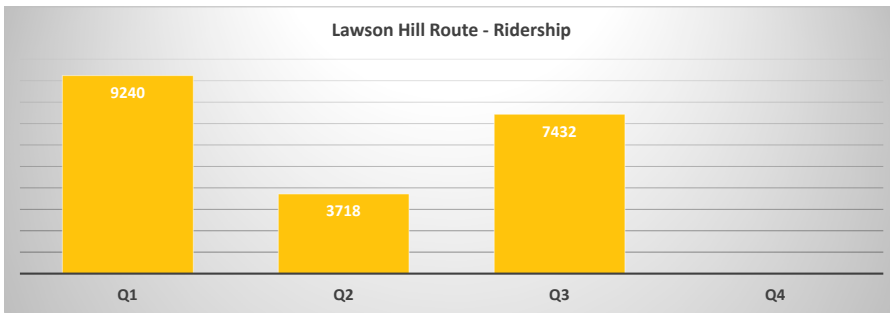
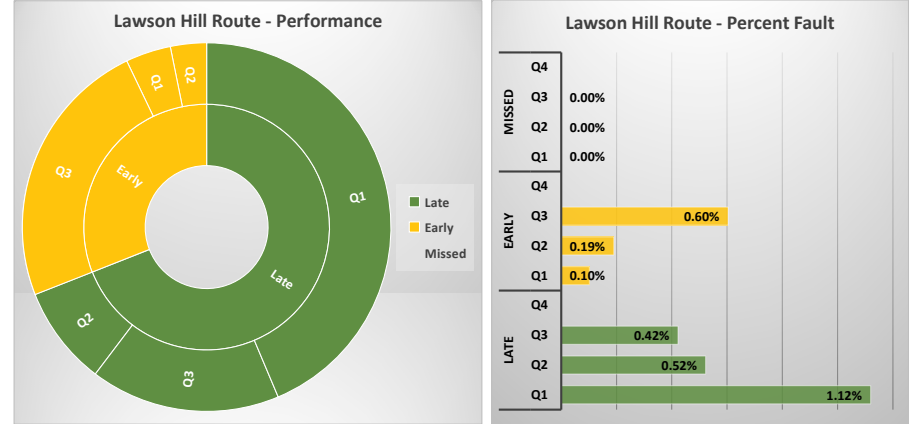
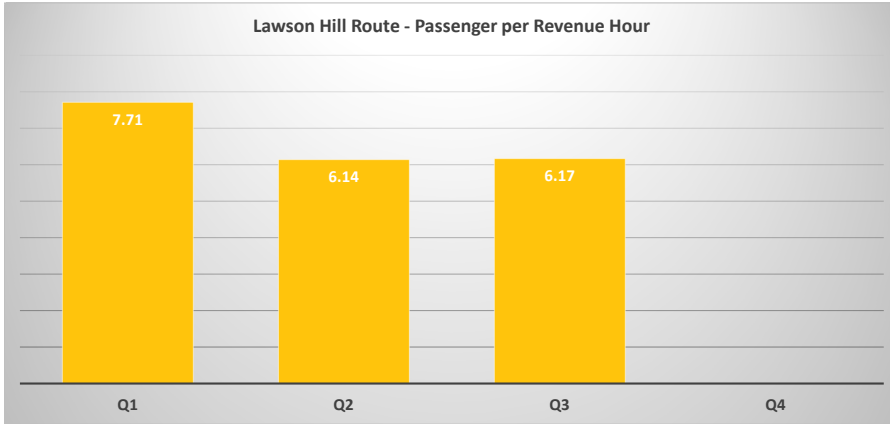


Lawson Hill Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	1198	606	1205		9240	3718	7432		7.71	6.14	6.17	
Lawson Hill AM	447	226	450		2823	1126	2431		6.31	4.98	5.40	
Lawson Hill Middyay	546	276	549		5478	2129	4209		10.03	7.71	7.66	
Lawson Hill PM	205	104	206		939	463	792		4.59	4.47	3.84	

Lawson Hill Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault Total	1.12%	0.52%	0.42%		0.10%	0.19%	0.60%		0.00%	0.00%	0.00%	
Lawson Hill AM	16	0	3		1	4	14		0	0	0	
Lawson Hill Middyay	27	7	14		1	0	7		0	0	0	
Lawson Hill PM	12	4	4		3	0	9		0	0	0	

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

Lawson Hill Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$14.35	\$15.43	\$17.99		\$0	\$0	\$0		0.00%	0.00%	0.00%	

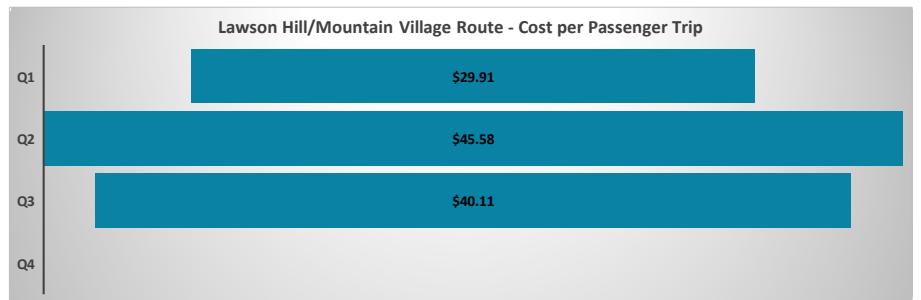
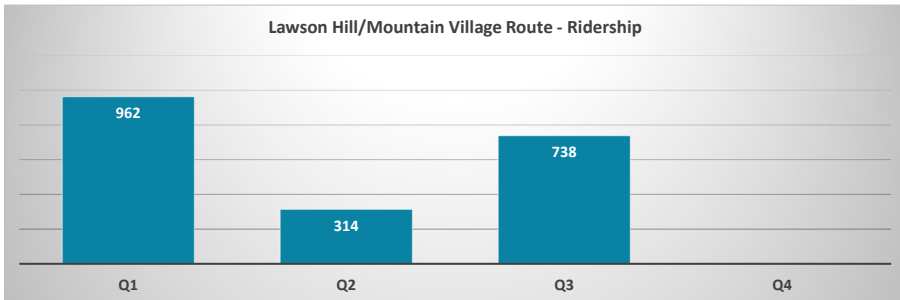
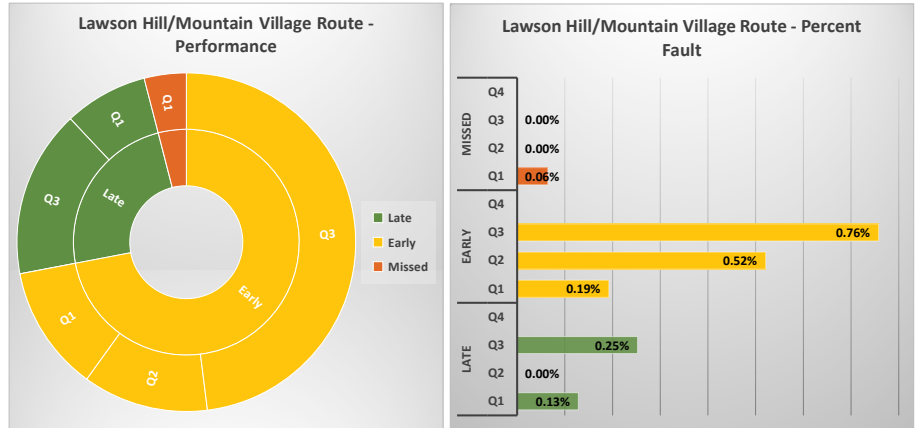
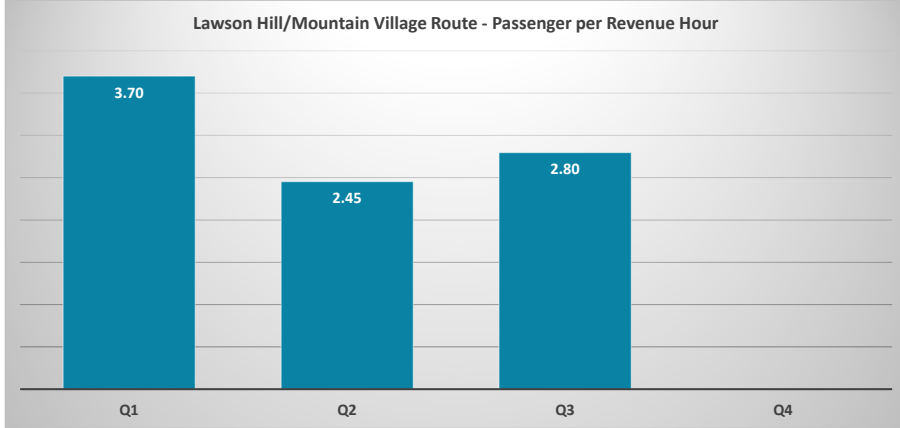


