



San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
Thursday October 13th, 2022
3 p.m.

This meeting will be held virtually:
Please join the meeting from your computer, tablet or smartphone.

<https://us02web.zoom.us/j/84040802387?pwd=aVU5eWJJRmJza2F1ZUY0UDRSamF2UT09>

Meeting ID: 840 4080 2387

Passcode: 837131

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Item No.	Presenter	Item Type	Topic	Packet Page	Time (minutes)
1.	-	-	Public Comment	-	5
2.	Board	Meeting Resolution	Resolution 2022-16, Part 1a, regarding the Review and Approval of the October 13th, 2022, Agenda and Consent Items and Part 1b, regarding the Review and Approval of the September 8th Meeting Minutes	6	5
3.	Distefano/Miller	Presentation	Update Older Adults and Disabled Mobility Gaps Study	7	30
4.	Averill	Discussion	DRAFT FY23 Budget discussion	25	10
5.	Distefano	Report	September Operations Update	29	15
6.	Averill	Report	Executive Directors Report	46	10
7.	All	Report	Round Table Updates and Reports	-	5
8.	Averill	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 regarding possible acquisition of real property to discuss potential real estate transaction.		
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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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**San Miguel Authority for Regional Transportation
Board of Directors Meeting September 8th, 2022 Regular Meeting
Virtual meeting minutes**

Member Directors Present: San Miguel County – Kris Holstrom and Lance Waring. Town of Mountain Village –Marti Prohaska and Harvey Mogensen. Town of Rico – Joe Dillsworth.

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

Others: Anton Benitez (TMVOA), Miles Graham (GBSM), Jim Loebe (Town of Mountain Village), Jason White (Town of Telluride), Justin Criado (Telluride Daily Planet)

The meeting was called to order at 3:05 p.m.

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2022-14 Part 1a, regarding the Review and Approval of the September 8th, 2022 Agenda and Consent Items and Part 1b, regarding the Review and Approval of August 11th, 2022 Meeting Minutes

Lance Waring moved to adopt Resolution 2022-14, parts 1a and 1b
Marti Prohaska seconded the motion.

A unanimous vote approved the motion.

Item 3: Resolution 2022-15 regarding the Acceptance of FY21 Audit Report

Averill provided information on the FY21 Audit Report. Discussion centered on the process of the Audit and the findings related to the Single Audit.

Marti Prohaska moved to adopt Resolution 2022-15
Harvey Mogensen seconded the motion.

A unanimous vote approved the motion.

Item 4: Preliminary discussion of FY23 budget

Averill went over revenue assumptions and highlighted some expected changes in expenditures as a first discussion regarding the development of the FY23 Budget and Capital Plan. The Board gave direction regarding what assumptions to use. Averill will bring the first iteration of a DRAFT FY23 Budget for discussion at the October meeting.

Item 5: SMART Participation in the Gondola Planning Process

Averill recapped recent developments in the gondola planning process, including the Leadership Committee's desire that SMART begin to take a more prominent role. Discussion followed about the

SMART IGA and what is allowed under current agreements. Recognizing that SMART is a small organization it is imperative that it take on any enhanced role with the full knowledge of what exactly is being asked. To this end staff will come back to the Board at a future meeting with a proposed resolution of intent outlining what SMART is agreeing to with regards to the gondola planning process moving forward.

Item 6: SMART Strategic Plan progress update and looking forward discussion

Averill provided background on the 2019 SMART Strategic Operating Plan, including a snapshot of that process and progress to-date regarding implementation of elements of the plan. The focus of the conversation was on what the next iteration of a strategic plan might look like, including project scope, timeline, etc. Staff is submitting for a planning grant to get this next effort off the ground sometime in 2023, with an eye on completion in the summer of 2024.

Item 7: August 2022 Operations Update

Distefano presented the Operations report for June and July. Updates included a report on the status of the Older Adults and Disabled Mobility Gaps Study, the Zero Fare August campaign, the Lawson Hill to Mountain Village Pilot route, marketing efforts, and a ridership report.

Item 8: Executive Directors Report

Averill gave updates on grants, the CIRSA risk audit, and outside meetings.

Item 9: Round Table updates and reports

No round table updates or reports were offered.

Item 10. 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 regarding possible acquisition of real property to discuss potential real estate transaction.

The meeting was adjourned at 4:38 p.m.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS OCTOBER 18TH, 2022 REGULAR MEETING**

RESOLUTION NO. 2022-16

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, at the general election held on November 8, 2016; and

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

WHEREAS, the Board held a regular meeting on October 13th, 2022; 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 13th, 2022 regular meeting the Board took action on the following:
 - a. Approval of the October 13th, 2022 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the September 8th, 2022 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 13TH, 2022.

Kris Holstrom, Board Chair

ATTEST:

David Averill, Executive Director



SMART SPECIALIZED TRANSIT ROADMAP

**For Older Adults and
People with Disabilities**

SMART Board Meeting - October 2022

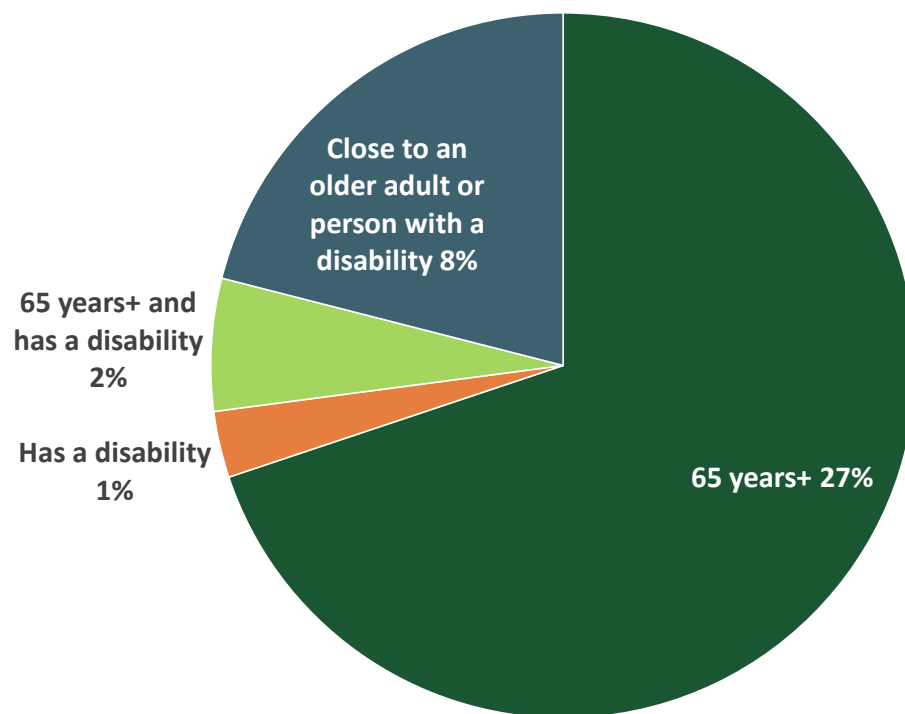
Project Process Overview

PROJECT PROCESS

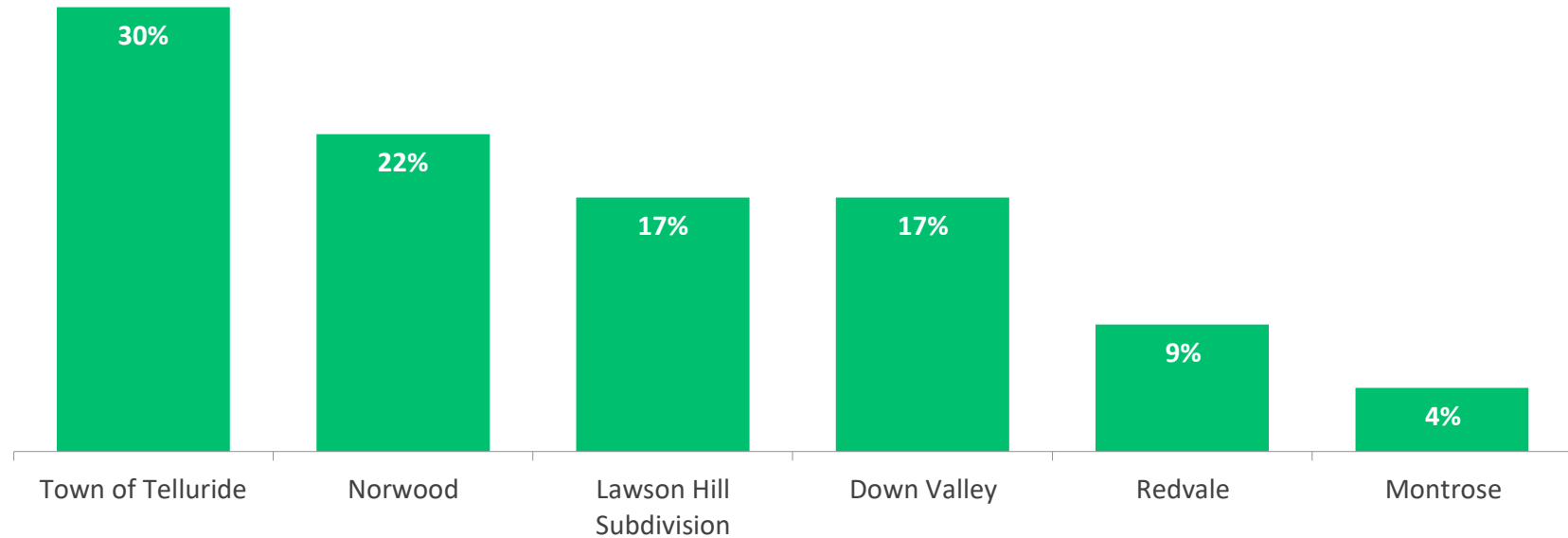


Overview of Survey Respondents

DEMOGRAPHICS OF SURVEY RESPONDENTS



WHERE SURVEY RESPONDENTS LIVE



Recommendations & Survey Results

CATEGORIES OF RECOMMENDATIONS



**IMPROVEMENTS TO
& EXPANSIONS OF
SERVICE**



NEW SERVICES



**MARKETING,
PROMOTION, &
RIDER INFORMATION**



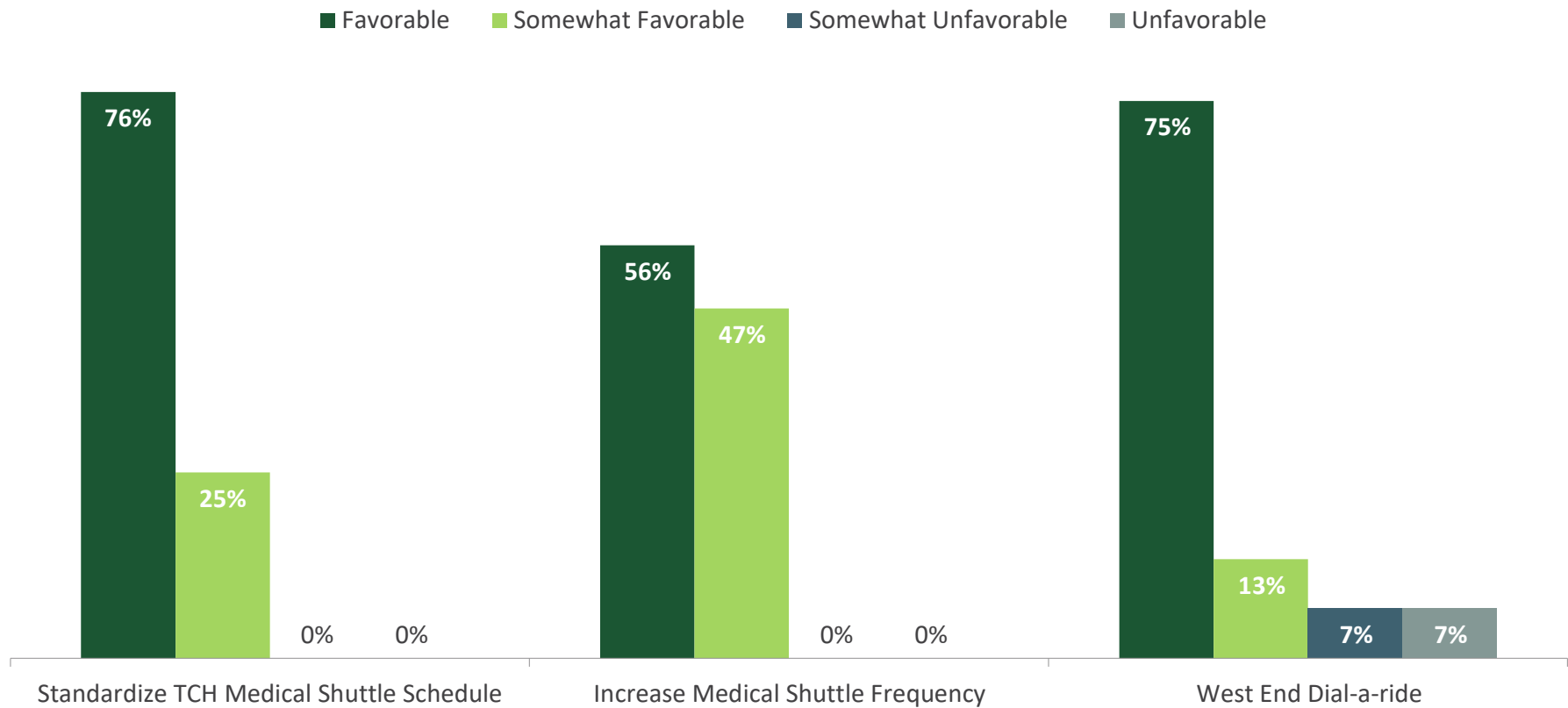
**PARTNERSHIPS &
GOVERNANCE**

IMPROVEMENTS TO & EXPANSIONS OF SERVICE

RECOMMENDATIONS	PARTNERS	ANNUAL OPERATING COST ESTIMATE*
Standardize TCH Medical Shuttle Schedule Standard, published departure and return times for existing medical shuttle	All Points Transit, Tri-County Health, Health Care Providers	\$39,000
Increase Medical Shuttle Frequency Increase number of days of service per month for existing All Points/Tri-County medical shuttle (two per week, all weeks to/from Montrose, 2 per month for Grand Junction)	All Points Transit, Tri-County Health, Health Care Providers	\$36,000
West End Dial-a-ride Have West End Dial-a-ride be readily available with enough drivers	All Points Transit	\$13,000

*There are no one-time capital costs associated with these recommendations assuming All Points Transit has vehicles available.

