



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

This meeting will be held virtually via Zoom:
<https://us02web.zoom.us/j/84220117308?pwd=Y0drUIVMZ3FyVWpPWFA1VWhPQXY4QT09>
 Meeting ID: 842 2011 7308
 Passcode: 210170

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 +13462487799,,84220117308#,,,,*210170# US (Houston)

Item No.	Presenter	Item Type	Topic	Packet Page	Estimated Time
1.	-	-	Public Comment	-	5
2.	Board	Meeting Resolution	Resolution 2024-5, Part 1a, regarding the Review and Approval of the March 14th, 2024 Agenda and Consent Items. Resolution 2024-5, Part 1b, regarding the Review and Approval of February 8th, 2024 Meeting Minutes.	6	5
3.	Distefano	Report	Strategic Operating Plan Update	7	15
4.	Averill	Discussion	Update on SMART Governing IGA amendment process	-	5
5.	Averill	Discussion	Update on Gondola Planning activities	-	15
6.	Distefano	Report	March 2024 Operations Update	42	15
7.	Averill	Report	Executive Directors Report	-	10

8.	All	Report	Round Table Updates and Reports	-	5
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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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3.	Distefano	Report	Strategic Operating Plan Update
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5.	Averill	Discussion	Update on Gondola Planning activities
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8.	All	Report	Round Table Updates and Reports
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**San Miguel Authority for Regional Transportation
Board of Directors Meeting February 8th, 2024 Regular Meeting
Virtual meeting minutes**

Member Directors Present: San Miguel County - Lance Waring, Kris Holstrom. Town of Telluride - Meehan Fee, Ashley Story Von Sprecken, Town of Mountain Village – Harvey Mogensen, Tucker Magid, Rick Gomez (alternate), Rico – Joe Dillsworth.

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

The meeting was called to order at 3:04 p.m.

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2024-4, Part 1a, regarding the Review and Approval of the February 8th, 2024 Agenda and Consent Items and Part 1b, regarding the Review and Approval of January 5th, 2024 Meeting Minutes.

Lance Waring moved to adopt Resolution 2024-4, parts 1a and 1b with a correction to Rick Gomez' name in the meeting minutes.

Ashely Story Von Sprecken seconded the motion.

A unanimous vote approved the motion.

Item 3: 2024 SMART IGA Amendment(s) - introductory discussion

Averill gave background on the item explaining the necessity of updating the SMART IGA to reflect changes in State Statute. There were no questions or comments expressed by the Board at this time.

Item 4: 4th Quarter 2023 Performance Report

Distefano presented the 4th Quarter 2023 Performance Report. Highlights included a discussion on ridership trends relative to Q3 of 2023, a review of incidents and complaints, and metrics related to on-time performance and early departures.

Item 5: February 2024 Operations Report

Distefano presented the February '24 Operations Report. Updates included an update on the Strategic Operating Plan update and monthly ridership.

Item 6: Executive Session 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 Board entered into Executive Session at 3:41 p.m. and adjourned the Executive Session at 4:34 p.m.

No action was taken during the Executive Session.

Item 7: Round Table Updates and Reports

No updates or reports were offered.

The meeting was adjourned at 4:34 p.m.

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

RESOLUTION NO. 2024-5

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 March 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 March 14th, 2024 regular meeting the Board took action on the following:
 - a. Approval of the March 14th, 2024 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the February 8th, 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 MARCH 14TH, 2024.

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
March 14 th , 2024	3	K. Distefano
<p>This is a discussion item to review the first set of Strategic Operating Plan deliverables from Fehr and Peers.</p>		<p>X Report Work Session Discussion Action</p>
<p>Key Points</p>		
<p>Fehr and Peers has completed the first two deliverables for the update of the SMART Strategic Operating Plan, the Demographic Analysis of SMART's service area and the Public Outreach Phase 1 Summary.</p> <p>Key Points from the Demographic Analysis:</p> <ul style="list-style-type: none"> ○ The population of San Miguel County is expected to grow about 10% by 2030 and 31% by 2050. ○ Income Distribution: Income distribution varies widely across SMART's service area. Median household income ranges from \$59,000/year in the West End of the county including Norwood, to \$83,000/year in the Sawpit, Placerville, the Lawson Hill/Ilium area, Ophir, San Bernardo and Trout Lake areas. The median household income in the Montrose County part of the service area (Redvale, Nucla, & Naturita) and is significantly lower at \$39,000/year. ○ Age Distribution: Currently, a sizable portion of San Miguel County's population is under 18 years old (16%) or 65 years and older (17%). These two age groups tend to rely more on transit, as younger people may not have access to a private vehicle and older adults may no longer feel comfortable driving or are unable to drive themselves. ○ The towns of Naturita, Nucla, and Rico have a larger share of the overall population living with a disability and seniors living with a disability compared to San Miguel County. These communities also have a larger share of families living in poverty and households with lower incomes. These groups tend to rely more heavily on public transit than the general population. <p>Key Points from the Public Outreach Phase 1 Summary:</p> <ul style="list-style-type: none"> ○ The most requested improvement for existing bus routes is increased frequency of service. This was mentioned by 28% of respondents in question 8, where they provided their priorities for improvements to existing bus routes. ○ Specific requests included addressing the midday gap in service for the Lawson Hill route and providing late-night service on the Norwood-Telluride and Rico-Telluride routes to accommodate late shift service workers. <p>Next Steps:</p> <ul style="list-style-type: none"> ○ Route Optimization Analysis ○ Evaluate and prioritize service expansion projects ○ Fare structure analysis 		

Committee Discussion
NA
Supporting Information
See attached reports
Fiscal Impact
NA
Advantages
None noted.
Disadvantages
None noted.
Analysis/Recommendation(s)
NA
Attachments
Attachment 1: SMART SOP Public Outreach Phase 1 Memo 02.16.2024 Attachment 2: SMART SOP Task 1 Memo - Demographic Analysis 02.16.2024

Memorandum

Date: February 16, 2024
To: Kari Distefano & David Averill, San Miguel Authority for Regional Transportation
From: Sydney Provan, AICP & Luna Hoopes - Fehr & Peers
Subject: Strategic Operating Plan – Public Outreach Phase 1 Summary

DN23-0791

In October 2023, the San Miguel Authority for Regional Transportation (SMART) kicked off a project to update the agency's strategic operating plan. As part of this project the agency conducted an initial phase of public outreach to understand how community members use SMART's services today, what challenges they encounter, and what improvements they would like to see made to SMART's services in the future. For this initial phase of outreach, a survey was available online between December 18, 2023, and February 3, 2024. It was advertised to community members via the SMART websites, local email lists, local radio station, and a demonstration in the local library. A total of 193 responses were collected online.

Select questions (**Appendix A**) were also available for community input via a physical board located in the Wilkinson Public Library during the period the online survey was open. The results from this physical board have been integrated into the overall results summarized in this memo.

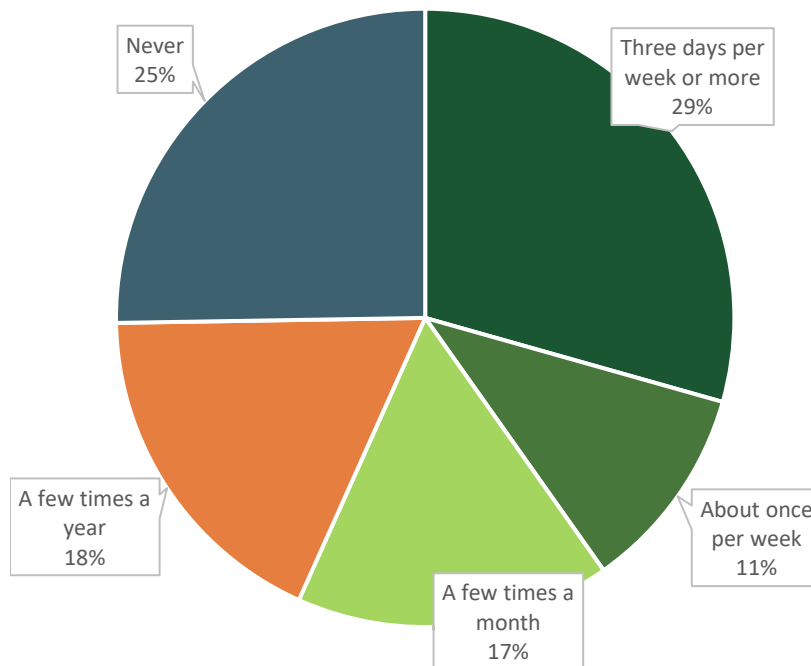
The remainder of this report summarizes the responses to each question asked during this first phase of public outreach for the SMART Strategic Operating Plan. This public outreach was used in combination with analysis of SMART's operational data to develop recommended improvements and expansions to SMART's service.

This memorandum will later be integrated as a chapter in the final Strategic Operating Plan report.



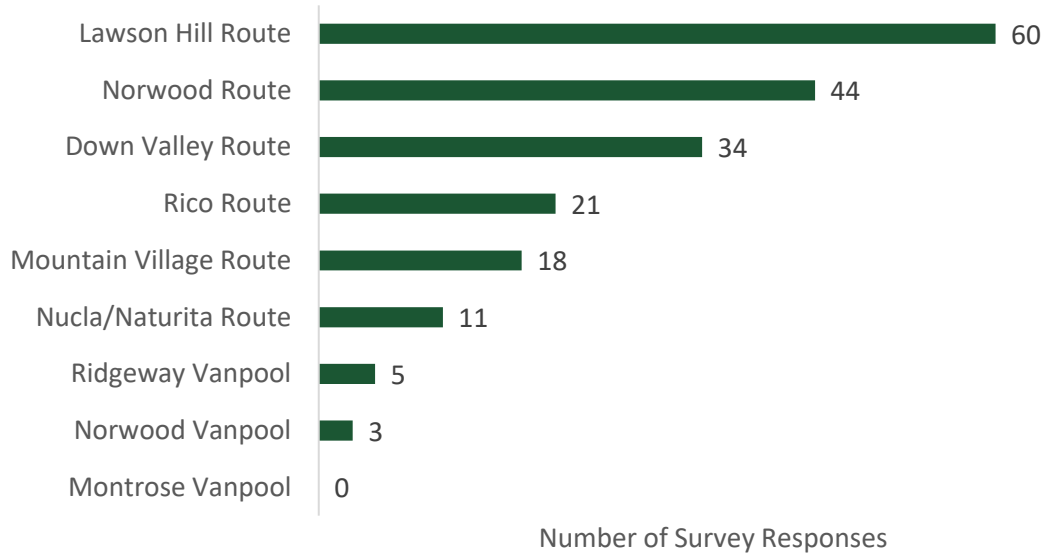
Outreach Results Summary

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

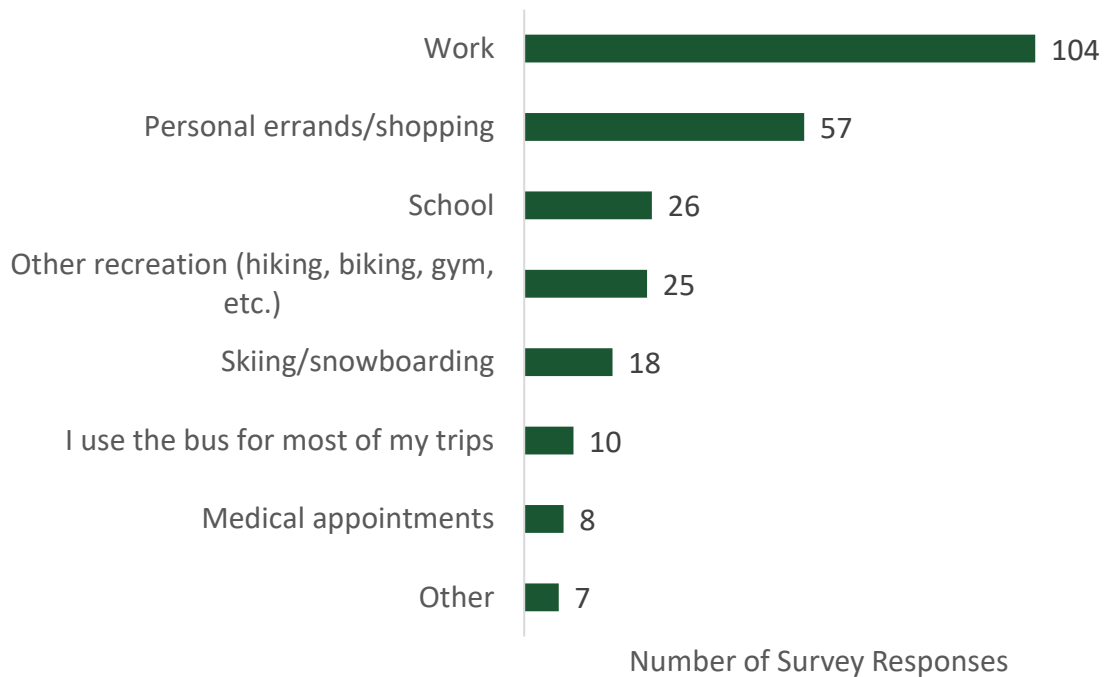




2. What services do you primarily ride (pick up to three)?

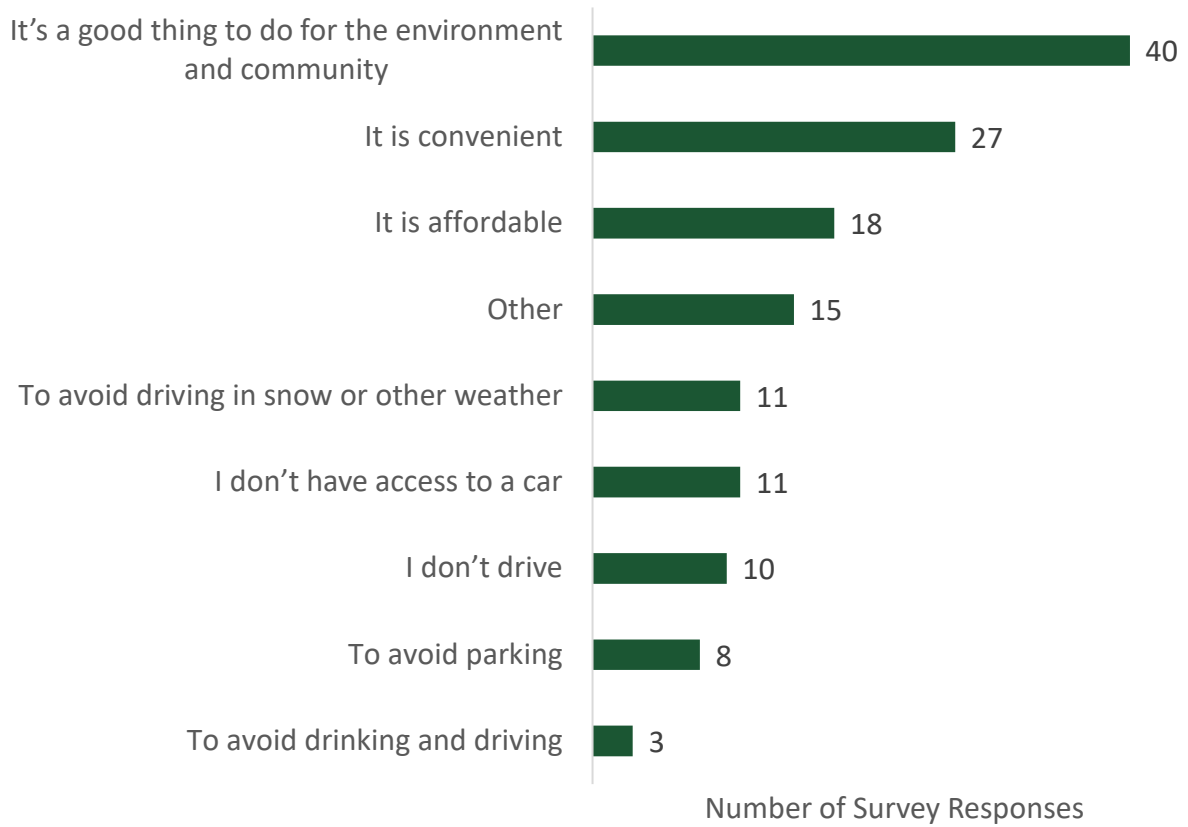


3. When you ride the bus, where do you typically go? (pick up to three)



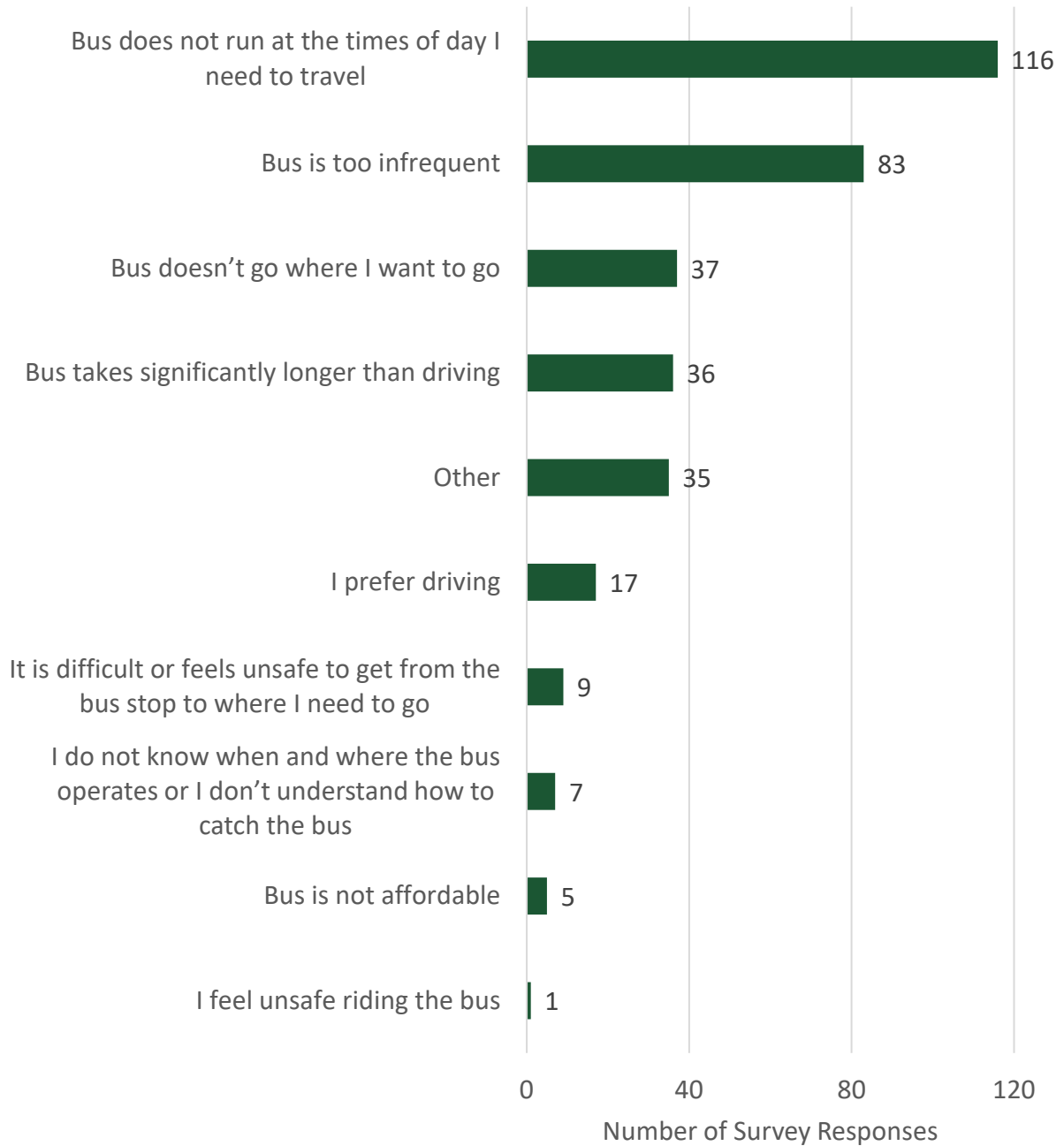


4. What is the primary reason you ride SMART services? (pick only one answer)





5. What are the barriers that stop you from riding the bus more or riding the bus at all¹? (pick up to three answers)



¹ Question asked online and on the interactive board.



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

Of the 194 responses to question #5, 150 respondents added further detail about their responses in question 6. Most comments were concerning specific routes which are outlined in **Table 1**.