Lawson Hill/Mountain Village Route- Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	260	128	264		962	314	738		3.70	2.45	2.80	
Lawson Hill/Mountain Village AM	130	64	132		649	200	480		4.99	3.13	3.64	
Lawson Hill/Mountain Village PM	130	64	132		313	114	258		2.41	1.78	1.95	

Lawson Hill/Mountain Village Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault Total	0.13%	0.00%	0.25%		0.19%	0.52%	0.76%		0.06%	0.00%	0.00%	
Lawson Hill/Mountain Village AM	2	0	4		2	0	4		1	0	0	
Lawson Hill/Mountain Village PM	0	0	2		1	3	8		0	0	0	

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

Lawson Hill/Mountain Village Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$29.91	\$45.58	\$40.11		\$0	\$0	\$0		0.00%	0.00%	0.00%	

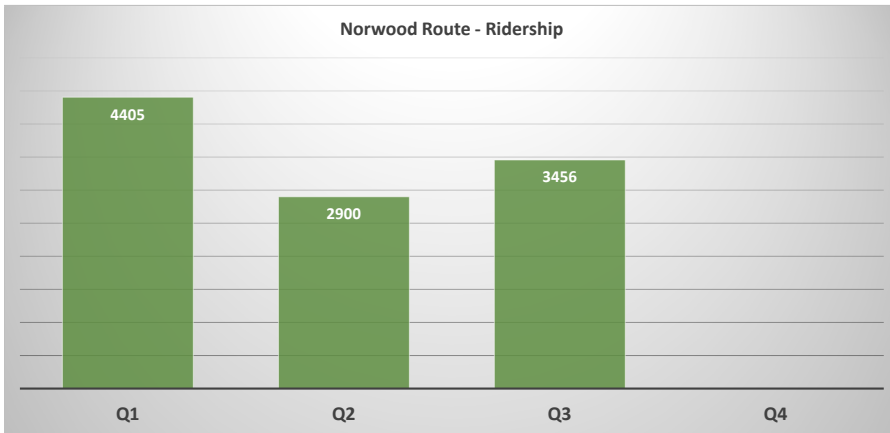
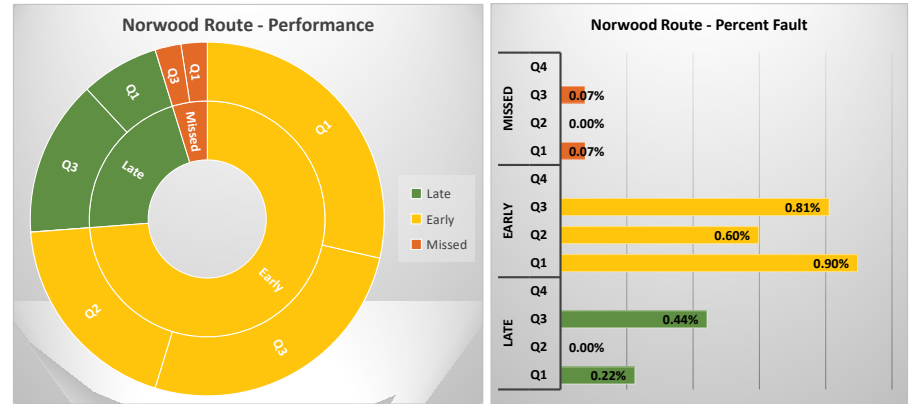
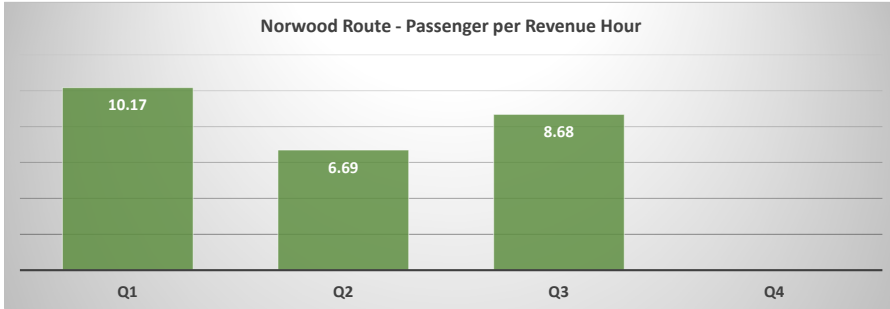


Norwood Route- Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	433	433	398	4405	2900	3456	10.17	6.69	8.68			
Norwood AM M-F	76	76	70	1606	917	873	21.13	12.06	12.50			
Norwood PM M-F	57	57	52	914	629	750	16.03	11.03	14.31			
Norwood Midday M-F	165	165	152	531	521	672	3.21	3.15	4.42			
Norwood Late M-F	83	83	76	218	186	290	2.64	2.25	3.81			
Norwood AM S-S	26	26	24	560	326	425	21.15	12.31	17.47			
Norwood PM S-S	26	26	24	576	321	446	22.49	12.53	18.95			

Norwood Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.222%	0.000%	0.444%		0.900%	0.600%	0.811%		0.07%	0.000%	0.077%	
Total	3	0	6		12	8	11		1	0	1	
Norwood AM M-F	0	0	0		0	0	1		0	0	1	
Norwood PM M-F	1	0	1		11	8	4		1	0	0	
Norwood Midday M-F	2	0	5		1	0	6		0	0	0	
Norwood Late M-F	0	0	0		0	0	0		0	0	0	
Norwood AM S-S	0	0	0		0	0	0		0	0	0	
Norwood PM S-S	0	0	0		0	0	0		0	0	0	

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

Norwood Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$11.16	\$16.70	\$12.85		\$7,151	\$4,525	\$2,059		14.54%	9.35%	4.64%	



Nucla/Naturita Route- Service Delivery

Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	228	228	232	Q4	3412	2894	3269	Q4	15.00	12.72	14.07	Q4
Nucla/Naturita AM M-F	114	114	116		1475	1375	1576		12.97	12.09	13.57	
Nucla/Naturita PM M-F	114	114	116		1937	1519	1693		17.03	13.35	14.57	

Nucla/Naturita Route - Performance

Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.36%	0.00%	1.52%	Q4	0.36%	1.30%	1.28%	Q4	0.00%	0.24%	0.00%	Q4
Total	3	0	13	Q4	3	11	11	Q4	0	2	0	Q4
Nucla/Naturita AM M-F	1	0	0		3	5	11		0	0	0	
Nucla/Naturita PM M-F	2	0	13		0	6	0		0	2	0	

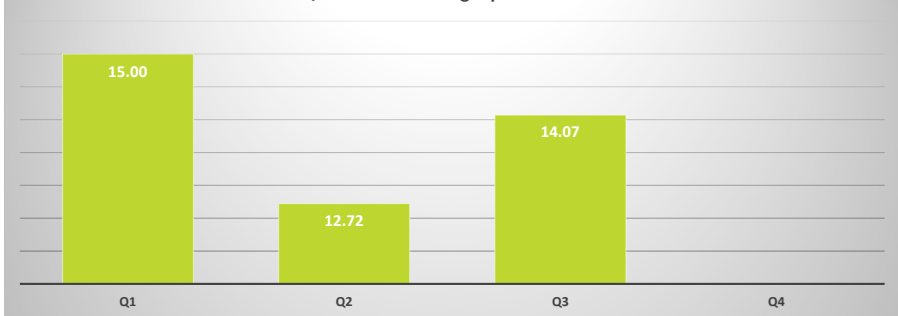
Nucla/Naturita - Safety, Security and Passenger Comfort

Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0	0	Q4	1	0	0	Q4	0	2	3	Q4

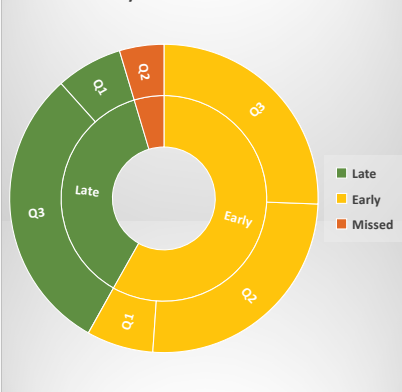
Nucla/Naturita Route - Economic

Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$7.91	\$8.60	\$7.87	Q4	\$7,226	\$6,060	\$2,211	Q4	26.79%	24.35%	8.59%	Q4

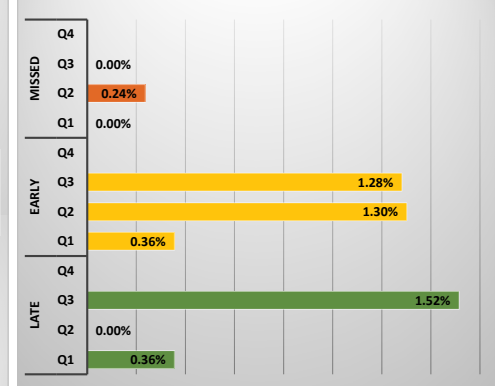
Nucla/Naturita - Passenger per Revenue Hour



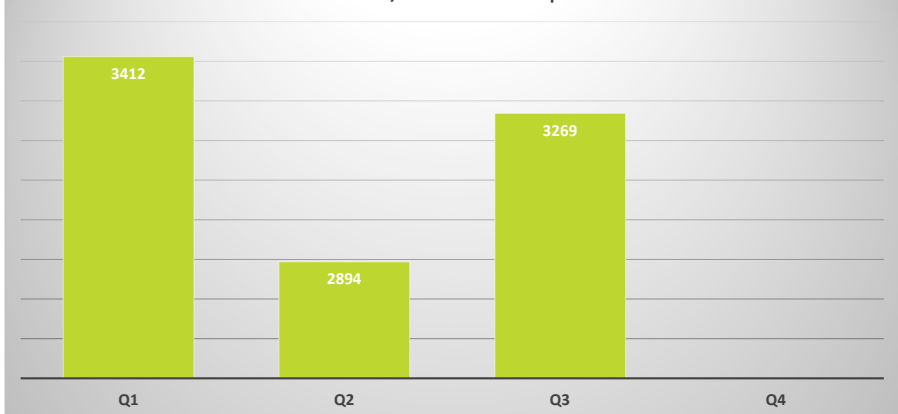
Nucla/Naturita - Performance



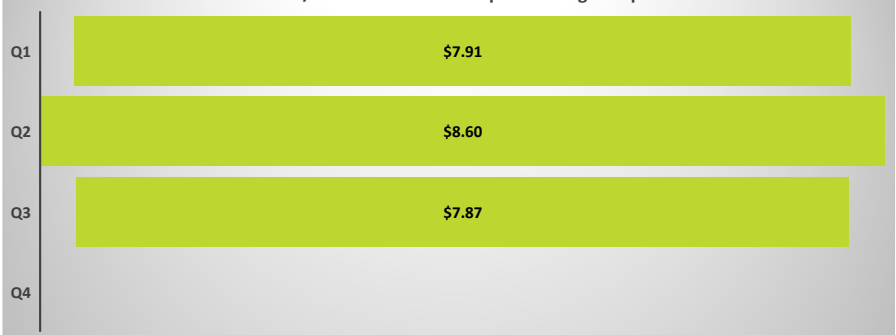
Nucla/Naturita Route - Percent Fault



Nucla/Naturita - Ridership



Nucla/Naturita Route - Cost per Passenger Trip

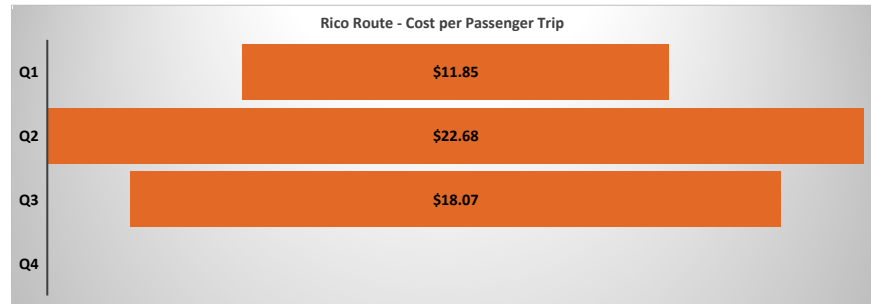
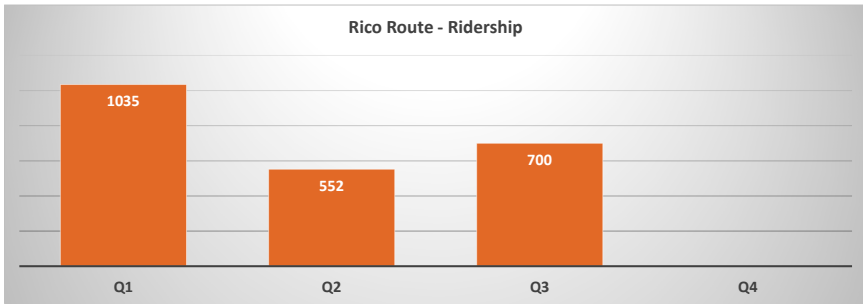
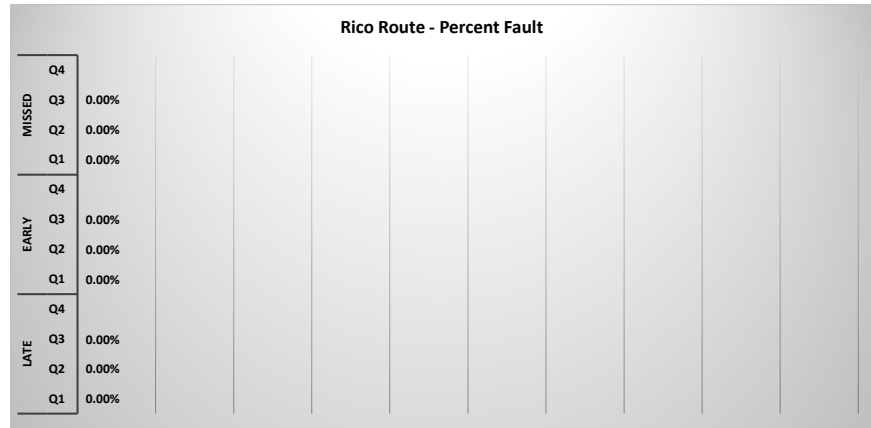
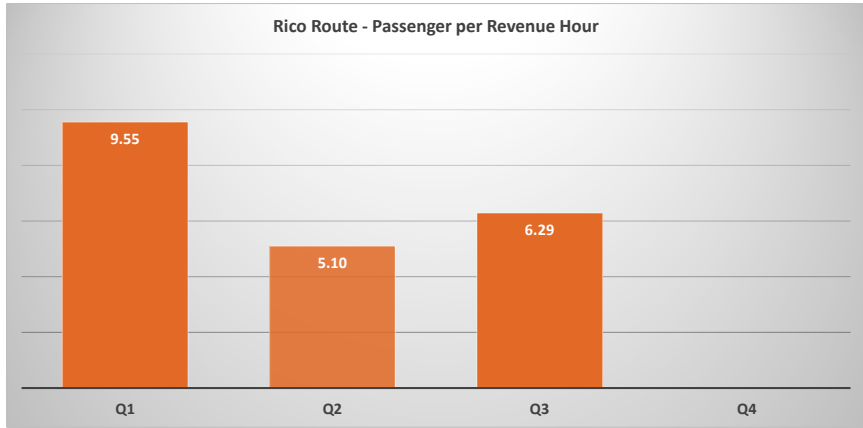


