



San Miguel Authority for Regional Transportation  
Board of Directors Meeting Agenda  
Thursday November 13th, 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\\_AMbDjmeXStW6UnwiDufh6A](https://us02web.zoom.us/webinar/register/WN_AMbDjmeXStW6UnwiDufh6A)

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

**Item 2:** **Resolution 2025-19**, Part 1a, regarding the Review and Approval of the November 13th, 2025 Agenda and Consent Items, and part 1b regarding the Approval of the September 11th, 2025 meeting minutes.

Presented By: Board Chair  
Item Type: Action  
Packet Page: 5  
Allotted Time: 5 minutes

**Item 3:** **Resolution 2025-20, FY26 Gondola Project Development IGA**

Presented By: D. Averill  
Item Type: Action  
Packet Page: 6  
Allotted Time: 10 minutes

**Item 4:** **FY26 Budget and Capital Plan Discussion**

Presented By: D. Averill  
Item Type: Discussion  
Packet Page: 38  
Allotted Time: 20 minutes

**Item 5:** **3<sup>rd</sup> Quarter 2025 Performance Report**

Presented By: K. Distefano  
Item Type: Report  
Packet Page: 44  
Allotted Time: 5 minutes

**Item 6:** **October 2025 Operations Report**

Presented By: K. Distefano  
Item Type: Report  
Packet Page: 55  
Allotted Time: 10 minutes

**Item 7:** **Executive Directors Report**

Presented By: D. Averill

Item Type: Report  
Packet Page: -  
Allotted Time: 10 minutes

**Item 8: Round Table Updates and Reports**

## 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 November 13th, 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\\_AMbDjmeXStW6UnwiDufh6A](https://us02web.zoom.us/webinar/register/WN_AMbDjmeXStW6UnwiDufh6A)

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

**Item 2:** **Resolution 2025-19**, Part 1a, regarding the Review and Approval of the November 13th, 2025 Agenda and Consent Items, and part 1b regarding the Approval of the September 11th, 2025 meeting minutes.

Presented By: Board Chair  
Item Type: Action

**Item 3:** **Resolution 2025-20, FY26 Gondola Project Development IGA**

Presented By: D. Averill  
Item Type: Action

**Item 4:** **FY26 Budget and Capital Plan Discussion**

Presented By: D. Averill  
Item Type: Discussion

**Item 5:** **3<sup>rd</sup> Quarter 2025 Performance Report**

Presented By: K. Distefano  
Item Type: Report

**Item 6:** **October 2025 Operations Report**

Presented By: K. Distefano Item Type: Report

**Item 7:** **Executive Directors Report**

Presented By: D. Averill  
Item Type: Report

**Item 8:** **Round Table Updates and Reports**

**San Miguel Authority for Regional Transportation  
Board of Directors Meeting September 11<sup>th</sup>, 2025 Regular Meeting  
Virtual meeting minutes**

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

Staff Present: David Averill, Kari Distefano

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

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

No public comment was offered.

**Item 2: Resolution 2025-15 Part 1a, regarding the Review and Approval of the September 11th, 2025 Agenda and Consent Items and Part 1b, regarding the Review and Approval of August 14th, 2025 Meeting Minutes.**

J.Meehan Fee moved to adopt Resolution 2025-15, parts 1a and 1b  
Lance Waring seconded the motion

A unanimous vote approved the motion.

**Item 3: Resolution 2025-16, FY25 Budget Amendment Adoption**

Building on conversations at the August and September Board meetings, Averill gave background on the necessity to doing a budget amendment as well as the process that lead to this point. After a brief discussion on several budget elements, the Board expressed no concerns with proceeding towards adopting the FY25 Budget Amendment.

J.Meehan Fee moved to adopt Resolution 2025-16  
Lance Waring seconded the motion

A unanimous vote approved the motion

**Item 4: Resolution 2025-17, FY24 Audit Report and Acceptance**

Averill provided background on the FY24 Audit process, including a conversation about the Single Audit. Some conversation about this process took place but no concerns were expressed by Board members.

Lance Waring moved to adopt Resolution 2025-17  
J. Meehan Fee seconded the motion

A unanimous vote approved the motion

**Item 5: Resolution 2025-18, Public Comment Policy modification**

Averill provided background on why the public comment policy was being brought forward to be modified. After a brief discussion a Board member Waring offered an amendment that would

allow the Board Chair to uniformly expand the amount of time provided for individual comments if the situation warranted it. This additional modification was agreed to by Board members in attendance.

Lance Waring moved to adopt Resolution 2025-18

J. Meehan Fee seconded the motion

A unanimous vote approved the motion

**Item 6: FY26 Preliminary Budget discussion**

Averill provided background on the development of the FY26 budget, specifically going over forecasted revenue and anticipated costs. In particular, the Board discussed a range of approaches to setting the mill levy rate for FY26. It was decided that more information from the Department of Revenue was needed in addition to considering what other special districts might be doing with their mill levy, and the Board will go from there on that topic. There was also a brief discussion of special projects that are proposed in the FY26 budget.

**Item 7: September 2025 Operations Report** Distefano presented the September 2025 Operations Report and a brief discussion followed.

The meeting was adjourned at 4:41 p.m.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL  
TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS NOVEMBER 13TH, 2025 REGULAR MEETING**

**RESOLUTION NO. 2025-19**

**RECITALS:**

**WHEREAS**, the San Miguel Authority for Regional Transportation (“SMART”) was approved by the registered electors of the Town of Telluride, Town of Mountain Village, Town of Rico and that portion of the SMART combination that are within that part of the SMART boundaries located within unincorporated San Miguel County, pursuant to the Colorado Regional Transportation Authority Law, C.R.S. Title 43, Article 4, Part 6; and

**WHEREAS**, SMART is governed by the Colorado Regional Transportation Authority Law and SMART Intergovernmental Agreement (“SMART IGA”) conditionally approved by each of the governing bodies of the Town of Telluride, Town of Mountain Village, San Miguel County and the Town of Rico, and with the approval of the registered electors of those jurisdictions; and

**WHEREAS**, the Board held a regular meeting on November 13th, 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 November 13th, 2025 regular meeting the Board took action on the following:
  - a. Approval of the November 13th, 2025 meeting agenda (Exhibit A)
  - b. Approval of the Board meeting minutes for the September 11th, 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 NOVEMBER 13TH, 2025.**

---

Harvey Mogenson, Board Chair

ATTEST:

---

David Averill, Executive Director

# AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional  
Transportation



**MEETING DATE:** October 9, 2025

**AGENDA ITEM:** 3

**ACTION REQUESTED:** Action

**SUBMITTED BY:** D. Averill, and A. Kyle-Blake

## **BACKGROUND INFORMATION/KEY POINTS:**

This is an action item for the Board to consider and adopt a resolution to approve an Amendment to the Intergovernmental Agreement with the Town of Telluride, Town of Mountain Village, Mountain Village Owners Association (TMVOA), San Miguel County, and Telluride Ski and Golf (TSG), for long range planning activities related to the Gondola Project. The IGA establishes the Town of Telluride, Town of Mountain Village, TMVOA and SMART as the “Funding Partners” for cost sharing of activities related to long range gondola project development, and San Miguel County and TSG as project participants. The purpose of this amendment is to supplement and amend the cost-sharing budget for the year 2026, and to add language stipulating that IGA costs can only be incurred “subject to annual appropriation”.

Changes to the IGA have been reviewed and approved by each of the entities and their legal teams.

Amendments to the IGA for 2026 include:

Section 1. Incorporation of Recitals. The Participants confirm the statements set forth in the above Recitals and incorporate such recitals herein as an integral part of this Agreement. The provisions of the 2023 IGA, the 2024 First Supplement, and the 2025 Second Supplement are ratified and incorporated by reference herein.

Section 2. Scope of Gondola Project; Planning and Development Phase Responsibilities of the Participants. The Gondola Cost Sharing IGA is hereby supplemented and amended by the 2026 cost-sharing Budget attached hereto and made a part hereof as Exhibit 1 subject to annual appropriations.

## **COMMITTEE DISCUSSION:**

The partner entities, the Gondola Advisory Committee (Gsub), and the Gondola Leadership Committee are in agreement with the IGA Amendment for 2026.

## **SUPPORTING INFORMATION:**

N/A

## **FISCAL IMPACT:**



As the long-range gondola planning process continues through the project development phase, the governance and cost-sharing structure will be split across three participating entities in 2026:

- The Town of Telluride (25%)
- The Mountain Village Entity (The Town of Mountain Village/TMVOA) (25%)
- SMART (50%)

As project sponsor, SMART will continue to administer the project development funding on a reimbursement basis. Payment by the Funding Partners on a prorated basis will continue to be made to SMART upon written invoice with supporting documents of any incurred expenses.

The estimated project development budget for 2026 is as follows:

<b>2026 Gondola Project Development Budget</b>	
<b>Project Management</b>	\$176,860.41
<b>Legal Counsel</b>	\$45,000.00
<b>Financial Advisor Services</b>	\$24,000.00
<b>Project Development Services (SME)</b>	\$1,800,000.00
<b>Translation Services</b>	\$5,000.00
<b>Subtotal</b>	<b>\$2,050,860.41</b>
<b>Contingency (20%)</b>	<b>\$410,172.08</b>
<b>TOTAL</b>	<b>\$2,461,032.49</b>

<b>2026 Cost Share Distribution</b>	
SMART (50%)	\$1,230,516.25
Town of Telluride (25%)	\$615,258.12
Mountain Village Entity* (25%)	\$615,258.12
<b>Total Budget</b>	<b>\$2,461,032.49</b>

\* The Mountain Village entity contributes 25%, split equally between the Town of Mountain Village at 12.5%, and the Telluride Mountain Village Owners Association at 12.5%.

Any additional costs and expenses that exceed the estimated budget shall be considered by the Partners on a case-by-case basis and must be approved by each participating entity, in accordance with the cost-sharing provisions of the Project Development IGA.

#### **ADVANTAGES:**

The continuation of a formalized regional funding partnership clearly demonstrates local commitment to the project and reflects the Leadership Committee's shared priorities:

- Effective pursuit of grant funding (and the local match cost-sharing this requires)

- Conceptual station planning
- Minimized system downtime during construction
- Interim transportation plan during construction

#### **DISADVANTAGES:**

The Project Development IGA provides essential clarity to the long-range planning process, but it is not a universal remedy to future challenges. The complexity of this multi-jurisdictional and multi-dimensional effort cannot be overstated. The primary disadvantages to this cost-sharing agreement are:

- Collective acknowledgment that significant local match cost-sharing is required for effective grant pursuits
- There is a potential for increased annual financial contribution from each planning partner entity
- Uncertainty/risk subject to local appropriations and number of funding partners

#### **ANALYSIS/RECOMMENDATION:**

Under the continued direction of the Gondola Leadership Committee (and the participating governing bodies that compose it), it is recommended by the project management team that the Gondola Project Development IGA – 2026 Amendment be executed.

The agreement continues to represent a formalized regional partnership that clearly demonstrates shared priorities and continued local commitment to the project and the pursuit of related state/federal grant funding opportunities.

