



San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
Thursday October 10th, 2024
3 p.m.

Join Zoom Meeting

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Meeting ID: 895 9997 9080

Passcode: 077364

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Item 1: Public Comment on non-agendized items

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

Presented By: Board Chair

Item Type: Action

Packet Page: 6

Allotted Time: 5 minutes

Item 3: **TSG Agreement update**

Presented By: D. Averill

Item Type: Discussion

Packet Page: -

Allotted Time: 10 minutes

Item 4: **Strategic Operating Plan Update – Service Expansion Options**

Presented By: K.Distefano

Item Type: Discussion

Packet Page: 7

Allotted Time: 45 minutes

Item 5: **FY25 preliminary budget scenarios discussion**

Presented By: D. Averill

Item Type: Discussion

Packet Page: 29
Allotted Time: 20 minutes

Item 6: October 2024 Operations report

Presented By: K. Distefano
Item Type: Informational
Packet Page: 33
Allotted Time: 5 minutes

Item 7: Executive Session pursuant to C.R.S. 24-6-402 4(a) and 4(e) (I),(Open Meetings Law) and Sections 6.09 (a) (1) and (a) (5) of the SMART Bylaws for the purpose of: determining positions that may be subject to negotiations, developing strategy for negotiations and instructing negotiators.

Item 8: Round Table Updates and Reports

GLOSSARY

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



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Item Type: Report

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Item 8: Round Table Updates and Reports

**San Miguel Authority for Regional Transportation
Board of Directors Meeting September 5th, 2024 Regular Meeting
Virtual meeting minutes**

Member Directors Present: San Miguel County – Lance Waring, Anne Brown (Teddy Erico, non-voting alternate). Town of Telluride – J. Meehan Fee, Ashely Story Von Spreecken. Town of Mountain Village – Harvey Mogenson, Tucker Magid. Town of Rico – Joe Dillsworth.

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

Others: Kelly Kronenberg

The meeting was called to order at 3:02 p.m.

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2024-14, Part 1a, regarding the Review and Approval of the September 5th, 2024 Agenda and Consent Items and Part 1b, regarding the Review and Approval of August 8th, 2024 Meeting Minutes.

Lance Waring moved to adopt Resolution 2024-14, parts 1a and 1b
Harvey Mogenson seconded the motion.

A unanimous vote approved the motion.

Item 3: Resolution 2024-15, Referring a ballot question to Registered Electors of SMART

Averill provided background information on this item and the significance of referring a ballot question for this November. Some discussion took place regarding the process of developing the ballot “package” and details of the final ballot language. During the public hearing portion of this item, Mr. Douglas Tooley offered public comment on the gondola planning process, ballot question development, and other issues.

Lance Waring moved to adopt Resolution 2024-15
Harvey Mogenson seconded the motion.

A unanimous vote approved the motion.

Item 4: Resolution 2024-16 FY23 Audit Report and Acceptance

Averill presented the audited financial statements and report to the Board. No questions or concerns were voiced so the audit report was accepted as presented.

Lance Waring moved to adopt Resolution 2024-16
Ashley Story Von Spreecken seconded the motion.

A unanimous vote approved the motion.

Item 5: September 2024 Operations Report

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

Item 6: 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) (l),(Open Meetings Law) and Sections 6.09 (a) (1) and (a) (5) of the SMART Bylaws for the purpose of: determining positions that may be subject to negotiations, developing strategy for negotiations and instructing negotiators.

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

Item 7: Round Table Updates and Reports

No updates or reports were offered.

The meeting was adjourned at 4:42 p.m.

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS OCTOBER 10TH, 2024 REGULAR MEETING

RESOLUTION NO. 2024-17

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 October 10th, 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 October 10th, 2024 regular meeting the Board took action on the following:
 - a. Approval of the October 10th, 2024 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the September 5th, 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 OCTOBER 10TH, 2024.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: October 10th, 2024
 AGENDA ITEM: 4
 ACTION: Work Session
 SUBMITTED BY: Kari Distefano and Sydney Provan of Fehr and Peers

BACKGROUND INFORMATION/KEY POINTS:

Based on the survey that went out to Board members and alternates on June 20th and input regarding the draft list of route improvements that came about as a result of the July BOD meeting, Sydney Provan of Fehr and Peers has generated a Strategic Operating Plan update with proposed finalization subsequent to Board Review at the October meeting and the outcome of the upcoming election.

Using the agreed upon evaluation criteria, Fehr and Peers has suggested that only modest increases should to be made over time to services if the ballot initiative does not pass.

Should the ballot initiative pass, improvements could include the following:

- Lawson Hill Route – increase to 45-minute frequency all day.
- Lawson Hill/Mountain Village Route – add two midday runs.
- Rico Route – add a stop at the Lawson Hill Park and Ride so that riders can catch the Lawson Hill/Mountain Village bus, as well as weekend service.
- Down Valley Route - add one weekend round trip.
- Norwood Route – add one evening trip.

DISCUSSION:

Based on the Fehr and Peers scenarios, which route improvements should be supported and prioritized? Should there be any additions? Should any suggestions be eliminated?

SUPPORTING INFORMATION:

NA

FISCAL IMPACT:

Fiscal impact will be based on the passage of the ballot initiative.

ADVANTAGES:

Advantages and disadvantages of each improvement suggestion will be evaluated by the Board based on the following criteria:

- Community Support
- Estimated Operating Cost
- Potential Impacts to Ridership
- Impacts to Passenger Ease of Use
- Estimated Capital Costs
- Impacts to Transit Travel Times

DISADVANTAGES:

NA

ANALYSIS/RECOMMENDATION:

Final recommendations based on the Board of Directors discussion will be included in the final Strategic Operating Plan report.

ATTACHMENTS:

A copy of the PowerPoint provided by Fehr and Peers is included with this packet.