Rico Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	108	108	111		1035	552	700		9.55	5.10	6.29	
Rico AM M-F	49	49	50		649	328	421		13.31	6.73	8.40	
Rico PM M-F	60	60	61		386	224	279		6.48	3.76	4.56	

Rico Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	
Total	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												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0	0		1	0	0		0	0	0	

Rico Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$11.85	\$22.68	\$18.07		\$2,388	\$1,263	\$584		19.47%	10.09%	4.62%	

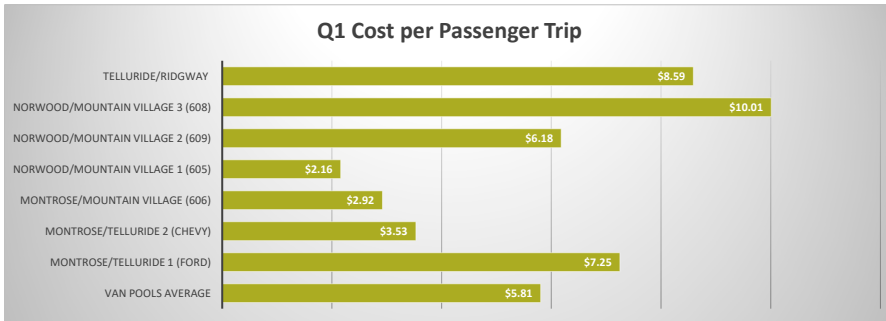
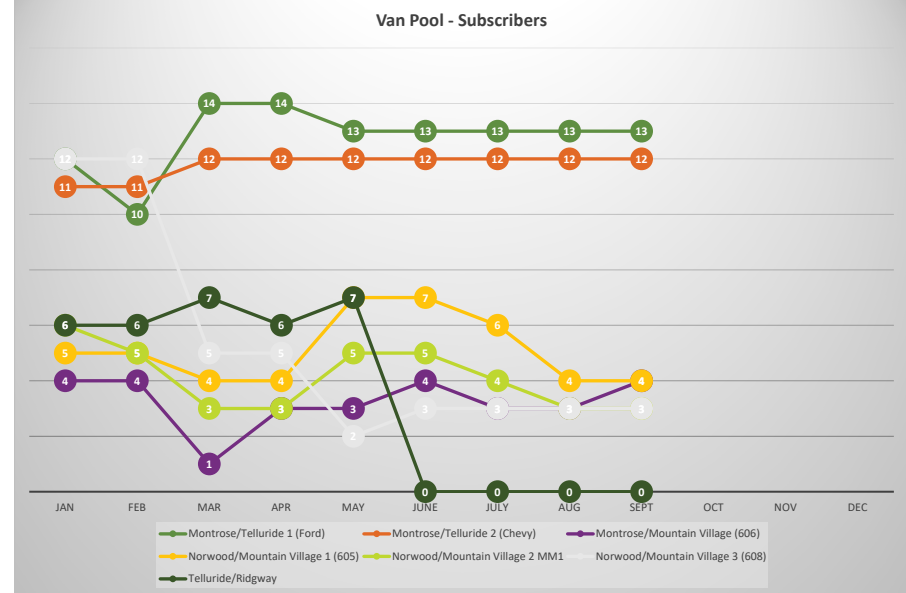
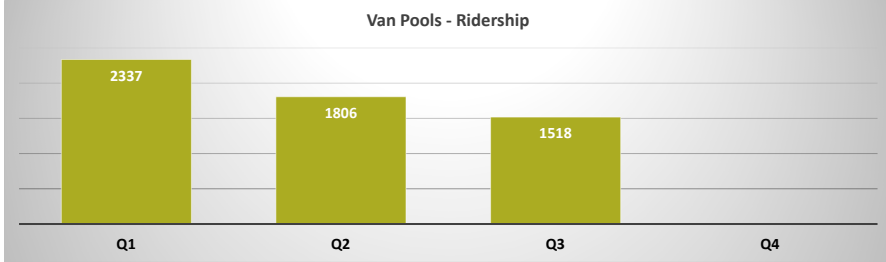


Vanpools- Service Delivery												
Vanpool Total	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	888	878	769		2337	1806	1518		2.63	2.06	1.97	
Montrose/Telluride 1 (Ford)	146	170	128		729	543	368		4.98	3.19	2.88	
Montrose/Telluride 2 (Chevy)	149	170	136		486	354	384		3.26	2.08	2.83	
Montrose/Mountain Village (606)	218	218	200		172	180	170		0.79	0.83	0.85	
Norwood/Mountain Village 1 (605)	102	90	86		233	229	269		2.28	2.54	3.15	
Norwood/Mountain Village 2 MM1	117	92	104		293	230	184		2.50	2.51	1.78	
Norwood/Mountain Village 3 (608)	81	75	117		197	92	143		2.43	1.23	1.22	
Telluride/Ridgway	75	63	0		227	178	0		3.04	2.82	0.00	

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

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

Vanpool - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio (fares/expenditures)			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Van Pools Average	\$5.81	\$3.35	\$1.85		\$6,080	\$5,680	\$4,500		58.25%	91.91%	133.93%	
Montrose/Telluride 1 (Ford)	\$7.25	\$3.03	\$3.03		\$1,760	\$1,600	\$1,300		33.30%	97.41%	116.66%	
Montrose/Telluride 2 (Chevy)	\$3.53	\$2.08	\$4.71		\$1,320	\$1,440	\$1,400		76.84%	96.06%	77.33%	
Montrose/Mountain Village (606)	\$2.92	\$2.85	\$1.50		\$360	\$440	\$720		71.67%	85.64%	281.61%	
Norwood/Mountain Village 1 (605)	\$2.16	\$2.24	\$0.95		\$600	\$720	\$320		119.45%	140.15%	125.17%	
Norwood/Mountain Village 2 (609)	\$6.18	\$2.88	\$1.39		\$560	\$560	\$400		30.95%	84.56%	156.46%	
Norwood/Mountain Village 3 (608)	\$10.01	\$6.05	\$1.40		\$640	\$400	\$360		32.46%	71.90%	180.31%	
Telluride/Ridgway	\$8.59	\$4.32	\$0.00		\$840	\$520	\$0		43.09%	67.66%	0.00%	



- **Update on the Montrose Route**

After a hiatus we have made progress with the City of Montrose on implementing the Montrose Route. The City Engineer, Scott Murphy, has given his approval for a bus stop on North 2nd and Cascade. The maps on the second page of this report illustrate how the bus would access the area. The City of Montrose has confirmed that the parking lot that you can see on the map is underutilized and can accommodate commuters.

The next step will be to attend the November 18th work session with the Montrose City Council. Hopefully they will agree to a Resolution of Support for the route on the December 3rd meeting.