Table 1. Route-specific Barriers

Lawson Hill Route (27 Comments)	Norwood Route (24 Comments)	Rico Route (15 comments)
<ul style="list-style-type: none"> • Would like the bus to run more frequently with varied times • Issues with midday gap in service 	<ul style="list-style-type: none"> • Would like more options earlier in the morning and in the afternoon/evening (mostly earlier) • Crowded during ski season • Schedule is different weekdays vs weekends (fewer on weekends) 	<ul style="list-style-type: none"> • Route is expensive • Would like more frequent service and times

Other recurring comments (6 comments) concerned maintenance and comfort issues including:

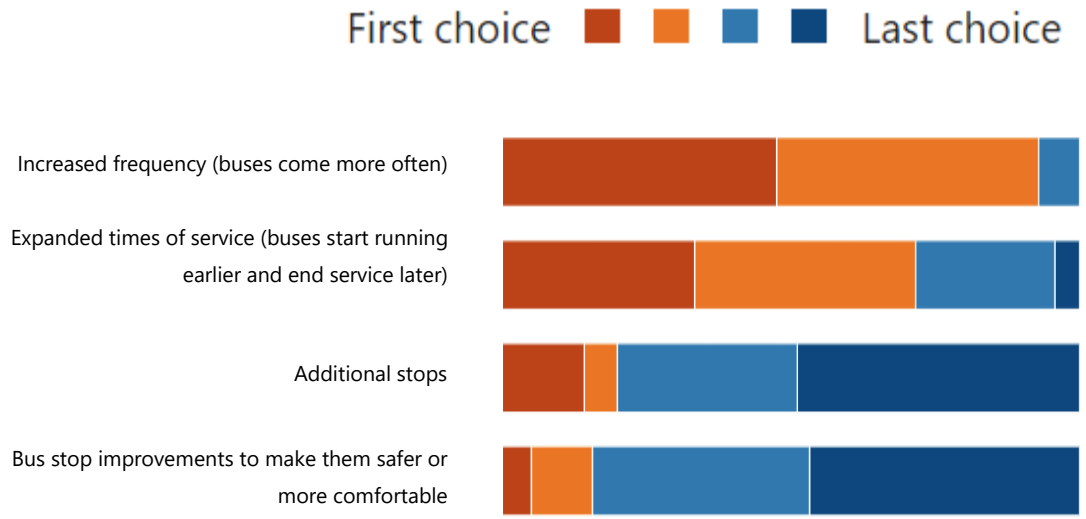
- buses breaking down
- buses being cold
- issues with motion sickness due to sitting sideways while riding

Several comments (9 comments) were regarding transit service for students, mentioning timing issues with school schedules and afterschool programs as well as issues with safety while accessing bus stops.

The remainder of comments were primarily regarding specific timing issues between the bus schedules and respondent’s individual needs or provided by respondents who either prefer to drive or whose origins and destinations are not served by SMART transit service.



7. Rank your priorities for the following potential improvements to SMART’s existing bus routes from 1-most important to you to 4-least important to you.²



² Question asked online and on the interactive board.



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

Eighty-one respondents provided answers to this question. The greatest share of responses (28% or 23 comments) mentioned a desire for increased frequency of bus service. Specific requests included addressing the Lawson Hill midday gap in service and providing late night service on Norwood-Telluride and Rico-Telluride routes to accommodate late shift service workers, with requests ranging from 10pm to 12pm.

Seven comments (9%) were concerning a desire for other increases to span of service for routes including Lawson Hill, Mountain Village, Norwood, and Rico. These requests are tied to the greatest share of comments regarding increased frequency of service in that several responses concerned transit service for service workers and others who work outside typical working hours. Another prominent theme of these comments was about late-night service providing options for people to drink and not drive home.

Priorities regarding express or direct routes to Telluride or Mountain Village made up 10% of comments (8 comments). Several requests specified a change that would provide alternate service to Two Rivers and remove this stop from the Norwood route, decreasing travel time for commuters between Norwood and Telluride.

Other comments about existing services were concerned with improved comfort and convenience of SMART's service including:

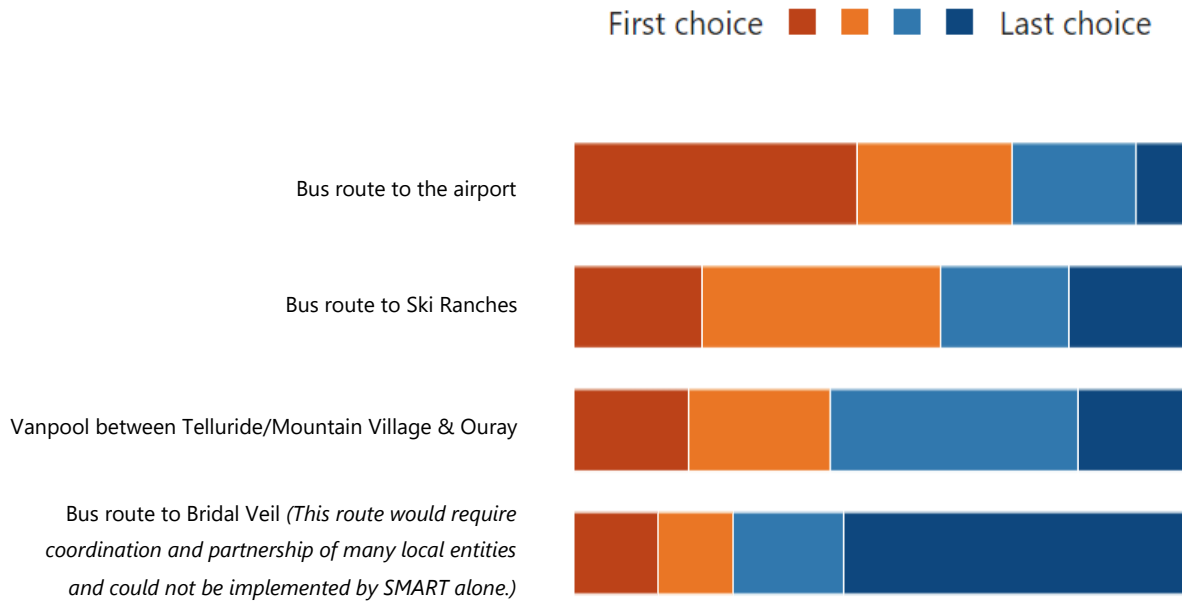
- Timing and alignment with other services (e.g., Telluride and Mountain Village/Lawson shuttles align with buses coming from Norwood, Down Valley, and Ridgway).
- GPS app that tracks buses arrival and departures as a way to allow riders to shorten their wait times at the stop on the road.
- Issues with the comfort of SMART buses including crowding, no Wi-Fi service, safe storage for skis and equipment outside the bus.

Comments concerning new services comprised 11% of responses (9 comments). These responses have been included in the total results for question 10 which is about new services.



9. Rank your priorities for potential new services for SMART to operate from 1-most important to you to 4-least important to you.³

(Note: SMART is currently working to add a new route between Montrose and Telluride which is scheduled to begin service in 2024).



³ Question asked online and on the interactive board.



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

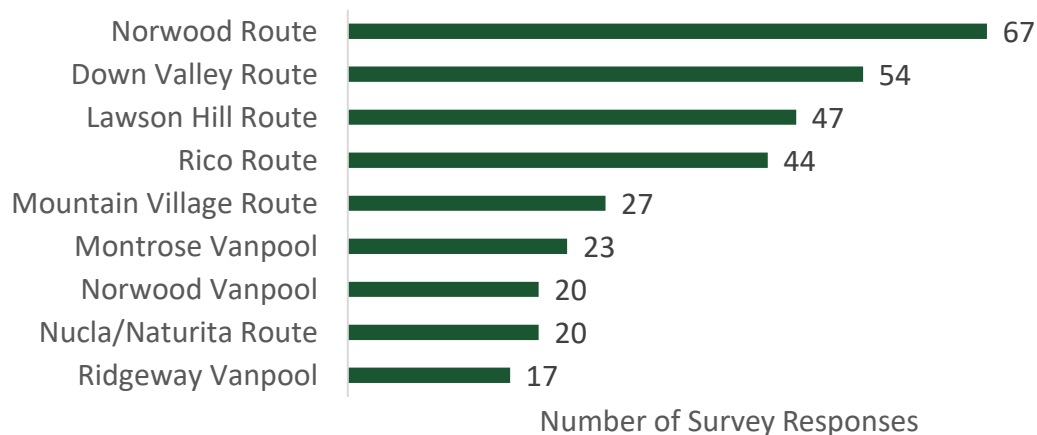
This question received 82 responses. Twenty-nine comments suggested new bus routes to specific destinations from Telluride, see **Table 2** for the full list.

Table 2. New Service Suggestions

Destination from Telluride	Count of Comments
Ridgway	7
Montrose	6
Airport	4
Ilium	3
Trout Lake	2
Meadows Parking Lot	2
Nucla	1
Ouray	1
Rico	1
Aldasoro Boulevard	1
Deep Creek	1
Hastings Mesa	1
Mancos/Cortez/Dolores	1

20% of the total comments on this question (17 comments) were regarding increased frequency of service. The specifics of these comments have been included in the summary of question 8.

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





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

This question received 94 comments regarding specific requests on existing routes. **Table 2** provides detail on the number of comments per route mentioned.

Table 3. Existing Routes with Specific Service Expansion Requests

Existing Route	Number of Comments
Norwood (includes "Norwood/Down Valley" comments)	34
Rico	20
Down Valley	16
Lawson Hill	16
Ridgway/Montrose	5
Mountain Village	3

Comments describing priorities for Ridgway/Montrose included weekend service, earlier and later service to accommodate 9-hour workdays, as well as an option for part-time ridership (3 days per week.) Comments about Mountain Village were generic, with one comment requesting increased frequency and weekend service.

A summary of specific timing requests for Norwood, Rico, Down Valley, and Lawson Hill routes can be found in **Figure 1 - Figure 5**. These charts were derived by analyzing the comments and assigning a point to each specific request within each comment. A point was assigned in the appropriate category any time anyone mentioned expanded service earlier than currently provided, later than currently provided, service between the first and last bus of the day (labeled as "mid-day/more frequent,") or weekend service not currently provided for each route. If a comment mentioned a specific route but did not mention specific times, one point was assigned as "unspecified."



Figure 1. Norwood Route Requests

(includes "Norwood/Down Valley" comments)

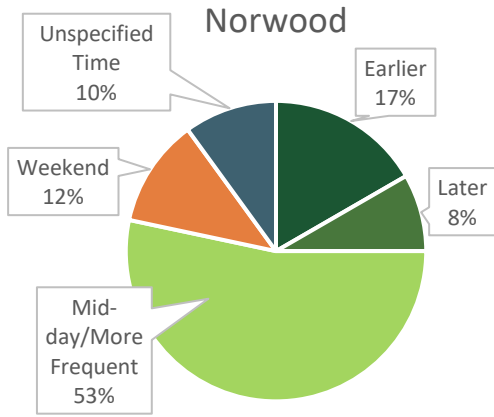


Figure 2. Rico Route Requests

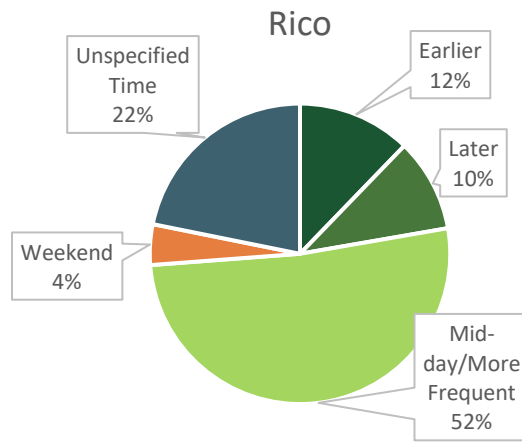


Figure 4. Down Valley Route Requests

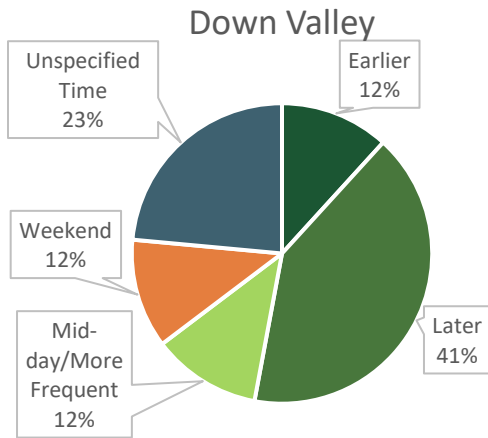


Figure 3. Lawson Hill Route Requests

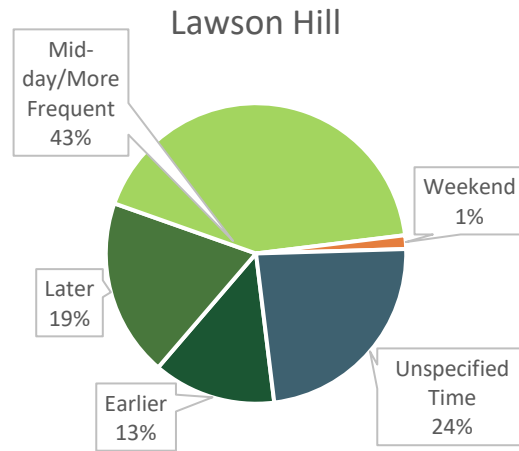
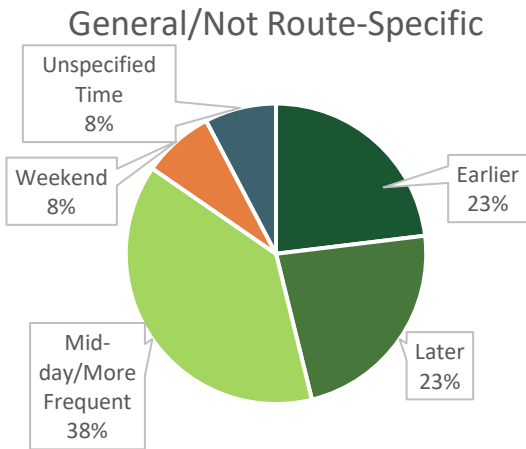




Figure 5. General/Not Route-Specific Requests



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

This question received 61 responses. Specific stops mentioned can be found in **Table 3**.

Table 4. Specific Bus Stops Identified Needing Improvements

Specific Stop Mentioned
Courthouse
Eider Creek
Hillside
Pine Street
Placerville
Rico
Sawpit WB
The Bivi WB
Upper Lawson Hill

30% of responses (18 comments) mentioned a lack of infrastructure at bus stops such as shelters, warming, and lighting. Five comments included signage and wayfinding issues and timing and pick up issues. Five comments related to timing and pick up issues including requests for more frequent service, issues with drivers not stopping at designated stops, and a request for GPS tracking app to increase convenience for riders. Four comments mentioned concerns of the safety from traffic of waiting transit riders.



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

This question received 58 responses. **Table 4** provides the responses in full, organized by requests with the highest number of comments first.

Table 5. Additional Stop Requests

Stop	Count of Comments	Stop	Count of Comments	Stop	Count of Comments
Trout Lake	6	CR 5 and Riggs	1	Mountain Village Market	1
Ophir	5	Deep Creek	1	Norwood	1
Airport	4	Dolores	1	Ouray	1
Aldasoro	3	Down Valley Park	1	Pioneer Village	1
Bridal Veil	2	Fox Farm	1	Rico	1
Hastings Mesa	2	Highway 62 and Last Dollar Road	1	Rico (north)	1
Higher than Upper Lawson	2	Log Hill turnoff	1	Rico (south)	1
San Bernardo	2	Matterhorn	1	Rico gas station	1
Sunnyside	2	Meadows Parking Lot	1	Ridgway	1
Telluride Elementary School	2	Montrose	1	Ski Ranches 2nd Entrance	1
Boomerang Trail	1	Montrose Airport	1	Specie Mesa	1
Brown Homestead	1	Mountain Village	1	Townsend Avenue	1
County Shops in Norwood	1	Mountain Village Boulevard	1	Willow Street	1



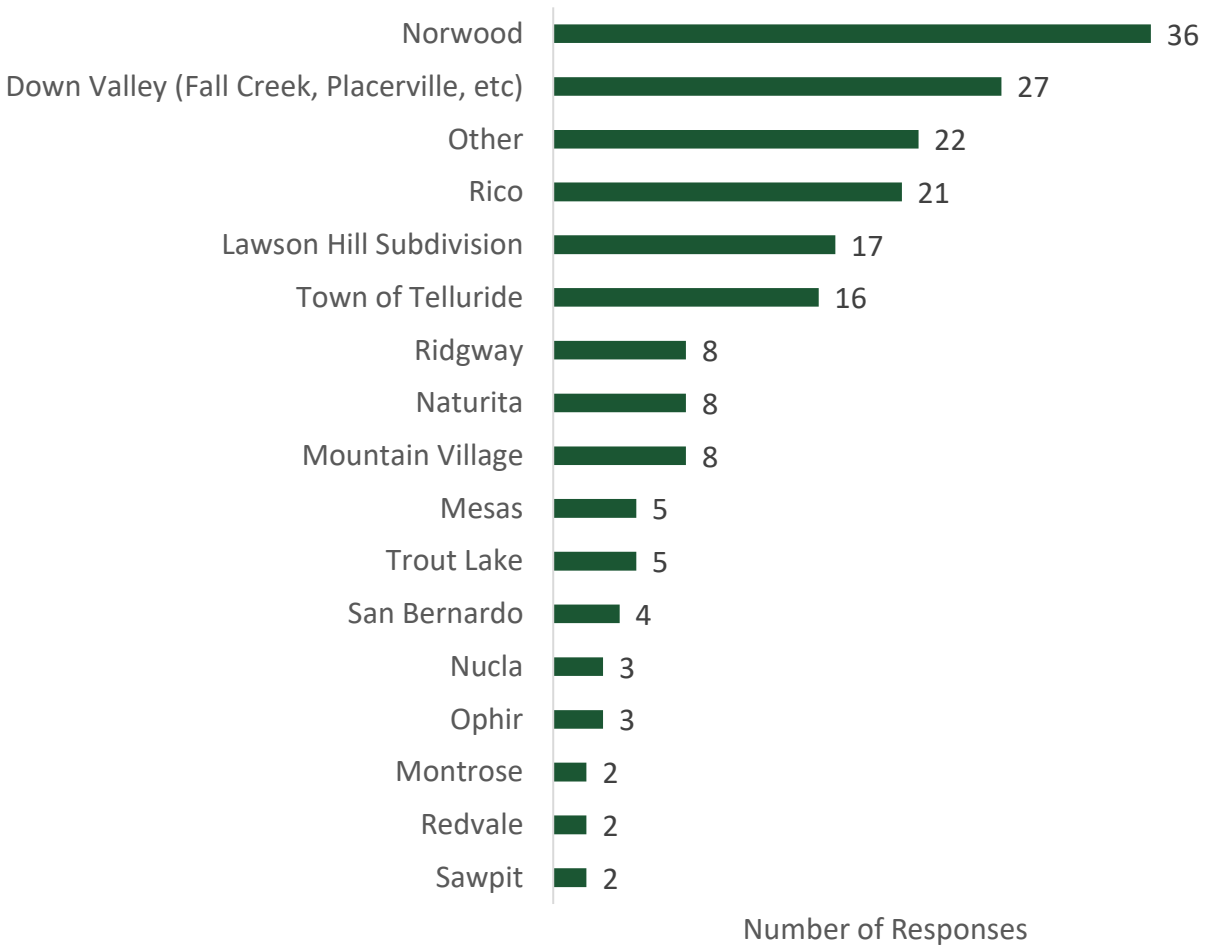
15. What other ideas for improvements would you like to see to SMART's services? (open-ended response)

This question received 59 responses. 22% of respondents (13 comments) had no complaints about SMART's services. Following a theme seen in other responses, 8% requested a GPS tracking app to improve convenience (5 comments). A further 8% requested Wi-Fi on the buses (5 comments) and 7% requested improved buses (bigger and/or zero-emission vehicles) (4 comments).

The following categories received 3 or fewer comments each:


- Better passenger behavior
- Fare adjustments
- Gondola-related
- Increased frequency
- More funding
- New service
- Improved maintenance and cleanliness
- Ski storage
- Driver training
- Enhanced stops
- Express service
- New vanpool service
- On-board amenities
- On-demand service
- Weekend service

16. Where do you live?





Appendix A



**SAN MIGUEL AUTHORITY
FOR REGIONAL
TRANSPORTATION**

PUBLIC TRANSIT SURVEY

Encuesta Sobre el Transporte Público de SMART

What is this Project?

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

¿Qué es este proyecto?

SMART (Autoridad Regional de Transporte de San Miguel) necesita su opinión! Ahora mismo, SMART está revisando el Plan Estratégico Operativo de 2019, que ayudará a dirigir las ampliaciones y las mejoras de los servicios de SMART en el futuro. Sus respuestas a esta breve encuesta ayudarán a SMART a desarrollar futuros proyectos para ampliar y mejorar los servicios.

What are the barriers that stop you from riding the bus more or riding the bus at all?

(Put stickers in the answer boxes, or leave a comment.)
¿Cuáles son los obstáculos que le impiden viajar más en autobús o incluso viajar en autobús?
(Coloque pegatinas en los casilleros de respuesta, o deje un comentario.)

Bus takes significantly longer than driving
El autobús lleva mucho más tiempo que el coche

Bus is not affordable
El autobús no es económico

Bus doesn't go where I want to go
El autobús no va a donde yo quiero ir

Bus is too infrequent
El autobús es demasiado infrecuente

Bus does not run at the times of day I need to travel
El autobús no circula a las horas del día que necesito viajar

I do not know when and where the bus operates or I don't understand how to catch the bus
No se cuándo y dónde pasa el autobús o no entiendo cómo tomarlo

I feel unsafe riding the bus
Me siento inseguro en el autobús

I prefer driving
Prefiero conducir

It is difficult or feels unsafe to get from the bus stop to where I need to go
Es difícil o me siento inseguro para llegar desde la parada de autobús a donde tengo que ir

Other (please describe)
Otro (describalo)
route to montrose

What service improvements would you like to see SMART implement on existing bus routes?

(Place a sticker on your highest priority)
¿Cuáles son las mejoras potenciales para rutas de autobús actuales le gustaría que implemente SMART?
(Coloque pegatinas en los casilleros de respuesta con sus elecciones)

Increased frequency (buses come more often)
Aumento de la frecuencia (los autobuses pasan con más frecuencia)

Expanded times of service (buses start running earlier and end service later)
Horarios de servicio más amplios (los autobuses empiezan a circular antes y terminan más tarde)

Bus stop improvements to make them safer or more comfortable
Mejoras en las paradas de autobús para hacerlas más seguras o cómodas

Additional stops
Más paradas

What new routes would you like to see SMART operate?

