

## GLOSSARY

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



San Miguel Authority for Regional Transportation  
Board of Directors Meeting Agenda  
Thursday July 10th, 2025  
3 p.m.

Registration at the following link is required in advance for participation in this webinar:  
[https://us02web.zoom.us/webinar/register/WN\\_pp8J12fUS9y00iad9UPzFQ](https://us02web.zoom.us/webinar/register/WN_pp8J12fUS9y00iad9UPzFQ)

**Item 1:** Public Comment on non-agendized items

**Item 2:** **Resolution 2025-13**, Part 1a, regarding the Review and Approval of the July 10th, 2025 Agenda and Consent Items, and part 1b regarding the Approval of the June 12<sup>th</sup>, 2025 meeting minutes.

Presented By: Board Chair

Item Type: Action

**Item 3:** **Gondola Technical Tour debrief**

Presented By: M.Fee

Item Type: Report

**Item 4:** **June 2025 Operations report**

Presented By: K.Distefano

Item Type: Action

**Item 5:** **Executive Director report**

**Item 6:** **Round Table Updates and Reports**

**San Miguel Authority for Regional Transportation  
Board of Directors Meeting June 12<sup>th</sup>, 2025 Regular Meeting  
Virtual meeting minutes**

Member Directors Present: Town of Telluride –Ashley Story Von Sprecken. Town of Mountain Village – Harvey Mogenson, Tucker Magid. Anne Brown – San Miguel County.

Staff Present: David Averill, Kari Distefano

Others: Kim Bolling (Telluride Express)

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

**Item 1: Public Comment**

No public comment was offered.

**Item 2: Resolution 2025-12, Part 1a, regarding the Review and Approval of the June 12th, 2025 Agenda and Consent Items and Part 1b, regarding the Review and Approval of May 8th, 2025 Meeting Minutes.**

Tucker Magid moved to adopt Resolution 2025-12, parts 1a and 1b

Anne Brown seconded the motion

A unanimous vote approved the motion.

**Item 3: SMART Finance discussion**

Averill started the discussion by reporting on 3A revenues that have been received so far and the idea that it may be beneficial for SMART to consider other investment strategies vs. what SMART currently does, which is to simply hold the money in a high interest money market account. Alternative investment strategies for SMART have been discussed in the past but the Board has opted not to change that strategy, but it is also acknowledged that this is a good time to revisit those alternatives. There was broad support among Board members to explore relatively low risk strategies. Mogenson and Averill committed to bringing back alternative investment strategies for the Board to consider at a future meeting.

The second part of the discussion focused on revenue projections, in particular property tax projections, for FY26. Due to increased valuations the SMART district residents have seen a significant increase in their pending tax bills. A question for the Board related to this is if they would be willing to entertain some level of property tax relief for the district residents in the FY26 budget. New legislation caps future property tax revenues at 5% beginning in FY26, which should be considered. Regardless, for the purposes of this discussion there was broad support amongst Board members for considering some measure of property tax relief for the FY26 budget.

**Item 4: June 2025 Operations Report**

Distefano presented the June 2025 operations report. Topics covered included an update on the roll out of Token Transit, a tabletop mass emergency evacuation exercise that San Miguel County hosted, and a recap of Off-Season ridership.

**Item 5: Executive Directors Report**

Averill provided updates on current legal proceedings regarding the 3A election complaint, CDOT grant activities, and other items.

**Item 7: Round Table Updates and Reports** no round table updates or reports were offered.

The meeting was adjourned at 4:25 p.m.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL  
TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS JULY 10TH, 2025 REGULAR MEETING**

**RESOLUTION NO. 2025-13**

**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 July 10th, 2025; 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 July 10th, 2025 regular meeting the Board took action on the following:
  - a. Approval of the July 10th, 2025 meeting agenda (Exhibit A)
  - b. Approval of the Board meeting minutes for the June 12th, 2025 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 JULY 10TH, 2025.**

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Harvey Mogenson, Board Chair

ATTEST:

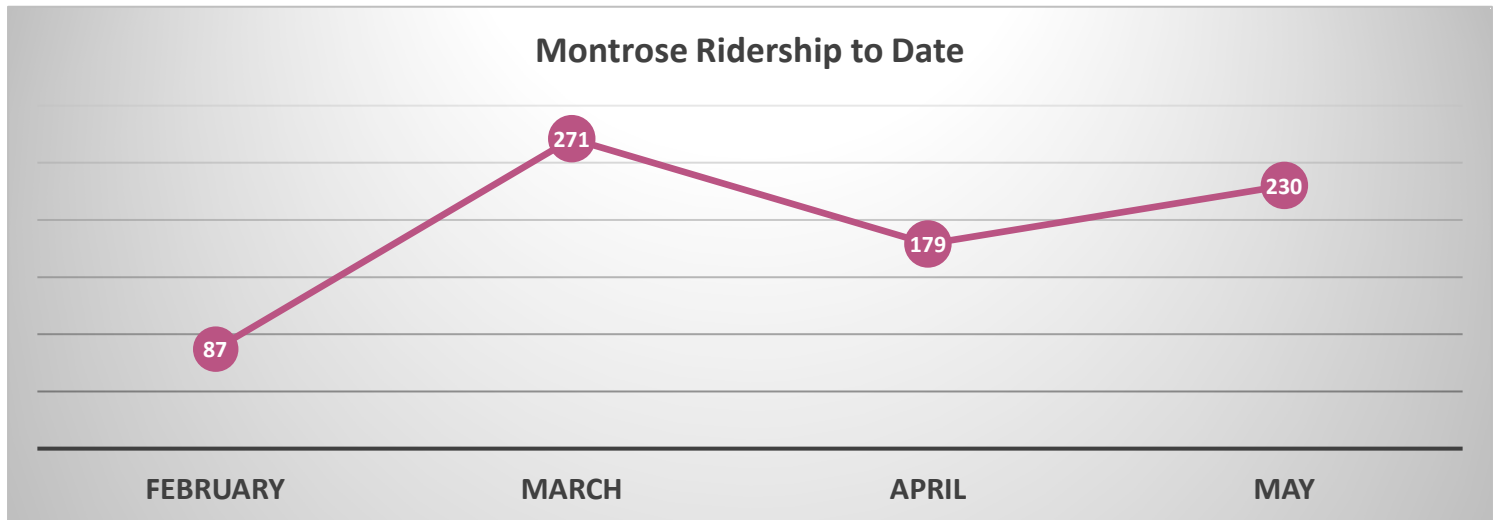
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David Averill, Executive Director



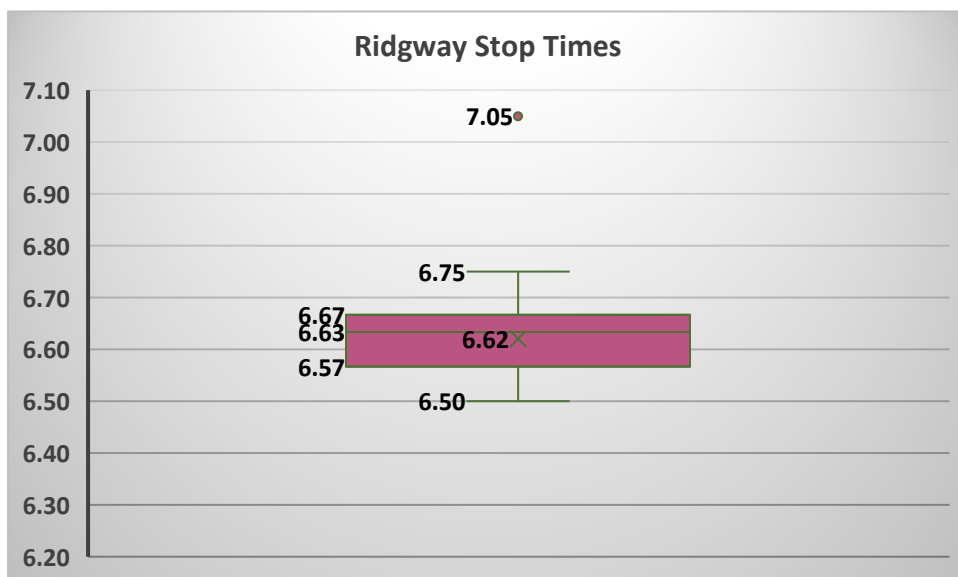
## Update on the Montrose Route

As illustrated on the graph below, ridership on the Montrose Route is picking back up after dipping in April. We don't have June ridership yet.