IMPROVEMENTS TO & EXPANSIONS OF SERVICE

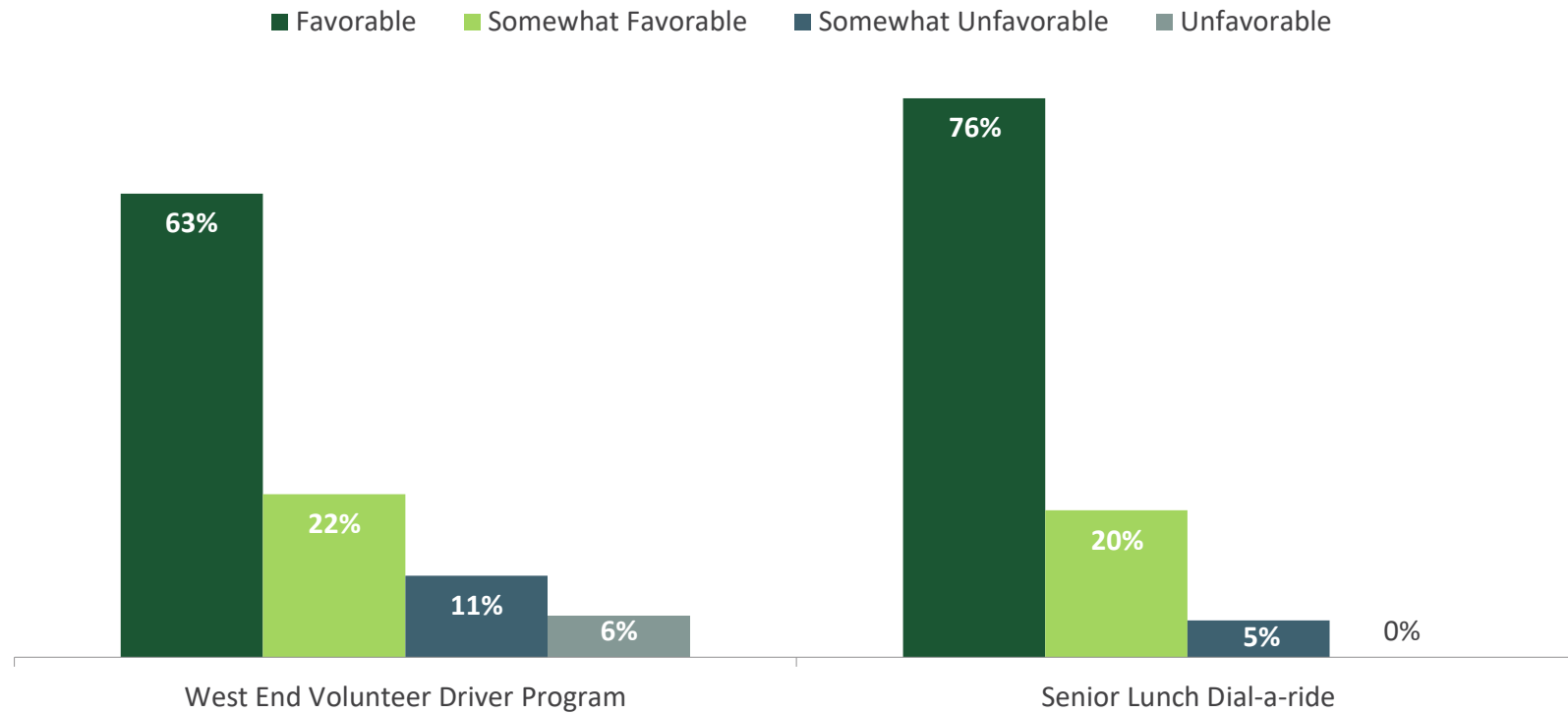


NEW SERVICES

RECOMMENDATIONS	PARTNERS	ONE-TIME CAPITAL COST	ANNUAL OPERATING COST ESTIMATE
Shuttle to Durango* Primarily for medical & shopping trips	Centura Mercy Hospital, Bustang, SoCoCaa	\$175,000	\$65,000
West End Volunteer Driver Program Provide community-based vehicle(s) for West End areas with volunteer driver program	All Points Transit, West End Community Members, Human Service Providers	\$160,000	\$26,000
Senior Lunch Dial-a-ride Reinstate senior lunch transit service for the West End & add service for Telluride lunch/foodbank pick-ups	All Points Transit, Senior Lunch Organizers, Foodbank Staff	\$0	\$24,000

*Shuttle to Durango was not included in Community Survey but came from initial community outreach.

NEW SERVICES



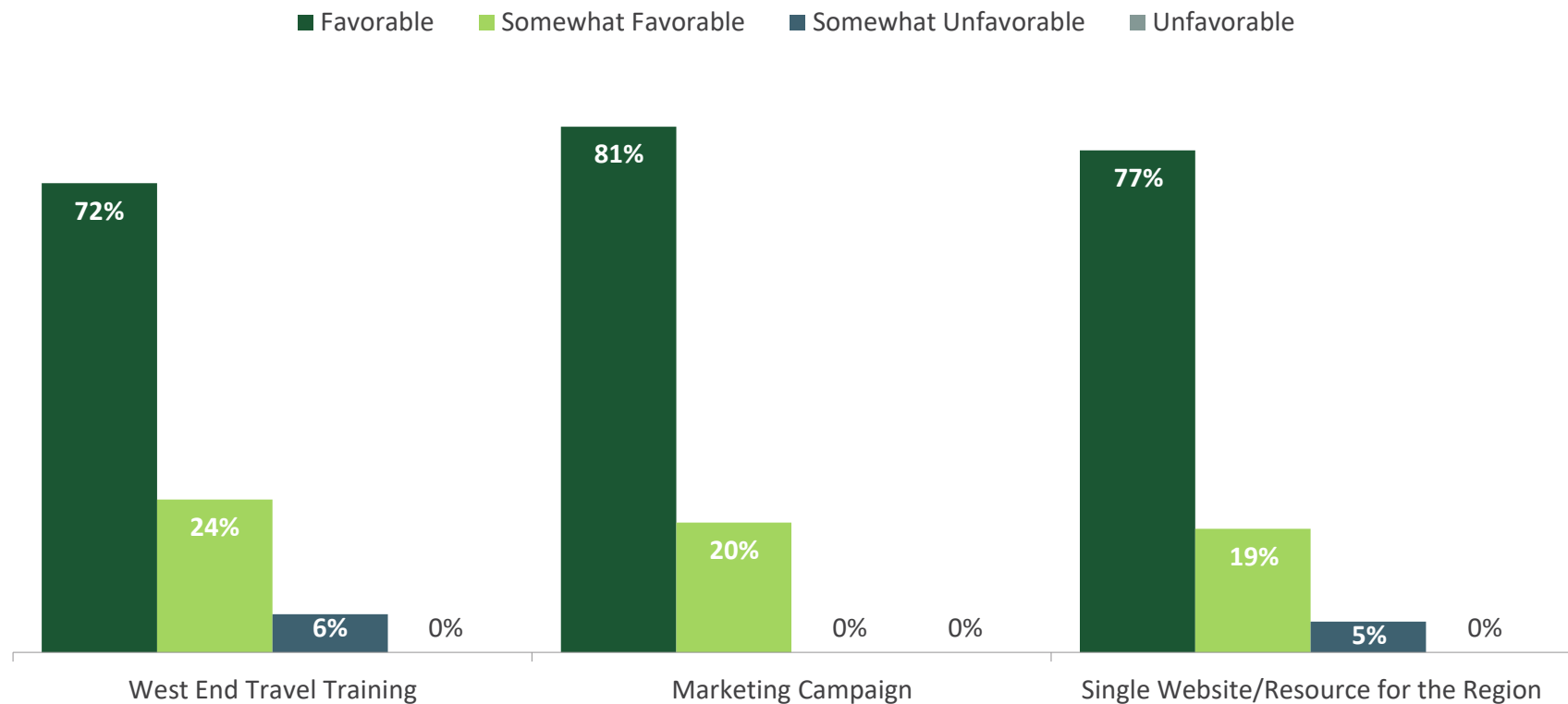
*Shuttle to Durango was not included in Community Survey

Marketing, Promotion, & Rider Information

RECOMMENDATIONS	PARTNERS	ANNUAL OPERATING COST ESTIMATE*
West End Travel Training Collaborate with service providers to connect individuals with APT travel training	All Points Transit, Human Service Providers	\$11,700
Marketing Campaign Multi-media campaign educating community members on available services and how to ride	Studio 6	\$12,000
Single Website/Resource for the Region Clearinghouse for transit options/connections via coordinated website, & printed brochure/flyers	Studio 6, All Points Transit, Bustang	\$6,000

*There are no one-time capital costs associated with these recommendations.

Marketing, Promotion, & Rider Information



Partnerships & Governance*

RECOMMENDATIONS	PARTNERS	ANNUAL OPERATING COST ESTIMATE**
West End Travel Training Collaborate with service providers to connect individuals with APT travel training	Local Community Members, Human Service Providers	\$21,125 (Estimated cost of a ¼ time employee)
Marketing Campaign Multi-media campaign educating community members on available services and how to ride	All Points Transit, Montrose County	
Single Website/Resource for the Region Clearinghouse for transit options/connections via coordinated website, & printed brochure/flyers	All Points Transit, Telluride Express, Bustang, SoCoCaa, TPR	

*Partnerships & Governance recommendations were not included in the community survey.

**There are no one-time capital costs associated with these recommendations.

TOP 4 COMMUNITY PRIORITY RECOMMENDATIONS

- Marketing campaign
- Single website/printed resource for the region
- Standardize TCH medical shuttle schedule
- Dedicated senior lunch dial-a-ride service

ADDITIONAL COMMUNITY INPUT

SURVEY RESPONDENTS EXPRESSED A DESIRE FOR THE FOLLOWING IMPROVEMENTS:

CONNECTIVITY

- Increased options for getting to regional destinations like Montrose, Telluride, Durango, and Grand Junction.
- More connections to medical and shopping services.

FACILITY IMPROVEMENTS

- Improved bus stops with amenities for all seasons.
- Information at bus stops that has route maps and public bathroom locations.

ACCESSABILITY

- Presence of staff who can help passenger board the vehicle.



Questions?