(Place a sticker on your highest priority)
¿Cuáles son las nuevas rutas potenciales le gustaría que opere SMART?
(Coloque pegatinas en los casilleros de respuesta con sus elecciones)

Bus route to Ski Ranches
Ruta en autobús a Ski Ranches

Bus route to the airport
Ruta en autobús al aeropuerto

Vanpool between Telluride/Mountain Village and Ouray
Furgoneta Compartida entre Telluride/Mountain Village y Ouray


Bus route to Bridal Veil (This route would require coordination and partnership of many local entities.)
Ruta en autobús al Bridal Veil (Esta ruta requeriría la coordinación y la colaboración de muchas entidades locales.)

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¡Haz la encuesta y comparte su opinión! Usa su móvil para escanear el código QR, O escriba el siguiente enlace en un navegador.

<https://tinyurl.com/smartpublictransit>



MEMORANDUM

Date: January 22, 2024
To: Kari Distefano & David Averill, San Miguel Authority for Regional Transportation
From: Sydney Provan AICP, Jason Miller, & Danielle Furuichi - Fehr & Peers
Subject: **SMART Strategic Operating Plan – Demographic Analysis Report**

DN23-0791

This technical memorandum summarizes the demographic analysis conducted as Task 1 of the 2024 SMART Strategic Operating Plan. This memorandum will later be integrated as a chapter in the final Strategic Operating Plan report.

Demographic Analysis of SMART's Service Area

The San Miguel Authority for Regional Transportation (SMART) provides regional transit services across the eastern half of San Miguel County, CO and connects to a few communities outside of San Miguel County including Rico, Montrose, Nucla, and Naturita. SMART strives to deliver safe and reliable transit services to the communities in their service area. This demographic analysis serves as a snapshot in time of the population within SMART's service area and will help inform improvements to existing services and expansions of SMART's current services recommended in the final Strategic Operating Plan.

Population Overview

The current population of San Miguel county is just over 8,000 people and is forecasted to increase roughly 10% by 2030 and 31% by 2050 (**Table 1**). **Table 2** displays the population of each census tract in San Miguel County as well as the single census tract for Dolores County, which includes Rico) and the part of Montrose County that includes Redvale, Nucla, and Naturita. The densest parts of San Miguel County are Census Tracts 9681.01 and 9681.02 which include the towns of Telluride and Mountain Village, respectively. These two census tracts account for 57% of San Miguel County's Population.



Table 1: Population Over Time San Miguel County

2021 Population	2022 Population	2023 Population	2030 Forecasted Population	2050 Forecasted Population
8,085	8,000	8,057	8,829	10,571

Source: Colorado Department of Local Affairs, State Demography Office

Table 2: Population of SMART's Service Area by Census Tract

Census Tract	County	Total Population
Tract 9681.01 (includes Telluride)	San Miguel County	2,540
Tract 9681.02 (includes Mountain Village)	San Miguel County	1,807
Tract 9681.03 (Includes Sawpit & Placerville)	San Miguel County	2,050
Tract 9682 (Includes Norwood)	San Miguel County	1,687
Tract 1 (includes Rico)	Dolores County	952
Tract 9661 (includes Redvale, Nucla, & Naturita)	Montrose County	2,288

Source: 2021 American Community Survey (ACS) 5-Year Estimates

Income

Income distribution varies widely across SMART's service area (**Figure 1**). Within San Miguel County, median household income ranges from \$59,000/year in the western side of the county (Census Tract 9682 which includes Norwood) to \$83,000/year in Census Tract 9681.03 (which includes Sawpit and Placerville). The median household income in Tract 9661 of Montrose County (includes Redvale, Nucla, & Naturita) is significantly lower at \$39,000/year. Median household income is shown in **Table 3**.

A map of low-income households and households with limited internet access are shown in **Figure 2** and **Figure 3**. The western part of San Miguel County has a more low-income households compared to the rest of the county. Households with limited internet access mirror the geographic distribution of low-income households.

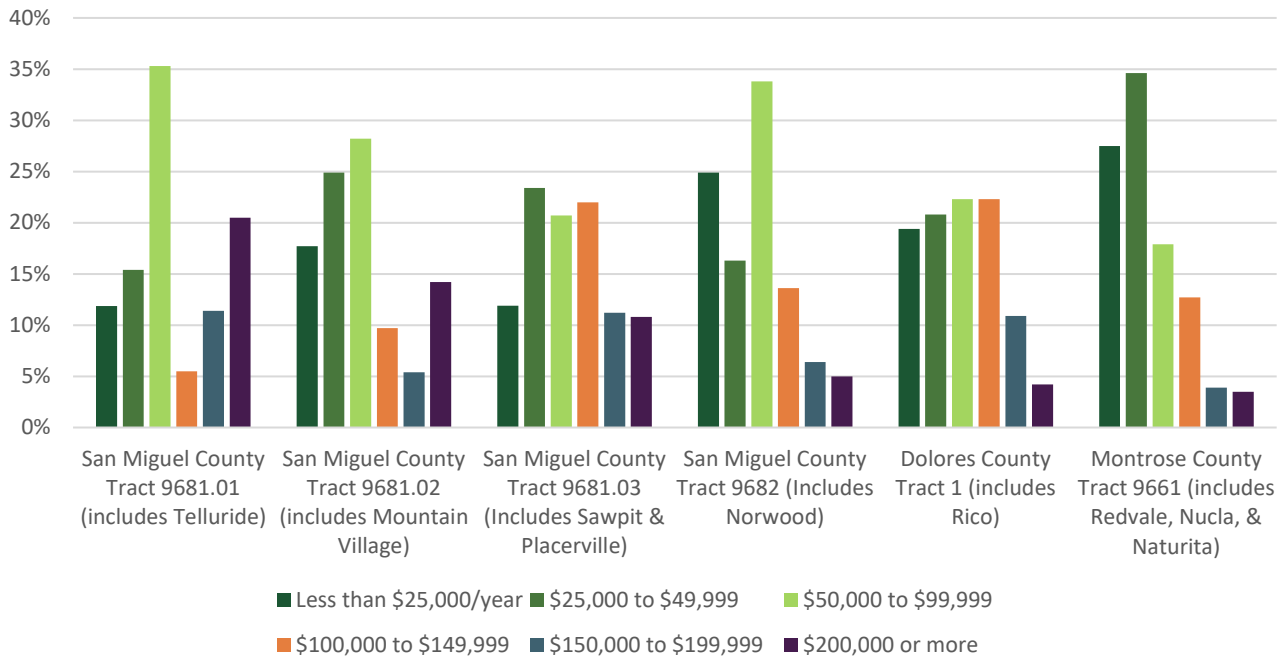


Table 3: Median Household Income by Census Tract

Census Tract	County	Median Household Income
Tract 9681.01 (includes Telluride)	San Miguel County	\$82,455
Tract 9681.02 (includes Mountain Village)	San Miguel County	\$63,488
Tract 9681.03 (Includes Sawpit & Placerville)	San Miguel County	\$83,409
Tract 9682 (Includes Norwood)	San Miguel County	\$59,931
Tract 1 (includes Rico)	Dolores County	\$75,149
Tract 9661 (includes Redvale, Nucla, & Naturita)	Montrose County	\$39,250

Source: 2022 American Community Survey (ACS) 5-Year Estimates

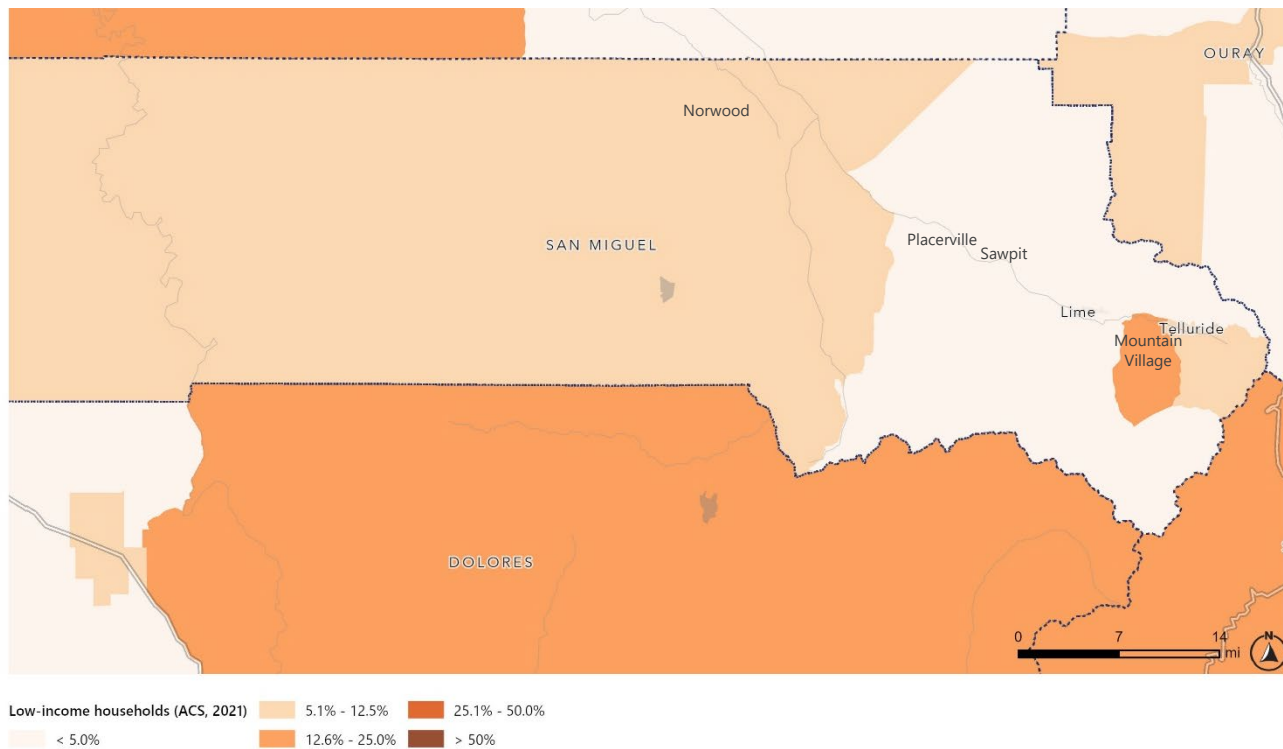
Figure 1: Income Distribution Across SMART’s Service Area by Census Tract



Source: 2022 American Community Survey (ACS) 5-Year Estimates



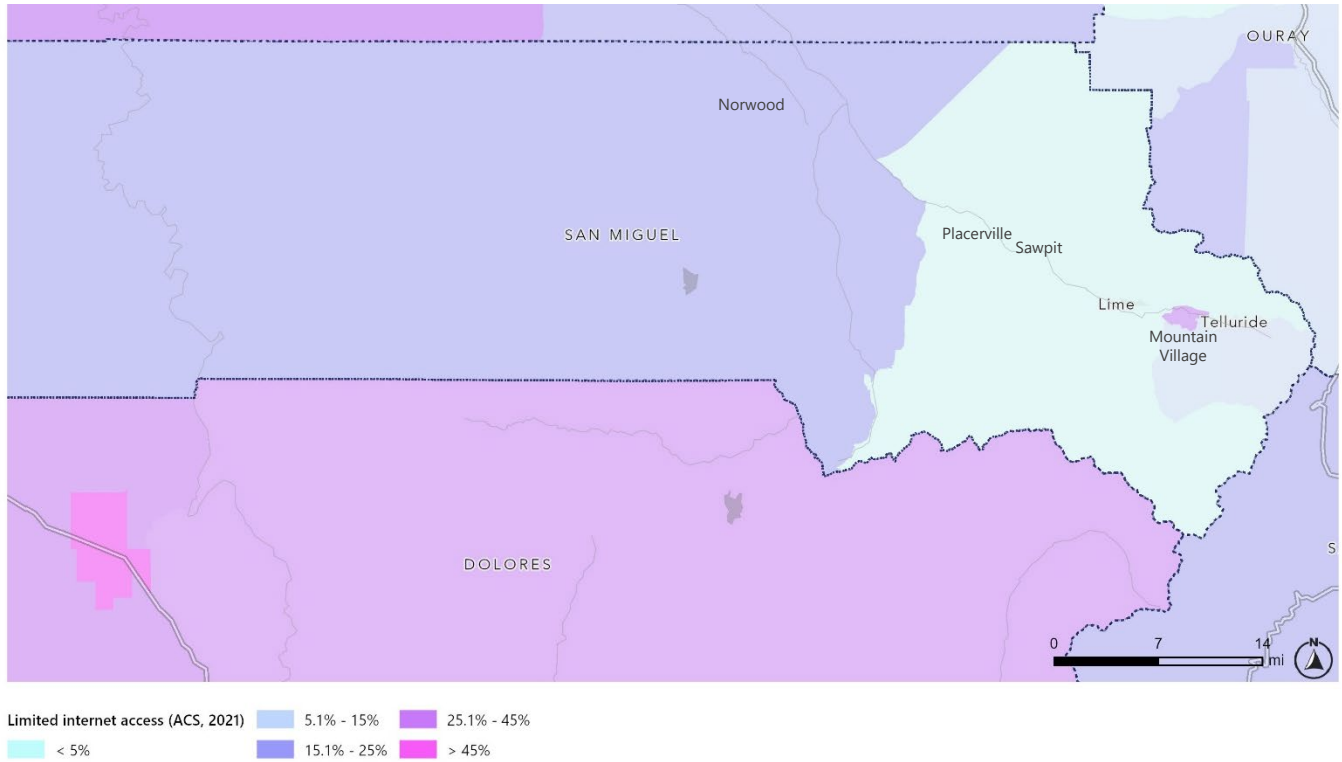
Figure 2: Map of the Percentage of Households that are Low Income by Block Group



Source: 2021 American Community Survey (ACS) 5-Year Estimates



Figure 3: Percent of Households with Limited Internet Access across by Block Group



Source: 2021 American Community Survey (ACS) 5-Year Estimates

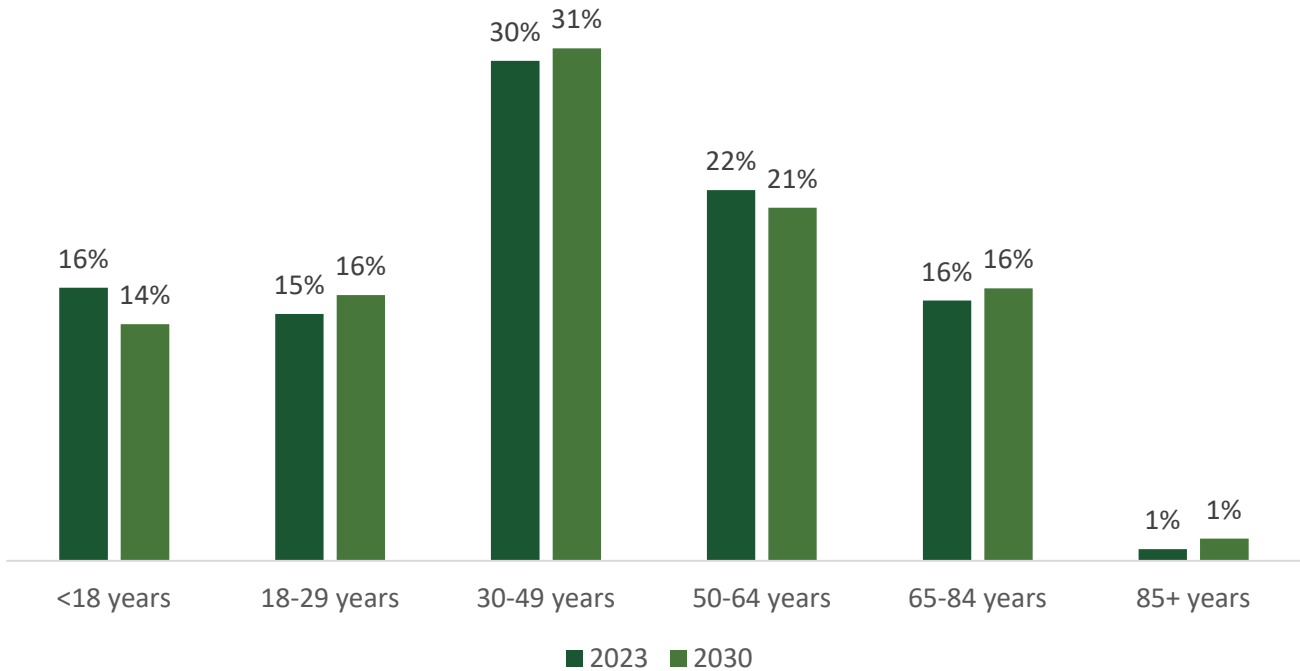


Age Distribution

Figure 4 displays the age distribution of San Miguel County's population today, as well as forecasts of the County's age distribution in 2030. Currently a sizable portion of San Miguel's population are under 18 years old (16%) or 65 years and older (17%). These two age groups tend to be more likely to rely on transit. Younger people may not be old enough to drive or may not have access to a private vehicle. Some older adults no longer feel comfortable driving or are no longer able to drive themselves. Both of these age cohorts disproportionately rely on public transit or rides from friends and family to get around. Access to public transit can provide people in these age groups with greater independence to get where they need to go. Age distribution is forecasted to remain relatively the same in San Miguel County over the next 7 years.

Figure 5 & Figure 6 display maps of the percentage of population by block group who are 65 years old and older and under 18 years old, respectively.

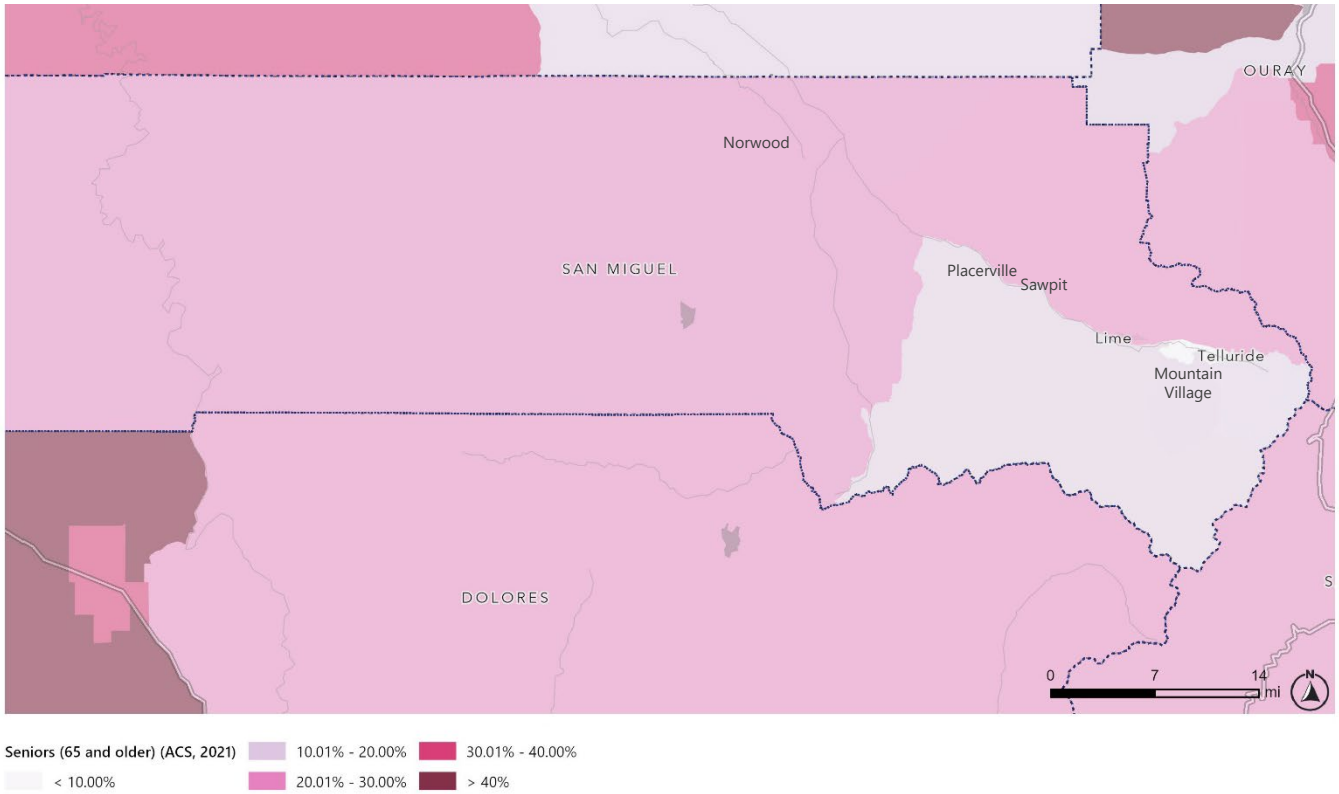
Figure 4: Age Distribution of San Miguel County Population (2023 estimates, 2030 & 2050 forecasted)



Source: Colorado Department of Local Affairs, State Demography Office



Figure 5: Map of Percent of Population 65 Years and Older by Census Block Group



Source: 2021 American Community Survey (ACS) 5-Year Estimates



Figure 6: Map of Percent of Population 18 Years and Younger by Census Block Group



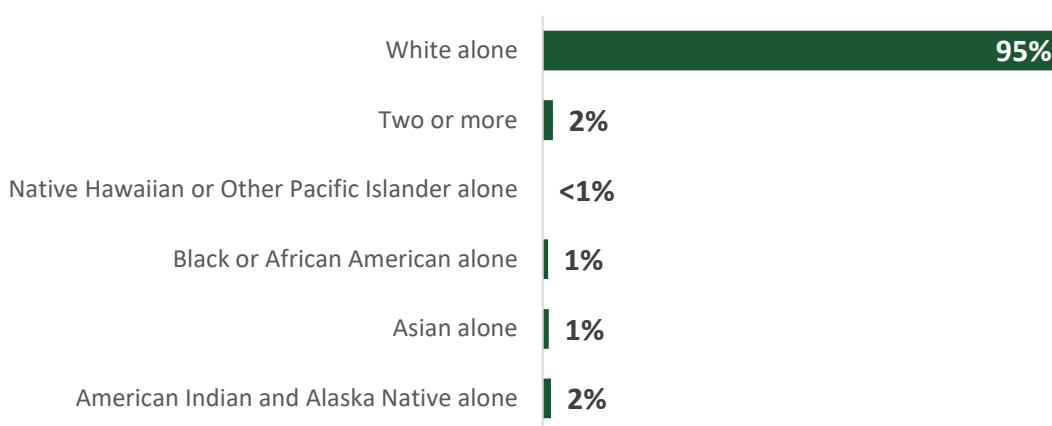
Source: 2021 American Community Survey (ACS) 5-Year Estimates



Race & Ethnicity

Figure 8 displays the distribution of San Miguel’s population by race. **Figure 9** displays San Miguel County’s population by ethnicity. The majority of San Miguel County’s population identifies as white (95%). The majority of the county’s population identifies as non-Hispanic (88%) but still a significant portion of people (12%) identify as Hispanic.