There was some discussion at the last meeting about the length of time allocated in the morning for the Ridgway stop. Using data from Samsara, which is the GPS tracking system installed on our buses, I calculated the earliest time that the bus had reached the Ridgway stop, the first quartile, the median, the third quartile and the maximum. The data is illustrated on the Box and Whisker plot below. The decimal conversion to time is shown on the right. 50% of the time, the bus arrives at the Ridgway stop between 6:34 AM and 6:40 AM, making the wait at the Ridgway stop between six minutes to an immediate departure. The median arrival time is 6:37 AM (a three-minute wait time). There is an outlier of 7:05 AM. The earliest arrival time was 6:30 AM. 50% of the time, the bus arrived in Telluride between 7:35 AM and 7:39 AM. 50% of the time the bus arrived in Montrose from Telluride between 6:25 PM and 6:29 PM.

There was also some discussion about using a smaller bus on the Montrose Route. I asked the TEX fleet manager about the difference in gas mileage between the 40 passenger buses and the 14 passenger buses. He said that the difference was negligible and the gas usage depended more on the ability of the driver to maintain a smooth pace. It is important to keep in mind passenger comfort on long trips. The larger buses are smoother and more comfortable and allow passengers to read or engage in other activities.

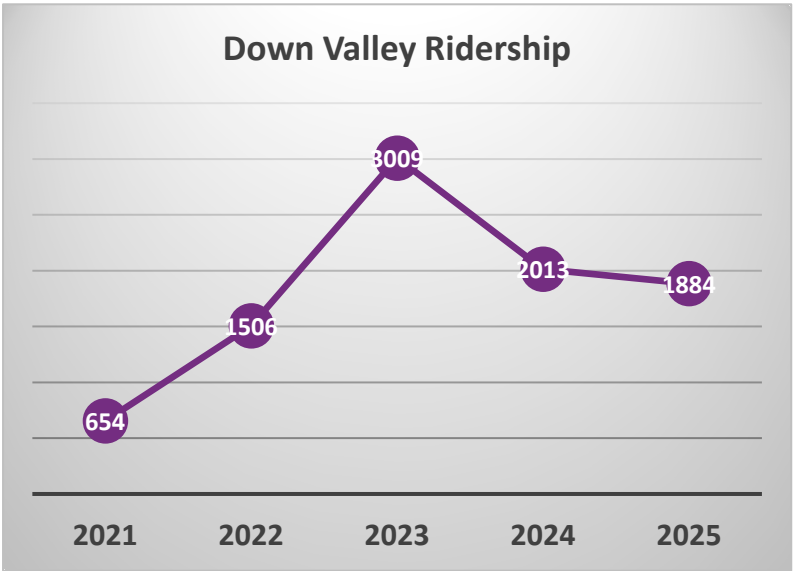


7.05 =	7:03:00 AM
6.75 =	6:45:00 AM
6.67 =	6:40:00 AM
6.63 =	6:37:48 AM
6.62 =	6:37:12 AM
6.57 =	6:34:12 AM
6.50 =	6:30:00 AM