#### **ATTACHMENTS:**

1. Current copy of the fully executed Intergovernmental Agreement for Cost-Sharing of the Planning and Gondola Project Development Phase for the Gondola Project and all previous amendments.
2. Gondola IGA Amendment 3 (2026)

## **INTERGOVERNMENTAL AGREEMENT FOR COST-SHARING OF THE PLANNING AND GONDOLA PROJECT DEVELOPMENT PHASE OF THE GONDOLA PROJECT**

This **INTERGOVERNMENTAL AGREEMENT** FOR COST-SHARING OF THE PLANNING AND GONDOLA PROJECT DEVELOPMENT PHASE FOR THE GONDOLA PROJECT (the “Agreement”) is made and entered into by the following five entities effective as of November 17, 2023:

1. the Town of Mountain Village (“TMV”) and Telluride Mountain Village Owners Association (“TMVOA”), collectively “Mountain Village Entity”
2. the Town of Telluride (“ToT”)
3. San Miguel County (“the County”)
4. TSG Ski & Golf, LLC (“Telski”), and
5. the San Miguel Authority for Regional Transportation (“SMART”)

The above entities who have approved and executed this Agreement (the “Participants”) for the purposes set forth below. The Participants agree as follows:

### **RECITALS:**

**WHEREAS**, pursuant to title 29, article 1, part 2, C.R.S., as amended, and article XIV, section 18 of the Colorado Constitution, governments may contract with one another to provide any function, service or facility lawfully authorized to each of the contracting units and any such contract may provide for the joint exercise of the function, service or facility, including the establishment of a separate legal entity to do so; and

**WHEREAS**, SMART is legally authorized to provide mass transportation services and to contract with other entities to provide such services pursuant to §43-4-605, C.R.S.; and

**WHEREAS**, pursuant to the Resolution of Intent adopted by the SMART Board of Directors on February 9, 2023, the Participants agree that SMART shall serve as “Lead Participant” under this Agreement for purposes of planning for the construction, operation, maintenance, and funding for the Telluride-Mountain Village Gondola, after the current operating agreement expires on December 31, 2027 (hereinafter the “Gondola Project”); and

**WHEREAS**, Mountain Village Entity, County, ToT, and TSG Ski & Golf, LLC, are the four “Funding Participants”, and SMART is the one Lead Participant; and

**WHEREAS**, under this Agreement, the Funding Participants, shall coordinate with and assist SMART, as described below, with cost-sharing for the planning and development phase of the Gondola in accordance with Exhibit A and Exhibit B (“Phase I”); and

**WHEREAS**, SMART, in cooperation with the Funding Participants, has designated a Project Manager to coordinate and oversee the management of the Gondola Project; and

**WHEREAS**, in accordance with section 4.03 of the SMART Governing IGA, a Gondola Advisory Committee (“GAC”) shall be formed by SMART in accordance with Exhibit D, which shall assume the management and administrative roles currently provided by the TMVOA Gondola Subcommittee and shall provide general oversight of the Project Manager in connection with Phase I; and

**WHEREAS**, as it relates to forwarding recommendations to be made to the SMART Board for Phase I, the GAC will operate under a voting structure reflective of funding participants as articulated in Section 3 of this agreement; and

**WHEREAS**, SMART, in cooperation with the Funding Participants, will select, approve, and execute professional service agreements for consultant services for Phase I; and

**WHEREAS**, the Participants have formed a RFQ review working group in accordance with Exhibit C, which shall make recommendations to the Gondola Advisory Committee for the issuance of RFQ's and the selection of consultants to perform services for Phase I of the Gondola Project; and

**WHEREAS**, the estimated Gondola Project planning and development costs Phase I for 2023 is three hundred and twenty-three thousand four hundred dollars and eighty-one cents (**\$323,400.81**); and

**WHEREAS**, the Participants anticipate the costs for the Gondola Project will continue to increase and additional revenue from grant funds and local matching funds from the Participants will be required in 2024 to cover the costs to complete the scope of services for Phase I of the Gondola Project. Participants agree, subject to annual appropriations of the Participants, to pay, on a prorated equal share basis, all Gondola Project costs authorized and incurred under this Agreement for Phase I in accordance with budgets prepared by SMART and approved by the Participants in accordance with this Agreement; and

**WHEREAS**, the Participants agree to pay for their respective costs (e.g., their own administrative resources, staff time, services provided by and fees and costs charged by the Participant's own staff, engineer(s), attorney(s) or any of their own retained professional consultants and out-of-pocket business expenses) that they directly incur in relation to the Gondola Project; and

**WHEREAS**, Participants acknowledge that the participant mixture and level of financial participation may change at which point this Agreement will be revisited; and

**WHEREAS**, it is anticipated that at some point during the planning and development of the Gondola Project there will be a local funding agreement on the capital rebuild phase of the Gondola Project at which point Participants agree to establish a separate agreement for capital cost sharing of the capital for the rebuild phase of the Gondola Project; and

**WHEREAS**, the governing bodies or authorized representative of each of the Participants have determined that there is a need to jointly cooperate and share the related Gondola Project costs with the other Participants in order to obtain grant funding and to receive the individual and collective benefits of the Gondola Project, and the Participants have further determined that jointly undertaking the Gondola Project best serves their respective interests; and

**WHEREAS**, the governing bodies or authorized representative of each of the Participants have taken all necessary actions to approve and enter into this Agreement and to authorize their respective Mayor or Board Chair and Clerk or authorized representative to execute this Agreement on their behalf; and

**WHEREAS**, this Agreement is authorized and entered into in accordance with applicable State law; and

**NOW, THEREFORE,** in consideration of the mutual agreements, obligations and covenants set forth in this Agreement, and upon the further consideration stated in the foregoing Recitals, it is agreed by the Participants as follows:

**Section 1. Incorporation of Recitals.** The Participants confirm the statements set forth in the above Recitals and incorporate such recitals herein as an integral part of this Agreement.

**Section 2. Commencement; Approval and Term of Agreement.**

- A. **Commencement.** This Agreement shall commence at such time as all Participants have approved and executed their respective signature pages. The “Effective Date” of this Agreement shall be the date on which SMART and all Participants execute their signatures.
- B. **Participation and Approval.** Participation in this Agreement is limited to the Participants who join this Agreement on or after the Effective Date by having their governing bodies or authorized representative approve this Agreement and directing the appropriate officer thereof to execute the signature page. After approval, each Participant shall deliver an executed signature page for this Agreement to: David Averill, Executive Director, SMART, PO Box 3140, Telluride, CO 81435.
- C. **Term.** Unless terminated earlier by the Participants, the term of this Agreement shall continue until the tasks involved in Phase I have been completed.

**Section 3. Cooperation and GAC Voting Structure for the purposes of Phase I.** The Participants agree to cooperate and perform their respective obligations regarding Phase I as required by this Agreement and with respect to the following voting structure and subsequent recommendations at the GAC level.

- a. Mountain Village Entity (2 votes)
- b. Town of Telluride (2 votes)
- c. San Miguel County (2 votes)
- d. TSG Ski & Golf, LLC (2 votes)
- e. SMART Board (1 vote)

**Section 4. Lead Participant; Authority; Support Staff and Consultants.**

- A. **Lead Participant.** SMART shall serve as “Lead Participant” for the Phase I of the Gondola Project under this Agreement and shall provide periodic written status reports to the other Participants regarding the status and completion of Phase I of Gondola Project.
- B. **Authority.** SMART, as the Lead Participant, has the following authority:
  - a. To coordinate and oversee Phase I of the Gondola Project in a commercially reasonable manner as determined in SMARTs exercise of its reasonable judgment and discretion in accordance with this Agreement and with the recommendations of the GAC; and
  - b. To stop work on the Phase I of Gondola Project, or any portion of it, in the event of any dispute under this Agreement or under an agreement with any consultant when SMART determines, in the exercise of its reasonable judgment and discretion, that a stoppage is

reasonable and necessary to protect the financial interests of the Participants.

- C. **Support Staff and Consultants.** Members of the GAC, or their designees, will provide the Project Manager with necessary information to coordinate consultant work and assist with the process for planning and funding to complete Phase I of the Gondola Project as set forth herein.

**Section 5. Scope of Gondola Project; Planning and Development Phase Responsibilities of the Participants. The Participants agree as follows:**

**A. Scope of Gondola Project.**

- a. **Gondola Project Management.** In cooperation with the Funding Participants, SMART will engage a Project Manager to coordinate and oversee the management of Phase I of the Gondola Project.
- b. **Contracted Services.** SMART will contract with consultants and subject matter experts for the benefit of the Participants to provide management of Phase I of the Gondola Project development, facilitation, election services and municipal financial advising activities in accordance with Exhibit A and in accordance with the recommendations of the GAC.
- c. **Estimated Budget for the Gondola Project, Planning and Development Phase.** The estimated cost for Phase I of the Gondola Project for 2023 is not to exceed \$323,400.81. Any additional costs and expenses that exceed the \$323,400.81 itemized by service area below shall be considered by the Participants in accordance with the Cost Sharing provision set forth in Section 6. (Cost Sharing of Gondola Project costs and Payment Obligations) below. Any unspent funds in 2023 shall roll forward into the 2024 Gondola Project budget.

Proposed Gondola Project Budget – Phase I		
	2023	2024*
Gondola Sr. Gondola Project Manager	\$85,000.73	\$142,516.48
Election Consultant Services	\$60,000.00	\$109,333.33
Financial Advisor Consultant and Special Counsel Services	\$24,000.00	\$24,000.00
Community/Government Affairs Consultant Services	\$50,000.00	\$50,000.00
Gondola Project Development Consultant Services	\$75,000.00	\$250,000.00
Subtotal	\$294,000.73	\$575,849.81
Contingency (10%)	\$29,400.07	\$57,584.98
<b>TOTAL</b>	<b>\$323,400.81</b>	<b>\$633,434.79</b>

\*2024 Estimate, subject to local appropriations and number of funding partners.

Per Agency	2023	2024*
Total w/ contingency	\$80,850.20	\$158,358.70

- d. **Modification of Scope.** The Participants may, by mutual unanimous agreement, expand or reduce or modify the scope of Phase I of the Gondola Project, by approval and execution of a written addendum to this Agreement approved by the governing bodies or authorized representative of the Participants.

**B. Responsibilities of the Participants.**

- a. **Responsibilities of Lead Participant.** SMART has the following responsibilities related to Phase I of the Gondola Project as the Lead Participant:
  - i. Preparation of this Agreement; and
  - ii. Communicate with and transmit to each Participant progress reports regarding the status of Phase I of the Gondola Project; and
  - iii. Preparation and issuance of the request for qualifications (RFQ) document(s) for the selection of subject matter expertise in accordance with applicable regulations and state law and this Agreement; and
  - iv. Negotiate, prepare, approve and execute professional services agreements for Phase I of the Gondola Project, based on the GAC's recommendation; and
  - v. Execution of Agreements with consultants for Phase I of the Gondola Project; and
  - vi. Prepare budgets for Phase I for review and approval by the Funding Participants as may be required and consistent with the budget set forth herein; and
  - vii. Receive, hold, manage, account for, and payout the Phase I Gondola Project funds contributed by the Funding Participants, for the benefit of the Gondola Project, in compliance with the applicable state laws and provisions of this Agreement; and
  - viii. Coordinate and monitor the performance of Phase I of the Gondola Project services by the selected consulting team; and
  - ix. Administer and oversee Phase I of the Gondola Project and the expenditure of Phase I Gondola Project funds and the Participant Contributions (defined below in subsection b.) and the collection of additional Participant Contributions (if necessary), including coordination of all Phase I work, approving and making progress payments and final payment to the consulting team, executing all approved change orders to the consulting services, accounting for all of the Phase I costs, and the return of any unused, excess portion of the Participant Contributions; and

- x. Preparation and delivery of quarterly status reports, including fully executed copies of all pertinent agreements and related Phase I documents to the GAC, subject to scheduling of GAC meetings. Weekly status reports to the Managers' Committee, subject to scheduling of Managers' Committee meetings, which Manager's Committee shall include the Executive Director of SMART, the San Miguel County Manager, the President and Executive Director of the Telluride Mountain Village Owners' Association, the Town Manager of the Town of Telluride, and the Town Manager of the Town of Mountain Village, or their respective designees, and a representative of Telluride Ski and Golf; and
  - xi. Perform any other tasks or assignments relating to Phase I of the Gondola Project, as agreed upon by unanimous consent of the Participants; and
  - xii. SMART shall have no authority to incur Gondola Project costs without the authorization of the other Participants.
- b. **Responsibilities of Participants.** Each Participant has the following responsibilities related to Phase I of the Gondola Project, and SMART is included as having these responsibilities unless the context dictates otherwise:
- i. Approval of this Agreement by each Participant's corporate authorities; and
  - ii. Transmit an executed signature page of this Agreement and a certified copy of the fully executed to SMART; and
  - iii. Promptly comply with the Cost Sharing payment obligations set forth below in Section 6 (Cost Sharing of Gondola Project costs and payment obligations) and each of the other responsibilities and provisions contained in this Agreement; and
  - iv. Review and respond to any Phase I Gondola Project documents that require Funding Participant approval (if requested) within thirty (30) calendar days after receipt and submit any requested comments, revisions, or responses to SMART; and
  - v. Review, execute and return to SMART any Phase I Gondola Project document that needs to be executed by the Participant within thirty (30) calendar days after receipt.