SMART STRATEGIC OPERATING PLAN UPDATE

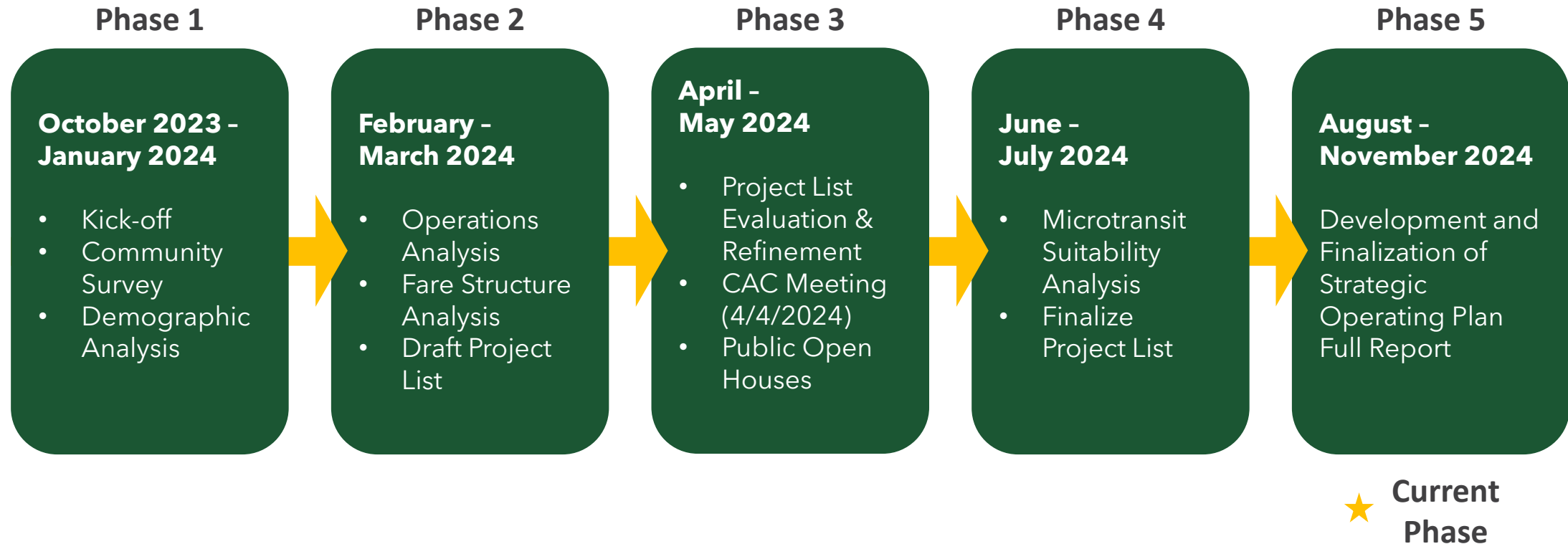
SMART Board Meeting - October 2024

Agenda

- Project Process
- Evaluation Criteria for Project List
- If Ballot Measure Does Not Pass
- If Ballot Measure Passes
- Capital Improvements
- Discussion
- Next Steps

Project Process

PROJECT PROCESS



Evaluation Criteria for Project List

Evaluation Criteria

- Community Support
- Estimated Operating Cost
- Potential Impacts to Ridership
- Impacts to Passenger Ease of Use
- Estimated Capital Costs
- Impacts to Transit Travel Times

Ballot Measure Does Not Pass






Recommendations if Ballot Measure Does Not Pass

Some modest service increases may be possible to the Lawson Hill, Mountain Village, Rico, and Down Valley routes over time if the ballot measure does not pass.

This expansion would be dependent on the organic growth of existing funding sources.

If Ballot Measure Passes

Phase 1 (1-3 years)



Route	Improvement	Additional Annual Operating Cost
 Lawson Hill Route	Increase to 45-minute Frequency All Day	\$129,000
 Mountain Village Route	Add Two Midday Runs	\$56,000
 Rico Route	Rico Route will become Fare Free. Add weekend service to Rico. Add Stop at Lawson Hill Park n' Ride and align with Mountain Village Route for a timed transfer.	\$30,000
 Down Valley	Down Valley Route will become Fare Free. Add One Round Trip of Down Valley Weekend Service	\$16,000
 Norwood Route	Additional Evening Run from Telluride to Norwood	\$75,000
	Additional Annual Cost	\$286,000
	2024 Transit Services Budget	\$1,745,000
Note: Cost estimates are in 2024 dollars and do not reflect inflation over time.		
	New Annual Total	\$2,031,000

Phase 2 (4-5 years)

Route	Improvement	Additional Annual Operating Cost
 Lawson Hill Route	Add an additional run at night	\$31,000
 Mountain Village Route	Provide Weekend Service	\$48,000
 Norwood Route	Extend Weekend Norwood Service to Nucla/Naturita	\$16,000
New Service	Vanpool Service to Ophir	\$5,000
	Additional Annual Cost	\$118,000
	Phase 1 Annual Total	\$2,031,000
	New Annual Total	\$2,149,000

Note: Cost estimates are in 2024 dollars and do not reflect inflation over time.

Phase 3 (5+ years)

Route	Improvement	Additional Annual Operating Cost	Conditions Suggested Prior to Implementation
 Lawson Hill & Mountain Village Routes	Make the “off-season” route year-round by combining the existing Lawson Hill and Mountain Village Routes	\$99,000	<ul style="list-style-type: none"> - MV charges year-round for parking - Medical Center Opening - Town of Telluride restricts parking
 Down Valley & Norwood Routes	Combine Down Valley & Norwood Routes	\$135,000	Service Agreement with Norwood
	Increase combined Down Valley & Norwood Route to 10 Round Trips/Day	\$224,000	Service Agreement with Norwood
	Additional Weekday Roundtrip to Nucla/Naturita	\$16,000	Service Agreement with Montrose County
	Additional Annual Cost	\$474,000	
	Phase 2 Annual Total	\$2,149,000	
	New Annual Total	\$2,623,000	

Note: Cost estimates are in 2024 dollars and do not reflect inflation over time.

Summary of Phases

Scenario	Phase	Annual Operating Cost
Existing Operations	N/A	\$1,745,000
	Phase 1 (1-3 years)	\$2,031,000
<u>With</u> Ballot Measure Funding	Phase 2 (4-5 years)	\$2,149,000
	Phase 3 (5+ years)	\$2,623,000

Note: Cost estimates are in 2024 dollars and do not reflect inflation over time.

Long-term Considerations for Future Improvements (10+ years)

- Evaluate all routes stopping at the Gondola when station area is rebuilt
- Additional service to Two Rivers/Ilium once planned development is built (current service works well now but may be insufficient as area develops)

Capital Improvements

Capital Improvements

Route	Potential Improvement	Phase	Estimated Cost
All	Bus stop improvements program	Incremental Across Phases 1-3	\$2 million - \$2.5 million
Rico	Bus Barn in Rico (Financial Contribution to Town Project)	Phase 1 (1-3 years)	\$200,000
Norwood/ Nucla/ Naturita	Partner to expand bus barn in Norwood	Phase 2 (4-5 years)	\$2 million - \$2.5 million
All	Lawson Hill Facility Renovations	Phase 2 (4-5 years)	\$3 million – \$5 million
All	New Ilium Facility	Phase 3 (5+ years)	\$15 million - \$20 million

Note: Cost estimates are in 2024 dollars and do not reflect inflation over time. Grants may be available to cover portions of these capital projects.

Discussion

Discussion Questions

- Do these scenarios and phases align with community priorities?
- What changes would you like to see between scenarios or phases?
- Are there any improvements missing?