Update on Ridership

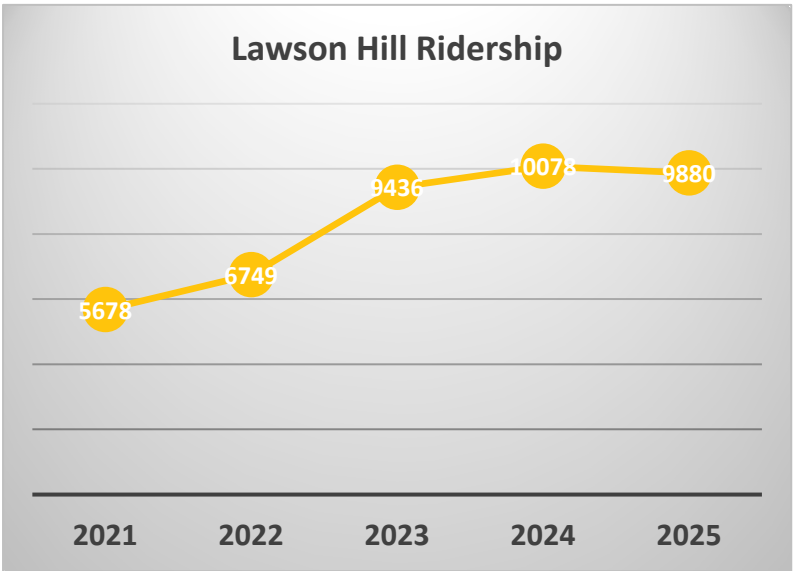
The following graphs illustrate changes in ridership between 2021 and 2025. The Nucla/Naturita Route and the Lawson Hill/Mountain Village routes started more recently than the other routes shown.

Down Valley ridership continues to decline. As we are evaluating whether or not to change Norwood route timing, we will also be considering time changes for Down Valley.



Down Valley Route		
Year	Ridership	Percent Change from Prior Year
2021	654	
2022	1506	130.28%
2023	3009	99.80%
2024	2013	-33.10%
2025	1884	-6.41%

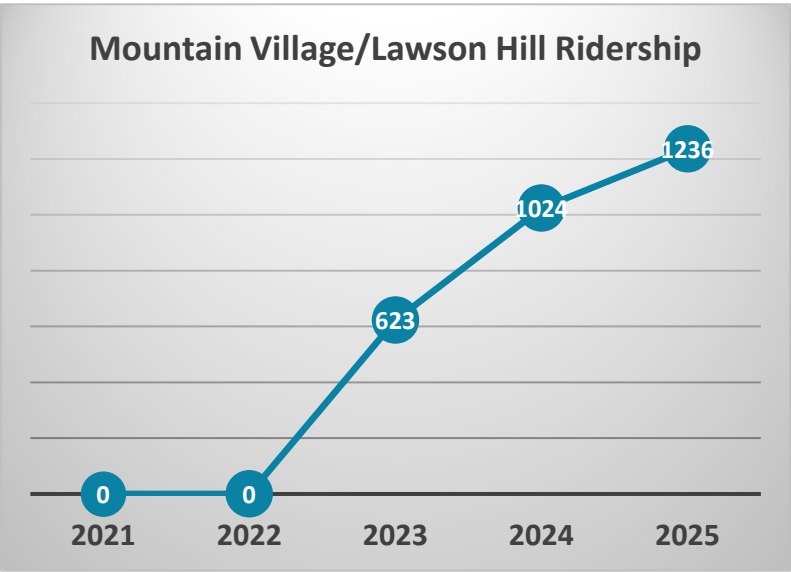
Lawson Hill ridership has stayed fairly consistent. The small loss in ridership we have seen this year may be attributable to a noticeable increase in E-bike use.



Lawson Hill Route		
Year	Ridership	Percent Change from Prior Year
2021	5678	
2022	6749	18.86%
2023	9436	39.81%
2024	10078	6.80%
2025	9880	-1.96%

Update on Ridership

The Lawson Hill/Mountain Village Route is still gaining popularity.



Lawson Hill/Mountain Village Route		
Year	Ridership	Percent Change from Prior Year
2021	0	
2022	0	
2023	623	
2024	1024	64.37%
2025	1236	20.70%

Norwood Route ridership is still declining. Our plan was to tweak the timing in order to get more people on the bus. We would like to do this when we add other route enhancements such as filling in the gap in the Lawson Hill schedule. Unfortunately, our partners at Telluride Express do not have enough drivers right now to increase services. I have been told that they are actively recruiting drivers.