- **Facility Update**

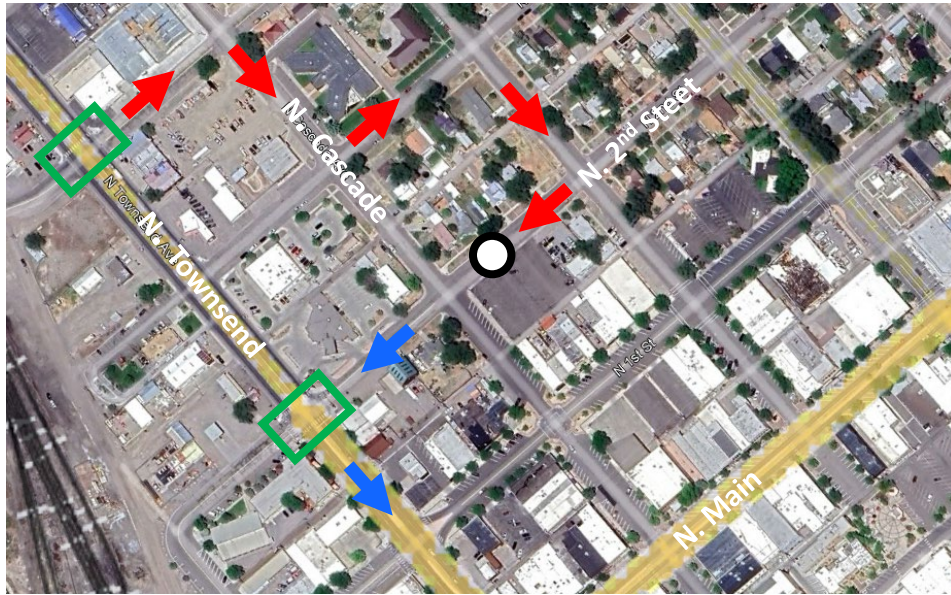
We met with Steve Pavlick, an engineer from Durango with the intension of planning improvements to the driveway that accesses the garage that currently houses Cross Fit and Telluride Gymnastics. That driveway is in bad shape and will need significant upgrades before we will be able to use it as a maintenance facility for our smaller buses. He has been given a scope of work that I have not attached it to this packet, but I am happy to make it available to anyone that is interested.


Pavlick has also been asked to provide a design for additional stops along the spur that would accommodate people from Brown Homestead.

- **Ridership**

Ridership changes over the course of 2024 are shown in the Q3 report. The graphs on the pages following the map of the proposed Montrose stop show ridership between 2021 and 2024 including the month of September. Except the Down Valley and Norwood, ridership has, to date, been higher in 2024 than prior years.

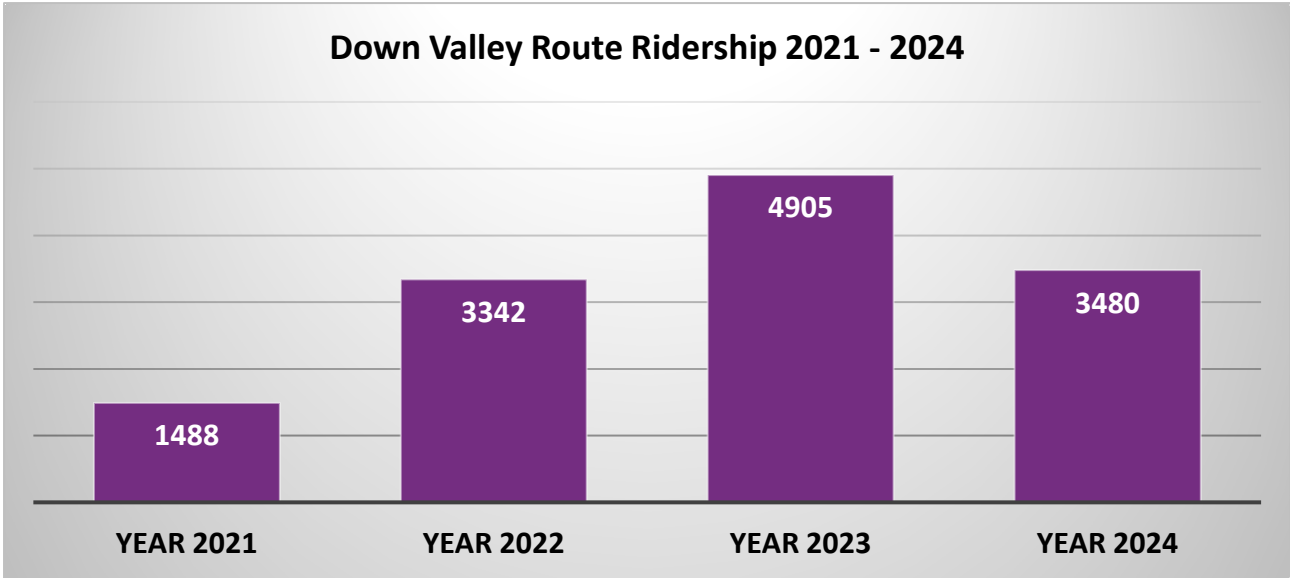
**Stop on Route at N. 2nd between Cascade & Uncompahgre
– AM Access**



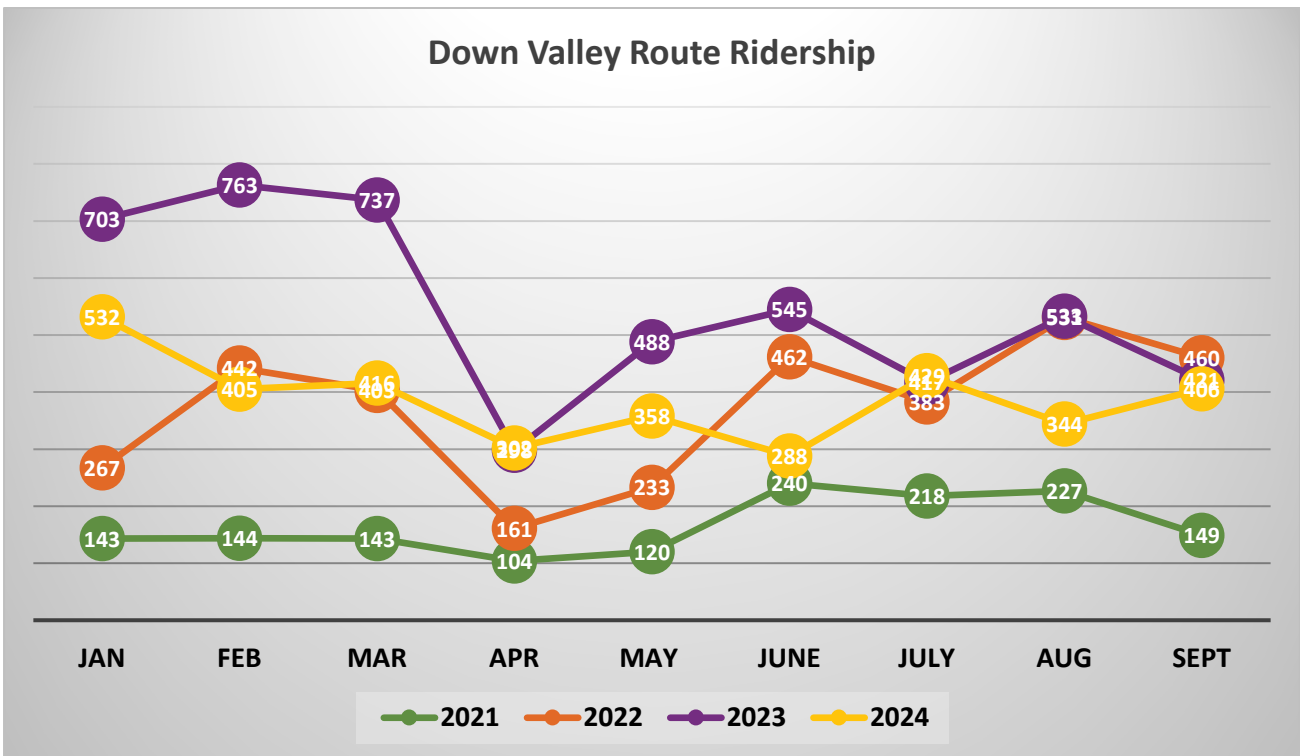
-  Stop Location
-  Stop Light
-  Direction with Passengers
-  Direction without Passengers