Next Steps

Next Steps

- Finalize list of projects and phasing based on today's discussion
- Compile full Strategic Operating Plan
- Staff & Board review of plan
- Final Strategic Operating Plan

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: October 10th, 2024

AGENDA ITEM: 5

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 FY25 Draft budget scenarios developed by staff in response to guidance given at the September 5th Board meeting. Staff hopes to glean further guidance from this October discussion as we work to refine the budget and capital spending plan for final adoption in November or December.

At its September meeting the Board discussed 2025 revenue assumptions and other items in the context of developing draft budget scenarios. It was also decided that in advance of the Ballot Initiative 3A vote that two budget scenarios should be developed and refined until the outcome of the election is known in early November. As a result of that discussion staff took direction from the Board and developed the attached DRAFT budget scenarios for the Board to consider.

Items of note for the draft FY25 “base” budget without 3A passing includes:

- An assumed 0 percent increase in total sales tax revenue over FY24;
- An assumption that property tax revenue will see a slight increase (about 1%) over FY24, based on preliminary information available from the County Clerks;
- 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 modest budget for small service expansion projects

Items of note for the draft FY25 budget with 3A passing includes:

- 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.

Staff is also preparing a preliminary capital plan based on current reserves, identified projects, and a proposed bus replacement schedule through 2029. The FY25-29 capital plan scenarios will be provided at a subsequent meeting.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: The 2025 DRAFT Budget scenarios, while expanding service and accounting for increased costs, both have SMART finishing FY2025 “in the black” and does not negatively impact SMARTs cash flow or deplete our reserve balances.

ADVANTAGES: NA

DISADVANTAGES: NA

ANALYSIS/RECOMMENDATION: None at this time.

ATTACHMENTS: Attachment A: 2025 Draft Budget Scenarios

SMART DRAFT FY25 Budget Scenarios

October 10th, 2024

	2024 FINAL Budget	2025 DRAFT Budget	2025 DRAFT Budget w/ 3A
Beginning Operating Fund Balance Estimate, January 1st 2025	\$650,000	\$650,000	\$650,000
Transfers			
Transfer to Operating and Capital Reserve	\$0	\$0	\$0
Total Transfers	\$0	\$0	\$0
Remaining Operating Fund Balance after Transfers	\$650,000	\$650,000	\$650,000
PROJECTED REVENUES			
SMART Ballot Tax Revenue			
Lodging Tax	\$0	\$0	\$1,983,407
Sales Tax	\$1,061,000	\$1,375,000	\$5,971,350
Property Tax	\$909,291	\$918,875	\$2,539,118
Subtotal Taxes	\$1,970,291	\$2,293,875	\$10,493,875
Intergovernmental Revenue			
San Miguel County Transit Fund pass-through (RETA)	\$160,000	\$200,000	\$200,000
Subtotal Intergovernmental	\$160,000	\$200,000	\$200,000
Fees for Services			
Fares - Norwood/Nucla/Naturita/Montrose/Rico	\$55,000	\$55,000	\$45,000
Fares - Van pools	\$20,000	\$20,000	\$20,000
Subtotal Fees for Services	\$75,000	\$75,000	\$65,000
Grant Revenue			
CDOT Operating (5311)	\$187,625	\$193,254	\$193,254
CDOT 5304 (SOP funding)	\$32,000	\$0	\$0
Subtotal Grant Revenue	\$219,625	\$193,254	\$193,254
Facility Revenue			
137 and 135 Society Dr.	\$100,000	\$100,000	\$100,000
Subtotal Facility Revenue	\$100,000	\$100,000	\$100,000
Interest Income			
Alpine Reserve Account	\$50,000	\$50,000	\$50,000
Total All Revenues	\$2,574,916	\$2,912,129	\$11,102,129

PROJECTED EXPENSES**General Expenses****Personnel Expenditures**

Salaries	\$276,000	\$283,000	\$283,000
Benefits	\$75,000	\$77,000	\$77,000
Payroll taxes	\$20,000	\$21,000	\$21,000
Subtotal Personnel Expenditures	\$371,000	\$381,000	\$381,000

Professional Services + Operations

Mileage reimbursement	\$3,500	\$3,500	\$3,500
Office Expenses	\$12,000	\$14,000	\$14,000
PR/Marketing	\$57,000	\$60,000	\$60,000
Website support	\$37,000	\$10,000	\$10,000
Attorney fees	\$16,000	\$18,000	\$18,000
Bookkeeping/Audit services	\$25,000	\$25,000	\$25,000
CIRSA PC/WC coverage	\$25,000	\$25,000	\$25,000
Treasurers Fees	\$23,000	\$23,000	\$23,000
Consulting services -Stratetgic Operating Plan (grant match and overmatch)	\$18,000	\$0	\$0
Subtotal Professional Services + Operations	\$216,500	\$178,500	\$178,500

Association Dues, Conferences and Training

Colorado Association of Transit Agencies (CASTA) Dues	\$4,000	\$4,000	\$4,000
South West Transit Association (SWTA) Dues	\$300	\$300	\$300
Training Registration and Lodging	\$2,000	\$2,200	\$2,200
Travel expenses	\$4,000	\$4,400	\$4,400
Conference Registration and Lodging	\$4,600	\$4,800	\$4,800
Subtotal Association Dues, Conferences and Training	\$14,900	\$15,700	\$15,700

Total General Expenses**\$602,400** **\$575,200** **\$575,200****Transit Services, Facilities, and Special Project Expenses****Transit Service Expenses**

Fixed Route Transit Services	\$1,063,000	\$1,088,512	\$1,088,512
Fixed Route Fuel costs	\$135,000	\$140,000	\$150,000
Commuter Vanpool Program (fuel, insurance, maintenance)	\$75,000	\$75,000	\$75,000
Offseason service, includes Lawson and Meadows local services	\$320,000	\$327,680	\$327,680
Medical Shuttles - Allpoints	\$15,000	\$15,000	\$15,000
Service Expansion/Pilot Pool	\$0	\$110,000	\$575,000
Parts allowance/Unscheduled maintenance	\$105,000	\$100,000	\$115,000
Real Time bus app implmentation and annual expenses	\$32,000	\$32,000	\$32,000
Subtotal Transit Service Expenses	\$1,745,000	\$1,888,192	\$2,378,192