Figure 7: Figure 8: San Miguel County Population by Race



Source: Colorado Department of Local Affairs, State Demography Office 2020 Population Estimates

Figure 8: San Miguel County Population by Ethnicity



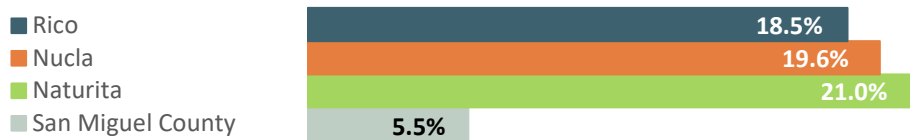
Source: Colorado Department of Local Affairs, State Demography Office 2020 Population Estimates



People with Disabilities

In 2022 SMART developed a Specialized Transit Roadmap that documents the need for transit services that are designed to serve older adults and people with disabilities. This study found that the communities outside of San Miguel County that SMART currently serves have much higher rates of people with a disability than San Miguel County as a whole. **Figure 2** displays one of the charts from the specialized transit roadmap. This chart shows, of San Miguel County’s population 5.5% of people report having a disability. Comparatively, the rates of people with a disability are about 4 times higher in Rico, Nucla, and Naturita than they are in San Miguel County. Many disabilities can affect people’s ability to drive and therefore people with disabilities tend to ride transit or rely on friends and family for transportation at higher rates than people without disabilities.

Figure 9: Percentage of Residents with a Disability across SMART’s Service Area



*Data: US Census Bureau, American Communities Survey 2019 5-year Estimates;
Chart: SMART Specialized Transit Roadmap 2022*



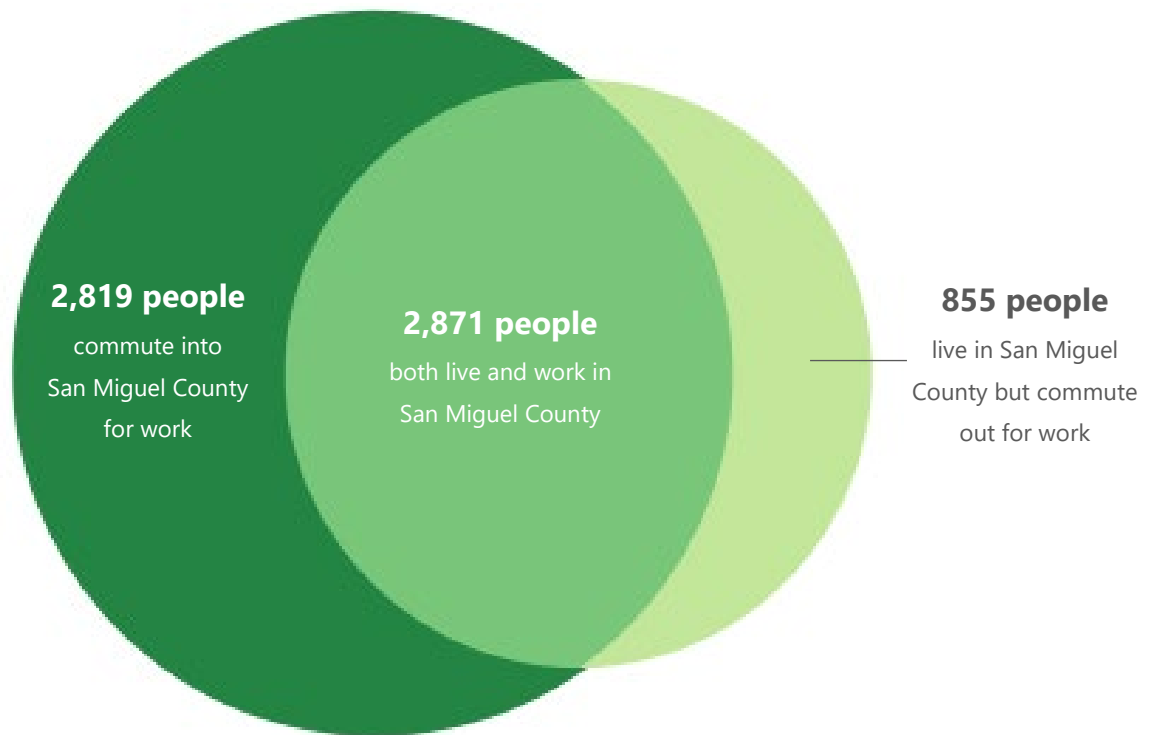
Existing Transportation Trends

Commute Flows

Figure 10 displays the commute trends into and out of San Miguel County for workers who live and/or work in the County. Of people who work in San Miguel County, about 50% live and work in the County and the other 50% commute in from other places. Of employed people who live in San Miguel County, about 23% commute out of the county for work.

Figure 11 and **Figure 12** display the most common locations where San Miguel County workers live and where San Miguel County residents work, respectively. As the two biggest population centers in the County, Telluride and Mountain Village are at the top for places where workers live. The next most common locations for workers to live are Montrose, Placerville, and Norwood. Similarly, the majority (63%) of San Miguel County residents who are employed work either in Telluride or Mountain Village. The next most common work locations are Norwood (3%), Grand Junction (2%), and Denver (2%). The jobs located in Denver and Grand Junction may be remote or partially remote.

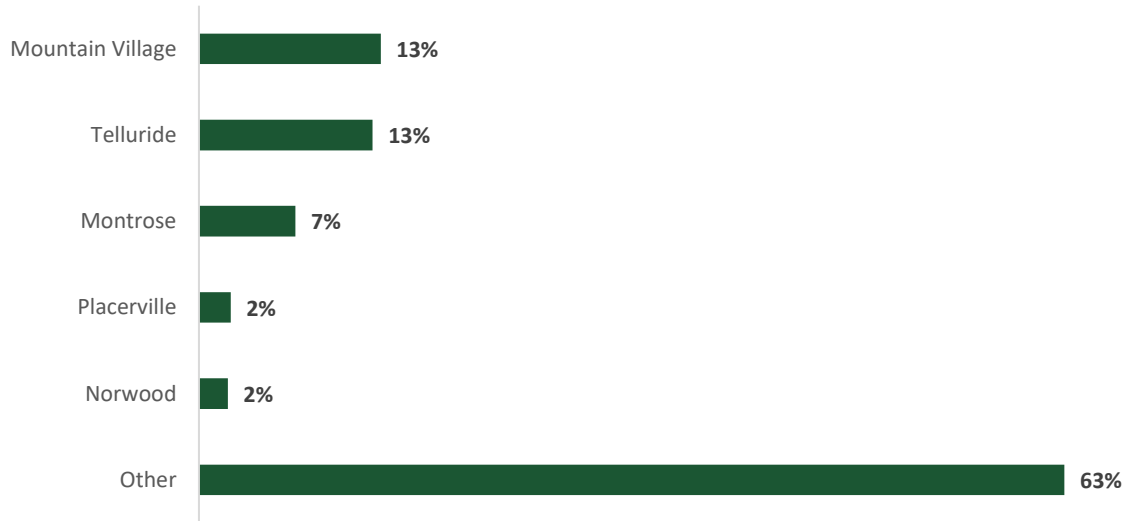
Figure 10: Commute Flows of Workers in and out of San Miguel County



Data: US Census Bureau, 2021 Longitudinal Employer-Household Dynamics



Figure 11: Places Where People Who Work in San Miguel County Live



Data: US Census Bureau, 2021 Longitudinal Employer-Household Dynamics

Figure 12: Places Where San Miguel County Residents are Employed



Data: US Census Bureau, 2021 Longitudinal Employer-Household Dynamics



Mode Share – Commute to Work

SMART analyzed the US Census Bureau's 2021 American Community Survey (ACS) to understand commuting modes for San Miguel County. For all census tracts in San Miguel County but one, driving alone is the most common mode of commuting. The one exception is a census tract that includes Telluride (9681.01), where walking is the most common mode for traveling to work. For most census tracts in San Miguel County, commuting to work on public transportation is a small share of mode choice for all commuters. Census Tract 9681.02, which is part of Mountain Village, has the highest percentage of workers commuting via public transit at 14.7%. In all other census tract areas, less than 5% of commuters use public transportation to travel to work.

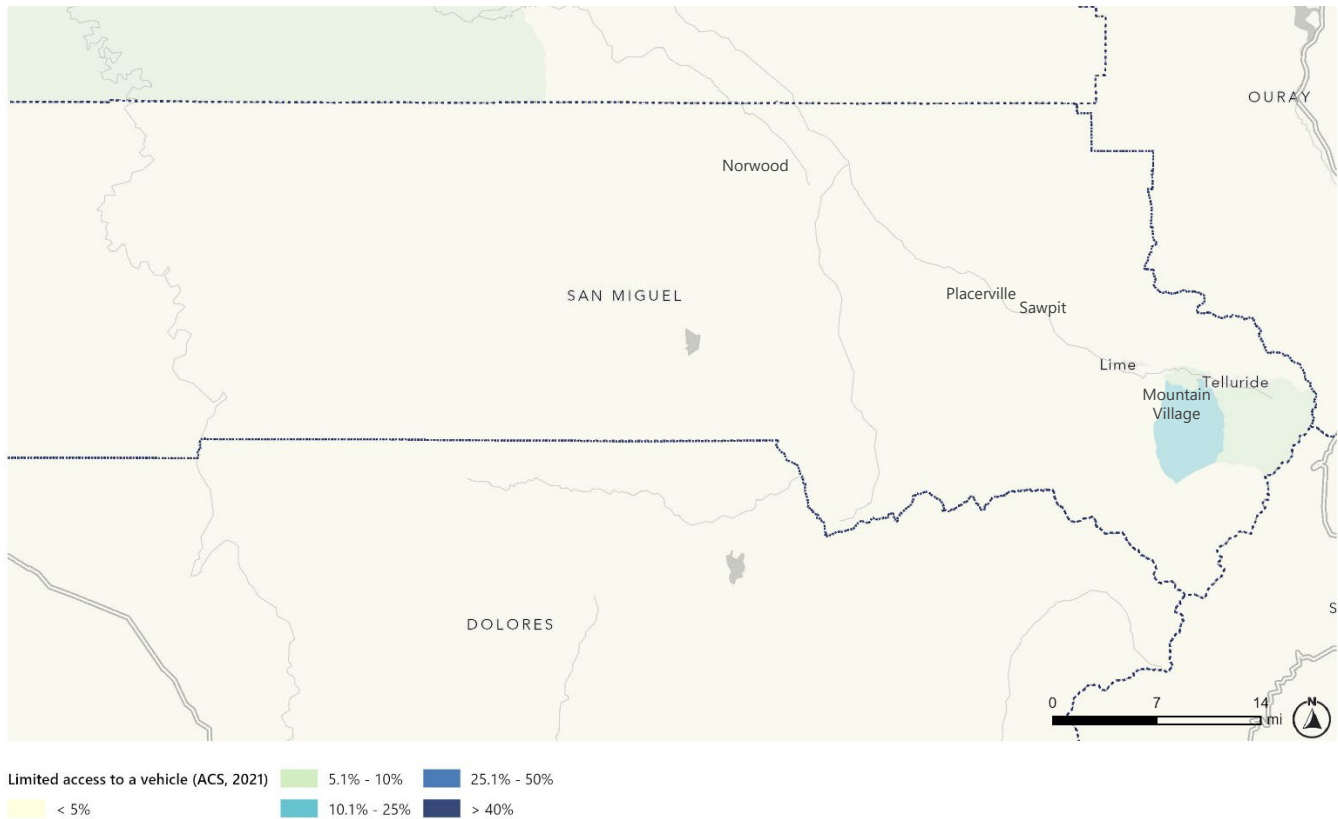
Access to a Private Vehicle

The share of the population with access to a private vehicle is higher in SMART's service area than Colorado overall. The 2021 American Community Survey 5-year estimates show that San Miguel County and Rico have 3.3% and 2.9% of their population with no access to a vehicle (**Figure 3**). For comparison, in the State of Colorado 5.1% of the population does not have access to a personal vehicle. However, Naturita and Nucla have a greater share than the state as a whole of their populations at 5.7% and 5.8%, respectively, who do not have access to a personal vehicle. The area with the highest percentage of households without access to a private vehicle is in the census tract containing Mountain Village (8.7%). This is likely because public transit is abundant, and destinations are very walkable around Mountain Village which limits the necessity of a private vehicle.

Figure 4 displays the percentage of households with limited access to a private vehicle. The area with the highest percentage of households without access to a private vehicle is in the census block group containing Mountain Village. This is likely because public transit is abundant and many destinations within Mountain Village are walkable which limits the necessity of a private vehicle.



Figure 13: Limited Access to a Private Vehicle



Source: 2021 American Community Survey (ACS) 5-Year Estimates

Access to Transit

In census tracts 9681.03 and 9682, both on the West End of San Miguel County, less than 40% of developed parcels are within a quarter mile of a bus stop or gondola terminal. In census tract 9681.02, 78.3% of developed parcels are within a quarter mile of a bus stop or gondola terminal. Additionally, 8.7% of this census tract has no access to a private vehicle. This census tract is where Mountain Village is located, and the low vehicle access could be because people are able to use the gondola and other local transit services and do not need to own a personal vehicle.



Transit Propensity & Transit Need

Transit Propensity Analysis

SMART conducted a transit propensity analysis to predict the likelihood that people will utilize public transit services if they are available in different areas not currently served by transit. Factors used to determine transit propensity include population density, travel time to work, location of jobs in the region, household income, number of cars per household, and prevalence of disabilities.

Based on the transit propensity analysis, Pioneer Village and Hillside of Norwood are both locations with high transit propensity and are not currently served directly by existing transit. However, while these locations have high transit propensity, they both pose challenges to service. Creating a safe stopping area for a bus in Pioneer Village may be difficult due to its location adjacent to Highway 145. Adding a bus stop in Hillside of Norwood would require a mile-and-a-half detour off of Highway 145. Both the high transit propensity and the obstacles to serving these areas with transit will be considered in the development of recommendations in the final Strategic Operating Plan.

Known Transit Needs Based on Transit Dependent Demographics

In 2022 SMART developed the Specialized Transit Roadmap, to identify the transportation needs of older adults and people with disabilities in SMART's service area. This section summarized the high-level findings from the existing conditions and public input analyzed for the roadmap.

The West End communities, Naturita, Nucla, and Rico all have at least 20% of their population in the age range of 65 years and over. In San Miguel County there are 14% of those aged 65 years and over. Seniors living in the West End communities are likely in greater need of transit routes to connect them to services, especially because of the disparity of those living with a disability.

Naturita, Nucla, and Rico have a larger share of the overall population living with a disability and seniors living with a disability compared to San Miguel County. This impacts the need for greater transportation choices for those needing assistance to access appointments, shopping, recreation, and other services. These communities also have a larger share of families living in poverty and households that make twenty to thirty thousand dollars less than the state median income.

From the data analyzed and the input from stakeholders in the SMART Senior and Disabled Transit Service Roadmap, a few key transportation needs rose to the top as most pressing for older adults and people with disabilities in the study area:



- Need for more service to the West End (Nucla, Naturita, Norwood)
- Desire for expansion of Tri-County health medical shuttle
- Growing numbers of people needing supportive services
- Lack of awareness about existing transit options

For a more detailed report on transportation needs, please see the SMART Senior and Disabled Transit Service Roadmap: Existing Conditions Assessment.



• **New Vehicle Update**

SMART has new 40 buses on the road. Currently they are being used for the Norwood AM/PM Routes and the Nucla/Naturita AM/PM Routes. When we start the Montrose Route, we will be using a new bus for that route.

We are also in the process of purchasing three new vans for our vanpools and will likely have them on the road within the next couple of weeks. This is good news since the age of most of our vans is leading to more expensive, more frequent repairs.

• **Offseason Update**

Offseason will be starting on April 8th. The schedule will be the same as the Offseason schedule was in the fall.

• **Montrose Route Update**

SMART is hoping to start the Montrose Route on Monday, May 27th. We are scheduled to meet with the Ridgway Town Council on March 13th. We have not heard yet from the City of Montrose about when we will be on the Montrose City Council Agenda.

• **Commuter Habits**

I have attached a series of maps that illustrate commuter habits. I also went through the onboarding and offloading in each direction, route by route. The following are some key takeaways from that analysis:

Down Valley Route

- On the morning Down Valley Route, Placerville and the Bivi generate more ridership than Juniper Village, Fall Creek and Sawpit. The eastbound 7:05 AM is more popular at the Placerville, Two Rivers, Lawson Hill Park & Ride, Eider Creek and Hillside stops. The Juniper Village, the Bivi and the Fall Creek stops are more popular on the later eastbound route.
- The Two Rivers stop generates significant ridership with additional ridership likely when the Telski project is finished. The Mountain Village also has a project planned and that project will result in service demand in the future.

- The Lawson Hill Park and Ride, Eider Creek and Hillside are being used as an alternative to the Lawson Hill Route. Eider Creek as an onboarding location for the Down Valley Route is particularly noticeable.
- There is very little activity on the west bound morning route. Most activity on that route occurs between Telluride and Lawson Hill.
- The Lawson Hill Park and Ride is less popular than Telluride but is still being used frequently. Some of this traffic is people that are catching the Lawson/Hill Mountain Village bus so that they don't have to go to Telluride and take the Gondola.
- On the midday Down Valley Route, more people are using this bus to travel between Lawson Hill and Telluride than are using it to travel Down Valley.
- There is very little activity on the east bound evening Down Valley Route.

Norwood Route

- The 6:55 AM Norwood Route gets more ridership than any other single route. It serves a mix of students and commuters.
- The Norwood Midday Route stops at the Lawson Hill Park & Ride as well as Two Rivers and Vance Drive. It is essentially a combination of the Norwood Route and the Down Valley Route. Most of the people that use this route are traveling from Norwood to Telluride, however there are a handful that are going from Telluride to Norwood.

Nucla/Naturita Route

- While the bulk of this ridership comes from Norwood, there are a significant number of passengers from Nucla and Naturita and Redvale.
- This route also serves some people that are traveling between Nucla/Naturita and Norwood as well as Norwood and the Bivi.

Lawson Hill/Mountain Village Route

- The majority of people using the AM bus are traveling from Lawson Hill to the Mountain Village (the east bound routes). The east bound 8:15 AM route is the most popular morning route.

Lawson Hill/Mountain Village Route

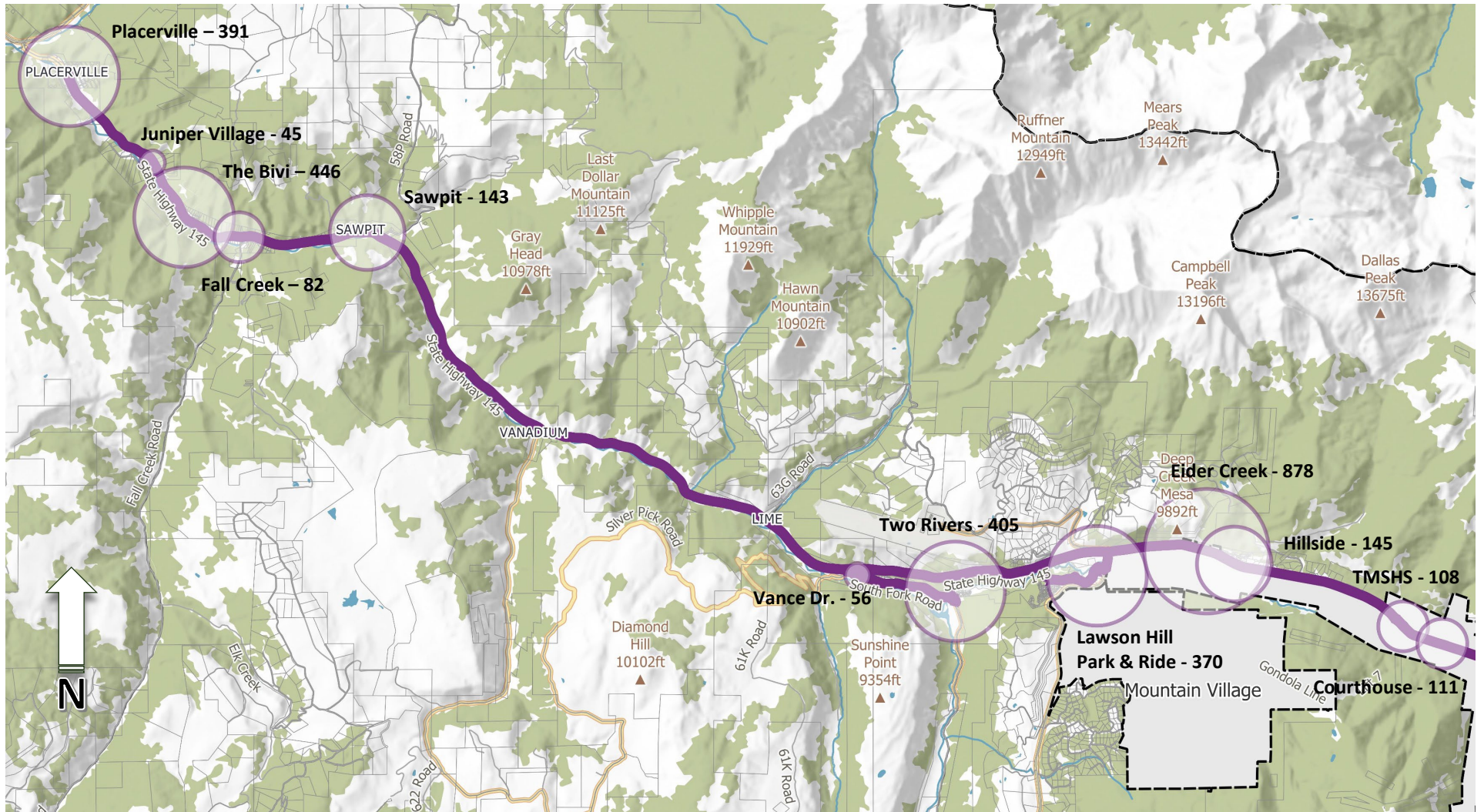
- There are some riders from the Village to Lawson Hill on the 9:15 AM Route. These are likely commuters that work in the Lawson Hill business area and live in the Village.