#### **Section 6. Cost Sharing of Gondola Project Costs and Payment Obligations.**

The Funding Participants shall share on a prorated equal share basis in the payment of all incurred, documented Phase I Gondola Project costs (as defined at Page 2 above) as follows:



- A. **Cost Share Formula.** The Funding Participants agree that they are responsible for the payment of their respective share of the Gondola Project costs, with each Funding Participant being obligated to pay one fourth of the Phase I Gondola Project costs.
- B. **Payment Obligations for Gondola Project Costs for 2023.** Each of the Funding Participants agrees as follows:
- a. Payments of up to \$323,400.81 shall be made to SMART for the performance of the Phase I Gondola Project services for the benefit of all Participants; and
  - b. In the event that Phase I of the Gondola Project incurs documented costs that exceed \$323,400.81 for 2023 the parties agree to meet and develop mutually acceptable terms to cover the excess costs in order to ensure completion of Phase I, on a prorated equal share basis by the Funding Participants for payment to SMART upon written invoice with supporting documents of all incurred, documented Phase I Gondola Project costs that exceed the total amount of Funding Participant contributions; and
  - c. Payment by the Funding Participants on a prorated equal share basis, to SMART upon written invoice with supporting documents of any incurred, documented Phase I Gondola Project costs in accordance with this Agreement; and
  - d. Payments to SMART shall be made upon receipt by each Funding Participant of written invoice(s) with supporting documents of any incurred, documented Gondola Project costs.
- C. **Payment Schedule for Gondola Project Costs.** Funding Participants agree to directly pay their respective share of the Phase I Gondola Project costs under this Agreement, based on itemized invoices with supporting documents, upon receipt from SMART, for costs incurred as of May 1, 2023, forward. A single invoice shall be sent by SMART to all Funding Participants on a monthly or periodic basis that contains itemized, descriptive task/time entries of the Phase I Gondola Project costs incurred for the time period covered by the invoice with an amount payable by each Funding Participant.
- D. **New Participants; True-Up Fee.** As a condition of approving and participating under this Agreement, each new Funding Participant shall be required to pay a prorated share of all Phase I Gondola Project costs incurred under this Agreement prior to the date of approval of this Agreement by the new Funding Participant (the "True-Up Fee"). The True-Up Fee shall be determined by SMART and approved by the GAC and set forth in a written invoice with supporting documents. Upon payment of its True-Up Fee by the new Participant to SMART, each of the existing Funding Participants shall receive a prorated credit on the next SMART invoice to account for the new Funding Participant's True-Up Fee.
- E. **Payments Subject to Annual Appropriations.** The obligation of each Funding Participant to make any payment to SMART or otherwise pursuant to this Agreement shall be subject to the annual appropriations and/or approval of the Funding Participant's governing body or

authorized representative. The Funding Participants agree to appropriate their pro rata share of the 2023 Phase 1 Costs by no later than December 31, 2023, and to include appropriations for 2024 Phase I costs in their respective annual budgets. In the event any Funding Participant's governing body or authorized representative does not appropriate the funds necessary for any payment required of such Funding Participant pursuant to this Agreement such Funding Participant's participation in this Agreement shall be terminated, in which case such Funding Participant shall have no further obligations to the other parties hereto and shall no longer retain a GAC vote for purposes of the Gondola Project or have representation on the Leadership Committee.

## **Section 7. General Provisions.**

**A. Term.** The Term of this Agreement shall commence on its Effective Date and continue until the completion of Phase I Gondola Project in accordance with this Agreement, subject to compliance and satisfaction of all pending payments and obligations of the Participants, or the mutual termination of this Agreement by the Participants.

### **B. Termination**

- a. **Mutual Termination.** Upon the mutual termination of this Agreement as agreed upon by all Participants, the Funding Participants shall pay their respective, unpaid portion of the invoiced Gondola Project costs incurred during the Term of this Agreement through the date of termination. Provided termination is not for non-appropriation, such termination shall not relieve any Funding Participant from its obligation to pay its respective share of any outstanding Gondola Project costs that may come due at a later date based on any incurred, documented Gondola Project costs.
- b. **Termination for Breach.** Subject to Section 7.D below (Dispute Resolution Process) and Section 7.C below (Breach; Payment and Interest; Cure), if a Funding Participant fails to comply with its obligations as set forth in this Agreement, its continued participation in this Agreement may be terminated by a majority (vote) consensus of the other Funding Participants, which consensus shall be based on a vote of each of the governing bodies or authorized representative of the remaining Funding Participants. Any Funding Participant whose participation in this Agreement is terminated by the other Funding Participants for a breach of this Agreement shall be subject to the following conditions:
  - i. The terminated Funding Participant shall forfeit the full amount of its already paid Participant Contribution and shall also be obligated to pay its respective, unpaid share of any additional Phase I Gondola Project costs incurred through the date of the notice of termination that exceed the amount of its Participant Contribution; and
  - ii. The Funding Participants shall pay their respective, unpaid portion of the invoiced Gondola Project costs incurred during the Term of this Agreement through the date of termination. Provided termination by a Funding Participant is not for non-appropriation, such termination shall not relieve

any Funding Participant from its obligation to pay its respective share of any outstanding Phase I Gondola Project costs that may come due at a later date based on any incurred, documented Phase I Gondola Project costs; and

- iii. In the sole discretion of the remaining Participants, based on a majority vote of the governing bodies or authorized representative of the remaining Participants, the terminated Funding Participant may be relieved of some or all of its payment obligation, but only in the event that a replacement party approves an addendum to this Agreement and assumes the financial responsibility of the terminated Funding Participant.

- C. **Breach; Payment and Interest; Cure.** In the event that any Participant breaches this Agreement, and the breach is litigated before a court of law or an administrative agency, the non-prevailing Participant shall be liable to the prevailing Participant(s) for the prevailing Participant's reasonable attorneys' fees and costs of suit incurred by the prevailing Participant(s). If any Funding Participant fails to pay its respective share of the financial obligations payable under this Agreement, subject to the required annual appropriations set forth in this Agreement, the breaching Funding Participant's failure shall constitute an automatic breach of this Agreement; in such case, any fine, penalty or accrued interest that arises due to the late payment or failure to pay shall be the responsibility of the breaching Funding Participant, and the other Funding Participants shall be owed interest on the amount of the unpaid payment at the interest rate on judgments certified by the Colorado Secretary of State. A default or breach shall not constitute an actionable event of breach or default, if such breach or default cannot be cured within fifteen (15) calendar days, and the breaching Participant, within said fifteen (15) calendar days, initiates and diligently pursues appropriate measures to remedy the breach / default and in any event cures such breach / default within thirty (30) calendar days after receipt of written notice of such breach / default. Each Participant shall be entitled to any and all remedies at law and in equity under this Agreement.
- D. **Dispute Resolution Process.** If a dispute arises between the Participants concerning this Agreement, representatives of the Participants (Mayor or Board Chair or such other person designated by the governing body will first attempt to resolve the dispute by negotiation. Each Participant will designate persons to negotiate on their behalf. The Participant(s) contending that a dispute exists must specifically identify in writing all issues and present it to the other Participant(s). The representatives of the Participants will meet and negotiate in an attempt to resolve the matter. If the dispute is resolved as a result of such negotiation, there must be a written determination of such resolution, ratified by the representatives of the Participants (if the matter is within his/her authority) or the governing body of each Participant, which will be binding upon the Participants. If necessary, the Participants will execute an addendum to this Agreement. Each Participant will bear its own costs, including attorneys' fees, incurred in all proceedings in this Section 9.B. If the Participants do not resolve the dispute through negotiation, any Participant to this Agreement may pursue any other available remedies to enforce the provisions of this Agreement.
- E. **No Separate Legal Entity.** This Agreement establishes a cooperative undertaking, and it is not the intention of the Participants to create a new or separate legal entity by this Agreement. This

Agreement does not establish or create a joint venture or partnership between the Participants, and no Participant shall be responsible for the liabilities and debts of the other Participants hereto.

- F. **Notice.** All notices and other communications required or permitted under this Agreement shall be in writing and may be personally delivered, faxed, e-mailed or sent by first class mail, postage prepaid, addressed to the Mayor, Board Chair, or authorized representative, as applicable, of each Participant at their business mailing address and electronic telecommunications contact information, as follows:

**San Miguel County**

Lance Waring, Chair, Board of County Commissioners

Email:

[lancew@sanmiguelcountyco.gov](mailto:lancew@sanmiguelcountyco.gov)

Staff: Mike Bordogna, San Miguel County Manager

Phone: (970) 728-3844

Email:

[mikeb@sanmiguelcountyco.gov](mailto:mikeb@sanmiguelcountyco.gov)

Mailing Address: PO Box 1170, Telluride, CO 81435-1170

**Town of Mountain Village**

Marti Prohaska, Mayor

Email: [mprohaska@mtnvillage.org](mailto:mprohaska@mtnvillage.org)

Staff: Paul Wisor, Town Manager

Phone: (970) 369-8300

Email:

[pwisor@mtnvillage.org](mailto:pwisor@mtnvillage.org)

Mailing Address: 455 Mountain Village Blvd., Ste. A Mountain Village, CO 81435

**Town of Telluride**

Meehan Fee, Mayor Pro-Tem

Email: [mfee@telluride-co.gov](mailto:mfee@telluride-co.gov)

Staff: Scott Robson, Town Manager

Phone: (970) 728-2155

Email: [srobson@telluride-co.gov](mailto:srobson@telluride-co.gov)

Mailing Address: PO Box 1170, Telluride, CO 81435-1170

**TSG Ski & Golf, LLC.**

Jeff Proteau, Director of Special Projects

Phone: (970)728-7386

Email: [JProteau@tellurideskiresort.com](mailto:JProteau@tellurideskiresort.com)

Mailing Address: 565 Mountain Village Blvd., Telluride, CO 81435

**Telluride Mountain Village Owner's Association**

Jim Royer, Vice Chairman

Email: [jamesrroyer@gmail.com](mailto:jamesrroyer@gmail.com)

Staff: Anton Benitez, CEO

Phone: (970) 728-1904

Email: [anton@tmvoa.org](mailto:anton@tmvoa.org)

Mailing Address: 113 Lost Creek Lane, Suite A, Mountain Village, CO 81435

All notices and other communications required or permitted under this Agreement shall be deemed to have been received on the day when personally delivered, faxed or e-mailed, or three (3) calendar days after being mailed, as the case may be.