Lawson Hill Intercept Lot Expenses

Winter Plowing	\$12,500	\$14,000	\$14,000
Security/Parking Enforcement	\$9,270	\$9,270	\$9,270
Janitorial Services for restrooms	\$14,000	\$15,000	\$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	\$2,900
Recycling and Waste removal	\$1,200	\$1,400	\$1,400
Landscape Maintenance	\$2,800	\$3,200	\$3,200
Utilities (Gas/Electric/Water)	\$2,800	\$3,200	\$3,200
Subtotal Lawson Lot Management Expenses	\$45,270	\$48,970	\$48,970
Facility Maintenance Expenses			
Lawson Owners HOA dues	\$1,580	\$2,100	\$2,100
Property management services	\$9,000	\$9,000	\$9,000
Winter Plowing	\$1,700	\$1,700	\$1,700
Janitorial	\$3,600	\$3,600	\$3,600
Landscape Maintenance	\$2,300	\$2,300	\$2,300
Utilities	\$7,000	\$7,000	\$7,000
Subtotal Facility Maintenance Expenses	\$25,180	\$25,700	\$25,700
Special Projects			
East End mobility visioning project	\$70,000	\$70,000	\$75,000
SMART capital facilities planning and design	\$75,000	\$75,000	\$75,000
Subtotal Special Projects	\$145,000	\$145,000	\$150,000
Total Transit Services, Facilities and Special Projects expenses	\$1,960,450	\$2,107,862	\$2,602,862
Total All Expenses	\$2,562,850	\$2,683,062	\$3,178,062
Projected Yearly Net Income	\$12,066	\$229,067	\$7,924,067
Transfer to Gondola Reserve		\$0	\$7,199,600
Projected Ending Fund Balance, 12/31/25	\$662,066	\$879,067	\$724,467

• **Fare Free July and August**

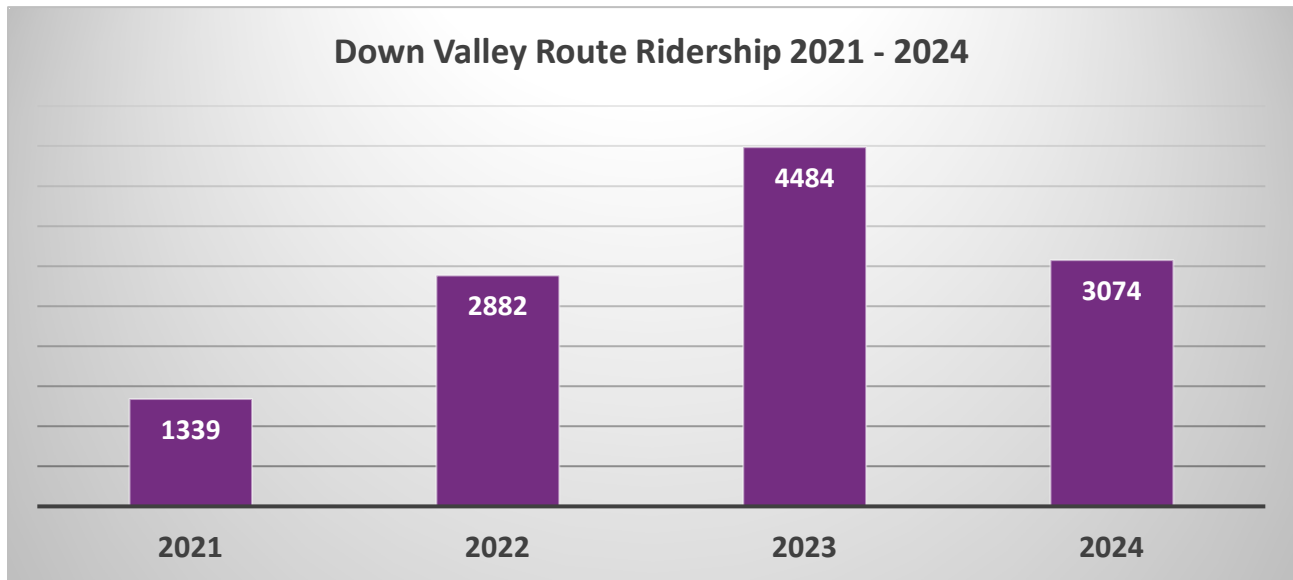
We have completed the Fare Free July and August Program for 2024. This program was part of a statewide effort to reduce ground-level ozone during the summer months, when air pollution tends to be at its highest. We received an Ozone Season Transit Grant from CASTA to compensate for the loss of fare revenue during this period. Based on ridership data, there was an increase in ridership on routes with fares (Down Valley Route, Norwood Route, Nucla/Naturita Route, and Rico Route) during July and August. Ridership for these routes increased over June in July from 2,228 to 2,729, marking a 22.49% rise. In August, ridership on the same routes rose from 2,228 (June) to 3,060 (August), a 37.34% increase. It is important to note that ridership usually increases in August due to the start of school. Many students from the Norwood and Rico Routes travel to Telluride.

• **Ridership 2021 through 2024**

The following graphs illustrate ridership data from 2021 through 2024. Comparisons are from January through August since we don’t yet have ridership numbers from September.