Rico Route

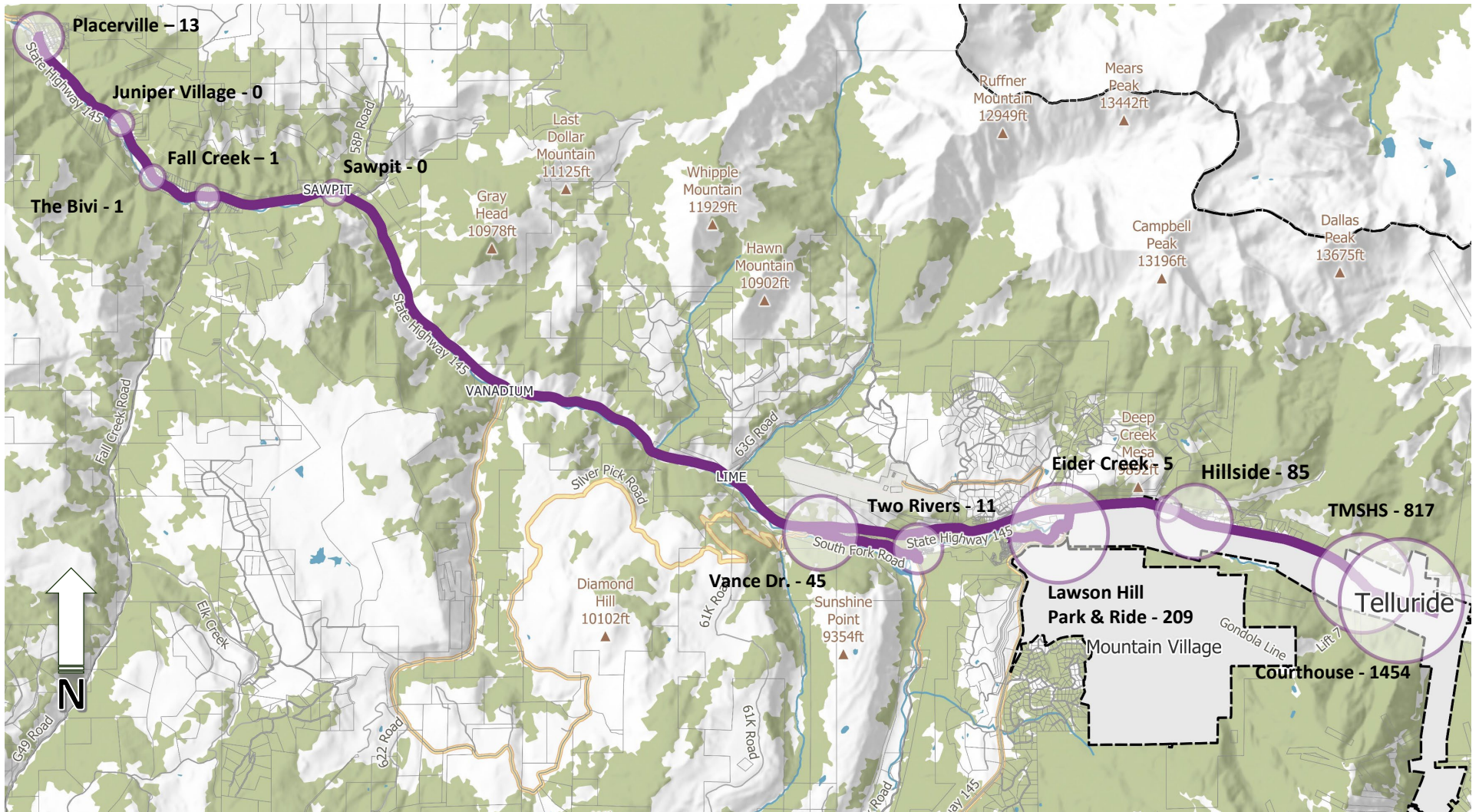
- Significantly more people use the Rico service in the morning than the evening. This may suggest the need for a different return time. As part of the Strategic Operating Plan Update, we will be meeting with the residents of Rico to get a better understanding of their needs.

Lawson Hill Route

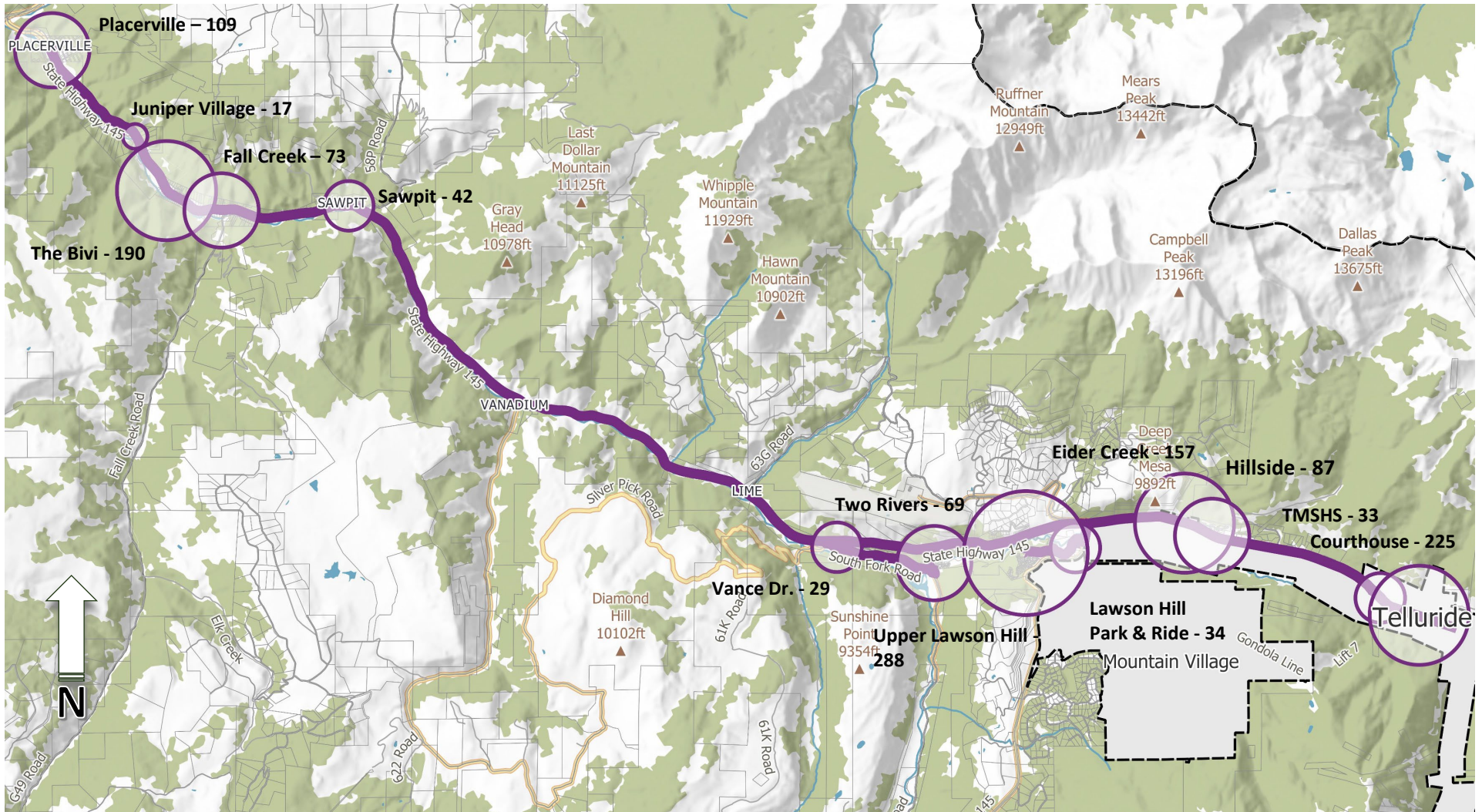
- The most popular AM Lawson Hill Route is the 7:35 AM east bound route. Most riders on this route are getting off at the Telluride Middle School/High School.
- Ridership is pretty steady on the east bound 8:20 AM, 9:05 AM and the 9:50 AM routes.
- In the afternoon, the most popular routes are the west bound 5:00 PM route and the 3:10 PM east bound route. Ridership on the 3:10 east bound route is generated by the Mountain School.



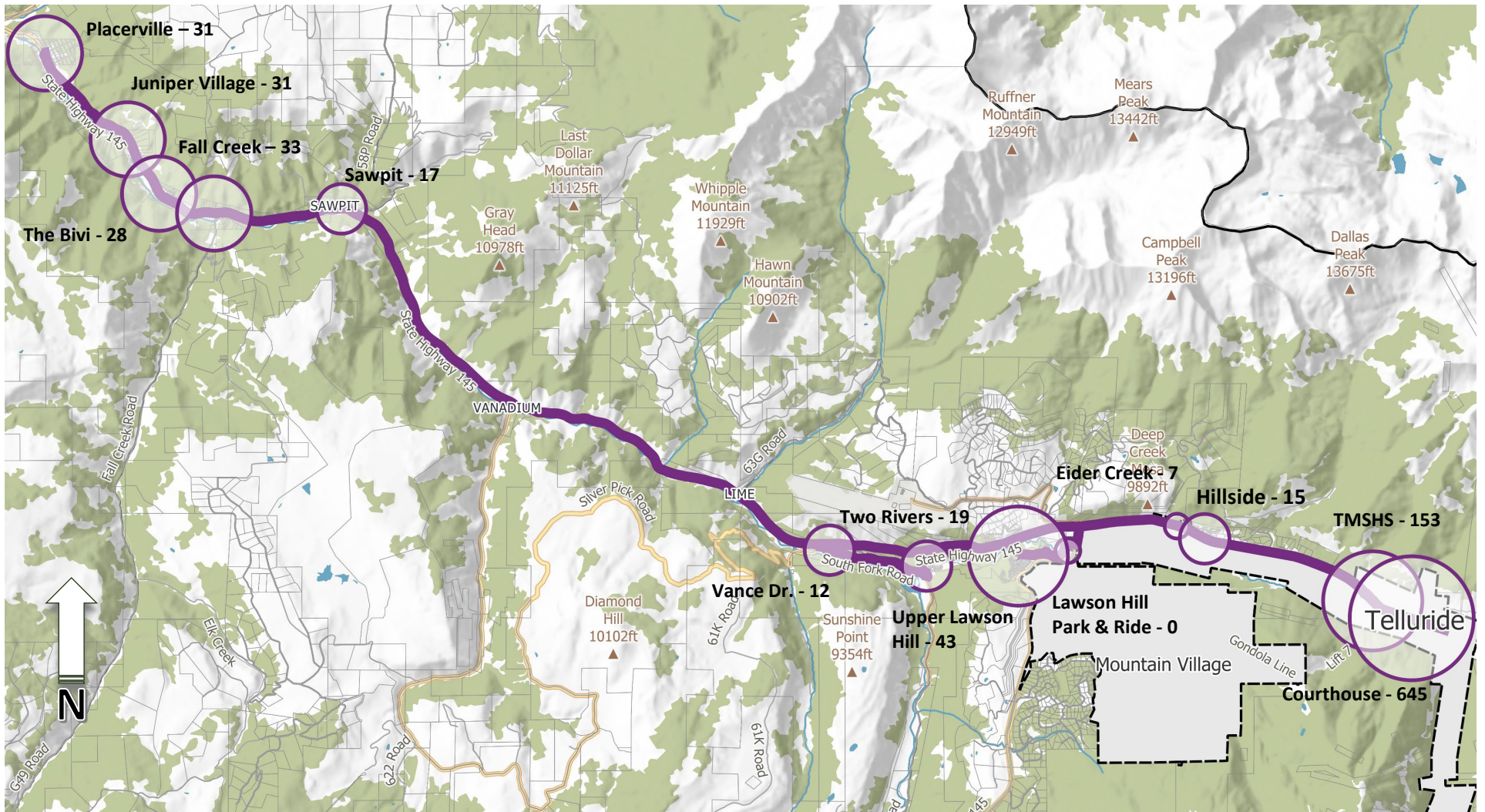
Down Valley AM Total Annual Passenger Onboarding per Stop



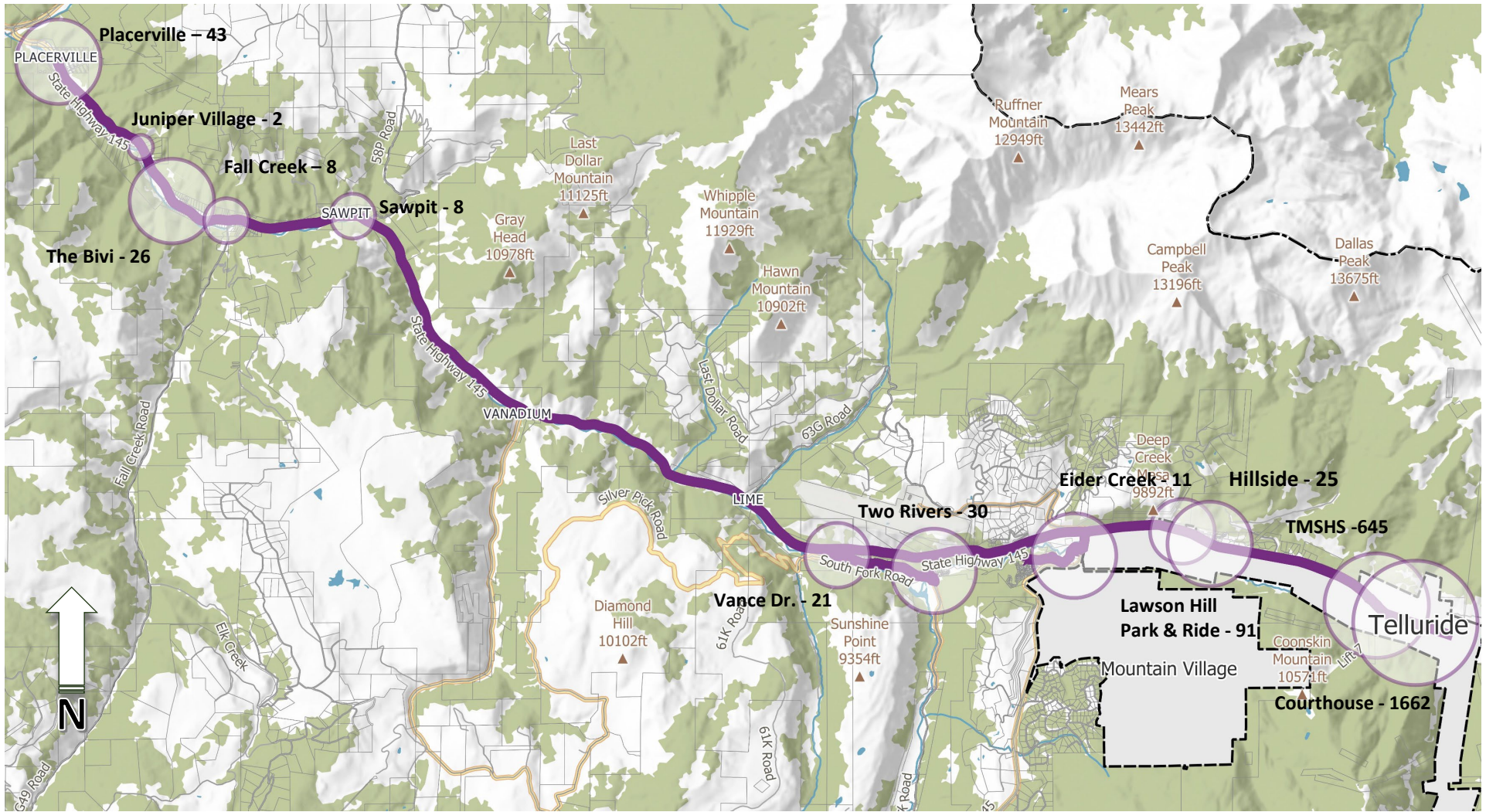
Down Valley AM Total Annual Passenger Offloading per Stop



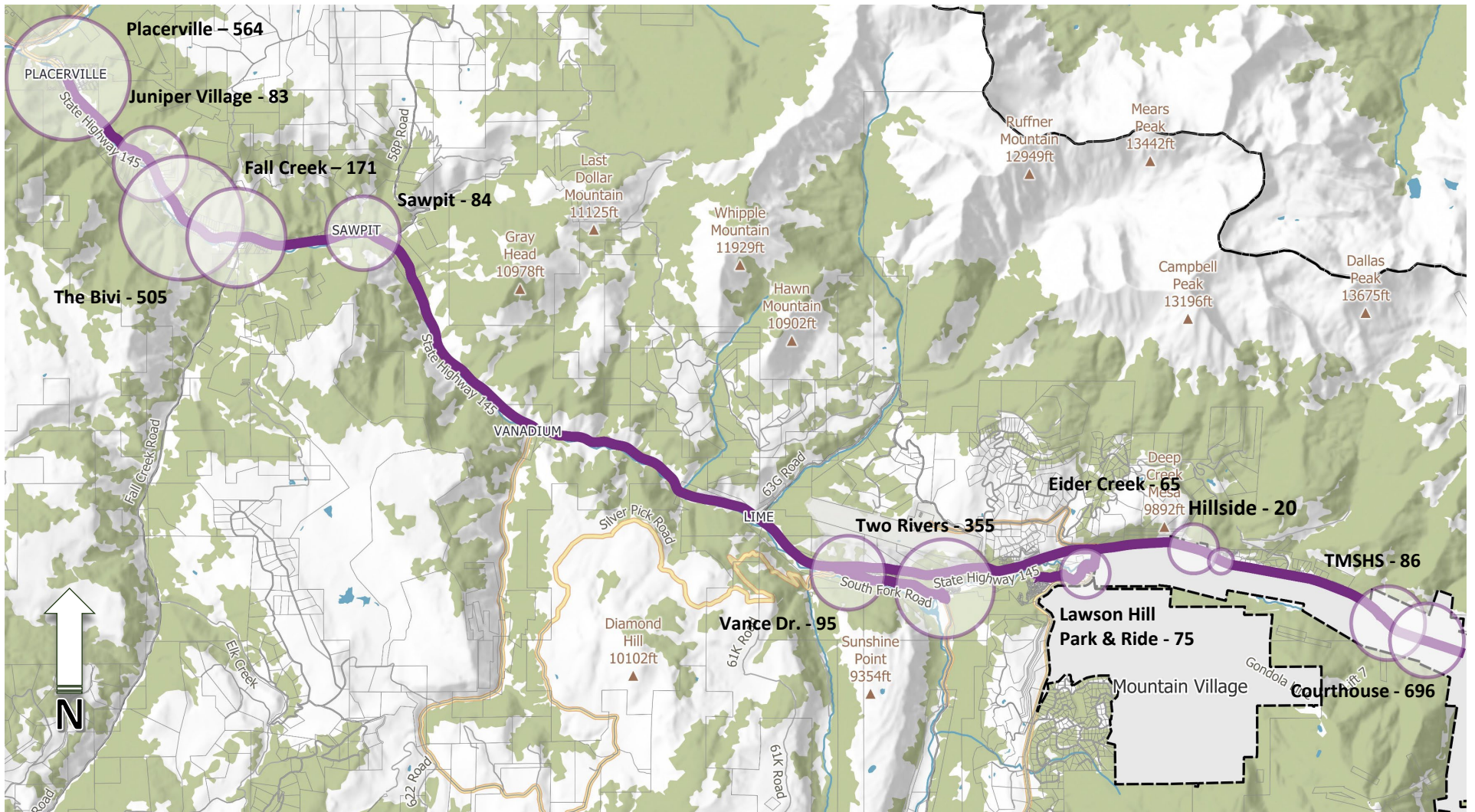
Down Valley Midday Total Annual Passenger Onboarding per Stop