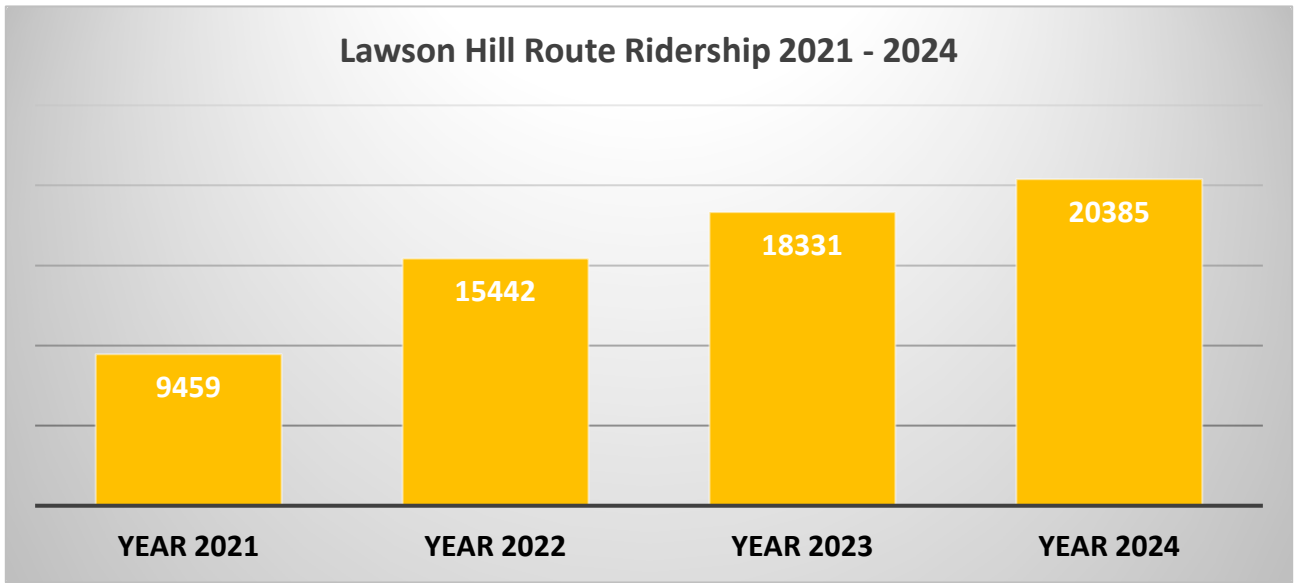


**Stop on Route at N. 2nd between Cascade & Uncompahgre
– PM Access**

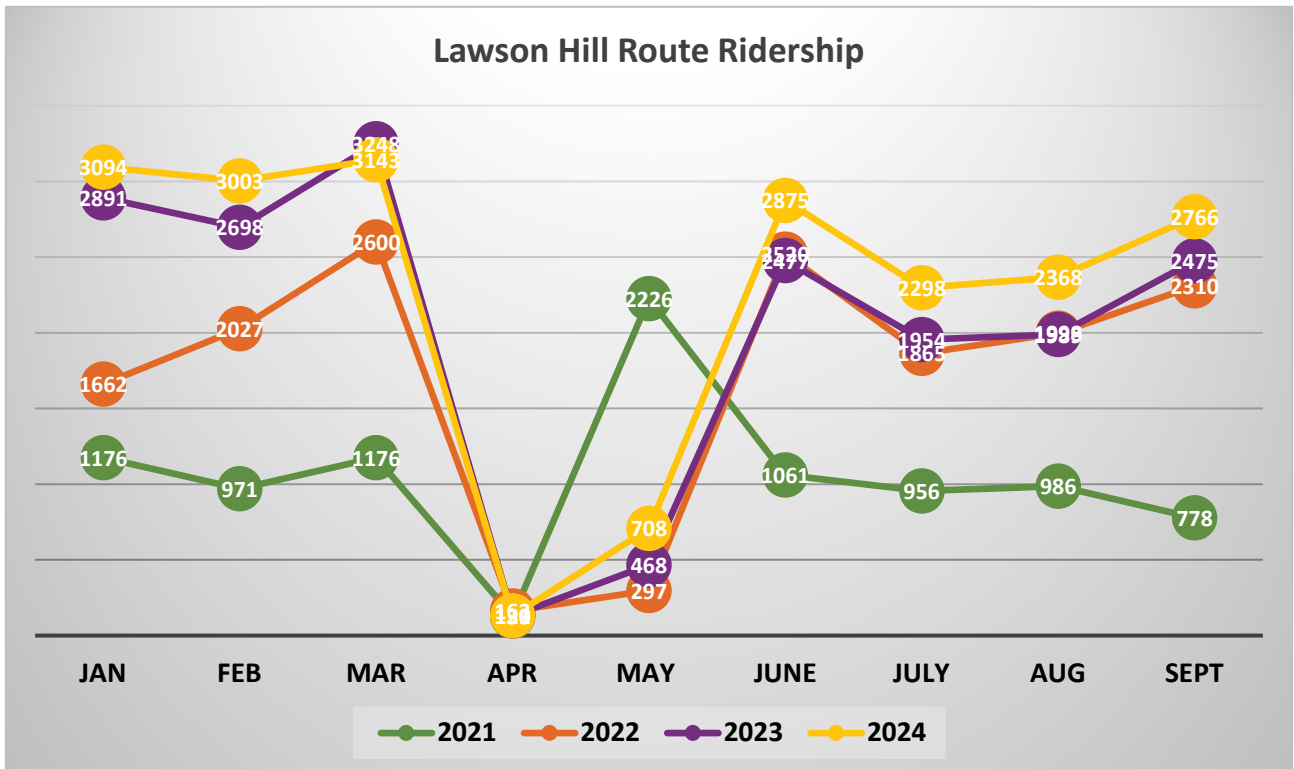


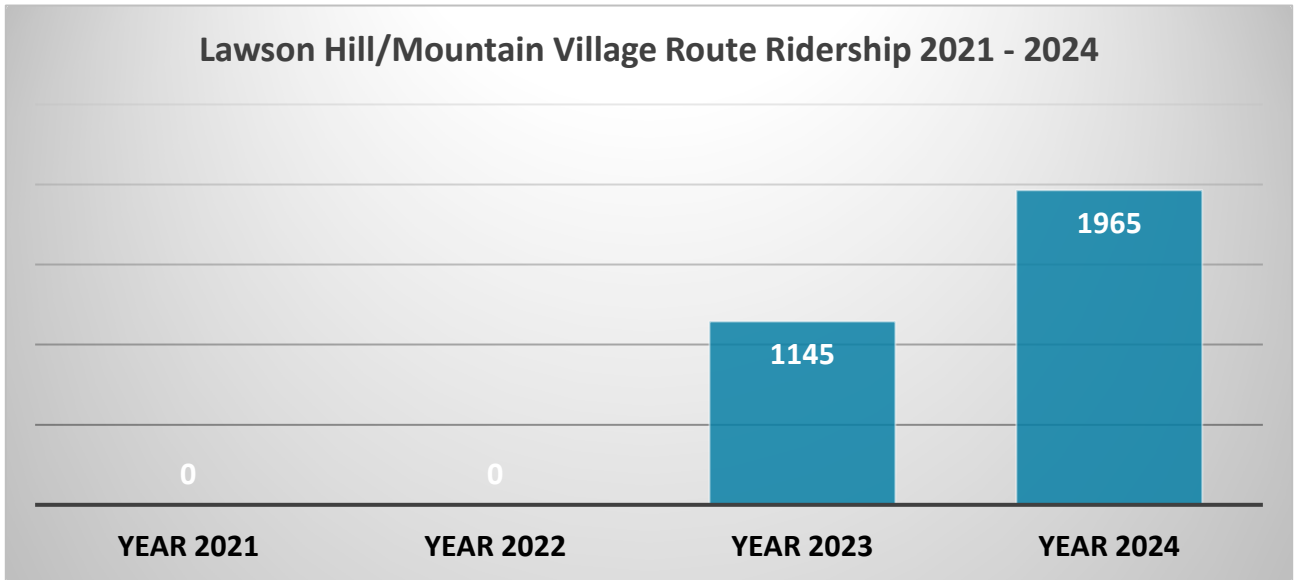
Down Valley Route		
Year	Ridership	Percent Change from Prior Year
2021	1488	
2022	3342	124.60%
2023	4905	46.77%
2024	3480	-29.05%