- G. **Complete Agreement; Amendments; Counterparts.** This Agreement contains the entire understanding between the Participants and supersedes any prior understanding or written or oral agreements between them with respect to the subject matter of this Agreement. There are no representations, agreements, arrangements or understandings, oral or written, between and among the Participants relating to the subject matter of this Agreement which are not fully expressed herein. No oral modification, amendment or change shall be allowed to this Agreement. Any modification, amendment or change to this Agreement shall be in writing and approved and executed by all the Participants. This Agreement and each addendum may be executed in counterparts (including facsimile signatures), each of which shall be deemed to be an original and all of which shall constitute one and the same Agreement or addendum.
- H. **Assignment.** No Participant shall assign, sublet, sell or transfer its interest in this Agreement without the prior written consent of the other Participants. The terms and conditions of this Agreement shall be binding upon and shall inure to the benefit of the Participants hereto and their respective successors and assigns.
- I. **Authority to Execute Agreement.** The Participants warrant and represent that their respective signatures set forth below have been and are, on the date of their signatures, duly authorized by all necessary and appropriate corporate and/or governmental action to execute this Agreement.
- J. **Compliance With Laws.** The Participants to this Agreement shall comply with all applicable federal, state and local laws and any federal or state administrative rules and regulations in carrying out the terms and conditions of this Agreement. However, each Participant agrees to allow any other Participant and its auditors and attorneys to inspect and audit all data and records maintained by each Participant directly related to this Agreement and the financing thereof, except that any attorney-client privileged information, attorney work product or other confidential information is not subject to disclosure, inspection or audit.
- K. **Severability.** If any provision of this Agreement shall be determined by any court of competent jurisdiction to be invalid and unenforceable to any extent, the remainder of this Agreement shall not be affected, and each remaining provision of this Agreement shall be considered valid and shall be enforced to the fullest extent permitted by law.
- L. **Remedies.** In any action with respect to this Agreement, the Participants are free to pursue any legal remedies at law or in equity. If any Participant or Participants are required to take legal action to enforce performance of any of the terms, provisions, covenants and conditions of this

Agreement, and, by reason thereof, the Participant or Participants are required to use the services of an attorney, then the prevailing Participant or Participants shall be entitled to reimbursement of its/their reasonable attorneys' fees, court costs, expenses and expert witness fees incurred pertaining to the enforcement of this Agreement and in the enforcement of any remedy, including costs and fees relating to any appeal.

- M. **Waiver.** The failure of any Participant to enforce any term, condition or covenant (herein referred to as "provision") of this Agreement shall not be deemed a waiver or limitation of that Participant's right to subsequently enforce and compel strict compliance with such provision and every other provision of this Agreement. No provision of this Agreement shall be deemed to have been waived by any Participant unless such waiver is in writing by said Participant. The Participants, by entering into this Agreement, do not waive any immunity provided by local, state or federal law.

**IN WITNESS WHEREOF**, the corporate authorities of the Participants have approved this Agreement and have directed that this Agreement be signed on their behalf by their respective Mayor or Board Chair and Clerk, on the days and year written below.

**Approved as to Form by:**

**San Miguel Authority for Regional Transportation**

DocuSigned by:  
By: Joseph Dillsworth  
5D326877B2854FF...  
Name: Joe Dillsworth  
Title: SMART Board Chair  
Date: 11/17/2023, 2023.

By: David Averill  
Name: David Averill  
Title: SMART Executive  
Director Date: November 16th,  
2023.

**Approved as to Form by:**

**Mountain Village Entity**

Town of Mountain Village:

By: \_\_\_\_\_  
Name: Marti Prohaska  
Title: Mayor  
Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_  
Name: Susan Johnston  
Title: Clerk  
Date: \_\_\_\_\_, 2023.

Town of Mountain Village Owners Association:

By: \_\_\_\_\_  
Name: James R. Royer  
Title: Vice-Chairman  
Date: \_\_\_\_\_, 2023

shall be enforced to the fullest extent permitted by law.

- L. **Remedies.** In any action with respect to this Agreement, the Participants are free to pursue any legal remedies at law or in equity. If any Participant or Participants are required to take legal action to enforce performance of any of the terms, provisions, covenants and conditions of this Agreement, and, by reason thereof, the Participant or Participants are required to use the services of an attorney, then the prevailing Participant or Participants shall be entitled to reimbursement of its/their reasonable attorneys' fees, court costs, expenses and expert witness fees incurred pertaining to the enforcement of this Agreement and in the enforcement of any remedy, including costs and fees relating to any appeal.
- M. **Waiver.** The failure of any Participant to enforce any term, condition or covenant (herein referred to as "provision") of this Agreement shall not be deemed a waiver or limitation of that Participant's right to subsequently enforce and compel strict compliance with such provision and every other provision of this Agreement. No provision of this Agreement shall be deemed to have been waived by any Participant unless such waiver is in writing by said Participant. The Participants, by entering into this Agreement, do not waive any immunity provided by local, state or federal law.

**IN WITNESS WHEREOF**, the corporate authorities of the Participants have approved this Agreement and have directed that this Agreement be signed on their behalf by their respective Mayor or Board Chair and Clerk, on the days and year written below.

**Approved as to Form by:**

**San Miguel Authority for Regional Transportation**

By: \_\_\_\_\_

Name: Joe Dillsworth

Title: SMART Board Chair

Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_

Name: David Averill

Title: SMART Executive Director

Date: \_\_\_\_\_, 2023.

**Approved as to Form by:**

**Mountain Village Entity**

Town of Mountain Village:

By: 

Name: Marti Prohaska

Title: Mayor

Date: October 19, 2023.

By: 

Name: Susan Johnston

Title: Clerk

Date: October 19, 2023.

Town of Mountain Village Owners Association:

By: \_\_\_\_\_

Agreement, and, by reason thereof, the Participant or Participants are required to use the services of an attorney, then the prevailing Participant or Participants shall be entitled to reimbursement of its/their reasonable attorneys' fees, court costs, expenses and expert witness fees incurred pertaining to the enforcement of this Agreement and in the enforcement of any remedy, including costs and fees relating to any appeal.

- M. **Waiver.** The failure of any Participant to enforce any term, condition or covenant (herein referred to as "provision") of this Agreement shall not be deemed a waiver or limitation of that Participant's right to subsequently enforce and compel strict compliance with such provision and every other provision of this Agreement. No provision of this Agreement shall be deemed to have been waived by any Participant unless such waiver is in writing by said Participant. The Participants, by entering into this Agreement, do not waive any immunity provided by local, state or federal law.

**IN WITNESS WHEREOF**, the corporate authorities of the Participants have approved this Agreement and have directed that this Agreement be signed on their behalf by their respective Mayor or Board Chair and Clerk, on the days and year written below.

**Approved as to Form by:**

**San Miguel Authority for Regional Transportation**

By: \_\_\_\_\_  
 Name: Joe Dillsworth  
 Title: SMART Board Chair  
 Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_  
 Name: David Averill  
 Title: SMART Executive Director  
 Date: \_\_\_\_\_, 2023.

**Approved as to Form by:**

**Mountain Village Entity**

Town of Mountain Village:

By: \_\_\_\_\_  
 Name: Marti Prohaska  
 Title: Mayor  
 Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_  
 Name: Susan Johnston  
 Title: Clerk  
 Date: \_\_\_\_\_, 2023.

**Telluride Mountain Village Owners**

Association Signed by:

By:  \_\_\_\_\_  
 64800740ADDA4C9...

Name: James R. Royer

Title: Vice-Chairman

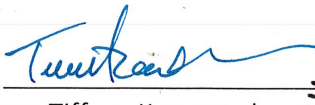
Date: 11/14/2023  
 \_\_\_\_\_, 2023

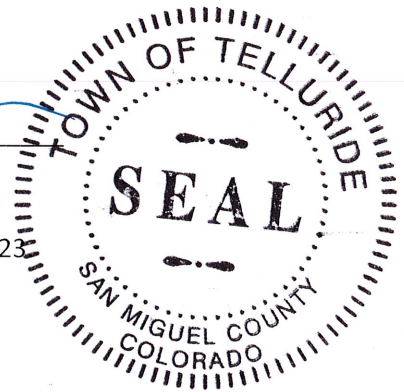


**Approved as to Form by:**

**Town of Telluride**

By:   
 Name: Meehan Fee  
 Title: Mayor Pro-Tem  
 Date: 10-24, 2023.

By:   
 Name: Tiffany Kavanaugh  
 Title: Clerk  
 Date: October 24, 2023.



**Approved as to Form by:**

**San Miguel County**

By: \_\_\_\_\_  
 Name: Lance Waring  
 Title: Chair, Board of County Commissioners  
 Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_  
 Name: Carmen Warfield  
 Title: Clerk to the Board of County Commissioners  
 Date: \_\_\_\_\_, 2023.

**Approved as to Form by:**

**TSG Ski & Golf, LLC**

By: \_\_\_\_\_  
 Name: Jeff Proteau  
 Title: Director of Special Projects  
 Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_, 2023.

**Approved as to Form by:****Town of Telluride**

By: \_\_\_\_\_

Name: Meehan Fee

Title: Mayor Pro-Tem

Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_

Name: Tiffany Kavanaugh

Title: Clerk

Date: \_\_\_\_\_, 2023.

**Approved as to Form by:****San Miguel County**By: Lance Waring

Name: Lance Waring

Title: Chair, Board of County  
CommissionersDate: 10/26/2023, 2023.By: Carmen Warfield

Name: Carmen Warfield

Title: Clerk to the Board of County Commissioners

Date: 10/26/2023, 2023.**Approved as to Form by:****TSG Ski & Golf, LLC**

By: \_\_\_\_\_

Name: Jeff Proteau

Title: Director of Special Projects

Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_

Name:

Title:

Date: \_\_\_\_\_, 2023.

**Approved as to Form by:****Town of Telluride**

By: \_\_\_\_\_

Name: Meehan Fee

Title: Mayor Pro-Tem

Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_

Name: Tiffany Kavanaugh

Title: Clerk

Date: \_\_\_\_\_, 2023.

**Approved as to Form by:****San Miguel County**

By: \_\_\_\_\_

Name: Lance Waring

Title: Chair, Board of County  
Commissioners

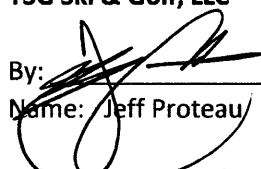
Date: \_\_\_\_\_, 2023.

By: \_\_\_\_\_

Name: Carmen Warfield

Title: Clerk to the Board of County Commissioners

Date: \_\_\_\_\_, 2023.

**Approved as to Form by:****TSG Ski & Golf, LLC**By:  \_\_\_\_\_

Name: Jeff Proteau

Title: Director of Special Projects

Date: 10/25/, 2023.

By: \_\_\_\_\_

Name:

Title:

Date: \_\_\_\_\_, 2023.

**EXHIBIT A. CONSULTANT SERVICES****Intent of Consultant Services:**

The intent of these services is to conduct the work necessary to execute the planning and project development phase of the Gondola Project (Phase I) including:

Communications and facilitation services.

- Election, financial and special counsel services to understand, develop and issue a 2024 ballot question for additional on-going Operations and Maintenance (O/M) costs for the Gondola once the operations, maintenance and management of the Gondola is transferred from the Town of Mountain Village to SMART and (if necessary) debt service to fund a Gondola rebuild project.
- Planning and other project development services to assist with seeking Federal/State/Other grant funding for planning, design, and construction of a replacement gondola system.
- Engineering and Architecture, environmental and other services require subject matter expertise related to the design of a replacement gondola system.

The Consultant services to be funded through this IGA include:

**Election Consultant Services**

- A survey conducted by Keating Research, Inc will sample 300 active voters in the SMART District, Survey results and analysis, presentation and visualization of the survey results, and additional consulting on election services to understand and develop a ballot question that will resonate with the community and provide clarity through polling for the project team. NOTE: All survey results, poll data, reports, and poll analysis documents prepared by Keating Research, Inc. shall be considered Confidential Information.
- Election Services: A campaign strategist shall be engaged to assist in building public support for the initiative/ballot question(s).

**Financial Advisor, and Special Counsel Services:**

- Hilltop Securities will serve as the municipal advisor to SMART funded through this IGA and will provide consulting services related to the preparation of a financial plan to fund a new gondola and will include: a tax impact analysis, evaluation of financing options for the Gondola Project, obtaining a rating (if needed); execute the financing plan to obtain funding for the Gondola Project; and other consulting services as needed related to the gondola.
- Special counsel services in connection with an evaluation of options available to finance improvements to the Gondola and possible conduct of an election. Services will include working with SMART staff and consultants to explore legally available options for financing the Gondola Project and assist with the conduct of an election to authorize tax and debt increases for SMART.