[Click here to return to Agenda](#)

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



Meeting Date	Agenda Item	Submitted By
October 13 th , 2022	4	D.Averill
Objective/Requested Action		
This is a discussion item intended for the Board to see the Draft budget scenarios and capital plan developed by staff in response to guidance given at the September 8 th Board meeting. Staff hopes to glean further guidance from this October discussion as we work to refine the budget and capital for final adoption in November or December.		Report Work Session X Discussion Action
Key Points		
<p>In September the Board discussed 2023 revenue assumptions and other items in the context of developing a draft budget. As a result of that discussion staff took direction from the Board and developed the attached DRAFT budget for the Board to consider.</p> <p>Items of note for the draft budget include:</p> <ul style="list-style-type: none"> - An assumed 3 percent increase in sales tax revenue over what was budgeted for FY22; - An assumption that property tax revenue will be roughly the same as in FY22; - An assumption that RETA revenue will be \$150,000 in FY23 - A beginning of year transfer of \$1,600,000 to the Capital reserve fund; - Updated cost estimates for operations by route that are reflective of current Contract rates; <p>Staff is also preparing a preliminary capital plan based on current reserves, identified projects, and a proposed bus replacement schedule through 2027. The FY23 capital plan will be provided at a subsequent meeting.</p>		
Committee Discussion		
NA		
Supporting Information		
NA		
Fiscal Impact		
The 2023 DRAFT Budget, while expanding service and accounting for increased cost, has SMART finishing FY2023 “in the black” and does not negatively impact SMARTs cash flow or deplete our reserve balances.		
Advantages		
NA		
Disadvantages		
NA		
Analysis/Recommendation(s)		
None at this time.		
Attachments		
Attachment A: 2023 Draft Budget		

SMART DRAFT FY23 BUDGET

October 13th, 2022

	2023 DRAFT Budgt
Beginning Operating Fund Balance	\$2,400,000
Transfers	
Transfer to Operating and Capital Reserve	\$1,600,000
Total Transfers	\$1,600,000
Remaining Operating Fund Balance after Transfers	\$800,000

PROJECTED REVENUES

SMART Ballot Tax Revenue	
Sales Tax	\$800,000.000
Property Tax	\$686,361
Subtotal Taxes	\$1,486,361.000
Intergovernmental Revenue	
San Miguel County Contribution (RETA)	\$150,000
Subtotal Intergovernmental	\$150,000
Fees for Services	
Fares - Norwood/Downvalley/Rico	\$55,000
Fares - Van pools	\$20,000
Subtotal Fees for Services	\$75,000
Grant Revenue	
CDOT Operating (5311)	\$182,160
CDOT MMOF funding - Meadows Underpass planning and design project	\$128,000
Subtotal Grant Revenue	\$310,160
Facility Revenue	
137 and 135 Society Dr.	\$100,000
Subtotal Facility Revenue	\$100,000
Total All Revenues	\$2,121,521

PROJECTED EXPENSES

General Expenses	
Personnel Expenditures	
Salaries	\$210,750
Benefits	\$68,000
Payroll taxes	\$17,000
Subtotal Personnel Expenditures	\$295,750
Professional Services + Operations	
Mileage reimbursement	\$2,500
Operating Expenses	\$6,000
PR/Marketing	\$52,000
Website support	\$3,500
<i>Professional Services + Operations Expenses continued next page</i>	

Professional Services + Operations Expenses continued

Attorney fees	\$15,000
Bookkeeping-CPA Audit	\$6,500
CIRSA PC/WC coverage	\$17,100
Treasurers Fees	\$21,000
Consulting services - Meadows Underpass planning and design project (grant match)	\$128,000

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

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

Subtotal Association Dues, Conferences and Training **\$10,200*****Total General Expenses*** **\$557,550****Transit Service, Facilities, and Special Project Expenses****Transit Service Expenses**

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

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

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

Subtotal Lawson Lot Management Expenses **\$42,230****Facility Maintenance Expenses**

Lawson Owners HOA dues	\$1,580
Property management services	\$9,000
Winter Plowing	\$1,575
Janitorial	\$3,465
Landscape Maintenance	\$2,100
Utilities	\$4,725

Subtotal Facility Expenses **\$22,445**

*Transit Service, Facilities, and Special Project Expenses continued***Special Projects**

SMART Lawson Hill facilities planning and design	\$70,000
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<i>Subtotal Special Projects</i>	\$70,000
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<i>Total Transit Services, Facilities and Special Projects expenses</i>	\$1,548,675
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Total All Expenses	\$2,106,225.00
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Projected Yearly Net Income	\$15,296
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Ending Fund Balance, 12/31/23	\$815,296
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October 3rd, 2022

• **Colorado Association of Transit Agency
Conference (CASTA)**

I attended the CASTA conference in Snowmass on September 27th through September 30th. Of particular interest from an operations/planning perspective was a training session on a tool called NRTAP 2-factor tool, which is a tool developed to assist in the performance reporting that is required by CDOT and the Federal Transit Administration and sessions about acquiring grants for facility construction. During that time, I also attended one day of the Colorado American Association of Planners Conference. That conference included sessions on managing parking and community resiliency, which is a hot topic right now.

OFFSEASON SCHEDULE

**Monday through Friday Schedule from
October 17th – November 17th**

Upper Lawson Hill	Courthouse	Town Park	Courthouse	Upper Lawson Hill	Meadows Post Office	Market Plaza	Blue Mesa	Market Plaza	Meadows Post Office
6:05 am	6:20 am	6:25 am	6:30 am	6:45 am	6:55 am	7:05 am	7:07 am	7:15 am	7:25 am
6:50 am	7:05 am	7:10 am	7:15 am	7:30 am	7:40 am	7:50 am	7:52 am	8:00 am	8:10 am
7:35 am	7:50 am	7:55 am	8:00 am	8:15 am	8:25 am	8:35 am	8:37 am	8:45 am	8:55 am
8:20 am	8:35 am	8:40 am	8:45 am	9:00 am	9:10 am	9:20 am	9:22 am	9:30 am	9:40 am
9:05 am	9:20 am	9:25 am	9:30 am	9:45 am	9:55 am	10:05 am	10:07 am	10:15 am	10:25 am
9:50 am	10:05 am	10:10 am	10:15 am	10:30 am	10:40 am	10:50 am	10:52 am	11:00 am	11:10 am
10:35 am	10:50 am	10:55 am	11:00 am	11:15 am	11:25 am	11:35 am	11:37 am	11:45 am	11:55 am
11:25 am	11:40 am	11:45 am	11:50 am	12:05 pm	12:15 pm	12:25 pm	12:27 pm	12:35 pm	12:45 pm
12:10 pm	12:25 pm	12:30 pm	12:35 pm	12:50 pm	1:00 pm	1:10 pm	1:12 pm	1:20 pm	1:30 pm
12:55 pm	1:10 pm	1:15 pm	1:20 pm	1:35 pm	1:45 pm	1:55 pm	1:57 pm	2:05 pm	2:15 pm
1:40 pm	1:55 pm	2:00 pm	2:05 pm	2:20 pm	2:30 pm	2:40 pm	2:42 pm	2:50 pm	3:00 pm
2:25 pm	2:40 pm	2:45 pm	2:50 pm	3:05 pm	3:15 pm	3:25 pm	3:27 pm	3:35 pm	3:45 pm
3:10 pm	3:25 pm	3:30 pm	3:35 pm	3:50 pm	4:00 pm	4:10 pm	4:12 pm	4:20 pm	4:30 pm
3:55 pm	4:10 pm	4:15 pm	4:20 pm	4:35 pm	4:45 pm	4:55 pm	4:57 pm	5:05 pm	5:15 pm
4:40 pm	4:55 pm	5:00 pm	5:05 pm	5:20 pm	5:30 pm	5:40 pm	5:42 pm	5:50 pm	6:00 pm
5:30 pm	5:45 pm	5:50 pm	5:55 pm	6:10 pm	6:20 pm	6:30 pm	6:32 pm	6:40 pm	6:50 pm
6:15 pm	6:30 pm	6:35 pm	6:40 pm	6:55 pm	7:05 pm	7:15 pm	7:17 pm	7:25 pm	7:35 pm
7:00 pm	7:15 pm	7:20 pm	7:25 pm	7:40 pm	7:50 pm	8:00 pm	8:02 pm	8:10 pm	8:20 pm
7:45 pm	8:00 pm	8:05 pm	8:10 pm	8:25 pm	8:35 pm	8:45 pm	8:47 pm	8:55 pm	9:05 pm
8:30 pm	8:45 pm	8:50 pm	8:55 pm	9:10 pm	9:20 pm	9:30 pm	9:32 pm	9:40 pm	9:50 pm
9:15 pm	9:30 pm	9:35 pm	9:40 pm	9:55 pm	10:05 pm	10:15 pm	10:17 pm	10:25 pm	10:35 pm
10:00 pm	10:15 pm	10:20 pm	10:25 pm	10:40 pm	10:50 pm	11:00 pm	11:02 pm	11:10 pm	11:20 pm
10:45 pm	11:00 pm	11:05 pm	11:10 pm	11:25 pm	11:35 pm	11:45 pm	11:47 pm	11:55 pm	12:05 pm



NOTE: Road and weather conditions may cause delays.

• **Offseason Bus Service**

Offseason bus service begins on October 17th. We now have three seasons under our collective belts, a team of experienced drivers, and we hope that the quality of service will improve. The following is the Monday through Friday offseason schedule: The Saturday and Sunday schedule will have one bus that begins at 6:10 AM and ends at 11:20PM. Each loop takes an hour and a half.

OFFSEASON SCHEDULE

DAILY SCHEDULE

Town Park	Courthouse	Blue Mesa	Market Plaza	Courthouse
6:15 am	6:20 am	6:40 am	6:45 am	7:05 am
7:10 am	7:15 am	7:35 am	7:40 am	8:00 am
8:05 am	8:10 am	8:30 am	8:35 am	8:55 am
9:00 am	9:05 am	9:25 am	9:30 am	9:50 am
9:55 am	10:00 am	10:20 am	10:25 am	10:45 am
10:50 am	10:55 am	11:15 am	11:20 am	11:40 am
11:50 am	11:55 am	12:15 pm	12:20 pm	12:40 pm
12:45 pm	12:50 pm	1:10 pm	1:15 pm	1:35 pm
1:40 pm	1:45 pm	2:05 pm	2:10 pm	2:30 pm
2:35 pm	2:40 pm	3:00 pm	3:05 pm	3:25 pm
3:30 pm	3:35 pm	3:55 pm	4:00 pm	4:20 pm
4:25 pm	4:30 pm	4:50 pm	4:55 pm	5:15 pm
5:20 pm	5:25 pm	5:45 pm	5:50 pm	6:10 pm
6:20 pm	6:25 pm	6:45 pm	6:50 pm	7:10 pm



NOTE: Road and weather conditions may cause delays.



• Proposed Lawson Hill/Mountain Village Service

Following last month's meeting, during which we discussed a pilot program that would add bus service between Lawson Hill and the Mountain Village, we have generated a proposed schedule for comment. The direction from the Board was that we not include the Meadows area since it is possible to take existing transit from Meadows to the Mountain Village core.

The intention of the proposed schedule is not only add service for folks commuting from Lawson Hill to Mountain Village but also to offer an option for travelers who wish to park at the Lawson Hill Park & Ride and ride the bus up to the Mountain Village. This route would also eliminate the need to go into Telluride and take the Gondola for commuters from the Norwood and Down Valley that work in the Mountain Village. The following is the proposed schedule:

Monday through Friday

Upper Lawson Hill	Lawson Hill Park & Ride	Market Plaza	Blue Mesa	Centrum Building	Blue Mesa	Market Plaza	Mountain School	Upper Lawson Hill	Notes
-------------------------	-------------------------------	-----------------	--------------	---------------------	--------------	-----------------	--------------------	-------------------------	-------

7:35 AM 7:37 AM 7:50 AM 7:52 AM 7:55 AM 7:57 AM 8:00 AM 8:13 AM 8:15 AM

The Down Valley bus arrives at the Lawson Hill P&R at 7:35 AM

8:15 AM 8:17 AM 8:30 AM 8:32 AM 8:35 AM 8:37 AM 8:40 AM 8:53 AM 8:55 AM

The Norwood bus arrives at the Lawson Hill P&R at 8:15 AM

8:55 AM 8:57 AM 9:10 AM 9:12 AM 9:15 AM 9:17 AM 9:20 AM 9:33 AM 9:35 AM

The Down Valley bus arrives the at Lawson Hill P&R at 9:00 AM

There is time built in for the Mountain Village Bus to wait at the Lawson Hill P&R and still be on time for the Market Plaza stop. **Drivers will have to communicate.**

Upper Lawson Hill	Lawson Hill Park & Ride	Market Plaza	Blue Mesa	Centrum Building	Blue Mesa	Market Plaza	Lawson Hill Park & Ride	Mountai n School	Upper Lawson Hill	Notes
-------------------------	-------------------------------	-----------------	--------------	---------------------	--------------	-----------------	-------------------------------	---------------------	-------------------------	-------

4:40 PM 4:42 PM 4:55 PM 4:57 PM 5:00 PM 5:02 PM 5:05 PM 5:16 PM 5:18 PM 5:20 PM

The Norwood bus arrives at Lawson Hill P&R at 5:15 AM

5:20 PM 5:22 PM 5:35 PM 5:37 PM 5:40 PM 5:42 PM 5:45 PM 5:56 PM 5:58 PM 6:00 PM

The Down Valley bus arrives at Lawson Hill P&R at 5:20 AM

6:00 PM 6:02 PM 6:15 PM 6:17 PM 6:20 PM 6:22 PM 6:25 PM 6:36 PM 6:38 PM 6:40 PM

This bus will go to the P&R on the way in. There is time built in for the Lawson Bus to wait at the P&R and still be on time for the Lawson stops. Drivers will have to communicate.

Notes:

- The red lettering indicate flag stops.
- If there is a demonstrated need, we may add stops to accommodate the Bustang schedule.