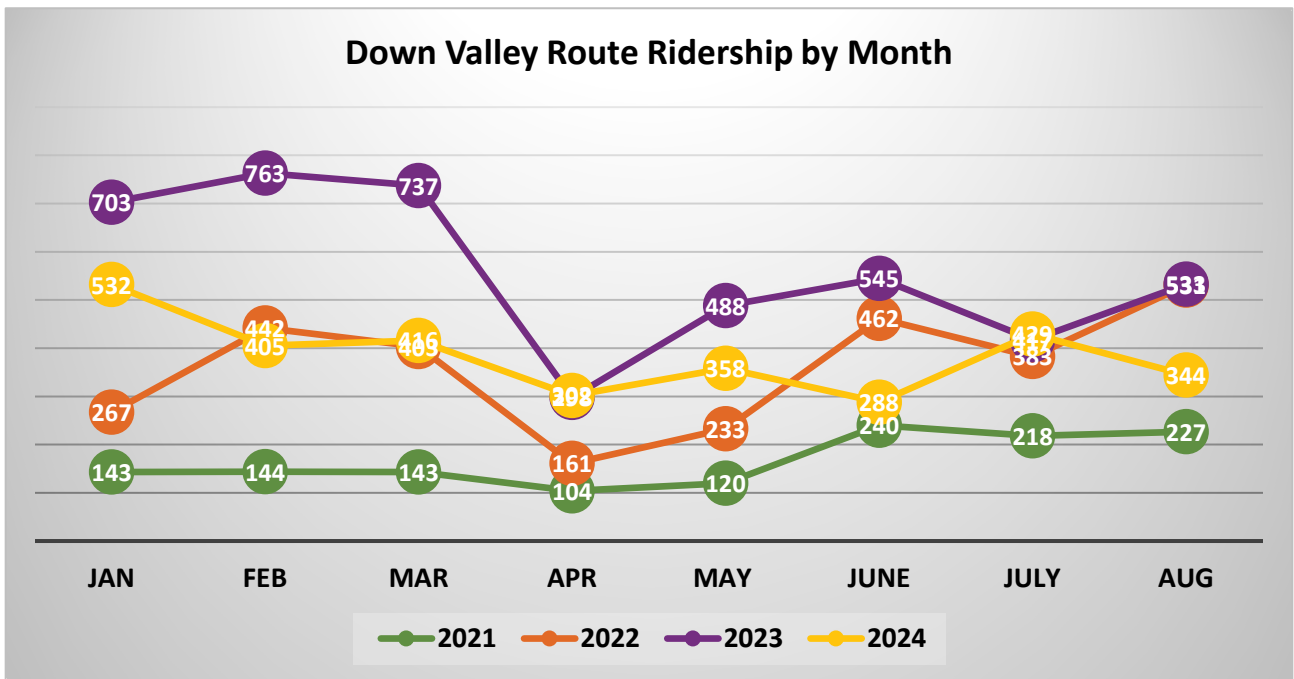
Down Valley Route Ridership

The 115.24% increase in ridership between 2021 and 2022 was likely due to the alleviation of COVID restrictions, but also in the summer of 2021, SMART added the Two Rivers and Vance Drive stops. These stops generated 196 riders in 2022. In 2023, those two stops generated 449 riders and in 2024, there have been 240 riders using these stops so far.



Down Valley Route		
Year	Ridership	Percent Change from Prior Year
2021	1339	
2022	2882	115.24%
2023	4484	55.59%
2024	3074	-31.45%

Overall ridership on the Down Valley was highest in 2023 and similar in 2022 and 2024.



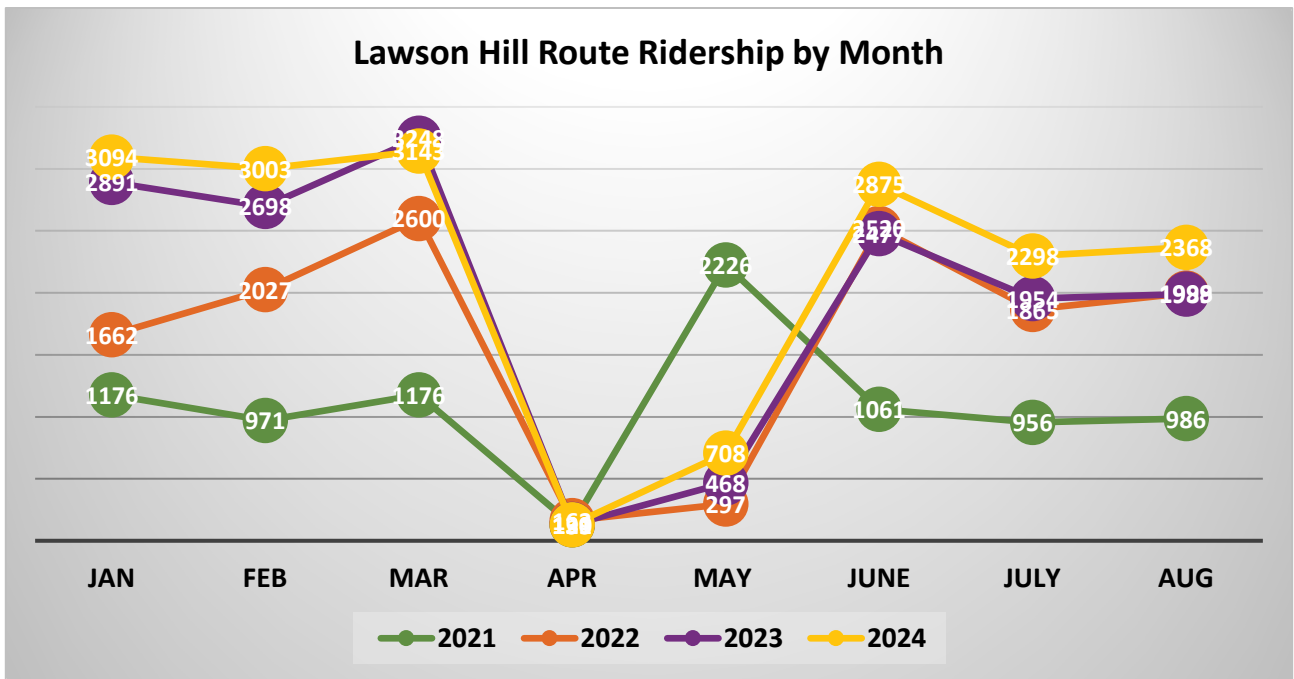
As illustrated above, ridership was significantly higher in the winter of 2023 than all other years or seasons. Ridership in April was lower every year reflecting the closure of the ski area and the traditional two-week spring break for the Telluride schools.

Lawson Hill Route Ridership

In the Winter of 2022, SMART added an AM loop, two midday loops and one evening loop to the Lawson Hill Route. Although we have not added service since then, ridership has increased progressively, although less so between 2023 and 2024.



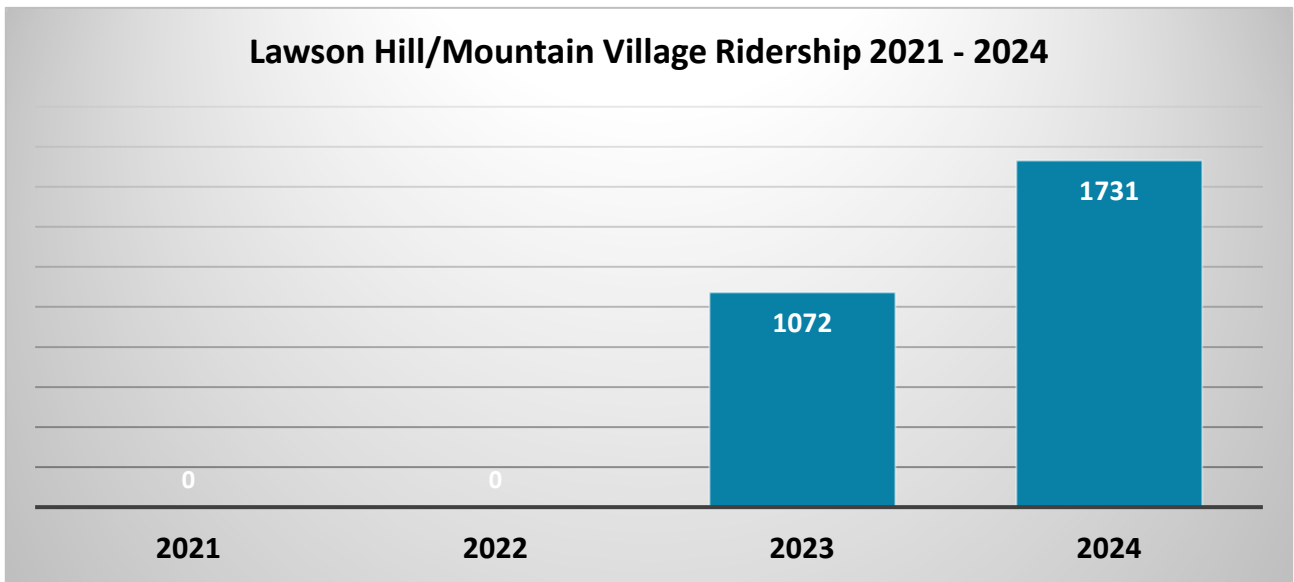
Lawson Hill Route		
Year	Ridership	Percent Change from Prior Year
2021	8681	
2022	13132	51.27%
2023	15856	20.74%
2024	17619	11.12%