### **Community/Government Affairs Consultant Services**

Services under this may include:

- Communications Plan: develop a comprehensive communications plan that clearly defines a thoughtful, collaborative and inclusive stakeholder and community process. The plan will identify the public communications strategy, audiences, community/regional partners, and a detailed timeline to integrate key education/outreach/input milestones with the technical planning process.
- Meeting Promotion.
- Meeting Facilitation: meeting facilitation for Gondola Subcommittee, Gondola Leadership Committee, Community Meetings and other meetings.
- Meeting Documentation.
- Meeting Materials: including but not limited to presentations, information boards, surveys/polls, fact sheets to ensure clear communication, as well as inclusive and equitable community input.
- Reports, memoranda, summary information.
- Community Outreach – Educate/Engage/Collaborate. Support the Gondola Project Manager and team to ensure clear, accurate and unbiased communication.
- Public Information Assets: Develop and provide updates of the materials that are essential for educating the community and generating awareness about the Gondola Project and process.

### **Gondola Project Development Consultant Services**

These services will be secured through an RFQ process managed by SMART in accordance with its procurement policies. Services under this scope may include:

Team of Consultants to provide subject matter expertise in the following areas.

#### **a. Architecture and Engineering (A&E)**

Scope of work for A & E services may include:

- Facility Design
- Facility Planning and Development
- Interior Design and Space Planning
- Landscaping and Urban Design

#### **b. Civil/Structural/Mechanical Engineering**

Scope of work for Civil/Structural/Mechanical Engineering services may include:

- Boundary and Topography Surveying
- Site Design, including Bus Shelter Site Design
- Conceptual, Preliminary, and Final Engineering Plans
- Construction Management
- Construction Surveying
- Geotechnical/Material Testing
- Hazardous Waste Remediation
- Irrigation and Drainage
- Pavement Marking, Signage, and Resurfacing

- Bicycle/Pedestrian Improvements
- Real Estate Analysis
- Right-of-Way Work
- Street/Intersection Design Related to Transit Infrastructure
- Structural Design
- Transit Oriented Development
- General Transportation Engineering

### **c. Transit/Multimodal Planning**

Scope of work for environmental services may include:

- Transit Plan Development:  
e.g., Transit expansion plans, and Regional Transit Plans to implement and integrate County and Local Comprehensive plans, capital needs assessments, and transit ridership.
- Market Analysis to understand the demand for transit use, analyze existing transit services and identify transit gaps.
- Operations Planning:  
e.g., Estimate service costs, and estimate associated capital and operational support needs.
- Strategic Planning and Facilitation:  
e.g., work with internal and external stakeholders to create visions, goals, and strategies to implement long-range planning efforts.
- Financial Planning:  
e.g., evaluate past expenditures and revenues, forecast future needs, identify potential budget risks, and develop and provide recommendations and strategies to mitigate risks.

### **d. Environmental (NEPA)**

Scope of work for environmental services may include:

- Review environmental conditions and determine required permits.
- Delineation and mitigation recommendations of wetlands.
- Prepare and/or review environmental documents for FTA, USFS, or CDOT.
- Conduct and prepare environmental surveys and clearance reports.

### **e. Supplemental Services**

Scope of work for these services may include:

- Benefit Cost Analysis
- Bid Support Services
- Budget Development
- Cost Estimating
- Construction Management Services
- Environmental Justice:
  - Perform analysis of impacts of transit projects and propose mitigation measures related to environmental justice and equity.
- Grant Writing and Management (e.g., CIG, RAISE, other discretionary grants)
  - Grant Funding Research
  - Grant Proposal Development includes the preparation of funding abstracts, production and submittal-ready application.
  - Grant management – prepare required documentation and reports for (e.g., CIG Program and RAISE requirements), support SMART through the reimbursement process.

- GHG Emissions Analysis
- GIS Support Services: Including but not limited to map production, evaluation and simulation of environmental impacts, and static and interactive displays to enhance project development and public engagement process.
- Life Cycle Cost Analysis
- Public & Stakeholder Meetings/Presentations
- Renderings
- Title VI and Equity Analysis
- 3D Modeling

**EXHIBIT B. PLANNING AND DEVELOPMENT PHASE I GONDOLA PROJECT MILESTONES**

- Set Gondola Advisory Committee and Leadership Calendar
- Develop and provide the necessary information to the partners to facilitate moving into the capital phase of the Gondola Project including but not limited to:
  - Development and submittal of grants
  - Engaging Consultant services, see Exhibit A
  - Development of grant application components, see Exhibit A
  - Updated capital equipment, and capital construction cost estimates
  - 30% Design on the Gondola Replacement and technical station requirements
  - Conceptual Design on Stations
  - Public and Stakeholder Meetings
  - Gondola Project Management and Oversight
- Ballot Initiative(s)
  - Conduct polling
  - Run a ballot initiative to fund ongoing Operations and Maintenance of the Gondola
  - Depending on a future agreement of the partners pertaining to funding of the capital Gondola Project, a debt question may be required

Note: Anything above and beyond in technical and access requirements of the Gondola Replacement Gondola Project shall require separate negotiations with the local entities. Examples: changes in use and/or additional uses to stations (e.g., adding commercial use to an existing station), extensive station area planning, multimodal connections.



**EXHIBIT C. RFQ EVALUATION WORKING GROUP**

<b>RFQ Committee</b>	
Project Manager	Amber Blake
Gondola Expert	Jim Loebe
SMART	David Averill
Mountain Village Entity	Executive Leader or Designee
Town of Telluride	Executive Leader or Designee
San Miguel County	Executive Leader or Designee
TSG	Executive Leader or Designee

**Exhibit D**

Gondola Advisory Committee Resolution

**THIRD SUPPLEMENT AND AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT FOR COST-SHARING OF THE PLANNING AND GONDOLA PROJECT DEVELOPMENT PHASE OF THE GONDOLA PROJECT**

This Agreement is made and entered into by the following five entities effective as of \_\_\_\_\_, 2025:

1. The Town of Mountain Village ("Town of Mountain Village") and Telluride Mountain Village Owners Association ("Telluride Mountain Village Owners Association") (collectively "Mountain Village Entity")
2. The Town of Telluride ("Town of Telluride")
3. San Miguel County ("the County")
4. TSG Ski & Golf, LLC ("TSG"), and
5. the San Miguel Authority for Regional Transportation ("SMART")

The above entities who have approved and executed this Agreement (the "Participants") for the purposes set forth below agree as follows:

**RECITALS:**

**WHEREAS**, pursuant to title 29, article 1, part 2, C.R.S., as amended, and Article XIV, section 18 of the Colorado Constitution, governments may contract with one another to provide any function, service, or facility lawfully authorized to each of the contracting units and any such contract may provide for the joint exercise of the function, service or facility, including the establishment of a separate legal entity to do so; and

**WHEREAS**, SMART is legally authorized to provide mass transportation services and to contract with other entities to provide such services pursuant to §43-4-605, C.R.S.; and

**WHEREAS**, each of the Participants has an interest in the construction, operation, maintenance, and funding for the Telluride-Mountain Village Gondola after the current operating agreement expires on December 31, 2027 (the "Gondola Project"); and

**WHEREAS**, the Participants have previously entered into the Intergovernmental Agreement for Cost-Sharing of the Planning and Gondola Project Development Phase for the Gondola Project dated November 14, 2023 (the "2023 IGA"); and

**WHEREAS**, the Participants have previously entered into a 2024, and 2025 Funding Supplement to the 2023 IGA dated May 1, 2024 (the "2024 First Supplement" and the "2025 Second Supplement");

**WHEREAS**, the Participants of the 2023 IGA, and 2024 First Supplement also included San Miguel County and Telluride Ski and Golf Company as funding participants, the 2025 Second Supplement and Amendment includes the Mountain Village Entity, the Town of Telluride, and SMART as the three "Funding Partners"; and

**WHEREAS**, the Town of Mountain Village, Town of Telluride, Telluride Mountain Village Owners Association, San Miguel County, Telluride Ski and Golf Company, and SMART intend to build and operate facilities in connection with the Gondola and, as such, are referred to herein as the Project Participants; and

**WHEREAS**, the Gondola Project as presently envisioned by the Participants will include multiple loading and unloading stations (each a “Station”) including Station 1 at Oak Street in downtown Telluride, Station 2/3 at the top of San Sophia Ridge, and Station 4/5 in the Mountain Village Core, and Station 6 at the current terminus of the Gondola in the Mountain Village Center.

**WHEREAS**, the Participants desire to supplement and amend the Gondola Cost Sharing IGA for the purpose of establishing the cost-sharing budget for the year 2026, as set forth in the 2026 Budget attached hereto and made a part hereof as Exhibit 1.

**NOW, THEREFORE**, in consideration of the mutual agreements, obligations, and covenants set forth in this Agreement, and upon the further consideration stated in the foregoing Recitals, it is agreed by the Participants as follows:

**Section 1. Incorporation of Recitals.** The Participants confirm the statements set forth in the above Recitals and incorporate such recitals herein as an integral part of this Agreement. The provisions of the 2023 IGA, the 2024 First Supplement, and the 2025 Second Supplement are ratified and incorporated by reference herein.

**Section 2. Scope of Gondola Project; Planning and Development Phase Responsibilities of the Participants.** The Gondola Cost Sharing IGA is hereby supplemented and amended by the 2026 cost-sharing Budget attached hereto and made a part hereof as Exhibit 1 subject to annual appropriations.

**IN WITNESS WHEREOF**, the Participants by their governing bodies have approved this Third Supplement and have directed that this Third Supplement be signed on their behalf by their respective Mayor or Board Chair and Clerk, on the days and year written below.

**Approved as to Form by:**

**San Miguel Authority for Regional Transportation**

By: \_\_\_\_\_  
 Name: Harvey Mogenson  
 Title: SMART Board Chair  
 Date: \_\_\_\_\_, 2025

By: \_\_\_\_\_  
 Name: David Averill  
 Title: SMART Executive Director  
 Date: \_\_\_\_\_, 2025.

**Approved as to Form by:**

**Mountain Village Entity**

**Town of Mountain Village:**

By: \_\_\_\_\_  
 Name: Marti Prohaska  
 Title: Mayor  
 Date: \_\_\_\_\_, 2025.

By: \_\_\_\_\_  
 Name: Susan Johnston  
 Title: Clerk  
 Date: \_\_\_\_\_, 2025

**Town of Mountain Village Owners Association:**

By: \_\_\_\_\_

Name: James R. Royer

Title: Vice-Chairman

Date: \_\_\_\_\_, 2025

**Approved as to Form by:  
Town of Telluride**

By: \_\_\_\_\_

Name: Teddy Erico

Title: Mayor

Date: \_\_\_\_\_, 2025.

By: \_\_\_\_\_

Name: Tiffany Kavanaugh

Title: Clerk

Date: \_\_\_\_\_, 202.

**Approved as to Form by:  
San Miguel County**

By: \_\_\_\_\_

Name: Lance Waring

Title: Chair, Board of County  
Commissioners

Date: \_\_\_\_\_, 2025.

By: \_\_\_\_\_

Name: Carmen Warfield

Title: Clerk to the Board of County Commissioners

Date: \_\_\_\_\_, 2025

**Approved as to Form by:  
TSG Ski & Golf, LLC**

By: \_\_\_\_\_

Name: John Miller

Title:

Date: \_\_\_\_\_, 2025.

By: \_\_\_\_\_

Name:

Title:

Date: \_\_\_\_\_, 2025.