• **SMART Accessibility and SMART Service
Region Population Notes**

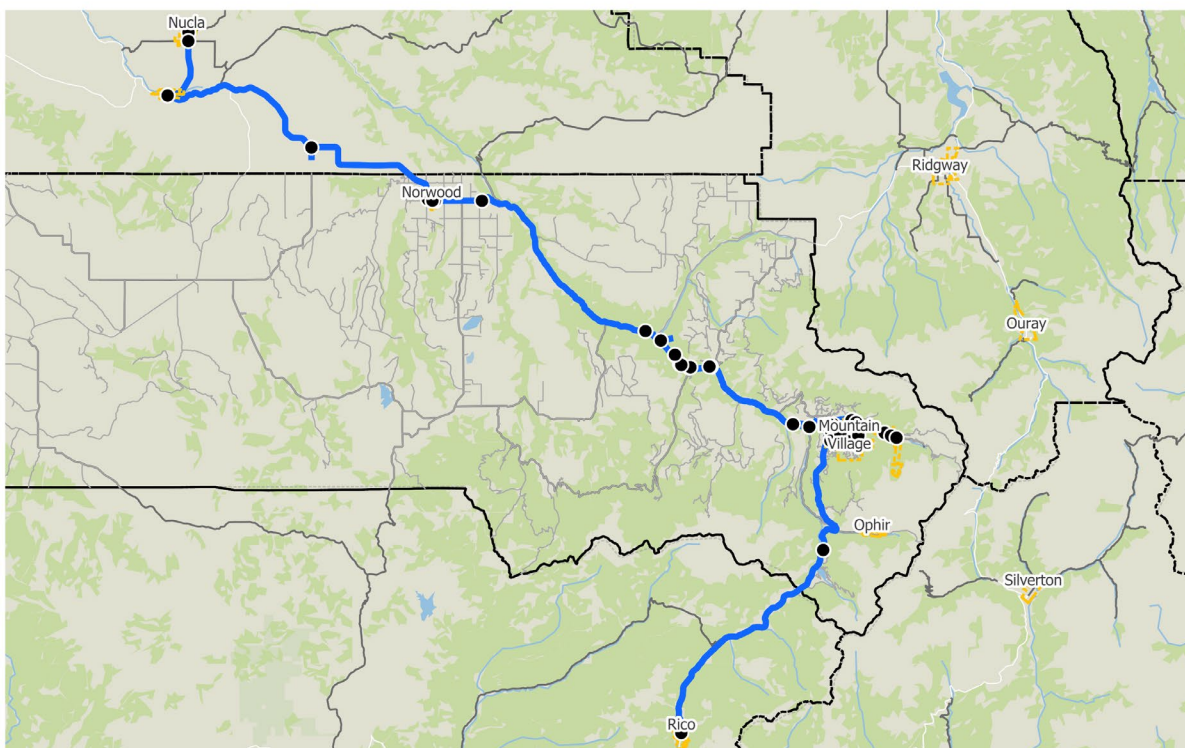
As a precursor to considering the scope of work for the next five-year iteration of the Strategic Operating Plan, I looked at how many improved properties along our routes have convenient access to bus stops. According to the Federal Highway Administration, most people are willing to walk five to ten minutes, or approximately $\frac{1}{4}$ to $\frac{1}{2}$ mile to get to a bus stop. Using this as a guideline, and the open source QGIS platform with downloadable property information from Montrose and San Miguel Counties, I looked at the number of improved properties within a $\frac{1}{4}$ mile radius and within a $\frac{1}{2}$ mile radius of SMART stops by region. I discounted developed lots that are within those ranges as the crow flies, but would be inaccessible by foot due to geographical barriers. Overall, the percent of improved properties that are within walking distance of a SMART bus stop is quite high.

Notes:

- Population data shown on maps comes from the Colorado Department of Local Affairs State Demography Office.
- Information about development in the West End of Montrose County comes from Deana Sheriff, the Executive Director of the West End Economic Development Corporation.
- Estimates of second home ownership is based of the addresses recorded for taxation purposes.

The following maps illustrate the population distributions around SMART bus stops.

SMART Service Region





October 3rd, 2022

Nucla Population - 592

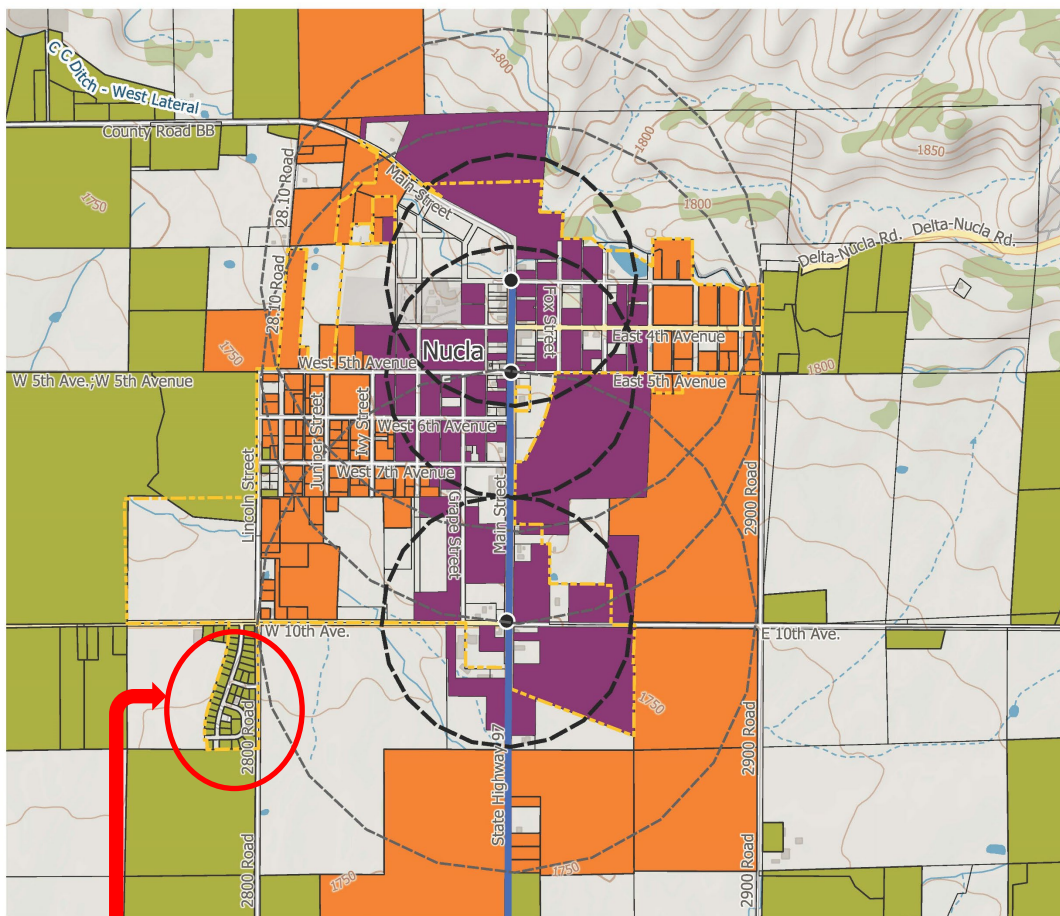
Number of lots with buildings within the town limits of Nucla – 326

Number of lots with buildings within 1/4 mile of a SMART stop – 169 (52% of lots with buildings within town limits)

Number of lots with buildings within 1/2 mile of a SMART stop – 276 (82% of lots with buildings within town limits)









 **Area to be evaluated for future stop**

Nucla Area Bus Access

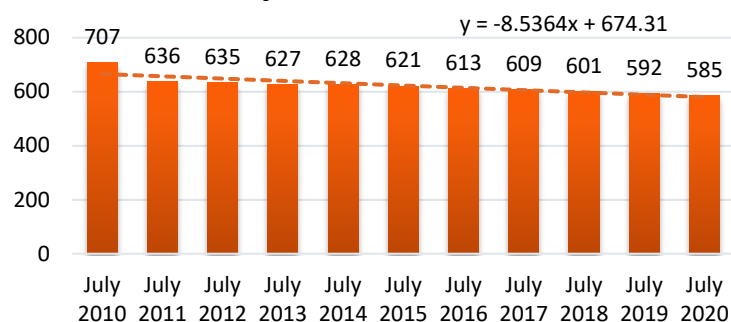


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Legend

-  Town Boundaries
-  1/4 Mile Stop Buffer
-  1/2 Mile Stop Buffer
-  Bus Stops
-  Lots with Buildings within a 1/4 Mile of Bus Stops
-  Lots with Buildings within 1/2 Mile of Bus Stops
-  Improved Properties
-  Montrose County Properties

Nucla Population 2010 - 2020



Notes about population change in the Nucla region:

- Nucla population declined between 2010 and 2020.
- Land is under contract for a 9 unit housing development, possibly starting in 2023.



October 3rd, 2022

• **SMART Accessibility Continued**

Naturita Population - 481

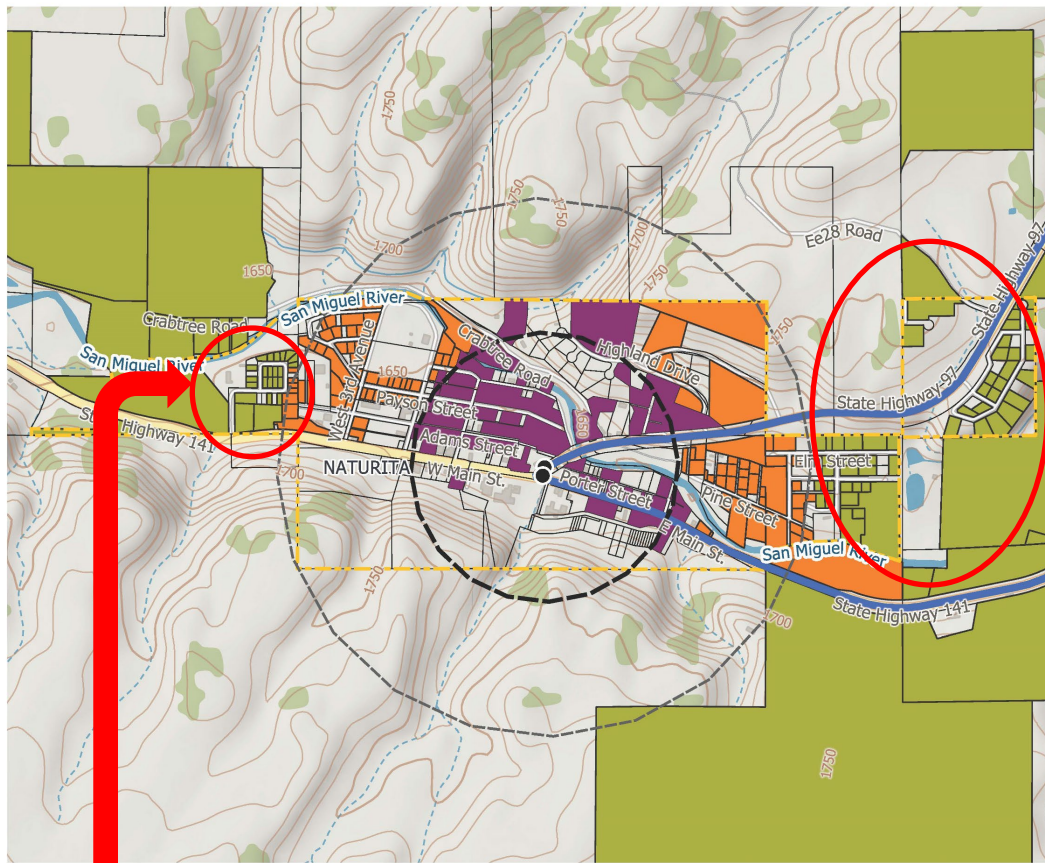
Number of lots with buildings within the town limits of Naturita – 288

Number of lots with buildings within 1/4 mile of a SMART stop – 109 (38% of lots with buildings within town limits)

Number of lots with buildings within 1/2 mile of a SMART stop – 212 (74% of lots with buildings within town limits)

○ Areas to be evaluated for future stops

Naturita Area Bus Access

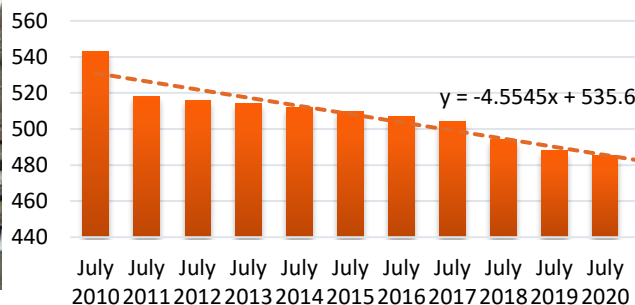


0 1,000 2,000 ft

Legend

- Town Boundaries
- 1/4 Mile Stop Buffer
- 1/2 Mile Stop Buffer
- Bus Stops
- Lots with Buildings within a 1/4 Mile of Bus Stops
- Lots with Buildings within 1/2 Mile of Bus Stops
- Improved Properties
- Montrose County Properties

Naturita Population 2010 - 2020



Notes about population change in the Naturita region:

- Naturita population declined between 2010 and 2020.
- Land is under contract for a 9 unit housing development, possibly starting in 2023.