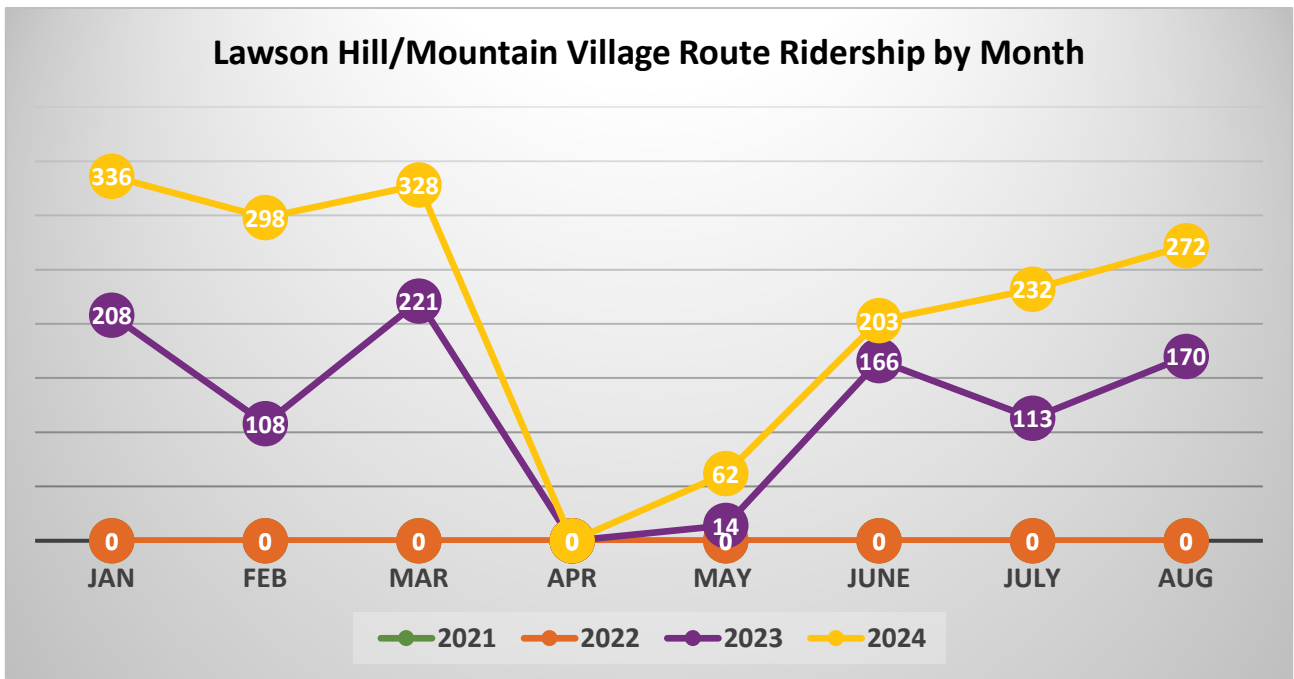
The Offseason Route takes over the Lawson Hill Route in April and May.

Lawson Hill/Mountain Village Route Ridership

SMART added the Lawson Hill/Mountain Village Route in January of 2023. Ridership increased significantly from 2023 to 2024.



Lawson Hill/Mountain Village Route		
Year	Ridership	Percent Change from Prior Year
2021	0	
2022	0	
2023	1072	
2024	1731	61.47%



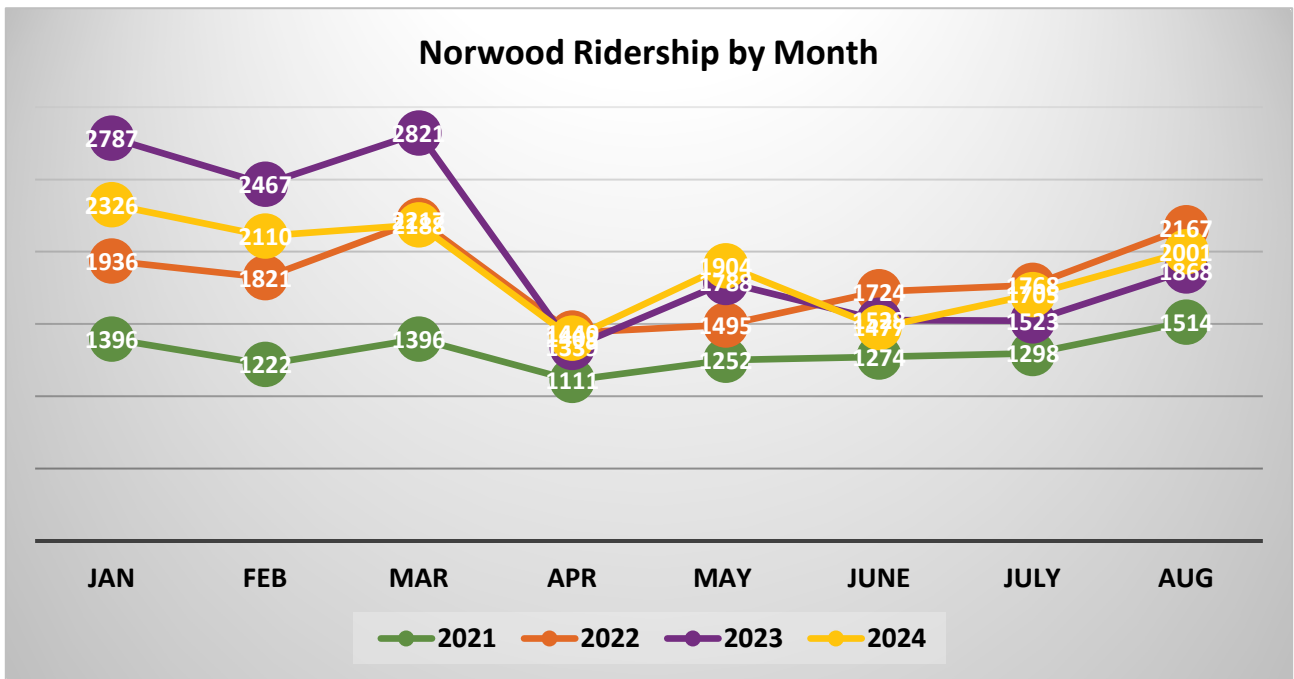
The Offseason Route takes over the Lawson Hill/Mountain Village Route in April and May.