**Exhibit 1****Section 5. Scope of Gondola Project; Planning and Development Phase Responsibilities of the Participants.**

<b>2026 Gondola Project Development Budget</b>	
<b>Project Management</b>	\$176,860.41
<b>Legal Counsel</b>	\$45,000.00
<b>Financial Advisor Services</b>	\$24,000.00
<b>Project Development Services (SME)</b>	\$1,800,000.00
<b>Translation Services</b>	\$5,000.00
Subtotal	\$2,050,860.41
<b>Contingency (20%)</b>	\$410,172.08
<b>TOTAL</b>	<b>\$2,461,032.49</b>

<b>2026 Cost Share Distribution</b>	
SMART (50%)	\$1,230,516.25
Town of Telluride (25%)	\$615,258.12
Mountain Village Entity* (25%)	\$615,258.12
<b>Total Budget</b>	<b>\$2,461,032.49</b>

\* The Mountain Village entity contributes 25%, split equally between the Town of Mountain Village at 12.5%, and the Telluride Mountain Village Owners Association at 12.5%.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL  
TRANSPORTATION AMENDING AN INTERGOVERNMENTAL AGREEMENT WITH THE TOWN OF  
TELLURIDE, TOWN OF MOUNTAIN VILLAGE, SAN MIGUEL COUNTY, TELLURIDE SKI & GOLF, LLC, AND  
THE TELLURIDE MOUNTAIN VILLAGE OWNERS ASSOCIATION FOR PURPOSES OF  
COST-SHARING OF THE PLANNING AND GONDOLA PROJECT DEVELOPMENT PHASE OF THE GONDOLA  
PROJECT**

**RESOLUTION 2025-20**

**RECITALS:**

**WHEREAS**, the San Miguel Authority for Regional Transportation (SMART) was created to help local governments achieve their goals of improving regional mobility, improving air quality, reducing greenhouse gas emissions, reducing traffic and congestion, and enhancing safety on area highways; and

**WHEREAS**, SMART was also created for the purpose of coordinating, planning, financing, constructing, operating and maintaining a regional multi-modal transportation system; and

**WHEREAS**, the SMART Board of Directors recognizes that the Mountain Village Gondola (“the Gondola”) is a key regional transportation asset and that its ongoing operations and maintenance are critical to the regional transportation system; and

**WHEREAS**, the current funding agreement for operations and maintenance of the Gondola sunsets on December 31<sup>st</sup>, 2027; and

**WHEREAS**, the Gondola is nearing the end of its service life and will require significant capital upgrades in the coming years; and

**WHEREAS**, the SMART Board of Directors strongly supports the ongoing regional dialogue regarding the future of the Gondola, and believes it is in the best interest of the region to collaborate in an effort to identify ongoing operations and maintenance funding for the Gondola, as well as develop a financing and/or grant strategy to address the future capital needs of the Gondola system; and

**WHEREAS**, at its November 2023 meeting the Board subsequently passed Resolution 2023-24 entering into an Intergovernmental Agreement (IGA) with the project partners to further develop the gondola project, with the understanding that the IGA would be amended from time to time as conditions and needs warrant.

**WHEREAS**, at its April 11, 2024 meeting the Board subsequently passed Resolution 2024-7 approving the First Amendment to the Intergovernmental Agreement (IGA) with the project partners to further develop the gondola project.

**WHEREAS**, at its February 13th, 2025 meeting the Board subsequently passed Resolution 2025-5 approving the Second Amendment to the Intergovernmental Agreement (IGA) with the project partners to further develop the gondola project.

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

1. **THAT**, the attached third Amendment to the aforementioned Intergovernmental Agreement, titled "INTERGOVERNMENTAL AGREEMENT FOR COST-SHARING OF THE

PLANNING AND GONDOLA PROJECT DEVELOPMENT PHASE OF THE GONDOLA PROJECT " be approved.

**ADOPTED AND APPROVED** by the Board of Directors at a regular public meeting held on the 13<sup>th</sup> day of November, 2025.

By: \_\_\_\_\_

Harvey Mogenson, SMART Board Chair

Attest:

\_\_\_\_\_

David Averill

SMART Executive Director

# AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: November 13<sup>th</sup>, 2025

AGENDA ITEM: 4

ACTION REQUESTED: None at this time

SUBMITTED BY: D.Averill

**BACKGROUND INFORMATION/KEY POINTS:** This is an ongoing discussion of the FY26 Draft budget developed in response to guidance given at the August 14<sup>th</sup> and September 11<sup>th</sup> Board meetings. Staff hopes to glean further guidance from this discussion as we work to refine the budget and capital spending plan for final adoption in December.

At its August and September meetings the Board discussed 2026 revenue and expense assumptions and other items in the context of developing a draft budget scenario. As a result of that discussion and updated costs staff took direction from the Board and developed the attached DRAFT FY26 budget discussed at the September Board meeting.

A major topic of discussion at the SMART Board meeting revolved around the SMART mill levy. Staff subsequently met with Department of Revenue Staff as well as financial staff from the Roaring Fork Transportation Authority, which is in similar situation with regards to the legislation regarding property tax relief. Unfortunately, DOR was unable to provide solid guidance on this issue specific to special districts, and RFTA had (at the time of meeting) not completely figured out their approach either. Staff has since reached out to legal counsel (Butler Snow) and our financial advisors (Hilltop Securities) for assistance in understanding the new legislation and calculating potential property tax revenues for the FY26 budget.

To that end, the Board is offered two mill levy scenarios to choose from. The first scenario represents the highest mill that SMART could levy under current growth caps and the new property tax legislation. The second scenario represents a self-imposed growth cap by the SMART Board to provide some measure of property tax relief to SMART district taxpayers. The two scenarios with corresponding mill levy rate and associated revenue follow:.

	Mill levy	Approximate Revenue
Scenario 1	1.989	\$2,974,999
Scenario 2	1.805	\$2,699,784

Either mill levy scenario has SMART finishing in the black at year end. The trade-off between the two is essentially reduced of year transfers to the gondola reserve and bus operating/capital reserve.



### Operating Reserve and Capital Plan discussion

The operating reserve for FY26 has been bumped up accordingly to reflect an increase in the amount of service SMART is providing.

The proposed FY26 capital spending plan is provided for Board input and review. Items of note include:

- Several projects are carryovers from previous years (Norwood bus barn expansion and Meadows Underpass expansions are examples) that while unimplemented, should remain on the list as they are either anticipated needs or previous commitments
- Several of the projects are related to facilities improvements and acquisition of maintenance equipment for the Lawson Hill Maintenance facility
- Bus stop improvements
- Routine vehicle replacements in line with the fleet management plan
- An additional large 40' bus for the Montrose service

### Gondola Fund discussion

While FY26 gondola project spending will ultimately be approved with the adoption of the FY26 Budget (and/or subsequent amendments) I wanted to provide information regarding how the gondola reserve funding is aggregating for FY25, but also project a rough estimate of where that fund balance may end up at the end of FY27, before SMART assumes responsibility for operations and maintenance in FY28. These estimates are in the following tables. .

<b>SMART FY25-FY27 Gondola fund projected spending</b>	
<b>FY25</b>	
Projected FY25 year-end Gondola Revenues (98% of FY25 budgeted - \$8.2m)	\$7,056,000
Earned interest FY25 YTD	\$54,863
90 Day Operating Reserve	\$0
FY25 Gondola project development budget	(\$480,000)
projected Gondola Reserve balance at FY25 year end	\$6,630,863
<b>FY26</b>	
Projected FY26 Gondola Revenues (97% of FY25 budget)	\$6,984,000
Earned Interest or investment Income	TBD
90 Day Operating Reserve	\$0
FY26 Gondola Project Development funding	(\$1,253,000)
projected Gondola Reserve balance at FY26 year end	\$13,614,863
<b>FY27</b>	
Projected FY27 Gondola Revenues (97% of FY25 budget)	\$6,984,000
Earned Interest or investment Income	TBD
90 Day Operating Reserve	(\$1,800,000)
FY27 anticipated Gondola Project Development funding	(\$1,500,000)
projected Gondola Reserve balance at FY27 year end	\$17,298,863

FY25 tax revenue in general is lagging a bit from initial budget projections, so I anticipate that at the end of the year we'll see a total of approximately \$7,056,000 in tax revenue in the gondola fund. In keeping with our budget philosophy for FY26, I am anticipating that we'll see slightly less revenue than we will in FY25. FY27 is anyone's guess at this point but for the sake of caution my recommendation would be to hold FY27 revenue projections the same as FY26. Readers should keep in mind that SMART will be spending some of the projected \$17,298,563 fund balance on FY28 and beyond capital projects related to maintenance and operations of the current gondola system, in addition to ongoing project development funding, which will impact the amount of funding that SMART will be able to contribute to a "capital stack" for the gondola replacement project.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: The 2026 DRAFT Budget, while expanding service and accounting for increased costs, both have SMART finishing FY2026 "in the black" and does not negatively impact SMART's cash flow or deplete our reserve balances. The bus operations capital spending plan for FY26 does not deplete the reserve balance or impact operating reserve amounts. Approved spending and projections for the gondola fund show that SMART will be able to contribute its share of project development funding as well as build a reserve for operating and on-going capital needs for the foreseeable future.

ADVANTAGES: NA

DISADVANTAGES: NA

ANALYSIS/RECOMMENDATION: None at this time.

ATTACHMENTS:

Attachment A: 2026 Draft Budget Scenario

Attachment B: 2026-2030 proposed Capital spending plan

SMART DRAFT FY26 Budget

November 13th, 2025

	2025 Amended Budget	2026 DRAFT Budget (Scenario 1)	2026 DRAFT Budget (Scenario 2)
Beginning Operating Fund Balance Estimate, January 1st 2025	\$650,000	\$650,000	\$650,000
Transfers			
Transfer to Operating and Capital Reserve	\$0	\$0	\$0
Total Transfers	\$0	\$0	\$0
Remaining Operating Fund Balance after Transfers	\$650,000	\$650,000	\$650,000

PROJECTED REVENUES

SMART Ballot Tax Revenue			
Lodging Tax	\$1,983,407	\$1,943,739	\$1,943,739
Sales Tax	\$5,971,350	\$5,792,210	\$5,792,210
Property Tax	\$2,554,875	\$2,974,999	\$2,699,784
Subtotal Taxes	\$10,509,632	\$10,710,947	\$10,435,733
Intergovernmental Revenue			
San Miguel County Transit Fund pass-through (RETA)	\$200,000	\$175,000	\$175,000
Subtotal Intergovernmental	\$200,000	\$175,000	\$175,000
Fees for Services			
Fares - Norwood/Nucla/Naturita/Montrose/Rico	\$45,000	\$40,000	\$40,000
Fares - Van pools	\$20,000	\$20,000	\$20,000
Subtotal Fees for Services	\$65,000	\$60,000	\$60,000
Grant Revenue			
CDOT Operating (5311)	\$193,254	\$199,051	\$199,051
CDOT Operating (SB230)	\$0	\$290,000	\$290,000
Subtotal Grant Revenue	\$193,254	\$489,051	\$489,051
Facility Revenue			
137 and 135 Society Dr.	\$100,000	\$60,000	\$60,000
Subtotal Facility Revenue	\$100,000	\$60,000	\$60,000
Interest Income			
Alpine Reserve Account	\$100,000	\$50,000	\$50,000
Total All Revenues	\$11,167,886	\$11,544,998	\$11,269,784