• **SMART Accessibility Continued**

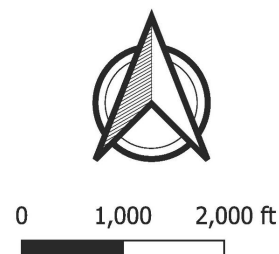
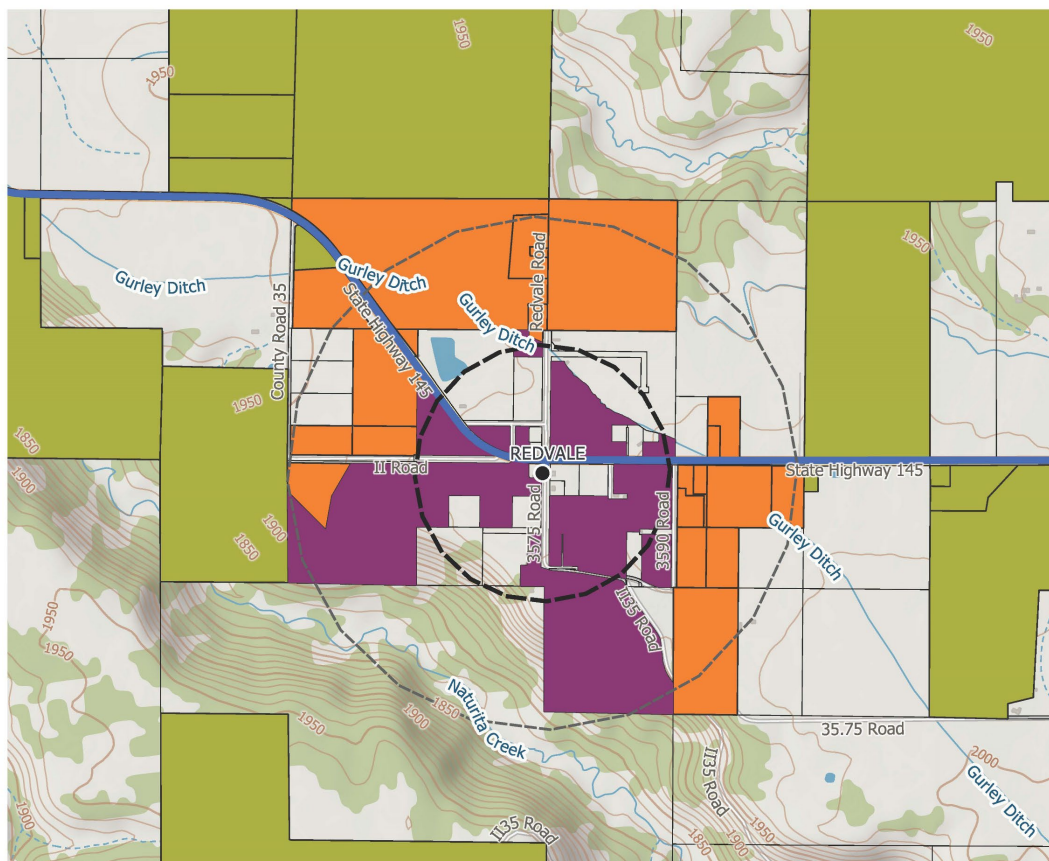
Redvale Population - 318

Number of lots with buildings within the Redvale Area – (there is no available mapping of the town boundaries of Redvale).

Number of lots with buildings within 1/4 mile of a SMART stop – 40

Number of lots with buildings within 1/2 mile of a SMART stop – 65

Redvale Area Bus Access



Legend

- Town Boundaries
- 1/4 Mile Stop Buffer
- 1/2 Mile Stop Buffer
- Bus Stops
- Lots with Buildings within a 1/4 Mile of Bus Stops
- Lots with Buildings within 1/2 Mile of Bus Stops
- Improved Properties
- San Miguel County Properties

Notes about population change in the Redvale region:

- There is no population information specific to Redvale, but development may be constrained by access to water and central sewer.



October 3rd, 2022

• **SMART Accessibility Continued**

Norwood Population - 533

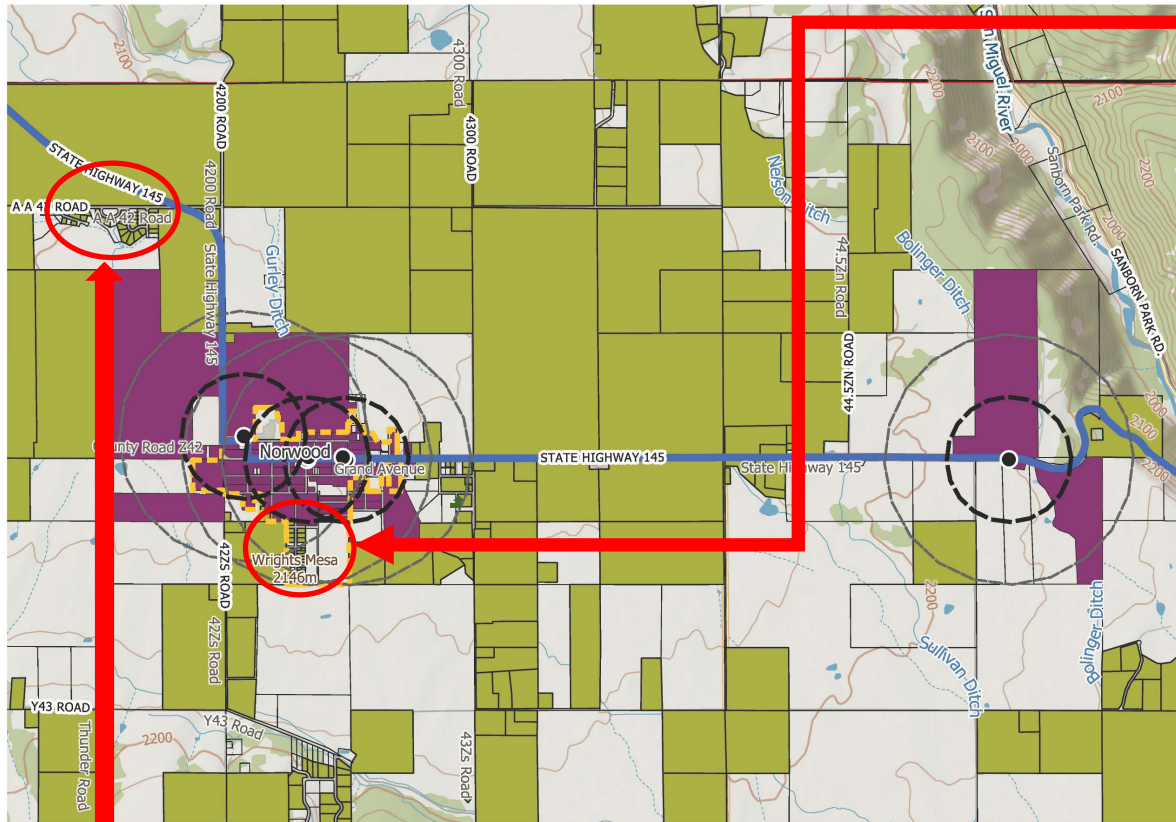
Number of lots with buildings within the town limits of Norwood – 276

Number of lots with buildings within 1/4 mile of a SMART stop – 249 (90% of lots with buildings within Town limits)

Number of lots with buildings within 1/2 mile of a SMART stop – 276 (100% of lots with buildings within Town limits)

○ Areas to be evaluated for future stops

Norwood Area Bus Access



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Legend

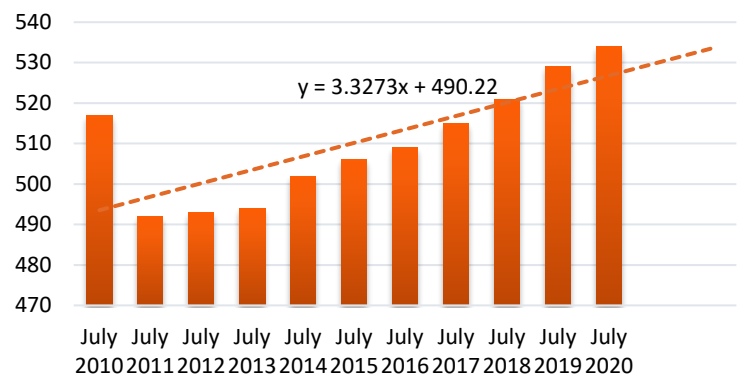
- Town Boundaries
- 1/4 Mile Stop Buffer
- 1/2 Mile Stop Buffer
- Bus Stops
- Lots with Buildings within a 1/4 Mile of Bus Stops
- Lots with Buildings within 1/2 Mile of Bus Stops
- Improved Properties
- San Miguel County Properties



Notes about population change in the Norwood region:

- Norwood is likely to need an increase in bus service in the future.

Norwood Population 2010 - 2020





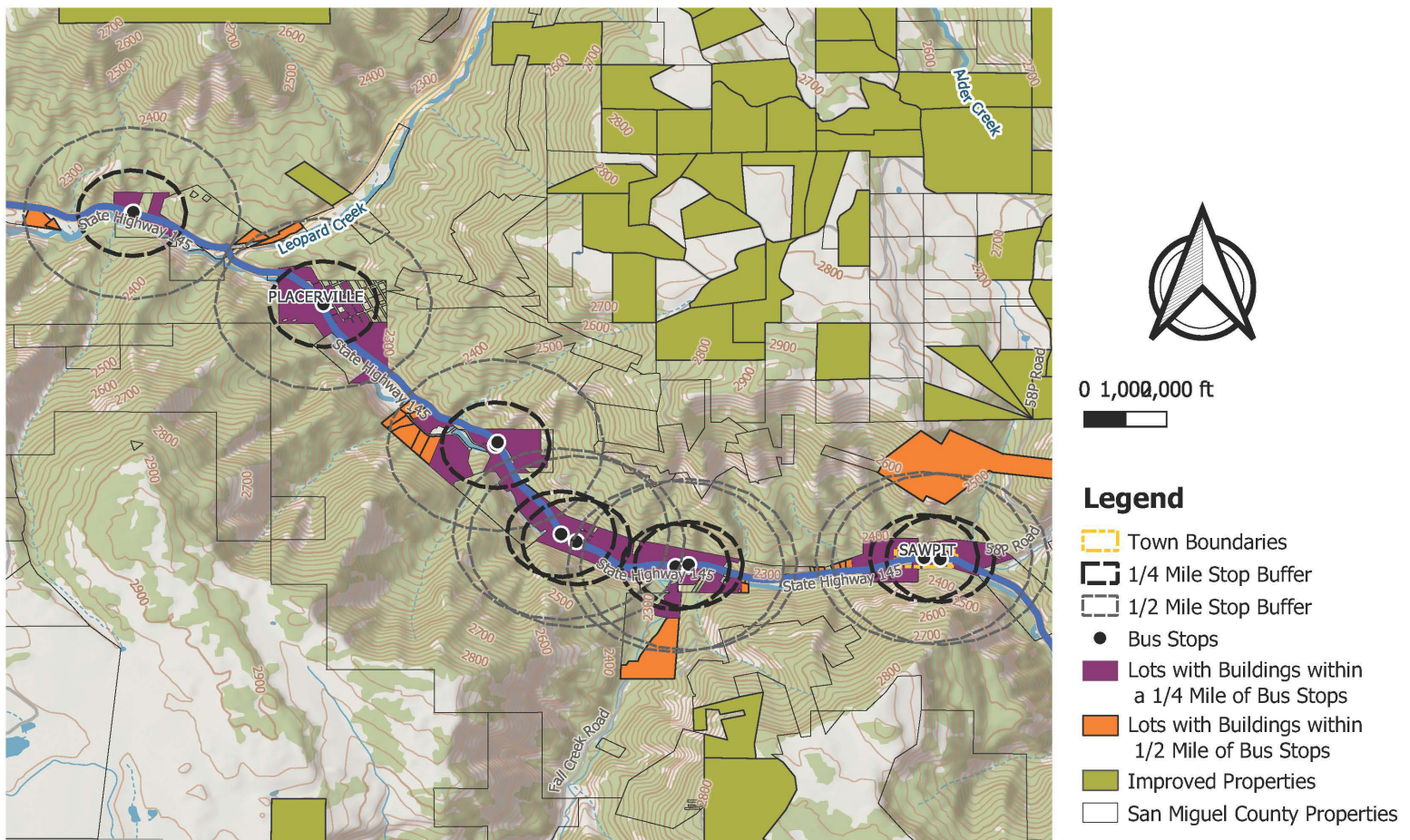
• **SMART Accessibility Continued**

Number of lots with buildings within the Down Valley Area – 248

Number of lots with buildings within 1/4 mile of a SMART stop – 226 (91% of lots with buildings within the Down Valley area)

Number of lots with buildings within 1/2 mile of a SMART stop – 247 (99% of lots with buildings within the Down Valley area)

Placerville /Down Valley Area Bus Access



Notes about population change in the Placerville / Down Valley region:

- There is no population information specific to this area, but as can be seen on the map, most lots have been developed.
- There are no central sewer or water systems in this area. Additional density is constrained by regulations regarding the sizing of septic systems and the need to keep separation between wells and septic.