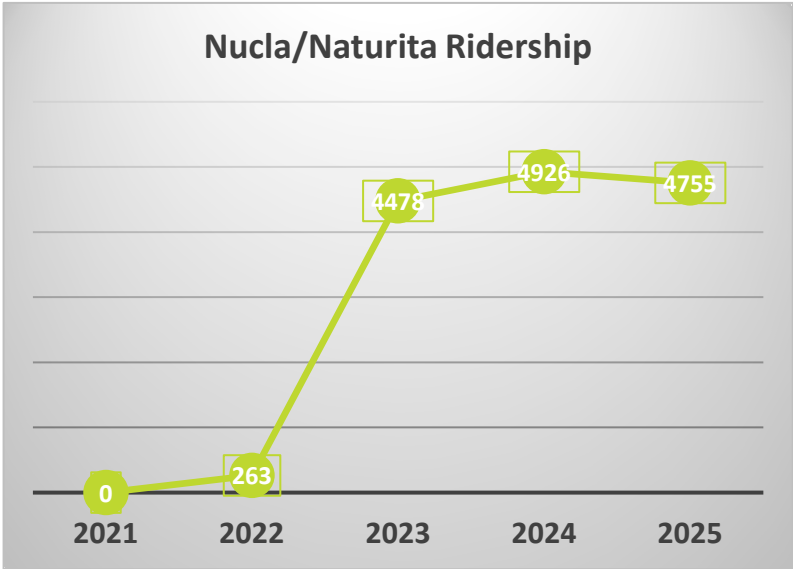


Norwood Route		
Year	Ridership	Percent Change from Prior Year
2021	6377	
2022	8909	39.71%
2023	9198	3.24%
2024	6512	-29.20%
2025	5419	-16.78%



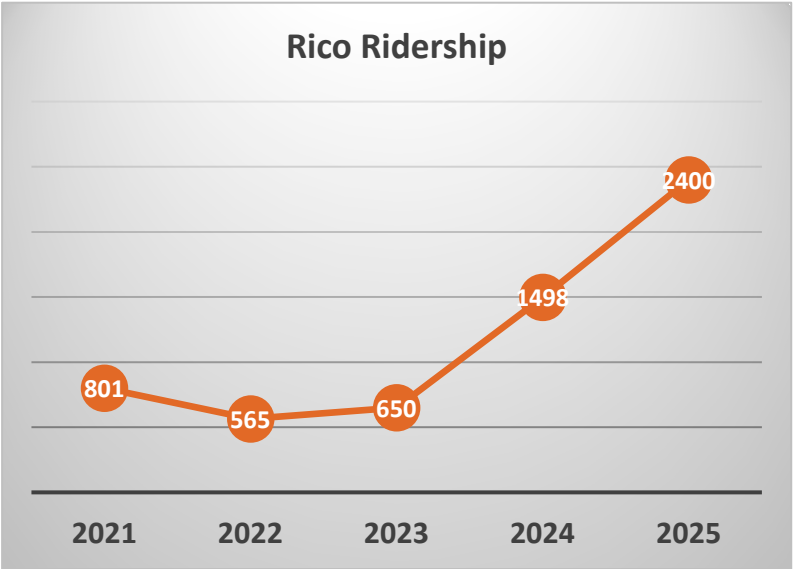
Update on Ridership

Ridership on the Nucla/Naturita Route has remained fairly consistent. Since the Four Seasons Hotel bought the Rim Rock Hotel in Naturita for employee housing, I would expect demand on this route to increase when the hotel in the Mountain Village opens.



Nucla/Naturita Route		
Year	Ridership	Percent Change from Prior Year
2021	0	
2022	263	
2023	4478	1602.66%
2024	4926	10.00%
2025	4755	-3.47%

Ridership on the Rico Route continues to increase, but I expect that ridership will come down over the course of the summer when school is out.



Rico Route		
Year	Ridership	Percent Change from Prior Year
2021	801	
2022	565	-29.46%
2023	650	15.04%
2024	1498	130.46%
2025	2400	60.21%