Norwood Ridership

In May of 2022, SMART added a midday route that leaves Telluride at 9:45 AM, travels to Norwood, and comes back to Telluride at 11:00 AM on weekdays. We also added a route that leaves Telluride for Norwood at 11:30 PM. This route is also a weekday route. As can be seen on the graph, ridership increased after those additions.



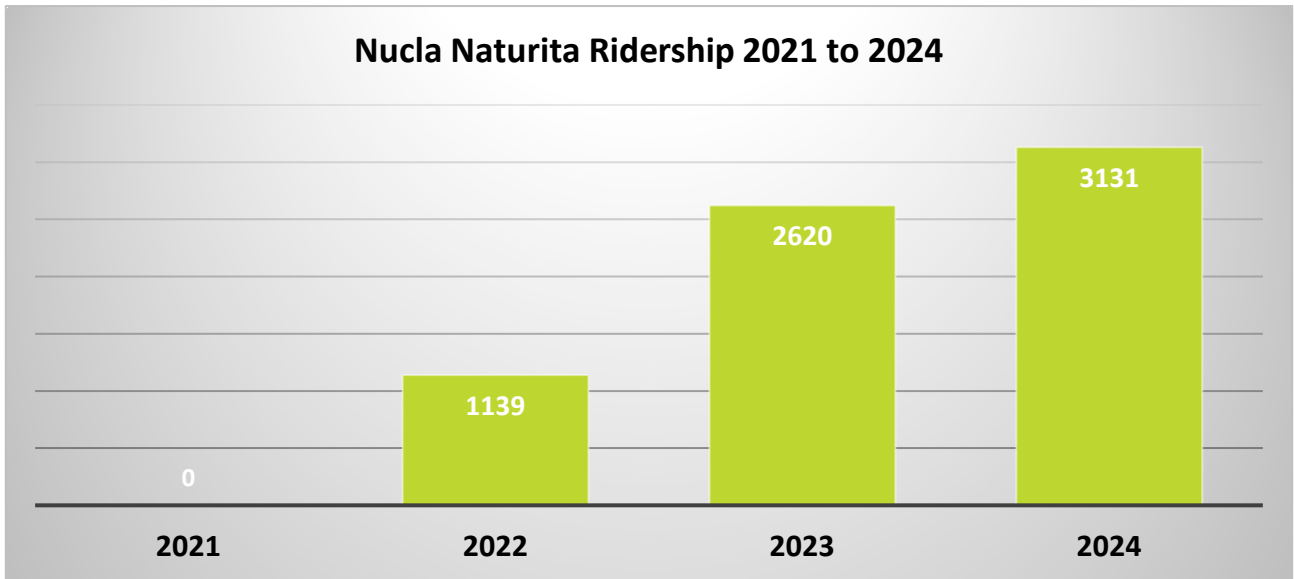
Norwood Route		
Year	Ridership	Percent Change from Prior Year
2021	10463	
2022	14568	39.23%
2023	16121	10.66%
2024	15114	-6.25%



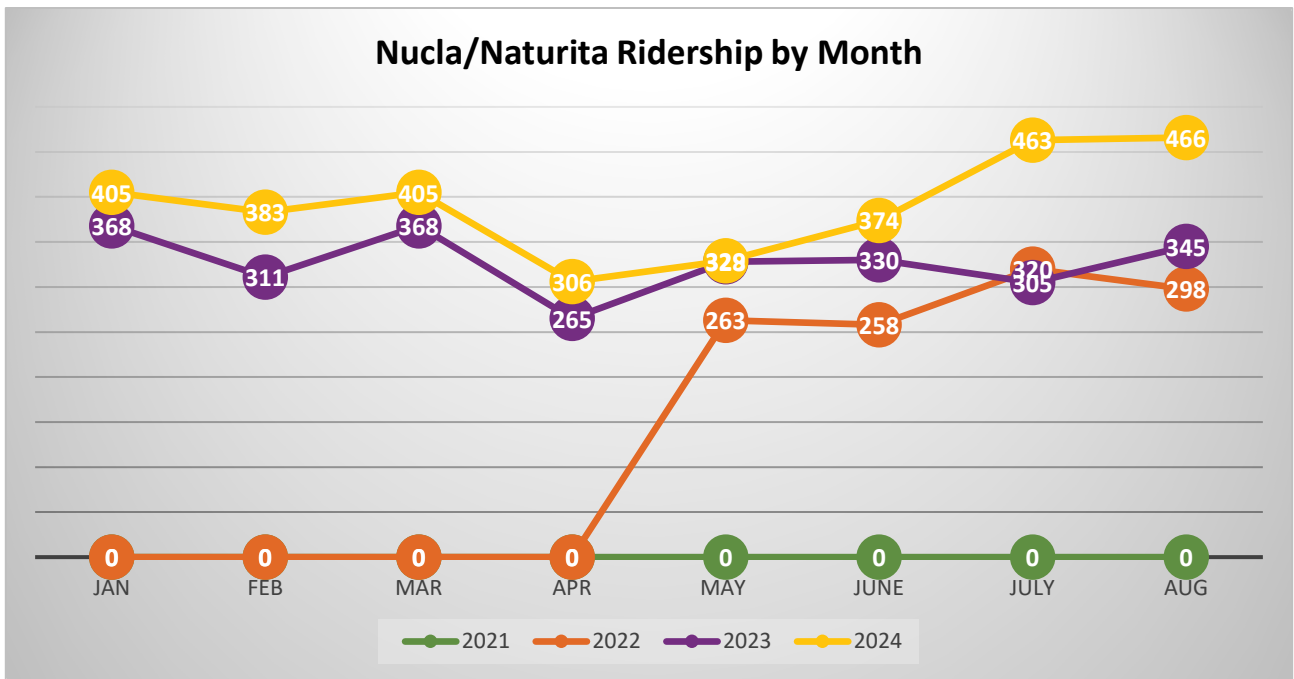
Norwood Ridership in the winter of 2023 was at its highest. Summer of 2022 was slightly higher than the other years.

Nucla/Naturita Ridership

In May of 2022, SMART added service to Nucla and Naturita. This bus also carries people wanting to commute from Norwood at a later AM time than the 6:55 AM bus from Norwood. Those riders are accounted for in the Norwood ridership graphs. Ridership from Nucla and Naturita continues to grow.