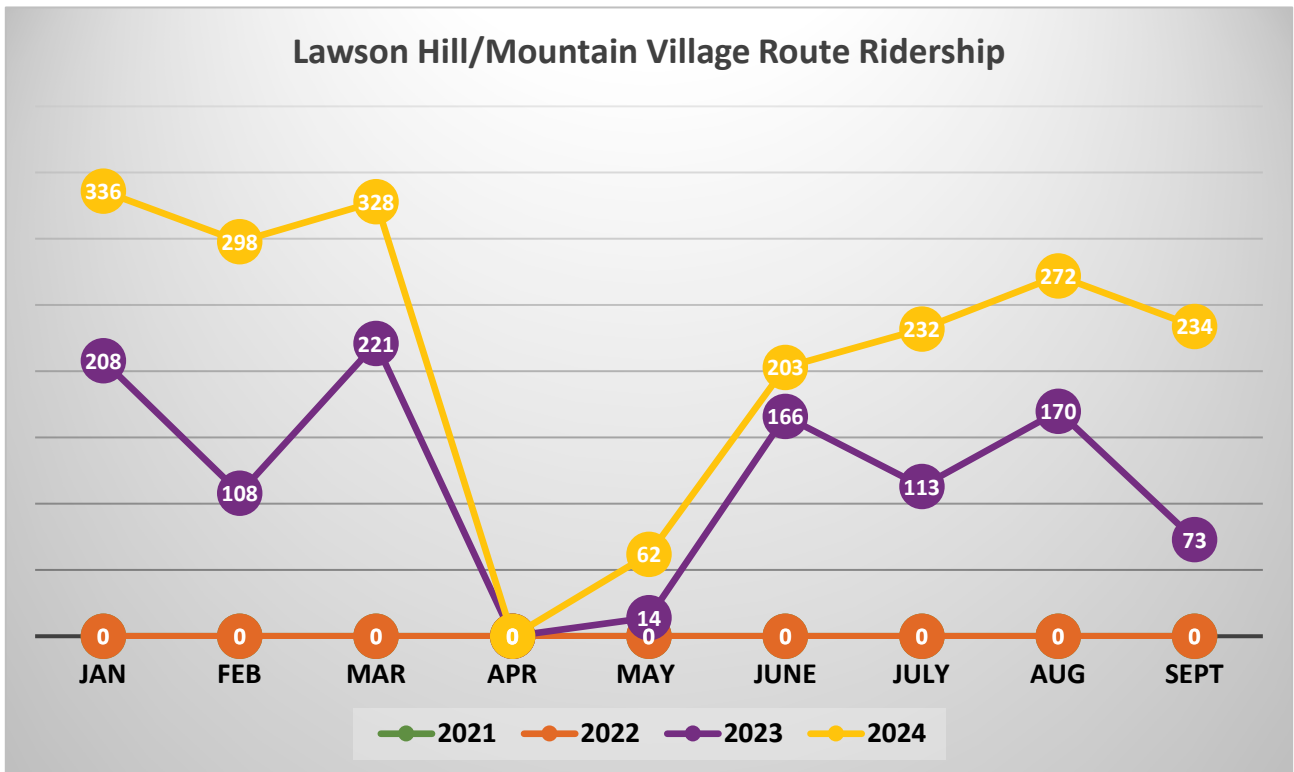


Lawson Hill Route		
Year	Ridership	Percent Change from Prior Year
2021	9459	
2022	15442	63.25%
2023	18331	18.71%
2024	20385	11.21%

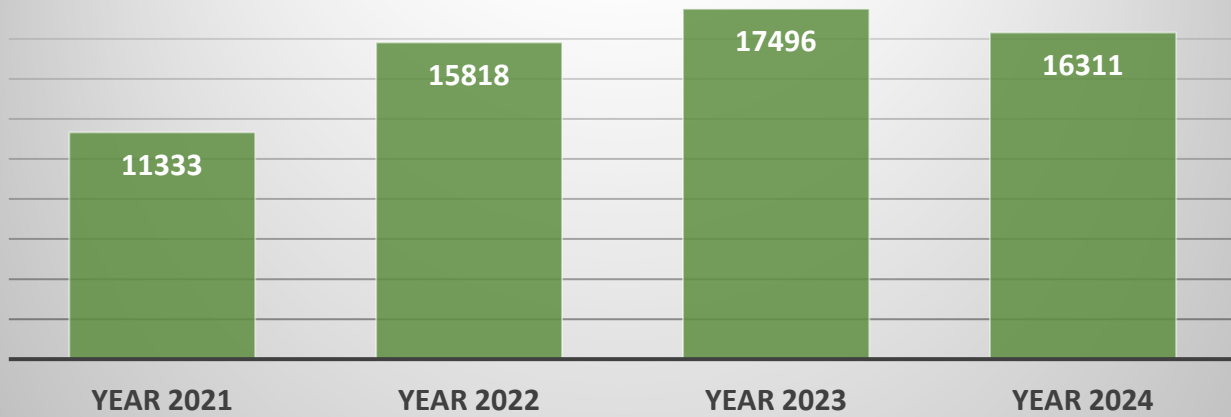




Lawson Hill/Mountain Village Route		
Year	Ridership	Percent Change from Prior Year
2021	0	
2022	0	
2023	1145	
2024	1965	71.62%