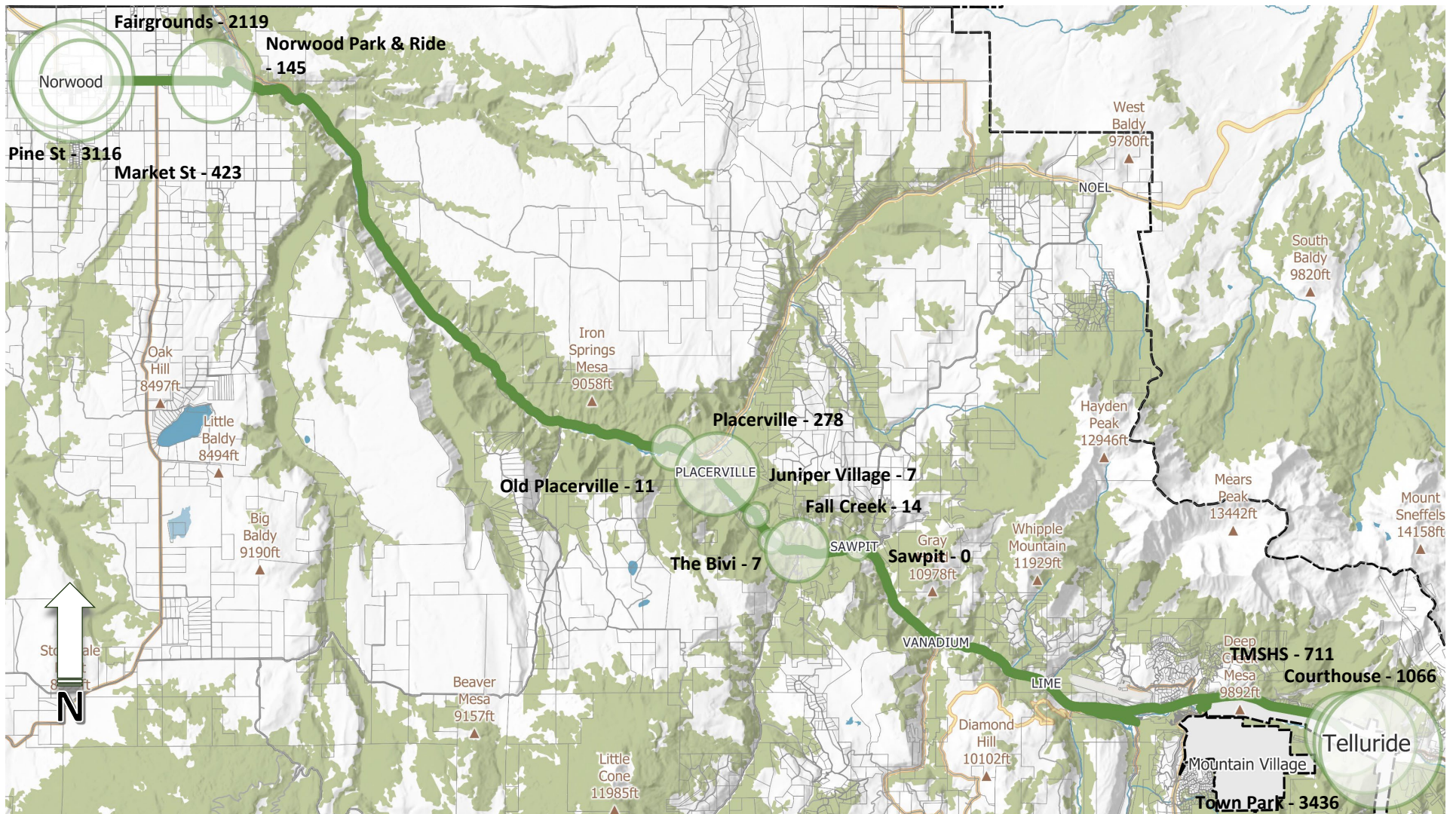
Down Valley Midday Total Annual Passenger Offloading per Stop



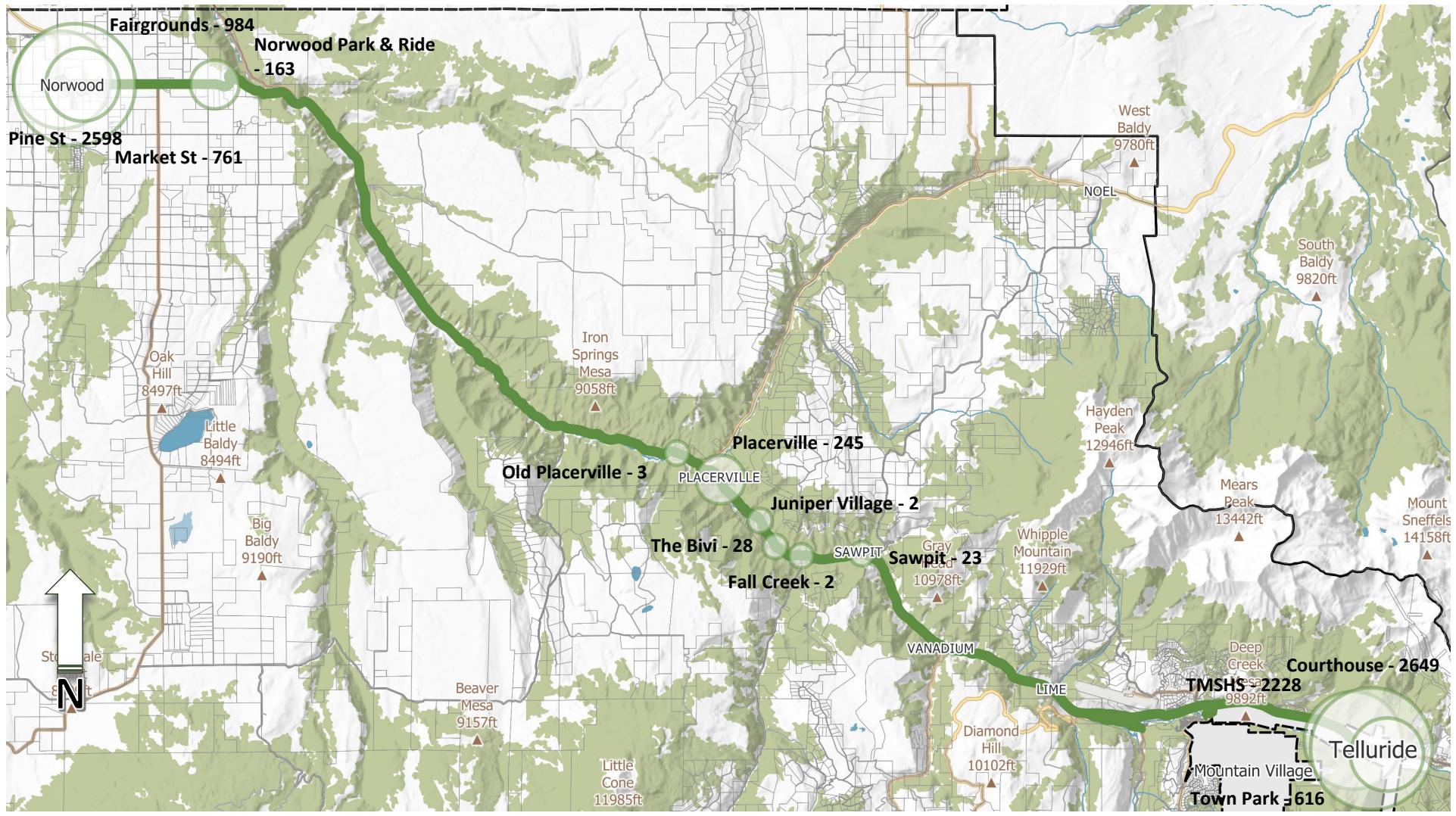
Down Valley PM Total Annual Passenger Onboarding per Stop



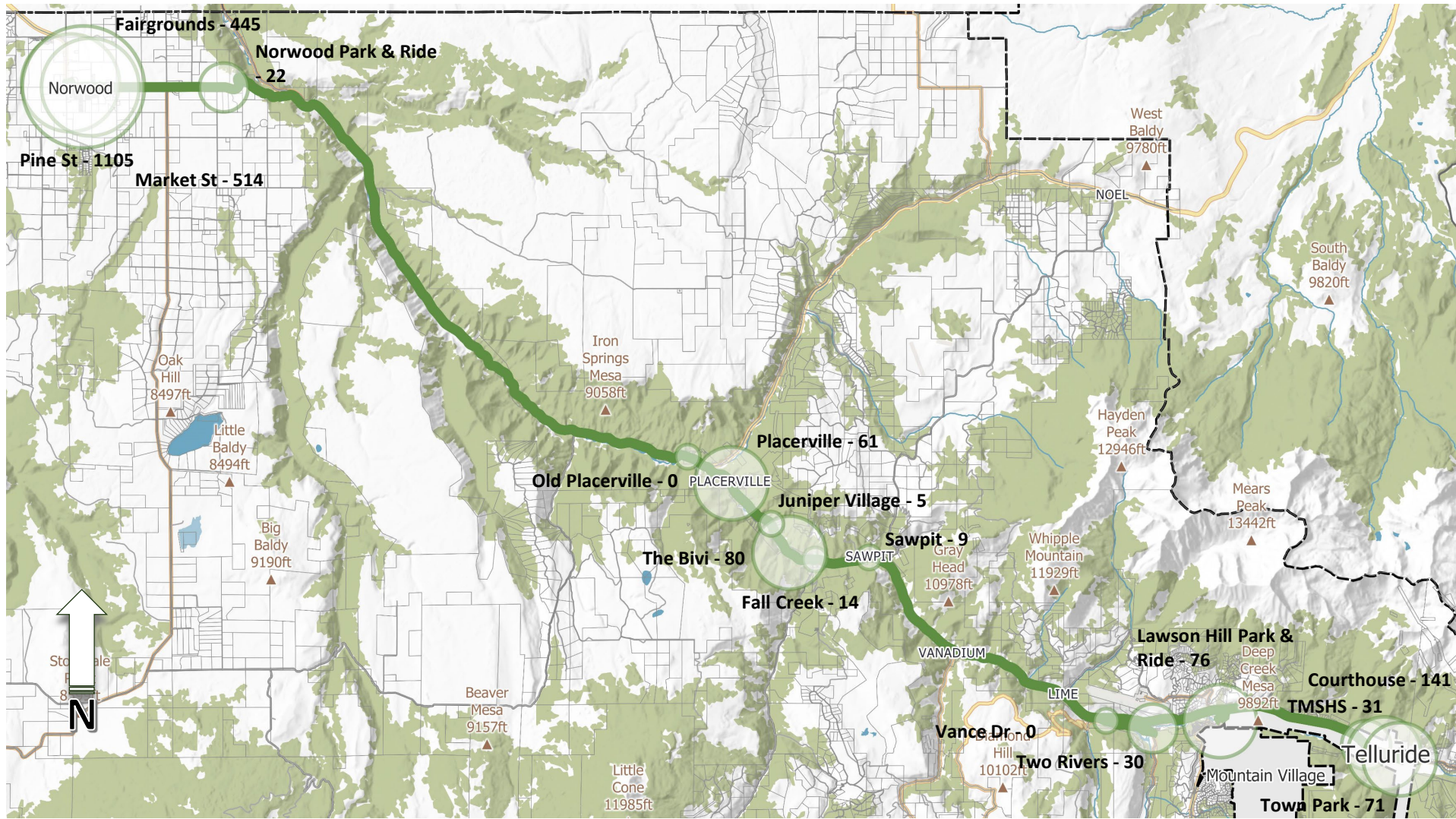
Down Valley PM Total Annual Passenger Offloading per Stop



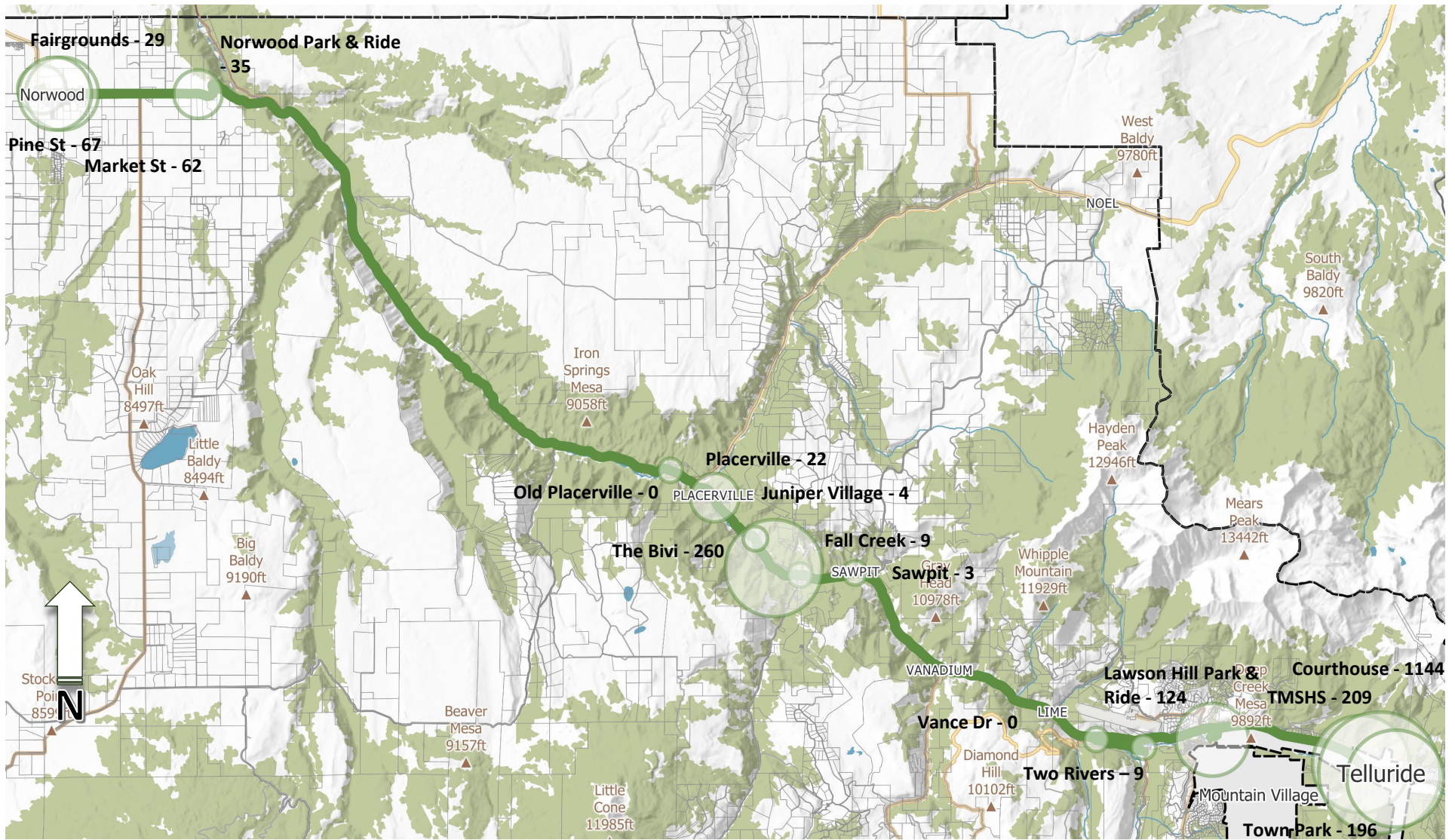
Norwood AM and PM Total Annual Passenger Onboarding per Stop



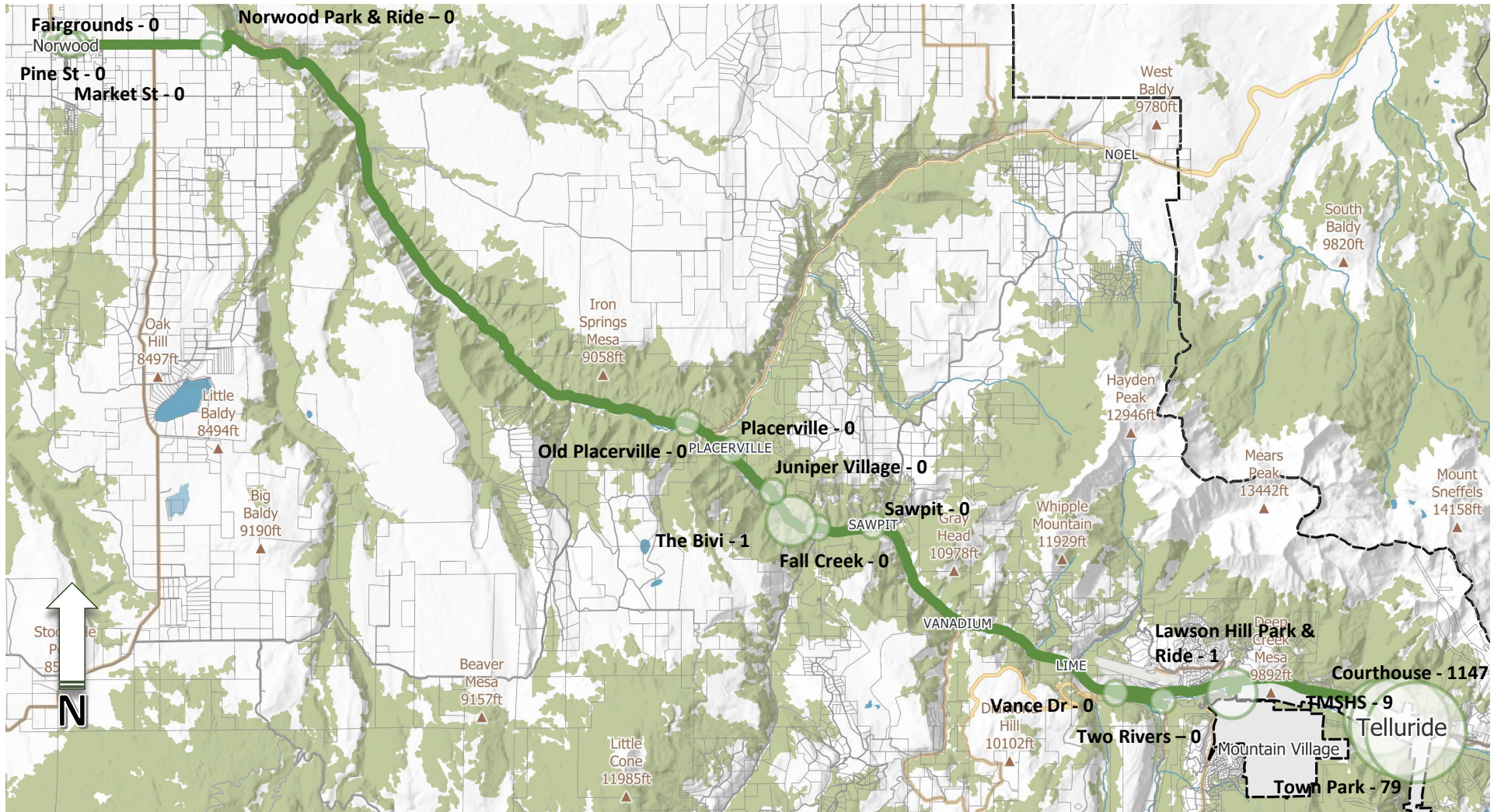
Norwood AM and PM Total Annual Passenger Offloading per Stop



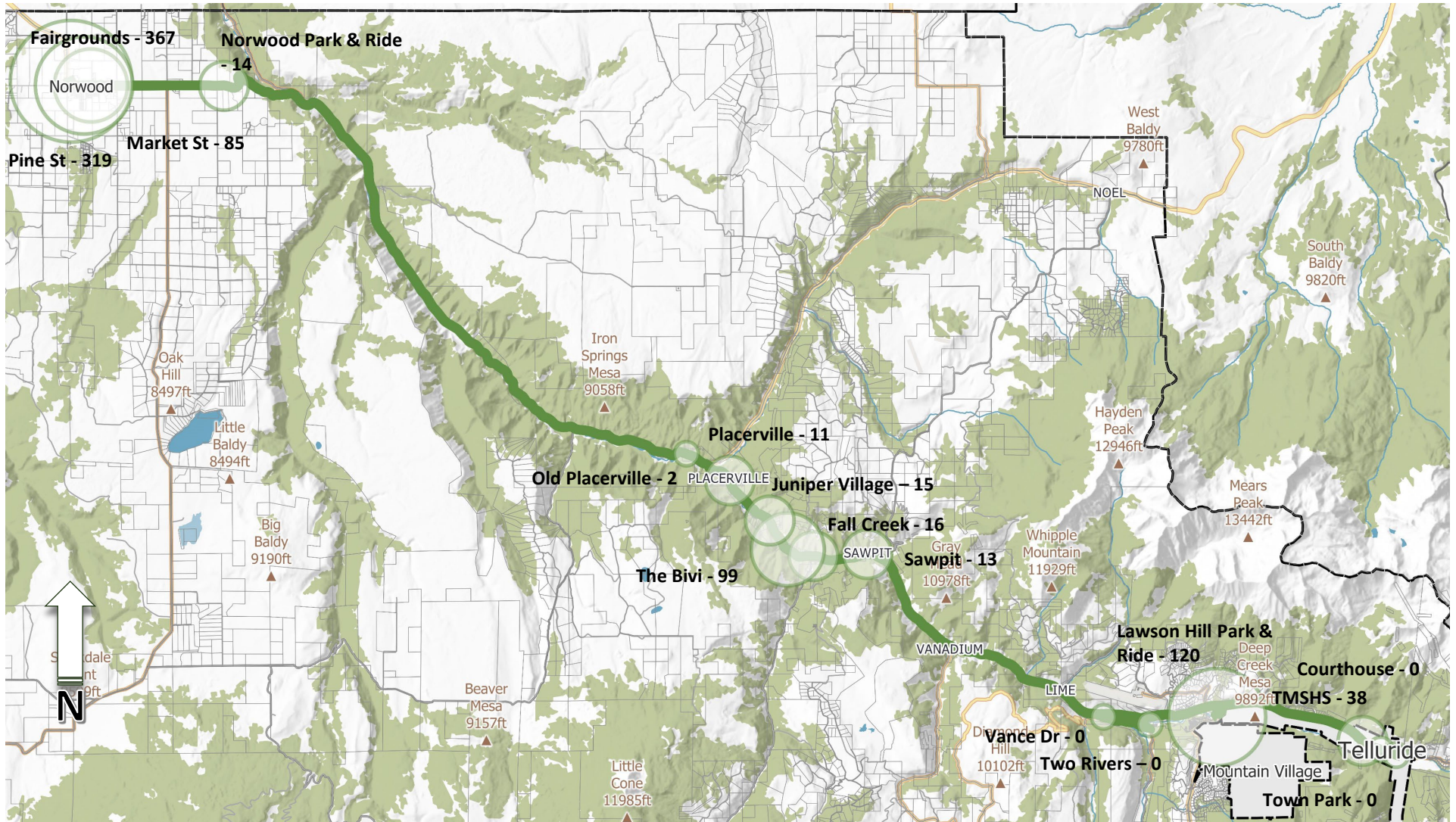
Norwood Midday Total Annual Passenger Onboarding per Stop