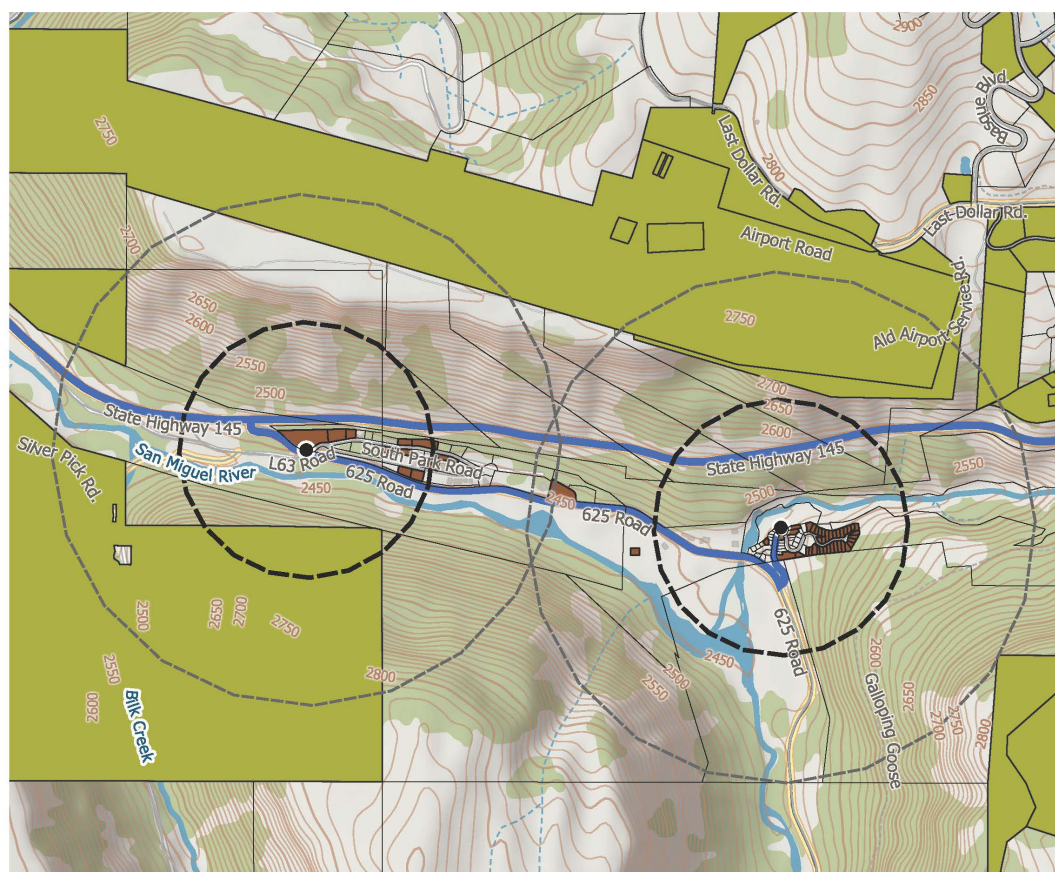
• **SMART Accessibility Continued**

Number of lots with buildings within the Two Rivers Area – 56

Number of lots with buildings within 1/4 mile of a SMART stop – 56 (100% of lots with buildings within the Two Rivers area)

Number of lots with buildings within 1/2 mile of a SMART stop – 0 (0% of lots with buildings within the Two Rivers area)

Two Rivers/Ilium Area Bus Access



0 1,000 2,000 ft

Legend

- Town Boundaries
- 1/4 Mile Stop Buffer
- 1/2 Mile Stop Buffer
- Bus Stops
- Lots with Buildings within a 1/4 Mile of Bus Stops
- Lots with Buildings within 1/2 Mile of Bus Stops
- Improved Properties
- San Miguel County Properties

Notes about population change in the Town Rivers / Down Ilium region:

- There is no population information specific to this area, but as can be seen on the map, there could be development opportunities.
- This is an area that may require more bus service.



• **SMART Accessibility Continued**

Number of lots with buildings within the Lawson Hill Area – 181

Number of lots with buildings within 1/4 mile of a SMART stop – (94% of lots with buildings within the Lawson Hill area)

Number of lots with buildings within 1/2 mile of a SMART stop – 12 (100% of lots with buildings within the Lawson Hill area)

Lawson Hill Area Bus Access



0 1,000 2,000 ft

Legend

- Town Boundaries
- 1/4 Mile Stop Buffer
- 1/2 Mile Stop Buffer
- Bus Stops
- Lots with Buildings within a 1/4 Mile of Bus Stops
- Lots with Buildings within 1/2 Mile of Bus Stops
- Improved Properties
- San Miguel County Properties

Notes about population change in the Lawson Hill Subdivision:

- As can be seen of this map, the Lawson Hill area is approaching buildout.



October 3rd, 2022

• **SMART Accessibility Continued**

Telluride Population – 2,595

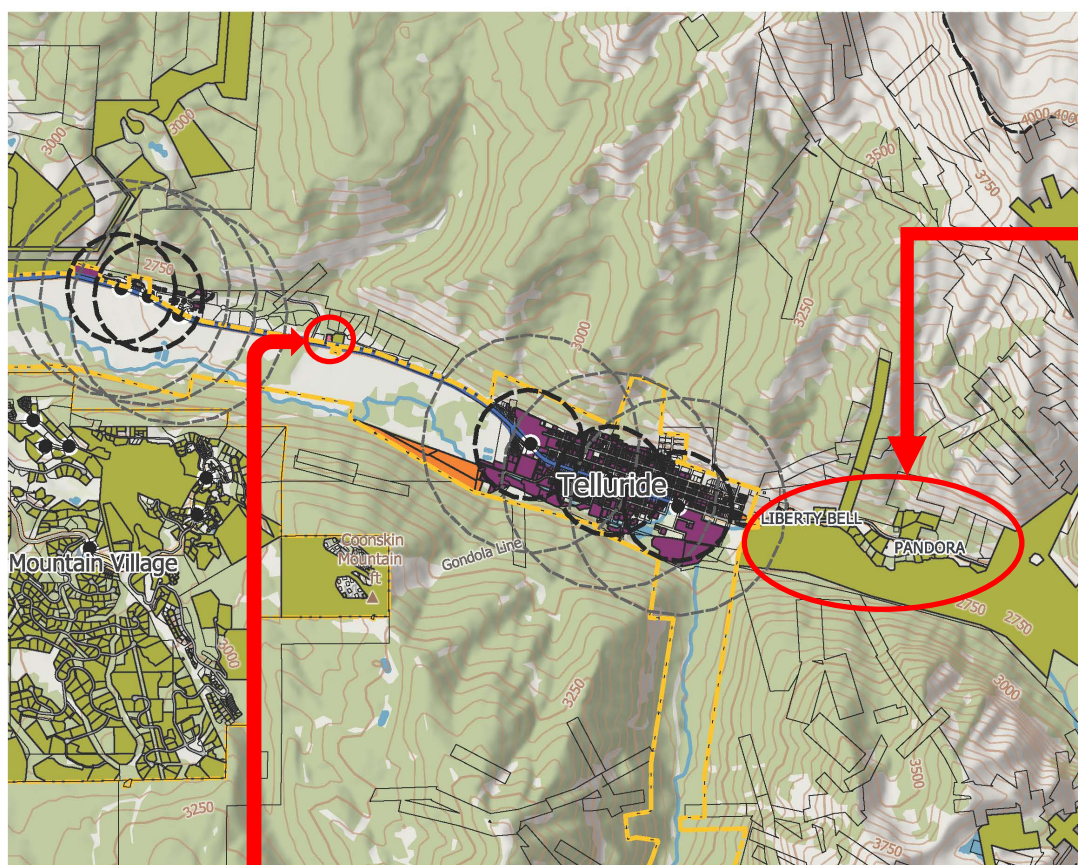
Number of lots with buildings within the town limits of Telluride – 2,342

Number of lots with buildings within 1/4 mile of a SMART stop – 2,371 (includes buildings on the spur not within Town limits)

Number of lots with buildings within 1/2 mile of a SMART stop – 2,444 (includes buildings on the spur not within Town limits)

 **Areas to be evaluated for future stops and extended service**

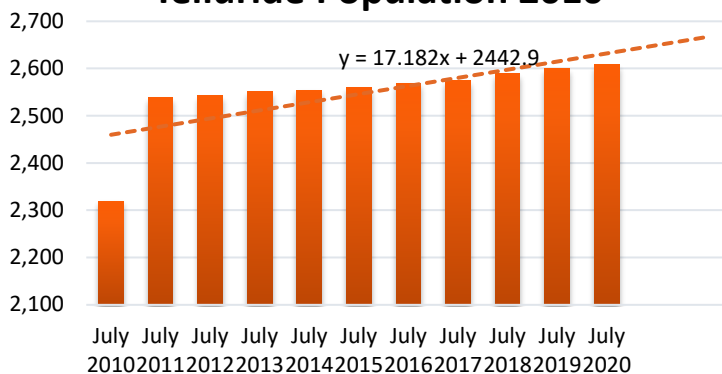
Telluride Area Bus Access



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Telluride Population 2010



Notes about population change in the Telluride region:

- Telluride population grew between 2010 and 2020.
- An estimated 60% of property owners do not live in Telluride full time.



• **SMART Accessibility Continued**

Rico Population – 347

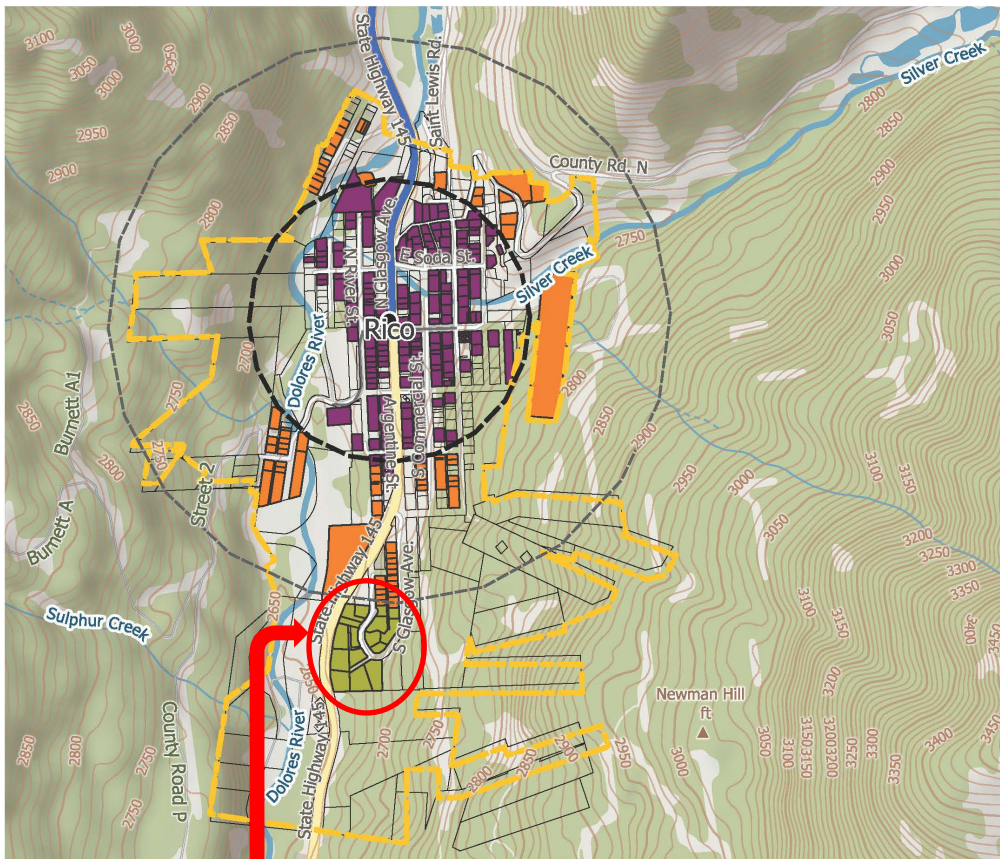
Number of lots with buildings within the town limits of Rico – 280

Number of lots with buildings within 1/4 mile of a SMART stop – 193 (69% of lots with buildings within the Town limits)

Number of lots with buildings within 1/2 mile of a SMART stop – 264 (94% of lots with buildings within the Town limits)









 **Areas to be evaluated for future stops and extended service**

Rico Bus Access

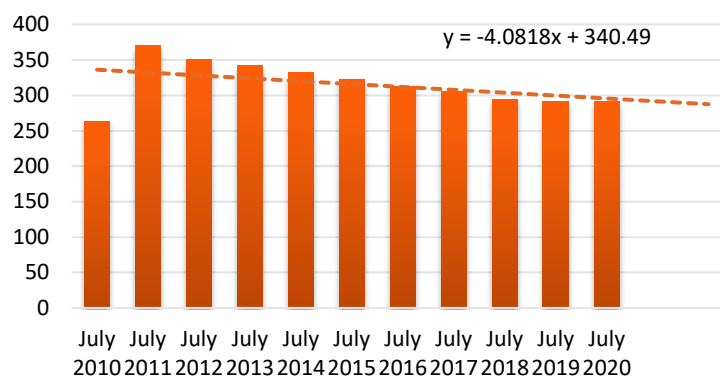


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Legend

-  Town Boundaries
-  1/4 Mile Stop Buffer
-  1/2 Mile Stop Buffer
-  Bus Stops
-  Lots with Buildings within a 1/4 Mile of Bus Stops
-  Lots with Buildings within 1/2 Mile of Bus Stops
-  Improved Properties
-  Dolores County Properties

Rico Population 2010 - 2020



Notes about population change in the Rico region:

- While Population in Rico declined between 2010 and 2020, it grew to 347 in 2021.
- Development in Rico is constrained by a lack of central sewer.