PROJECTED EXPENSES

General Expenses			
Personnel Expenditures			
Salaries	\$308,000	\$341,197	\$341,197
Benefits	\$79,000	\$86,000	\$86,000
Payroll taxes	\$23,000	\$26,000	\$26,000
Subtotal Personnel Expenditures	\$410,000	\$453,197	\$453,197
Professional Services + Operations			
Mileage reimbursement	\$3,500	\$3,500	\$3,500
Office Expenses	\$14,000	\$17,000	\$17,000
PR/Marketing	\$85,000	\$75,000	\$75,000
Website support	\$10,000	\$11,000	\$11,000
Attorney fees	\$18,000	\$20,000	\$20,000
Bookkeeping/Audit services	\$25,000	\$27,500	\$27,500
CIRSA PC/WC coverage	\$25,000	\$27,500	\$27,500
Treasurers Fees	\$23,000	\$25,000	\$25,000
Subtotal Professional Services + Operations	\$203,500	\$206,500	\$206,500
Association Dues, Conferences and Training			
Colorado Association of Transit Agencies (CASTA) Dues	\$5,000	\$6,000	\$6,000
South West Transit Association (SWTA) Dues	\$300	\$300	\$300
Training Registration and Lodging	\$2,200	\$2,500	\$2,500
Travel expenses	\$4,400	\$4,500	\$4,500
Conference Registration and Lodging	\$4,800	\$5,000	\$5,000
Subtotal Association Dues, Conferences and Training	\$16,700	\$18,300	\$18,300
Total General Expenses	\$630,200	\$677,997	\$677,997

Transit Services, Facilities, and Special Project Expenses

Transit Service Expenses			
Fixed Route Transit Services	\$1,088,512	\$1,250,000	\$1,250,000
Fixed Route Fuel costs	\$150,000	\$155,000	\$155,000
Commuter Vanpool Program (fuel, insurance, maintenance)	\$75,000	\$75,000	\$75,000
Offseason service, includes Lawson and Meadows local services	\$327,680	\$330,000	\$330,000
Medical Shuttles - Allpoints	\$15,000	\$15,000	\$15,000
Service Expansion/Pilot Pool	\$575,000	\$500,000	\$500,000
Parts allowance/Unscheduled maintenance	\$115,000	\$120,000	\$120,000
Real Time bus app implementation and annual expenses	\$49,000	\$50,000	\$50,000
Subtotal Transit Service Expenses	\$2,395,192	\$2,495,000	\$2,495,000
Lawson Hill Intercept Lot Expenses			
Winter Plowing	\$14,000	\$20,000	\$20,000
Security/Parking Enforcement	\$9,270	\$8,500	\$8,500
Janitorial Services for restrooms	\$15,000	\$16,000	\$16,000
(Lawson Lot Management Expenses continued next page ...)			

(Lawson Lot Management Expenses continued ...)			
Janitorial Supplies	\$2,900	\$3,000	\$3,000
Recycling and Waste removal	\$1,400	\$1,400	\$1,400
Landscape Maintenance	\$3,200	\$3,500	\$3,500
Utilities (Gas/Electric/Water)	\$3,200	\$3,500	\$3,500
<b>Subtotal Lawson Lot Management Expenses</b>	<b>\$48,970</b>	<b>\$55,900</b>	<b>\$55,900</b>
<b>Facility Maintenance Expenses</b>			
Lawson Owners HOA dues	\$2,100	\$2,200	\$2,200
Property management services	\$9,000	\$10,000	\$10,000
Winter Plowing	\$1,700	\$2,000	\$2,000
Janitorial	\$3,600	\$3,700	\$3,700
Landscape Maintenance	\$2,300	\$2,500	\$2,500
Utilities	\$7,000	\$7,500	\$7,500
<b>Subtotal Facility Maintenance Expenses</b>	<b>\$25,700</b>	<b>\$27,900</b>	<b>\$27,900</b>
<b>Special Projects</b>			
Gondola Project Development funding	\$480,000	\$1,253,000	\$1,253,000
East End mobility visioning project	\$75,000	\$75,000	\$75,000
SMART capital facilities planning and design	\$75,000	\$75,000	\$75,000
<b>Subtotal Special Projects</b>	<b>\$630,000</b>	<b>\$1,403,000</b>	<b>\$1,403,000</b>
<b>Total Transit Services, Facilities and Special Projects expenses</b>	<b>\$3,099,862</b>	<b>\$3,981,800</b>	<b>\$3,981,800</b>
<b>Total All Expenses</b>	<b>\$3,730,062</b>	<b>\$4,659,797</b>	<b>\$4,659,797</b>
<b>Projected Yearly Net Income</b>	<b>\$7,437,824</b>	<b>\$6,885,201</b>	<b>\$6,609,987</b>
<b>Transfer to Gondola Reserve</b>		<b>\$5,863,040</b>	<b>\$5,621,402</b>
<b>Projected Operating Fund Balance, 12/31/26</b>		<b>\$1,022,161</b>	<b>\$988,585</b>
<b>End of year transfer to Bus Ops Reserve</b>		<b>\$372,161</b>	<b>\$338,585</b>
<b>Initial Operating Fund Balance 1/1/27</b>		<b>\$650,000</b>	<b>\$650,000</b>

SMART FY26-FY30 Capital Plan

Total Capital and Operating Reserve Balance assuming no additional transfers on 10/7/2025	\$6,206,982
90 Day Operating Reserve	\$805,000
Total Bus Ops Capital Reserves Available	\$5,401,982

Projected Bus Ops Capital Projects - 2026	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Meadows Trail Underpass local match funding for construction	\$250,000	\$0	\$250,000	No
Norwood bus barn expansion	\$250,000	\$0	\$250,000	No (5311/5339)
Driveway repair work at Lawson Facilities	\$500,000	\$0	\$500,000	No
Lift for maintenance facility - 137 Society Drive	\$150,000	\$120,000	\$30,000	No (5311/5339)
Bus Stop Improvements	\$200,000	\$0	\$200,000	No (5311/5339)
Additional 40' transit bus (back up for expanded Montrose service)	\$700,000	\$560,000	\$140,000	No (5311/5339/SB230)
Local Match for Town of Telluride MMOF project at Mahoney/Colorado	\$100,000		\$100,000	No
Tools and equipment for maintenance facility	\$300,000	\$240,000	\$60,000	No (5311/5339)
Replacement buses (3) for Lawson/Off-Season	\$1,100,000	\$880,000	\$220,000	No (5311/5339/LoNo)
Total	\$3,550,000	\$1,800,000	\$1,750,000	

Beginning FY27 Capital Reserve Balance assuming no additional transfers \$3,651,982

Projected Bus Ops Capital Projects - 2027	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Ilium Parcel paving	\$600,000	\$0	\$600,000	No (5311/5339)
Bus Stop Improvements	\$200,000	\$0	\$200,000	No (5311/5339)
Total	\$800,000	\$0	\$800,000	

Beginning FY28 Capital Reserve Balance assuming no additional transfers \$2,851,982

Projected Bus Ops Capital Projects - 2028	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Bus Stop Improvements	\$200,000		\$200,000	No
Replace 30' bus (703)	\$700,000	\$560,000	\$140,000	No (5311/5339)
Total	\$700,000	\$560,000	\$340,000	

Beginning FY29 Capital Reserve Balance assuming no additional transfers \$2,511,982

Projected Bus Ops Capital Projects - 2029	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Bus Stop Improvements	\$200,000		\$200,000	No (5311/5339)
Total	\$200,000	\$0	\$200,000	

Beginning FY30 Capital Reserve Balance assuming no additional transfers \$2,311,982

Projected Bus Ops Capital Projects - 2030	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Bus Stop Improvements	\$200,000		\$200,000	No (5311/5339)
Total	\$200,000	\$0	\$200,000	

Beginning FY30 Capital Reserve Balance assuming no additional transfers \$2,111,982

# AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: November 13<sup>th</sup>, 2025  
 AGENDA ITEM: 5  
 ACTION REQUESTED: Report  
 SUBMITTED BY: Kari Distefano

BACKGROUND INFORMATION/KEY POINTS:  
 Highlights and comparisons for Q1 and Q2 2025:

## **Ridership and Cost Effectiveness:**

Ridership came back after a slower 2<sup>nd</sup> quarter on the Down Valley, Lawson Hill, Norwood and Nucla/Naturita routes. Ridership on the Lawson Hill/Mountain Village, Montrose and Rico routes was down compared to Q2. There were a total of 3,880 revenue hours with 21,096 passenger trips. The average passenger per revenue hours was 5.44. The systemwide cost per passenger trip was \$16.33, compared with \$13.87 in Q1 and \$18.48 in Q2. This is a reflection of the lower number of passengers in Q2. Systemwide cost per revenue hour was \$88.76. It is important to note that costs per revenue hour are driven down by vanpool costs. The fixed route service cost per revenue hour is \$115.97.

## **Route Highlights:**

- Nucla/Naturita continues to be the most cost-efficient fixed route with a \$8.62 cost per passenger trip and 13.20 passengers/hour.
- Norwood remains strong with 13.83 cost per passenger trip and 8.28 passengers/hour.
- Lawson Hill shows solid performance with 6.73 passengers/hour and \$16.89 cost per passenger trip.
- Down Valley had a higher cost per passenger trip (\$30.35) reflecting fewer passengers.
- Lawson Hill/Mountain Village reported the highest cost per passenger trip among fixed routes (\$40.01).
- Montrose Route (added earlier in 2025) shows improving ridership but and reports a cost per passenger trip of (\$24.19).

## Vanpools

- Vanpools continue strong fare recovery with several routes exceeding 100% farebox ratio.
- Cost per passenger trip ranges widely due to small group sizes and varying billing cycles, from \$1.75 – \$7.96 across active vanpools.
- Montrose/Telluride and Norwood/Mountain Village vanpools remain the most utilized.

### **Incidents, Complaints, Accidents and Performance:**

Across all fixed routes in Q3:

Accidents: 2 – The accidents involved the Galloping Goose clipping 708 and wrecking the bike rack and the driver of 704 trying to avoid hitting a deer on the way to Rico.

Incidents: 4 – the incidents involved an evening Down Valley driver not being told that he needed to proceed to Norwood per our new schedule on the last trip of the day, a very drunk passenger on the late Norwood bus, a missed Rico trip due to a driver not showing up for work and the Town of Telluride paving project making the midday Norwood bus over a half hour late.

Complaints: There were no verified complaints.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: NA

ADVANTAGES: None noted.

DISADVANTAGES: None noted.