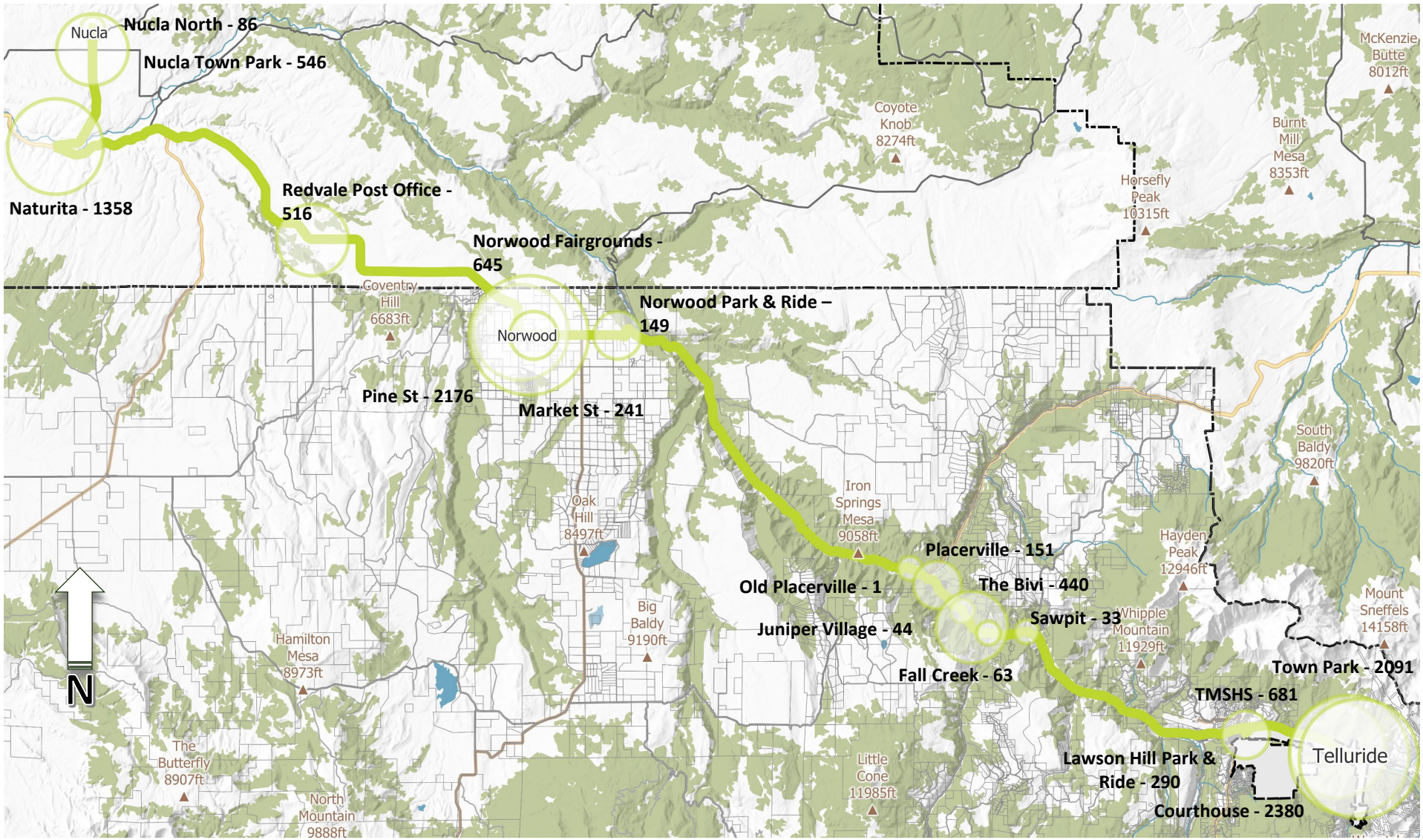
Norwood Midday Total Annual Passenger Offloading per Stop



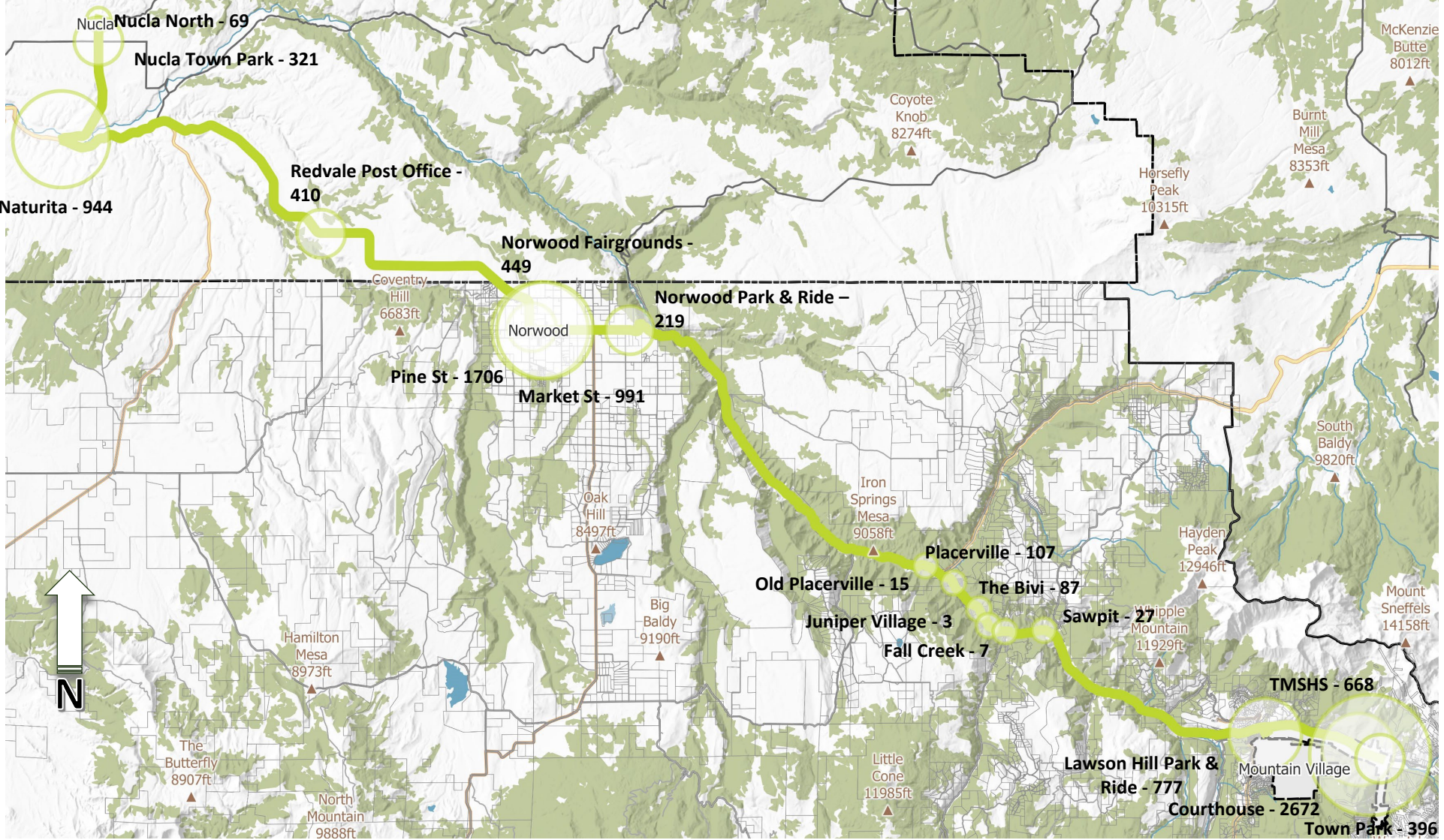
Norwood Late PM Total Annual Passenger Onboarding per Stop



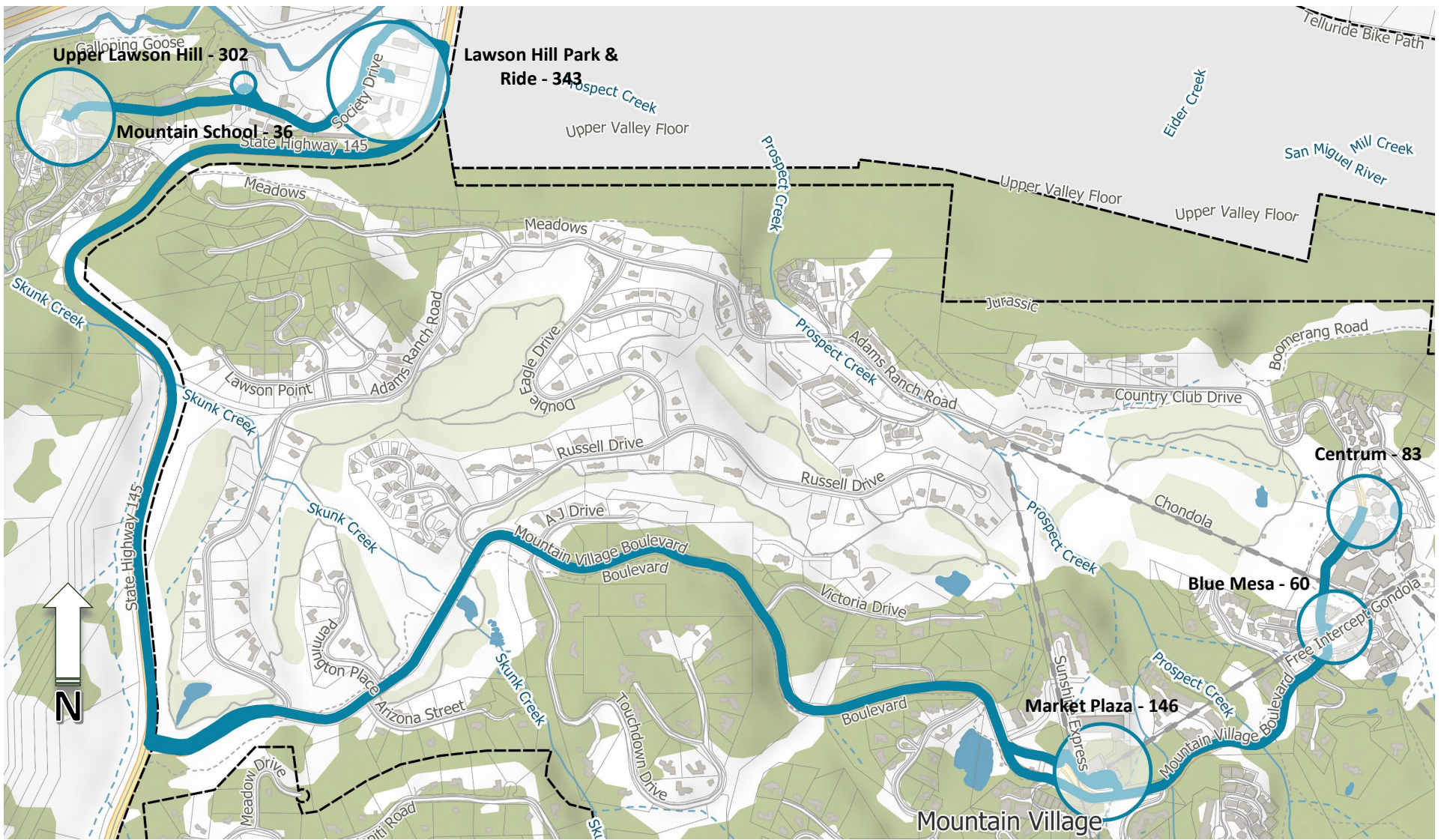
Norwood Late Total Annual Passenger Offloading per Stop



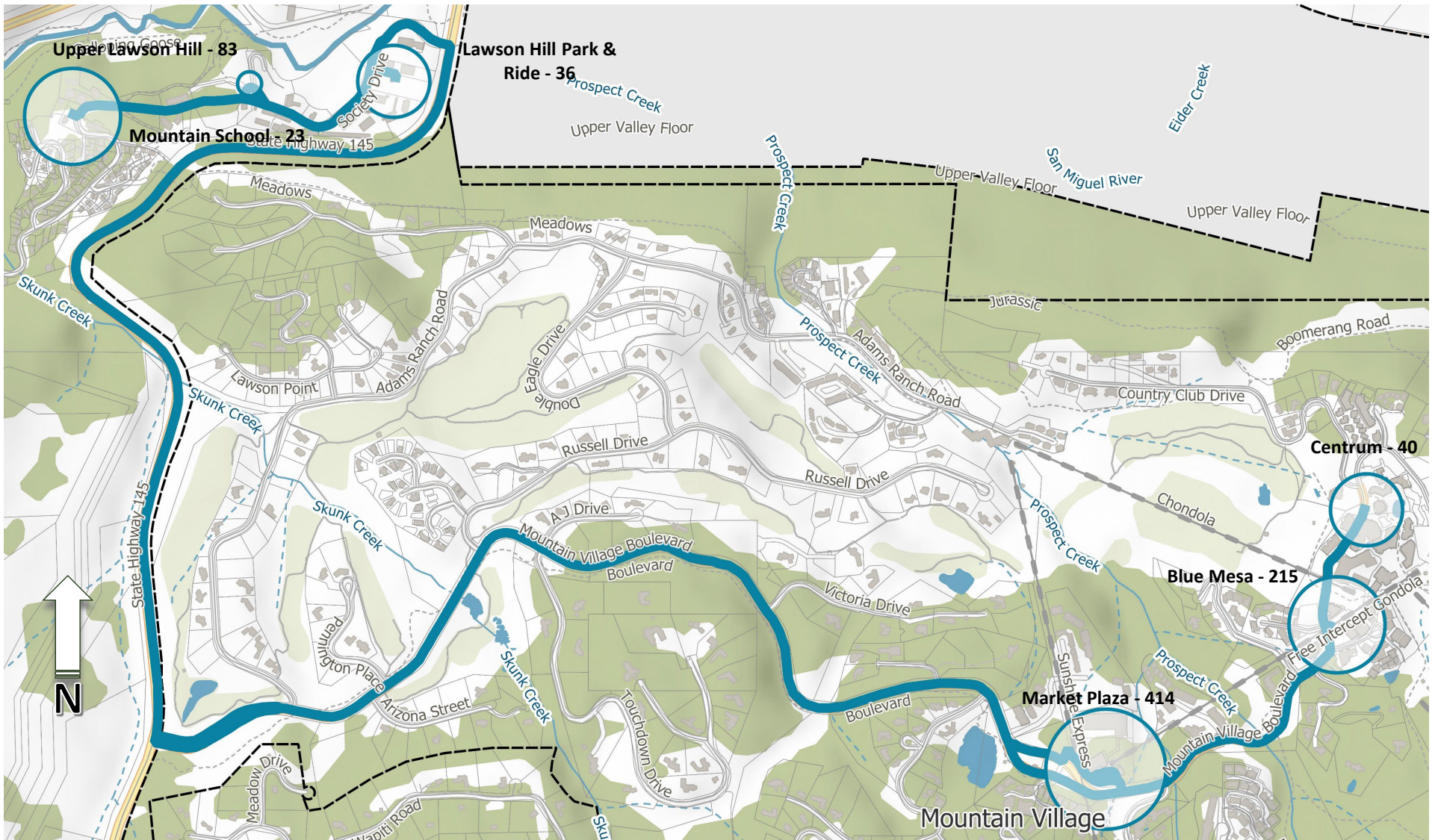
Nucla/Naturita Total Annual Passenger Onboarding per Stop



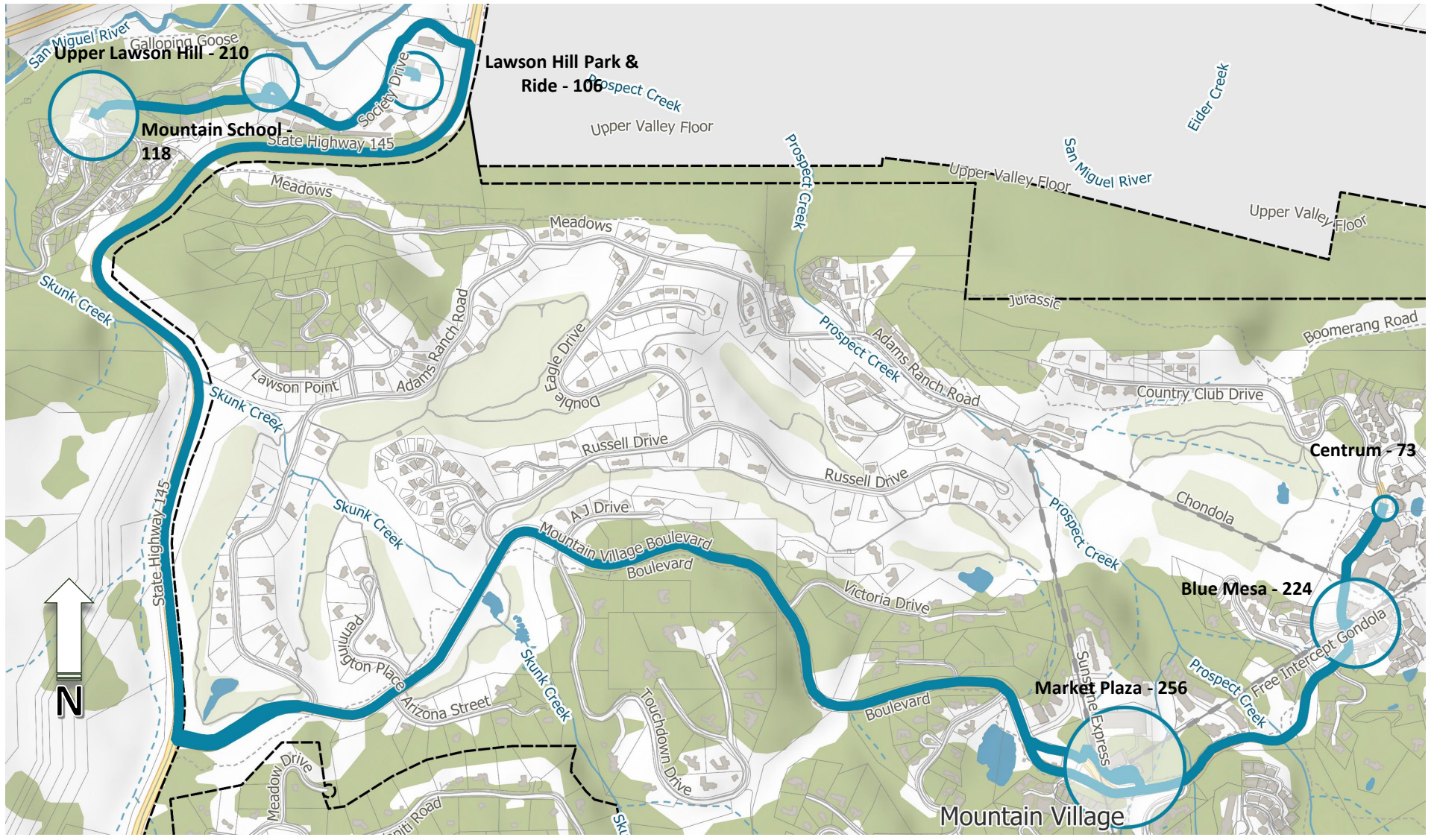
Nucla/Naturita Total Annual Passenger Offloading per Stop