• **SMART Accessibility Continued**

Number of lots with buildings within the San Bernardo Area – 34

Number of lots with buildings within 1/4 mile of a SMART stop – 28 (82% of lots with buildings within the San Bernardo area)

San Bernardo Bus Access



0 1,000 2,000 ft

Legend

- Town Boundaries
- 1/4 Mile Stop Buffer
- 1/2 Mile Stop Buffer
- Bus Stops
- Lots with Buildings within a 1/4 Mile of Bus Stops
- Lots with Buildings within 1/2 Mile of Bus Stops
- Improved Properties
- San Miguel County Properties

Notes about population change in the San Bernardo region:

- As can be seen on the map, most available lots have been developed in this area.

- **SMART Accessibility Continued**

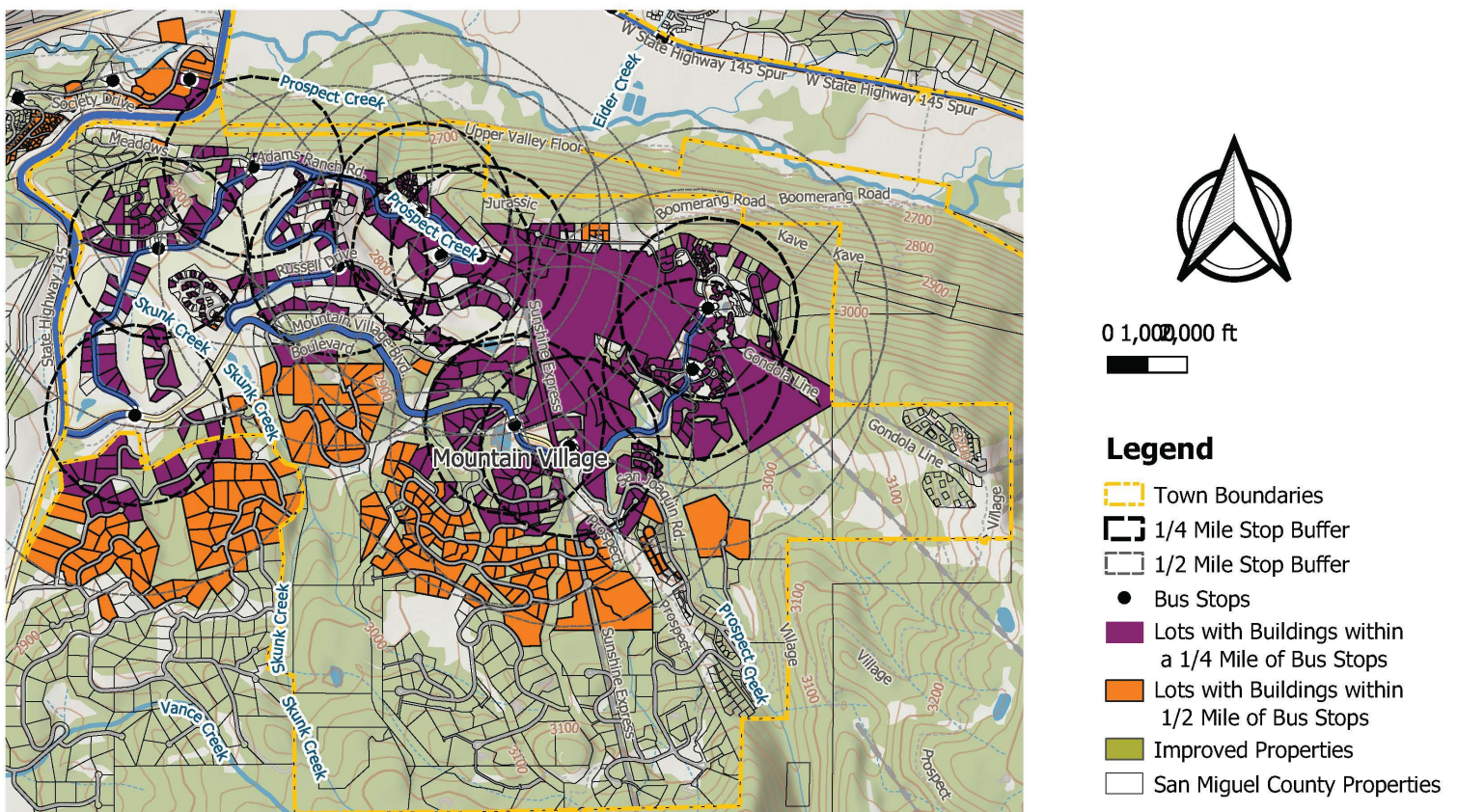
Mountain Village Population – 1,265

Number of lots with buildings within the town limits of Mountain Village – 2008

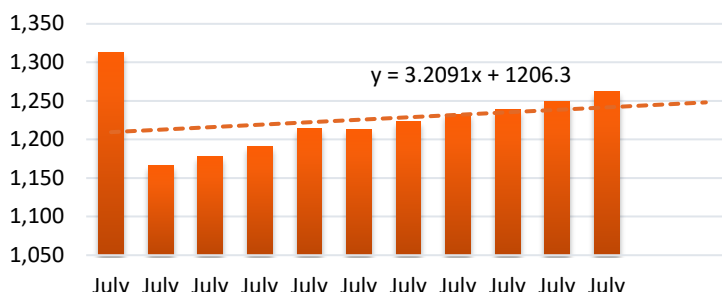
Number of lots with buildings within 1/4 mile of a SMART stop – 1715

Number of lots with buildings within 1/2 mile of a SMART stop – 2013

Mountain Village Area Bus Access



Mountain Village Population 2010 - 2020



Notes about population change in the Mountain Village region:

- Mountain Village population grew between 2010 and 2020.
- An estimated 86% of property owners do not live in Mountain Village full time.

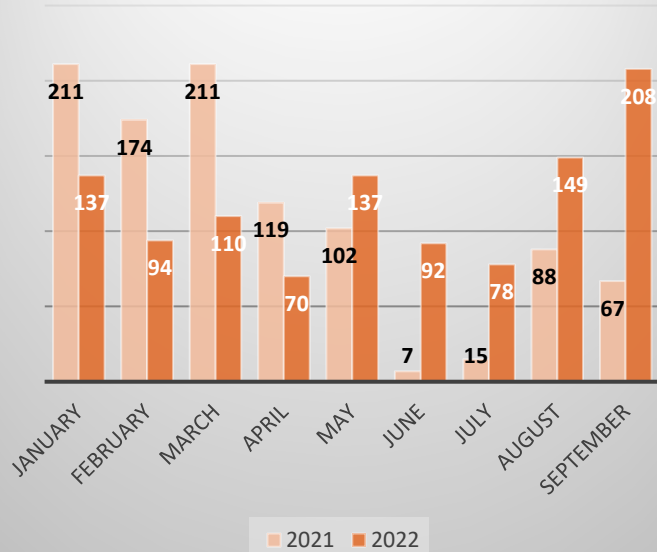


September 1st, 2022

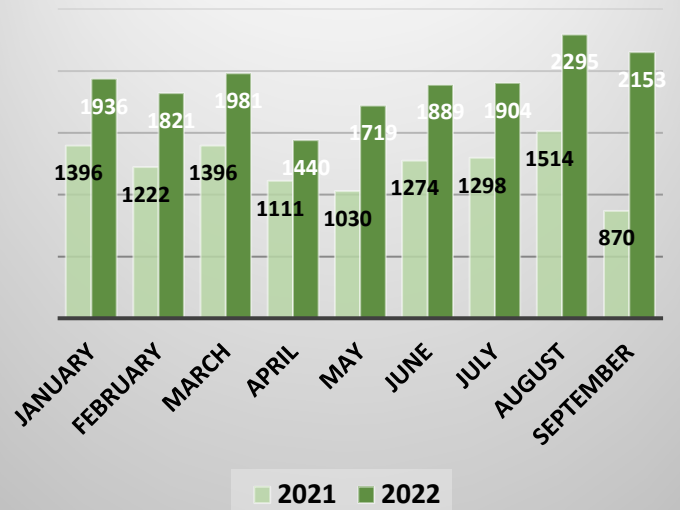
• **Ridership**

Monthly ridership is up from 2021 consistently on all routes except Rico, which has also been up the last five months. This is encouraging as many transit agencies in the State has still not recovered from COVID.

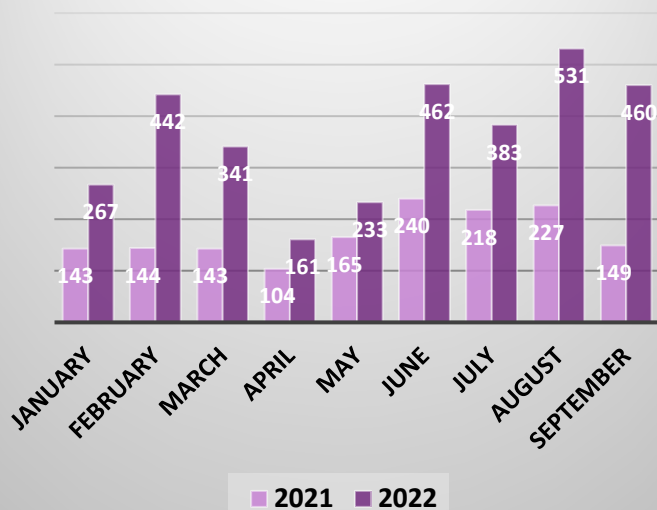
Rico Monthly Ridership 2021/2022



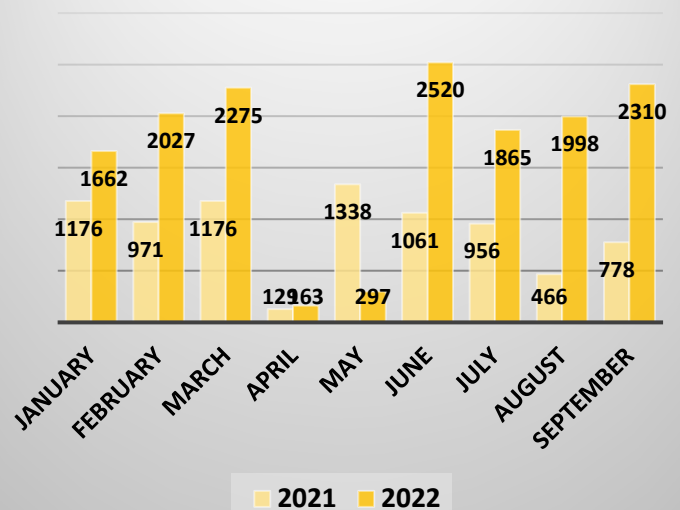
Nucla/Norwood Monthly Ridership 2021/2022