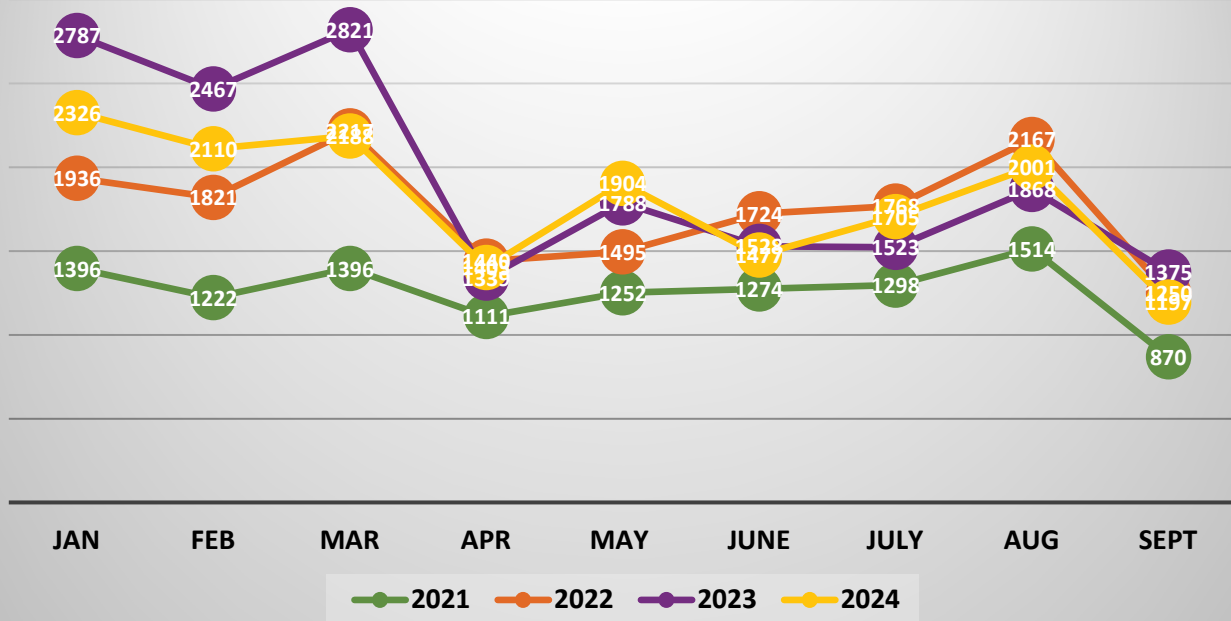
Norwood Route Ridership 2021 - 2024

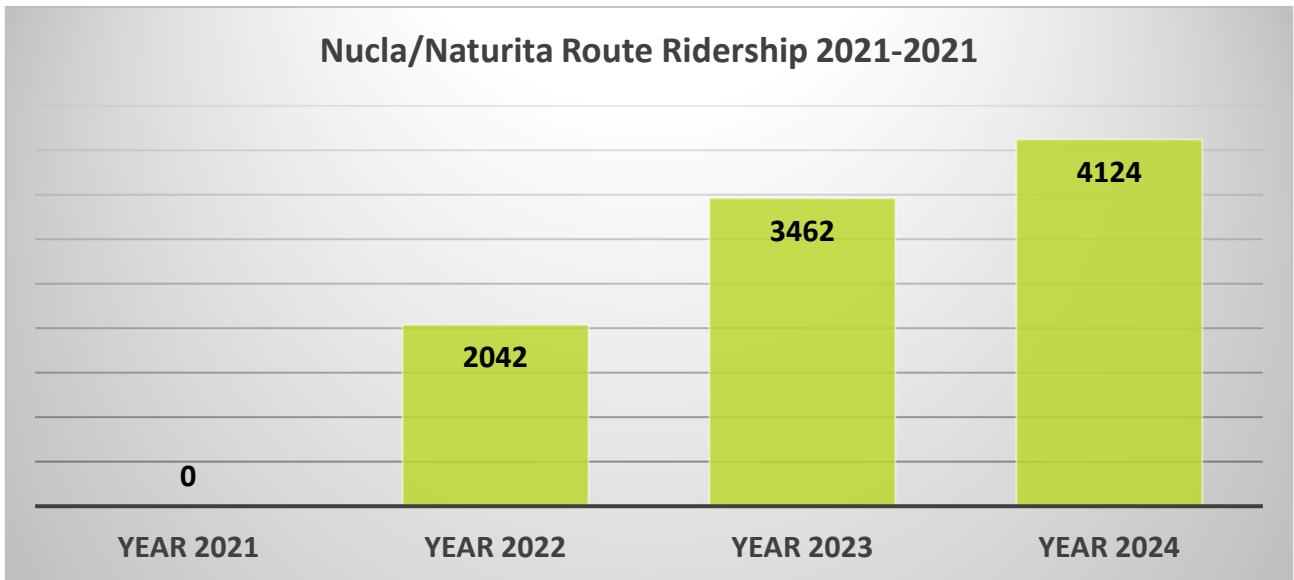


Norwood Route

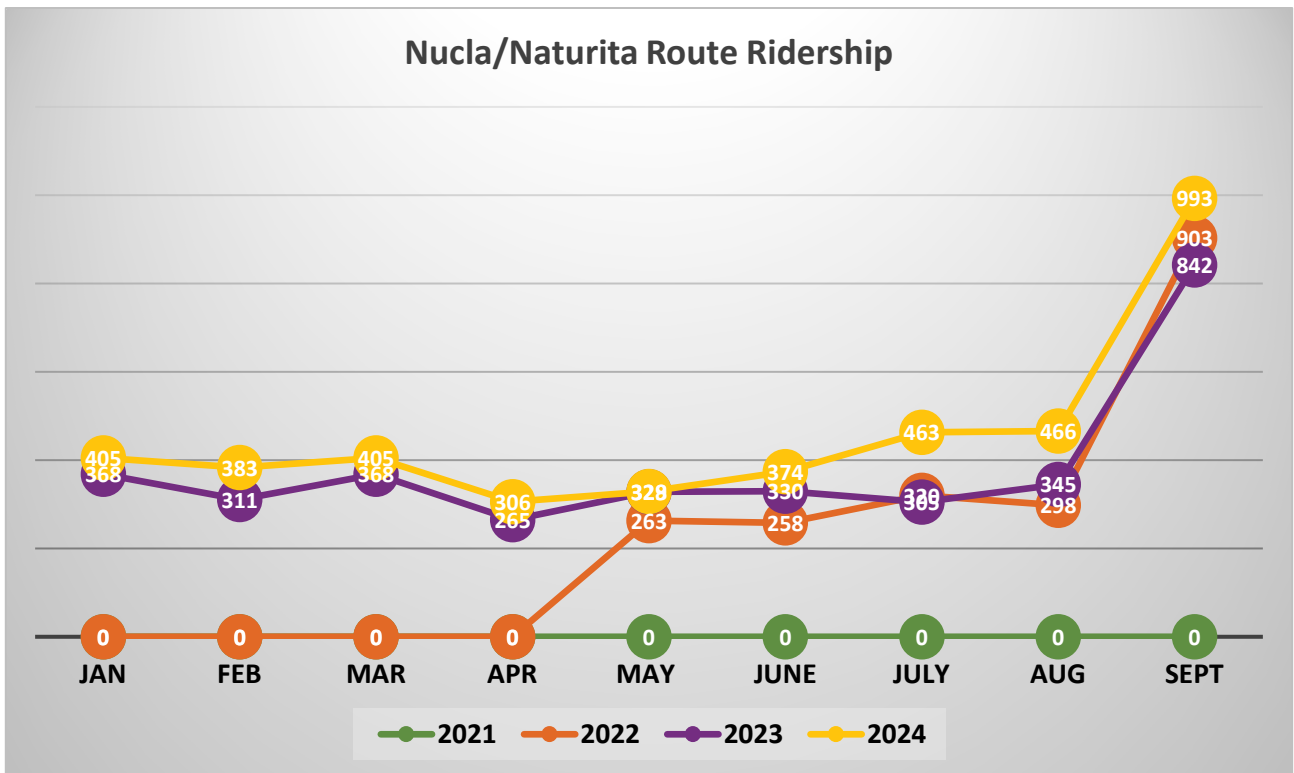
Year	Ridership	Percent Change from Prior Year
2021	11333	
2022	15818	39.57%
2023	17496	10.61%
2024	16311	-6.77%

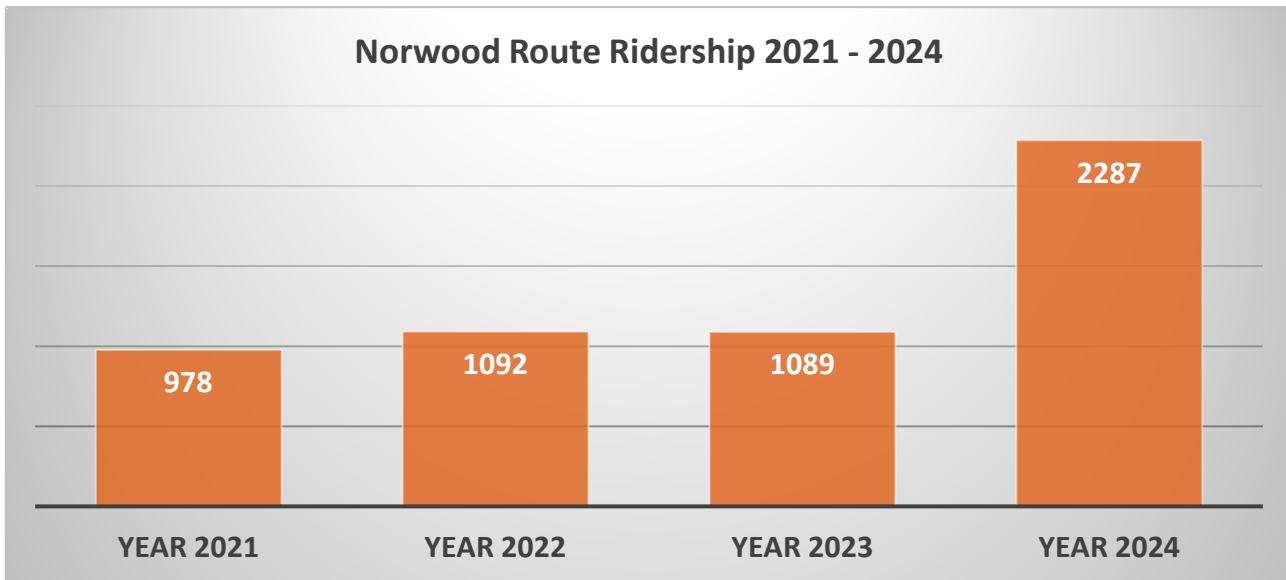
Norwood Route Ridership





Nucla/Naturita Route		
Year	Ridership	Percent Change from Prior Year
2021	0	
2022	2042	
2023	3462	69.54%
2024	4124	19.12%





Rico Route		
Year	Ridership	Percent Change from Prior Year
2021	978	
2022	1092	11.66%
2023	1089	-0.27%
2024	2287	110.01%