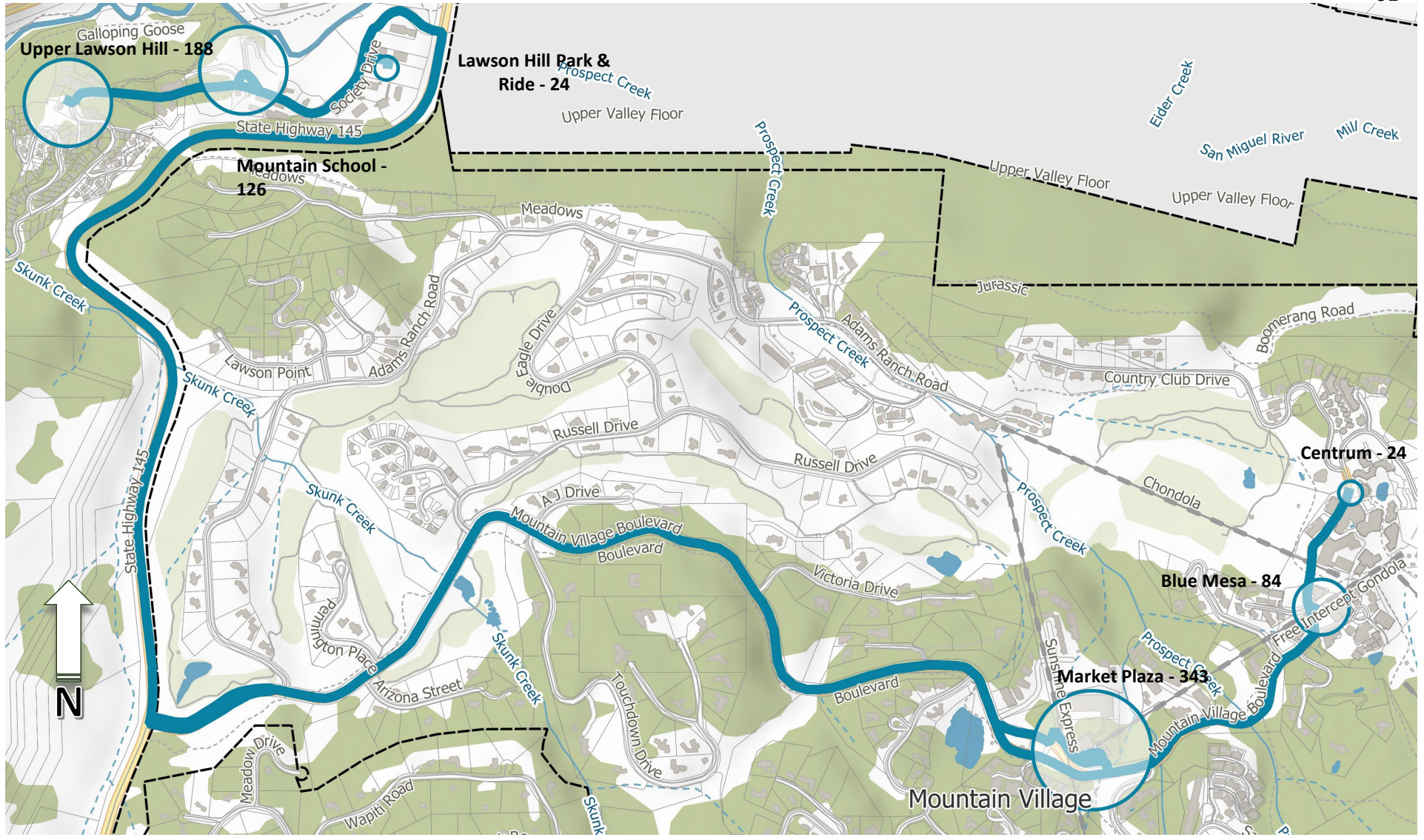
Lawson Hill/Mountain Village AM Total Annual Passenger Onboarding per Stop



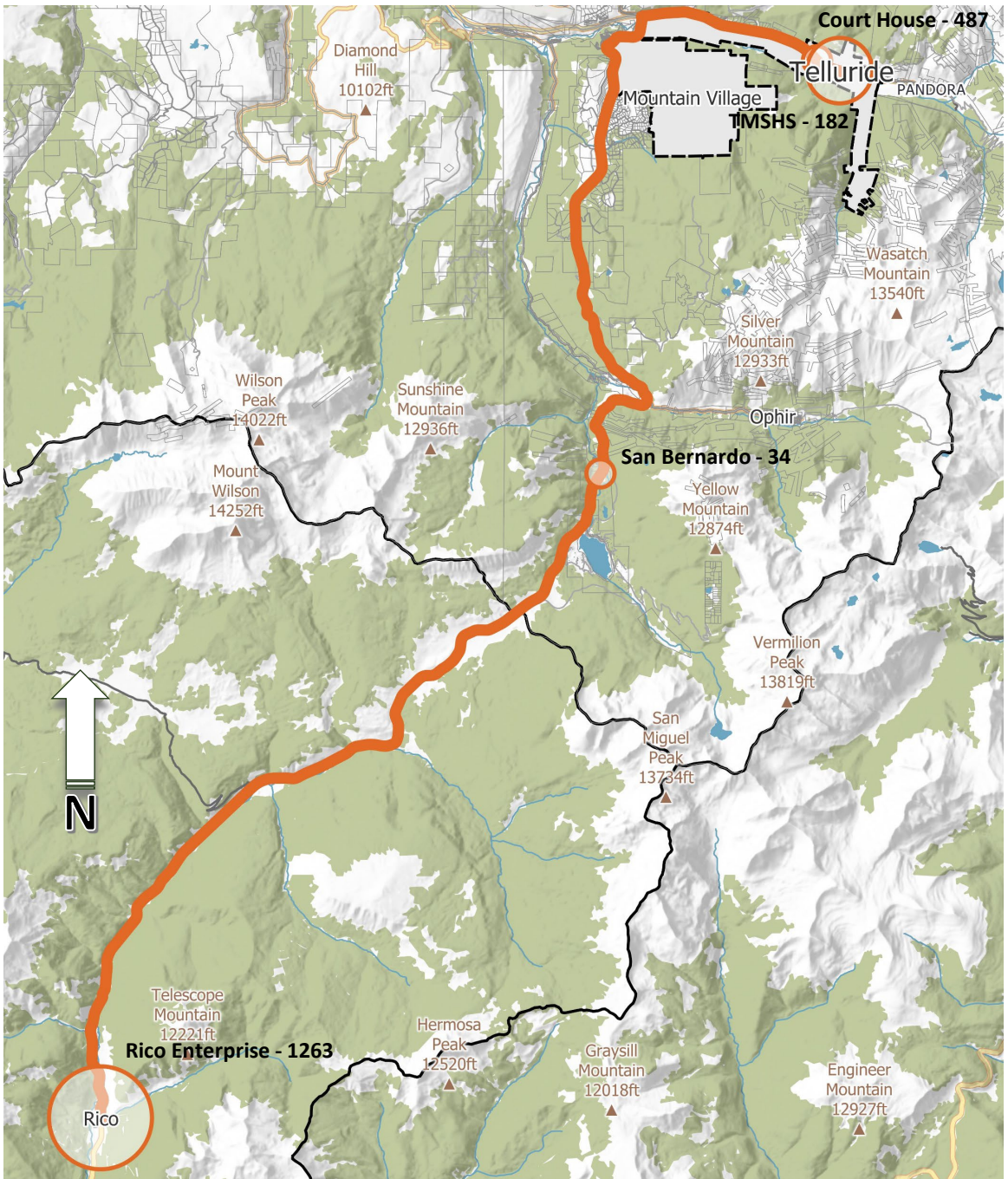
Lawson Hill/Mountain Village AM Total Annual Passenger Offloading per Stop



Lawson Hill/Mountain Village PM Total Annual Passenger Onboarding per Stop



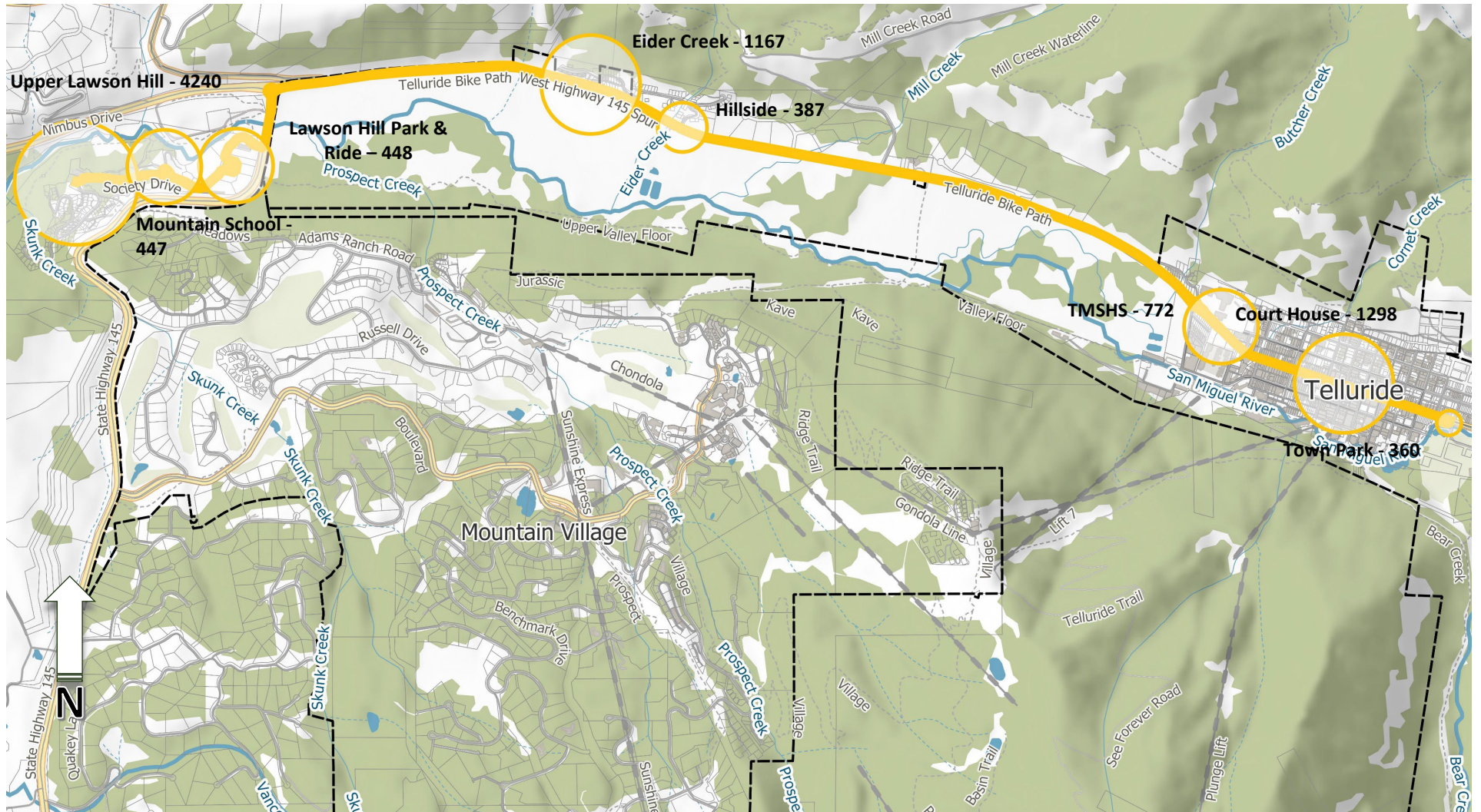
Lawson Hill/Mountain Village PM Total Annual Passenger Offloading per Stop



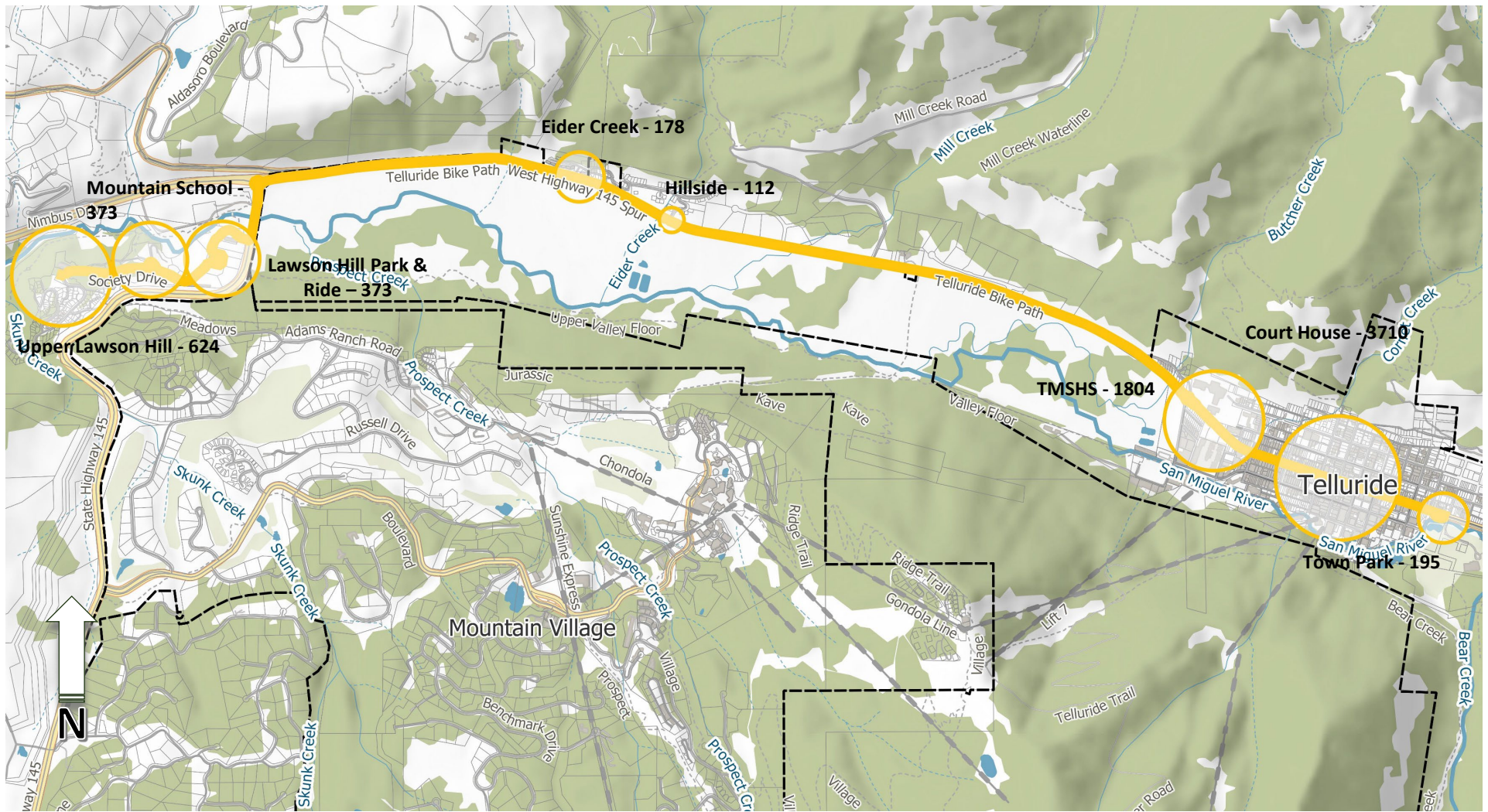
Rico Total Annual Passenger Onboarding per Stop



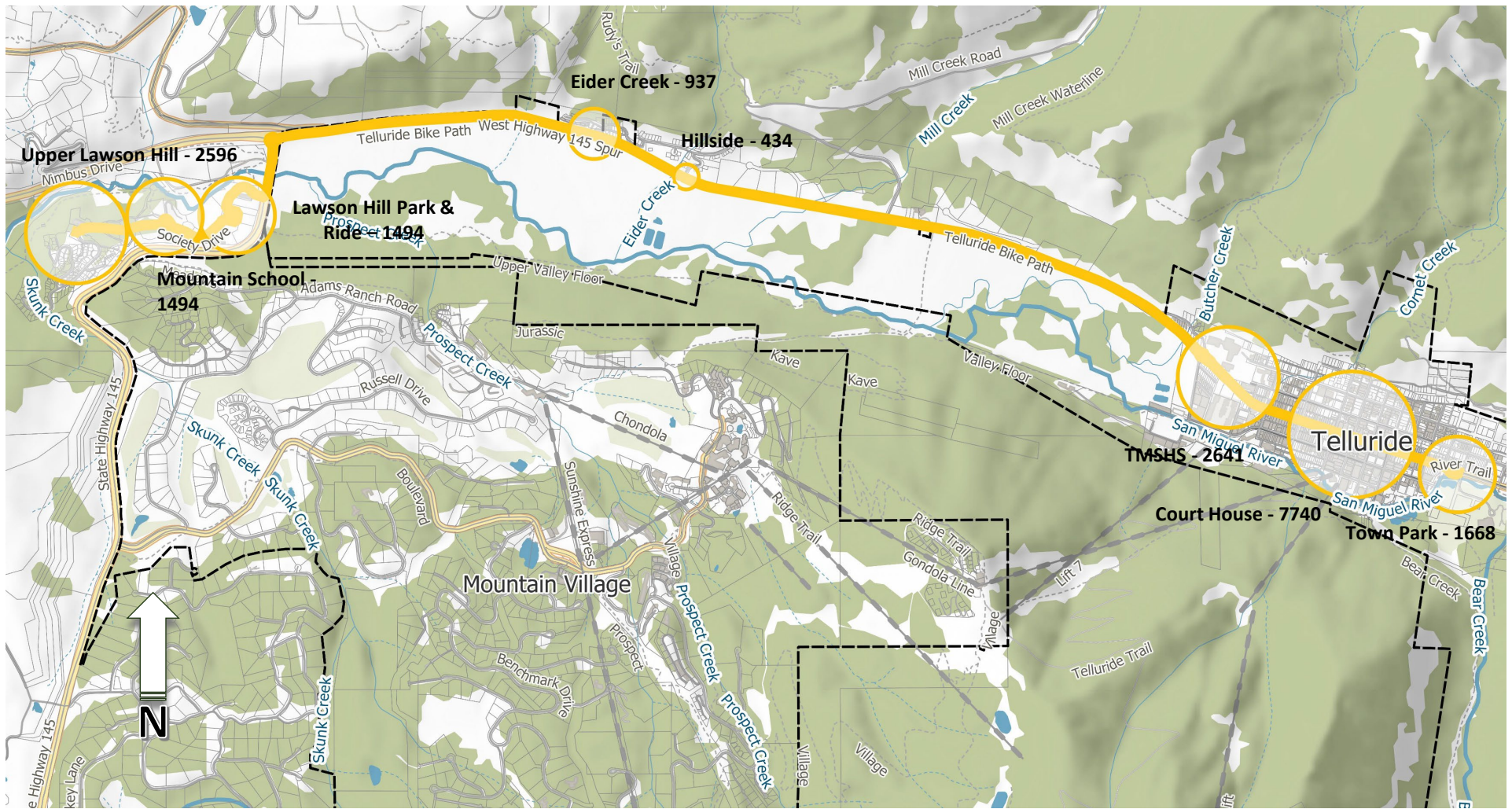
Rico Total Annual Passenger Offloading per Stop



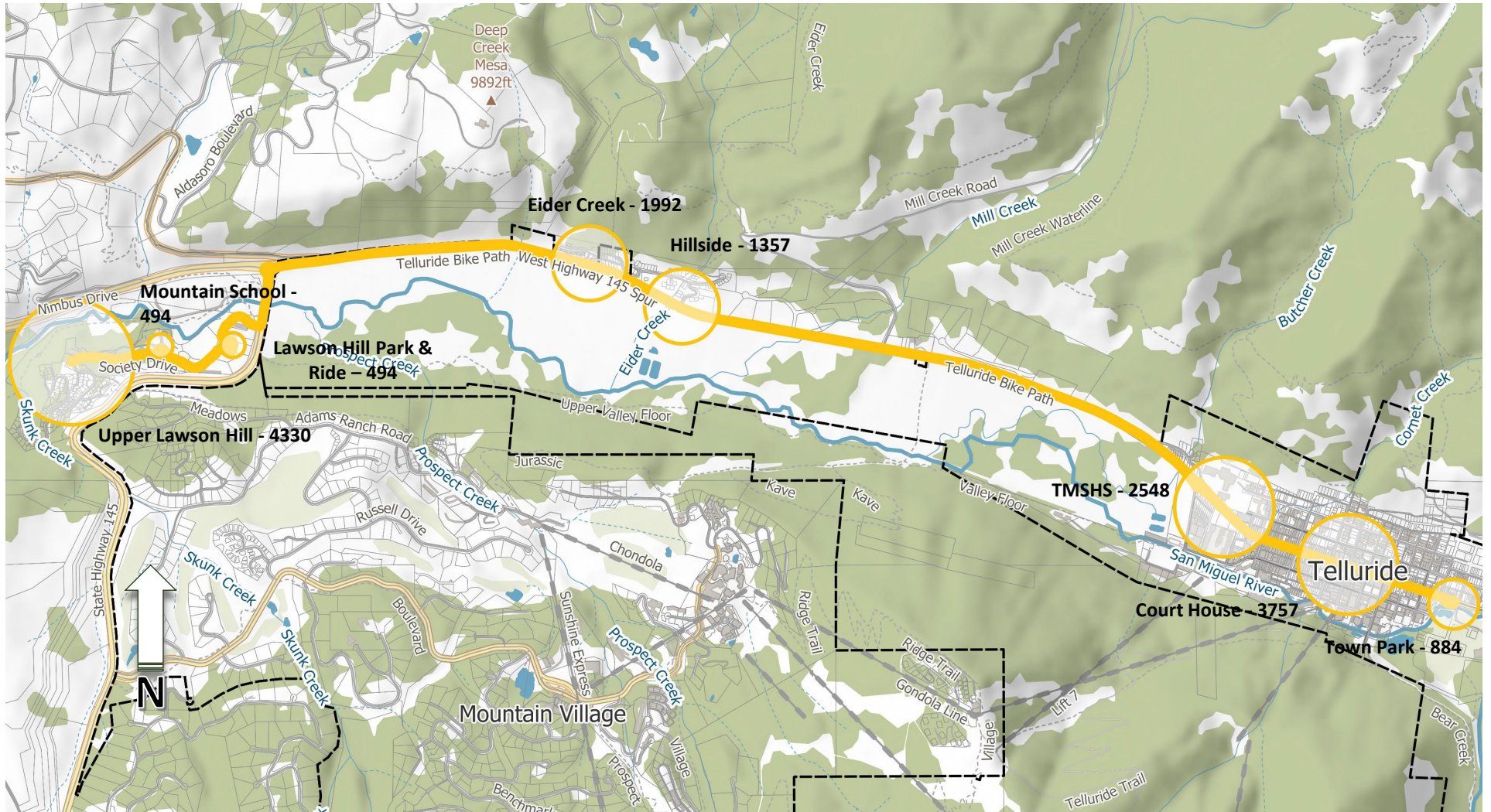
Lawson Hill AM Total Annual Passenger Onboarding per Stop



Lawson Hill AM Total Annual Passenger Offloading per Stop



Lawson Hill PM Total Annual Passenger Onboarding per Stop



Lawson Hill PM Total Annual Passenger Offloading per Stop

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