Nucla/Naturita Route		
Year	Ridership	Percent Change from Prior Year
2021	0	
2022	1077	
2023	2645	145.59%
2024	3042	15.01%



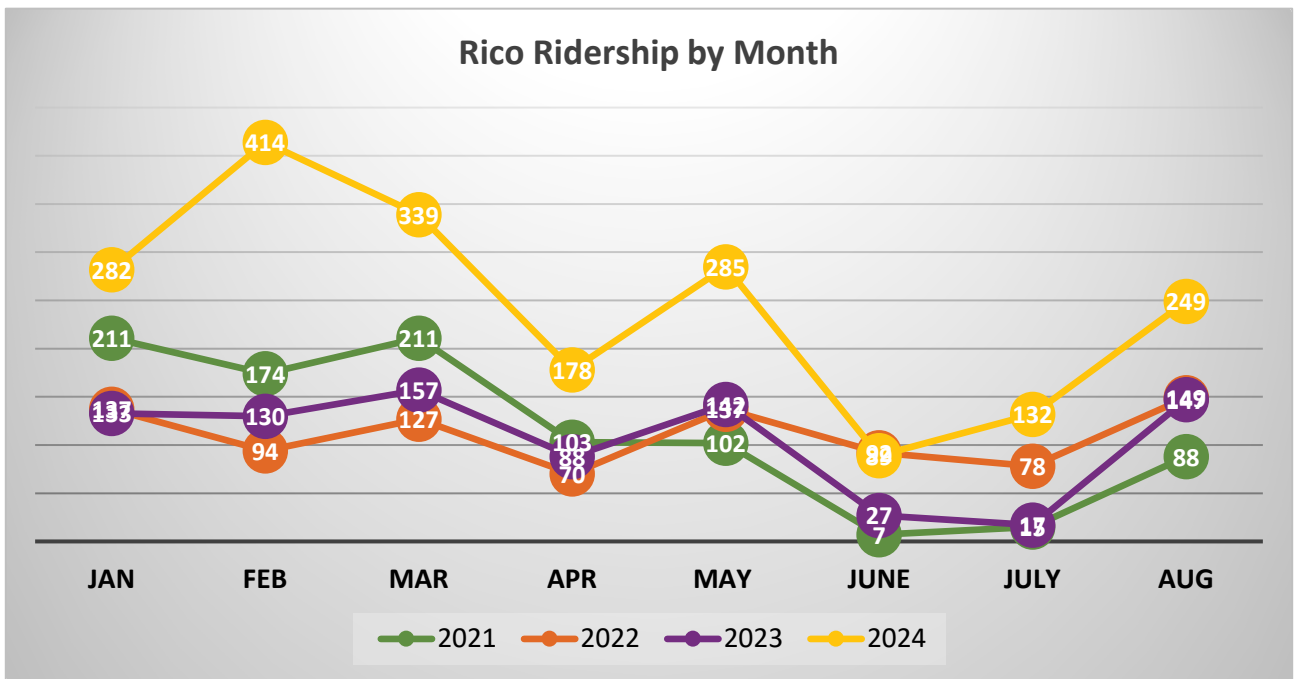
July and August 2024 shows a noticeable increase. This may be related to the Fare Free program. 2024 was the first year that SMART participated in both July and August. That program started in 2022. SMART participated in the past, but only in July.

Rico Ridership

The Rico Route was added in 2019. Rico Ridership has been variable with a significant increase in 2024.



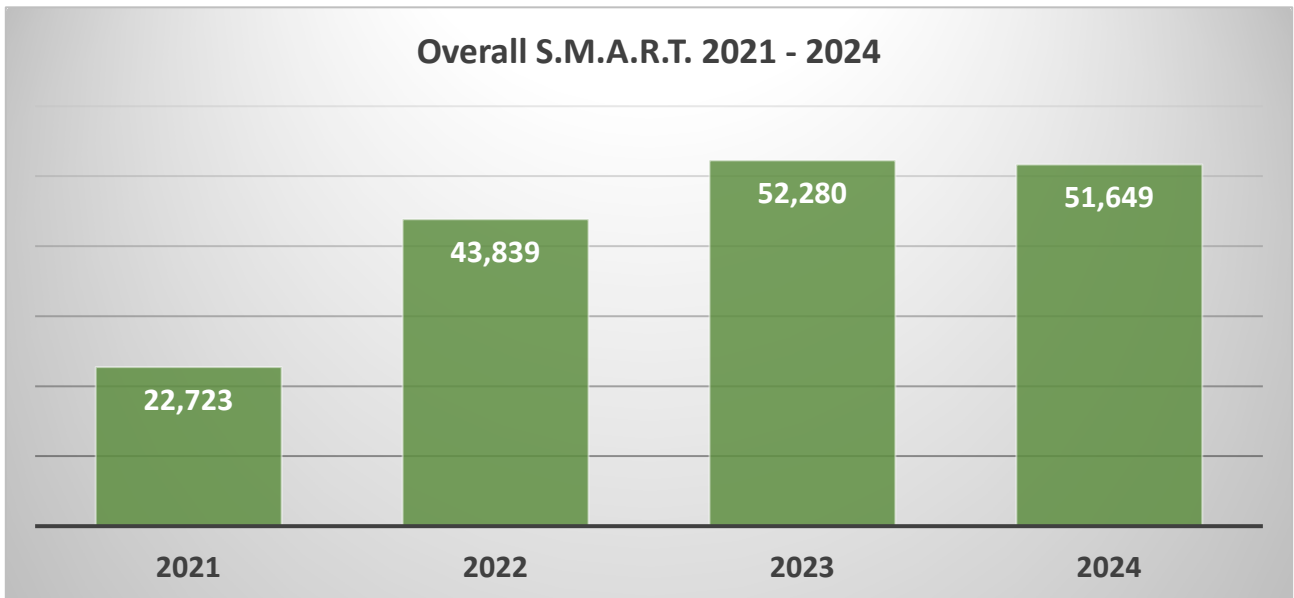
Rico Route		
Year	Ridership	Percent Change from Prior Year
2021	911	
2022	884	-2.96%
2023	841	-4.86%
2024	1968	134.01%



Ridership in the winter of 2024 was at its peak. Students have always driven a significant portion of Rico ridership. We began tracking that in 2022. In 2022, 35.50% of riders were students, in 2023 23.86% of riders were students and this year, 12.09% of riders have been students.

Summary

Overall, ridership from 2021 until 2023 increased on S.M.A.R.T. routes. The slight decrease from 2023 may be related to lower gas prices. Average gas prices Colorado in 2021 were \$3.63 dollars per gallon, in 2022 average gas cost was \$3.64 dollars per gallon, in 2023 prices reached \$3.90. This year they have dropped back to \$3.60.



All Routes		
Year	Ridership	Percent Change from Prior Year
2021	22723	
2022	43839	92.93%
2023	52280	19.25%
2024	51649	-1.21%

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