**Down Valley Monthly Ridership
2021/2022**



**Lawson Hill Monthly Ridership
2021/2022**

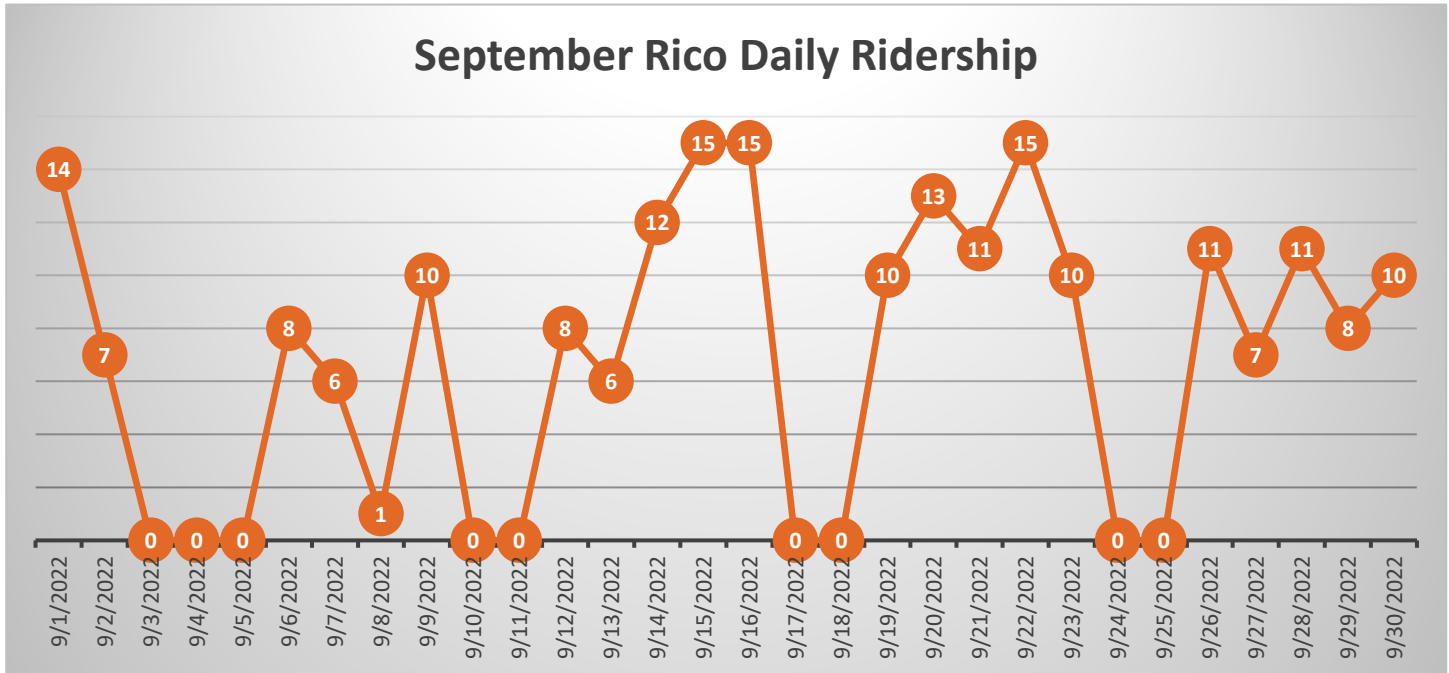




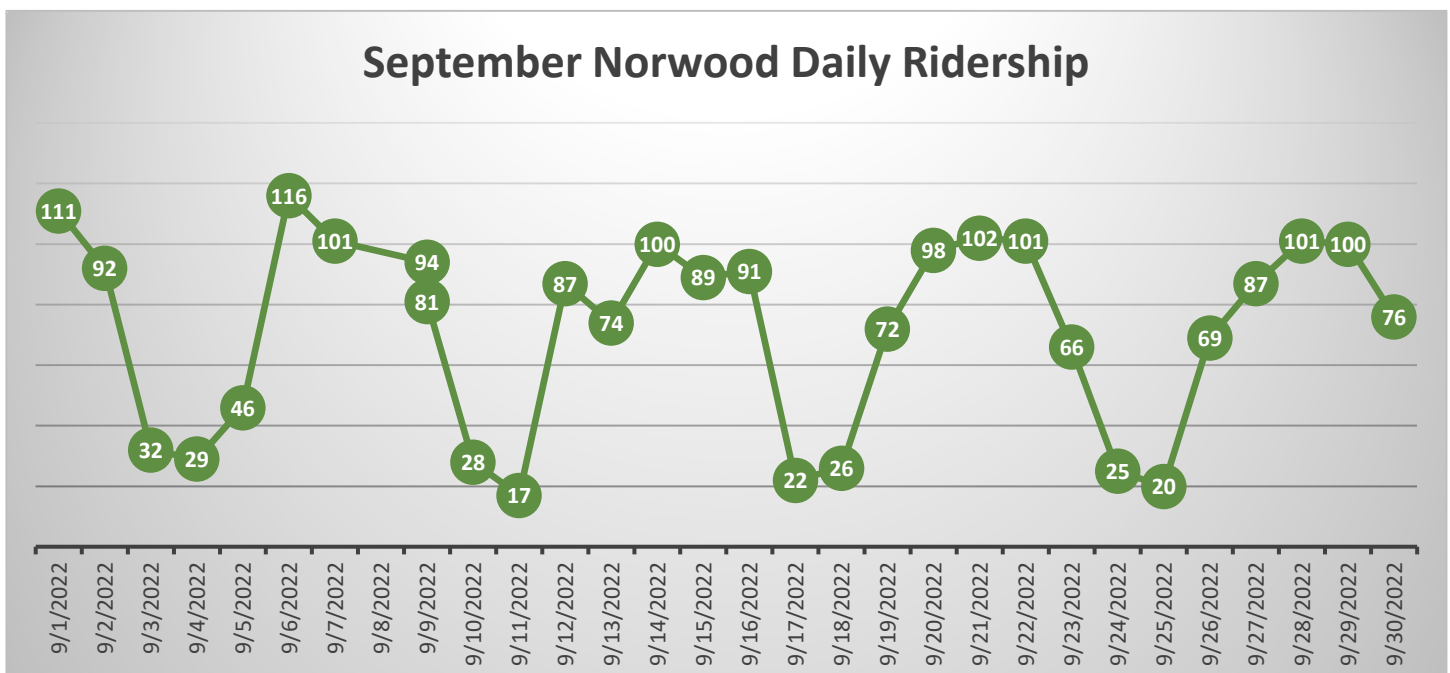
October 3rd, 2022

• Ridership Continued

Rico ridership continues to be strong in September. As in late August, student use has a strong impact on ridership. The zeros are the weekends when the bus doesn't run.



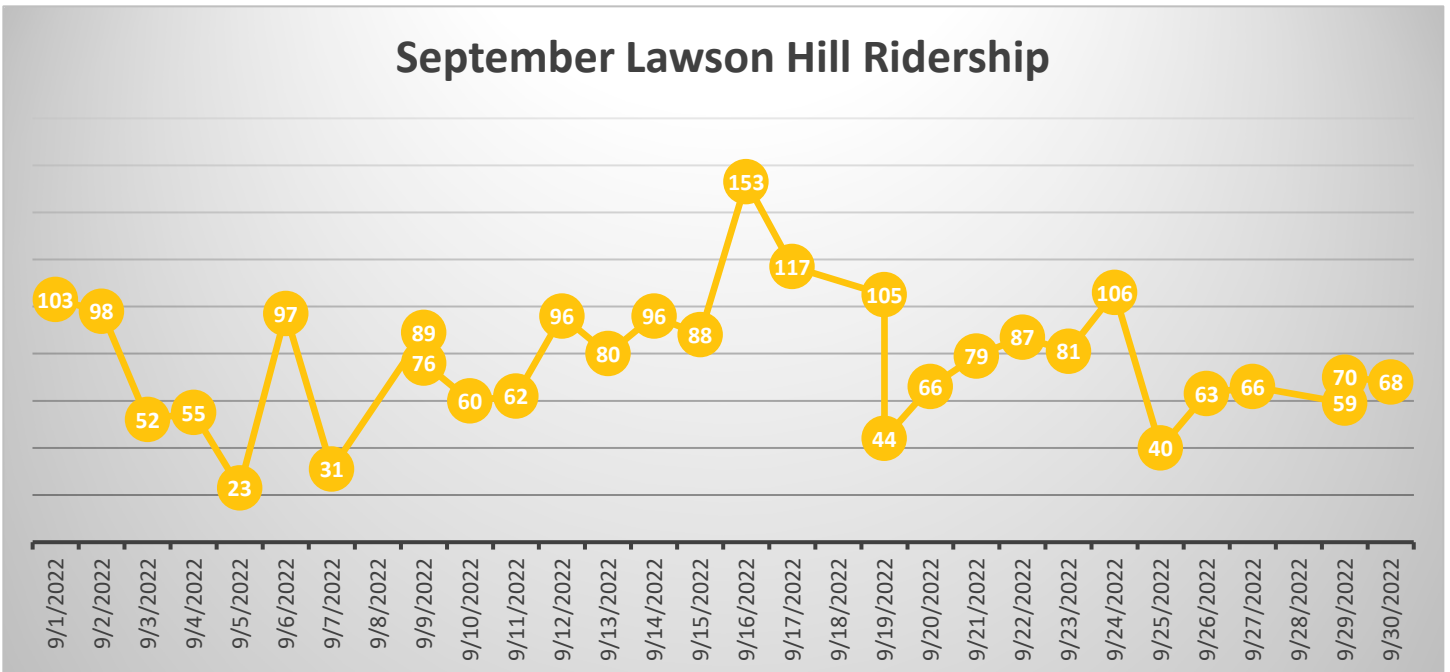
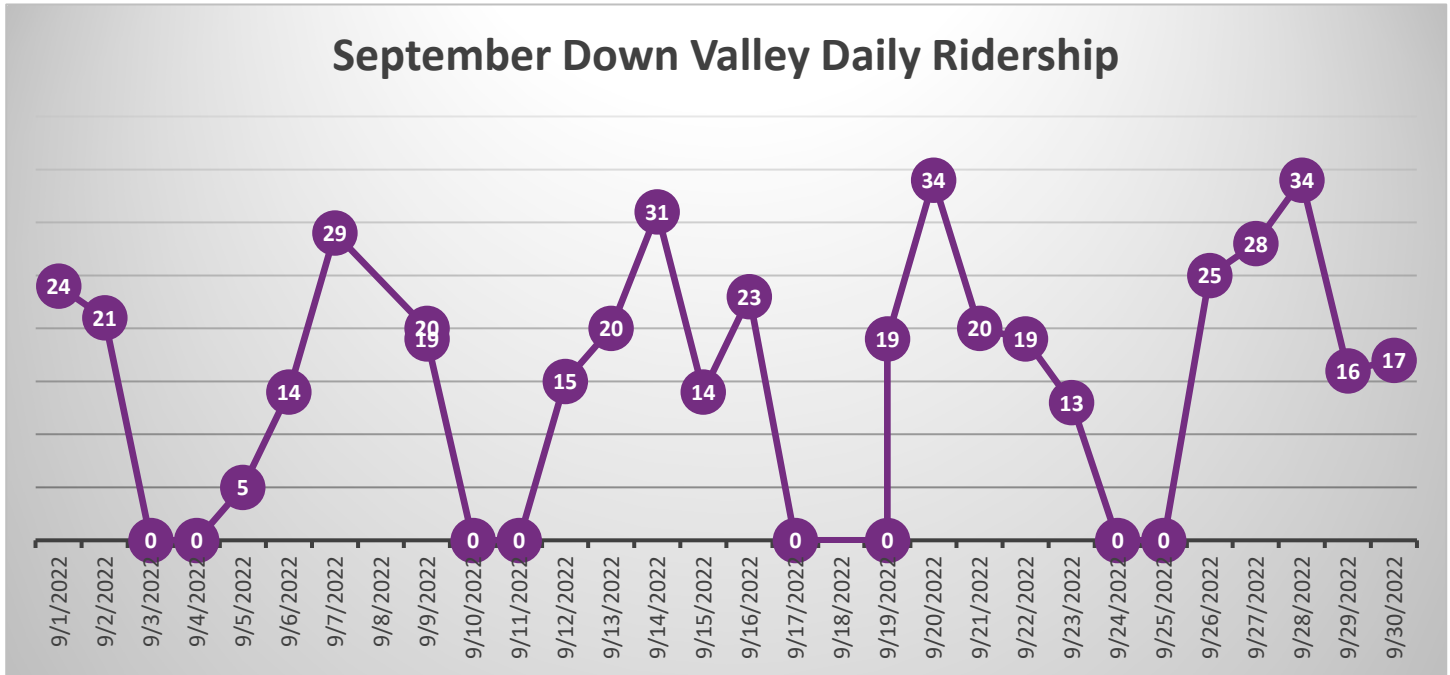
Ridership on the Norwood bus is also strong. We are seeing an average of six riders on the midday route and 3.5 riders on the 11:30 PM route. The lower numbers reflect weekend ridership. There is only one trip back and forth to Norwood on weekends.





• **Ridership Continued**

The Down Valley route, like the Rico route runs only on weekdays. Again, the zeros on the graph represent weekends.



SMART Executive Director report – September 8th, 2022

Grants: Nothing to report.

Meadows Underpass project: Contract Amendment with CDOT for additional funding has been executed and we will be commencing work on this project in the next week or two. Kari will be taking over as project manager.

Outside meetings/conferences: Kari and I attended the CASTA Annual Fall Conference in Snowmass September 27th through 30th. Kari also attended a day of the Colorado APA conference Vail for some training. I went over to Colorado APA on the 30th to take part in a panel presentation regarding current challenges facing resort area transit providers.

Vehicle Update: I'm working with CDOT to get our pre-award authority in place for the most recent 5339 grant. We have a production slot for the large buses identified for the 3rd quarter of 2023. The small bus order may be a bit further out. Vans will likely be the first that become available, TBD. I am also working on a transfer of a slightly used bus (same model as the 3 we just purchased for Lawson/Off Season, but a year newer) with less than 25,000 miles. This bus is over in Denver and will be a transfer from another CDOT grant partner so will be the same (or similar) to getting a bus through the grant process, cost-wise. Once we make the transfer the bus will need to go to a shop over there for some minor repairs (new catalytic converter and fuel cell) to be brought up to our specifications (install of the destination sign, camera system, drop down chains, etc.). The bus will also be wrapped in our livery before we bring it over here for use. All this is to say that we're working hard on getting these vehicles to support our current operations.

FY21 Audit Follow up: The FY21 Audit and action plan has been submitted and accepted by the State Auditors Office as well as the Federal Audit Clearing House.