ANALYSIS/RECOMMENDATION: NA

ATTACHMENTS: SMART

Performance Report for Q3 2025

## SMART Quarterly Report

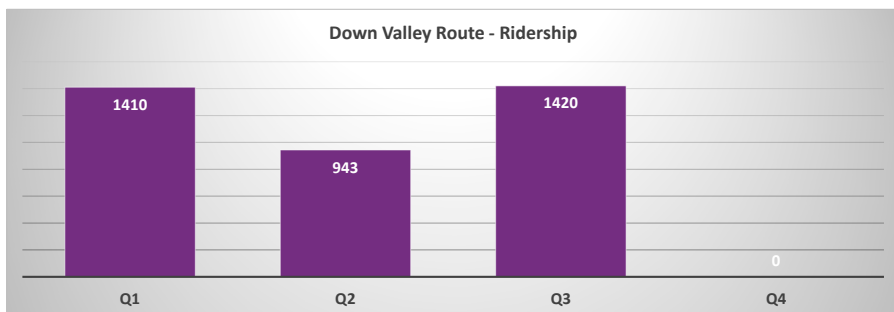
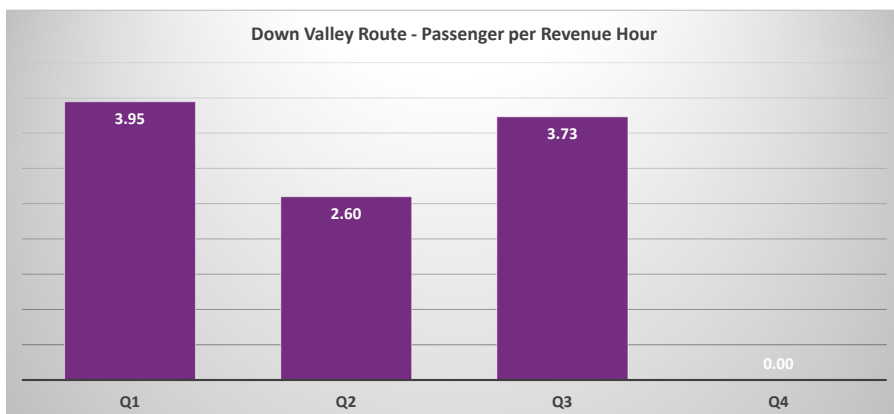
3rd Quarter 2025	Cost Allocation						Trips			Service Measures				
	Operational Cost by Transit Function					Total Allocated Cost	Revenue Hours Miles per Passenger Trip			Service Effectiveness Measures		Cost Efficiency Measures		Cost Effectiveness Measure
	Cost Using SMART Vehicles	Cost Using TEX Vehicles	Extra Costs (bus washing, storage, towing, admin)	Maintenance - Not Included in Contract	Fuel		Revenue Hours	Revenue Miles	Pass. Trips	Pass. per Revenue Hour	Pass. per Revenue Mile	Cost per Revenue Service Hour	Cost per Revenue Service Mile	Cost per Pass. Trip
Route / Service Name														
<u>Down Valley Route</u>	\$39,450	\$0	\$0	\$63	\$3,590	\$43,104	381	10,164	1,420	3.73	0.14	\$113.28	\$4.24	\$30.35
<u>Lawson Hill Route</u>	\$129,877	\$0	\$0	\$609	\$11,836	\$142,321	1,253	15,299	8,426	6.73	0.55	\$113.61	\$9.30	\$16.89
<u>Lawson Hill/Mountain Village Route</u>	\$27,372	\$0	\$0	\$149	\$2,491	\$30,011	264	3,802	750	2.84	0.20	\$113.68	\$7.89	\$40.01
<u>Norwood Route</u>	\$45,403	\$201	\$296	\$265	\$4,146	\$50,310	439	13,626	3,637	8.28	0.27	\$114.56	\$3.69	\$13.83
<u>Nucla/Naturita Route</u>	\$23,950	\$0	\$156	\$0	\$2,191	\$26,297	231	7,735	3,049	13.20	0.39	\$113.84	\$3.40	\$8.62
<u>Rico Route</u>	\$15,898	\$0	\$1,920	\$52	\$1,449	\$19,319	153	5,134	739	4.82	0.14	\$125.99	\$3.76	\$26.14
<u>Offseason</u>	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
<u>Offseason Express</u>	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
<u>Montrose</u>	\$22,239	\$0	\$145	\$0	\$2,024	\$24,408	215	8,672	1,009	4.70	0.12	\$113.79	\$2.81	\$24.19
<u>Vanpool Montrose/Telluride 1</u>	\$0	\$0	\$0	\$91	\$1,008	\$1,099	160	7,959	627	3.93	0.08	\$6.89	\$0.14	\$1.75
<u>Vanpool Montrose/Telluride 2</u>	\$0	\$0	\$0	\$956	\$1,189	\$2,145	170	8,465	628	3.69	0.07	\$12.60	\$0.25	\$3.42
<u>Vanpool Montrose/Mountain Village</u>	\$0	\$0	\$0	\$900	\$940	\$1,840	221	12,704	233	1.05	0.02	\$8.33	\$0.14	\$7.90
<u>Vanpool Norwood/Mountain Village 1</u>	\$0	\$0	\$0	\$0	\$940	\$940	108	5,370	118	1.10	0.02	\$8.74	\$0.18	\$7.96
<u>Vanpool Norwood/Mountain Village 2</u>	\$0	\$0	\$0	\$0	\$0	\$0	32	0	61	1.94	0.00	\$0.00	\$0.00	\$0.00
<u>Vanpool Norwood/Mountain Village 3</u>	\$0	\$0	\$0	\$450	\$442	\$892	75	2,860	139	1.85	0.05	\$11.89	\$0.31	\$6.42
<u>Vanpool Telluride/Dolores</u>	\$0	\$0	\$0	\$780	\$940	\$1,720	180	9,463	260	1.44	0.03	\$9.56	\$0.18	\$6.62
<b>Total</b>	<b>\$304,189</b>	<b>\$201</b>	<b>\$2,517</b>	<b>\$4,315</b>	<b>\$33,185</b>	<b>\$344,406</b>	<b>3,880</b>	<b>111,253</b>	<b>21,096</b>	<b>5.44</b>	<b>0.19</b>	<b>\$88.76</b>	<b>\$3.10</b>	<b>\$16.33</b>

Route / Service Name	Fare Capture		Safety and Comfort			Performance						
	Fare Recovery	Operating Farebox Ratio	Accidents	Incidents	Complaints	Route	Total Scheduled Stops	Late	Early	Missed	Total Faults	Percent Faults
<u>Down Valley Route</u>	\$0	0.00%	0	1	0	<u>Down Valley Route</u>	1716	9	4	2	15	0.87%
<u>Lawson Hill Route</u>	\$0	0.00%	1	0	0	<u>Lawson Hill Route</u>	4968	4	9	0	13	0.26%
<u>Lawson Hill/Mountain Village Route</u>	\$0	0.00%	0	0	0	<u>Lawson Hill/Mountain Village Route</u>	1584	4	0	0	4	0.25%
<u>Norwood Route</u>	\$5,661	11.25%	0	2	0	<u>Norwood Route</u>	1358	3	5	1	9	0.66%
<u>Nucla/Naturita Route</u>	\$4,635	17.63%	0	0	0	<u>Nucla/Naturita Route</u>	858	0	8	0	8	0.93%
<u>Rico Route</u>	\$0	0.00%	1	1	0	<u>Rico Route</u>	168	0	0	2	2	1.19%
<u>Offseason</u>	\$0	0.00%	0	0	0	<u>Offseason</u>	0	0	0	0	0	0.00%
<u>Offseason Express</u>	\$0	0.00%	0	0	0	<u>Offseason Express</u>	0	0	0	0	0	0.00%
<u>Montrose</u>	\$4,740	19.42%	0	0	0	<u>Montrose</u>	132	0	2	0	2	1.52%
<u>Vanpool Montrose/Telluride 1</u>	\$1,280	116.44%	0	0	0							
<u>Vanpool Montrose/Telluride 2</u>	\$1,440	67.13%	0	0	0							
<u>Vanpool Montrose/Mountain Village</u>	\$800	43.48%	0	0	0							
<u>Vanpool Norwood/Mountain Village 1</u>	\$920	97.89%	0	0	0							
<u>Vanpool Norwood/Mountain Village 2</u>	\$0	0.00%	0	0	0							
<u>Vanpool Norwood/Mountain Village 3</u>	\$360	40.36%	0	0	0							
<u>Vanpool Telluride/Dolores</u>	\$440	25.58%	0	0	0							
<b>Total</b>	<b>\$20,276</b>		<b>2</b>	<b>4</b>	<b>0</b>							



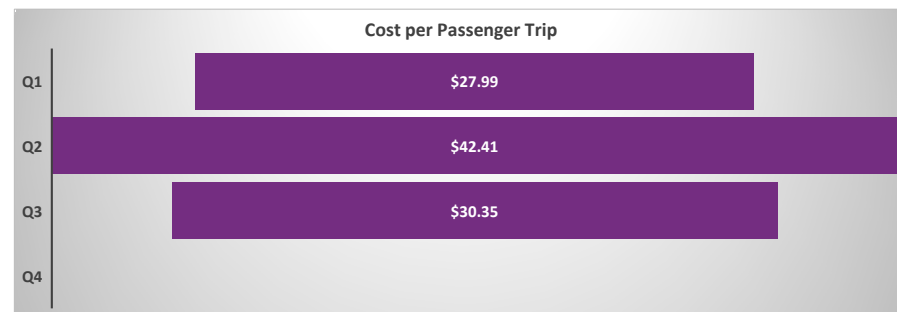
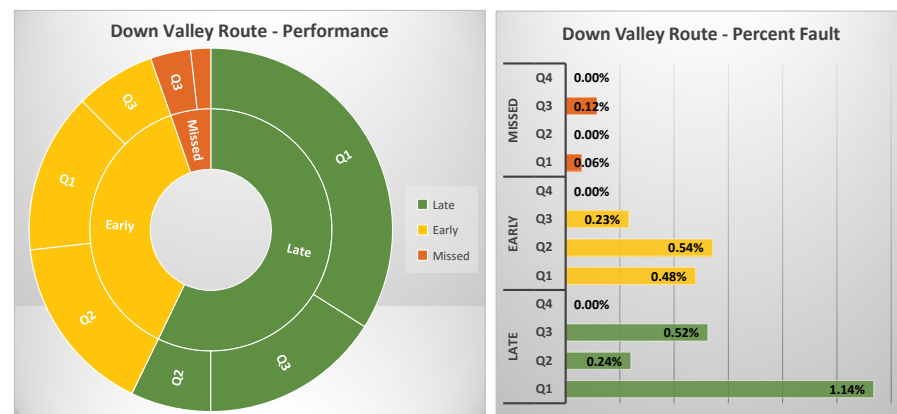
Down Valley Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	357	363	381	151	1410	943	1420	0	3.95	2.60	3.73	0.00
Down Valley AM	133	135	143		704	420	650	0	5.28	3.10	4.55	0.00
Down Valley MIDDAY	96	98	102		305	276	451	0	3.18	2.83	4.41	0.00
Down Valley PM	128	130	136		401	247	319	0	3.13	1.90	2.34	0.00

Down Valley Route - Safety, Security and Passenger Comfort												
Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	0	0	0	0	3	0	1	0	1	1	0	0



Down Valley Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	1.14%	0.24%	0.52%	0.00%	0.48%	0.54%	0.23%	0.00%	0.06%	0.00%	0.12%	0.00%
Total	19	4	9	0	8	9	4	0	1	0	2	0
Down Valley AM	10	2	2	0	3	4	1	0	1	0	1	0
Down Valley MIDDAY	4	0	0	0	3	3	0	0	0	0	0	0
Down Valley PM	5	2	7	0	2	2	3	0	0	0	1	0

Down Valley Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio (fares/expenditures)			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$27.99	\$42.41	\$30.35	\$0.00	\$0	\$0	\$0	\$0	0.00%	0.00%	0.00%	0.00%



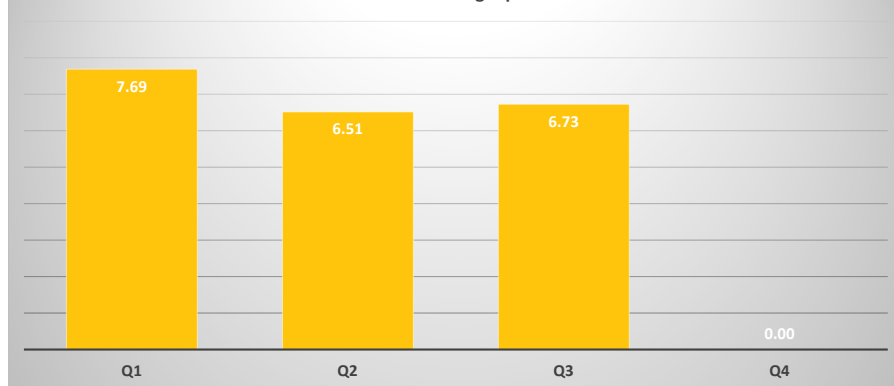
Lawson Hill Route - Service Delivery

Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Total</b>	<b>1185</b>	<b>606</b>	<b>1253</b>	<b>296</b>	<b>9112</b>	<b>3946</b>	<b>8426</b>	<b>0</b>	<b>7.69</b>	<b>6.51</b>	<b>6.73</b>	<b>0.00</b>
Lawson Hill AM	442	226	468	111	2828	1168	2660	0	6.39	5.16	5.69	0.00
Lawson Hill MIDDAY	540	276	571	135	5154	2183	4487	0	9.54	7.91	7.86	0.00
Lawson Hill PM	203	104	214	51	1130	595	1279	0	5.58	5.75	5.97	0.00

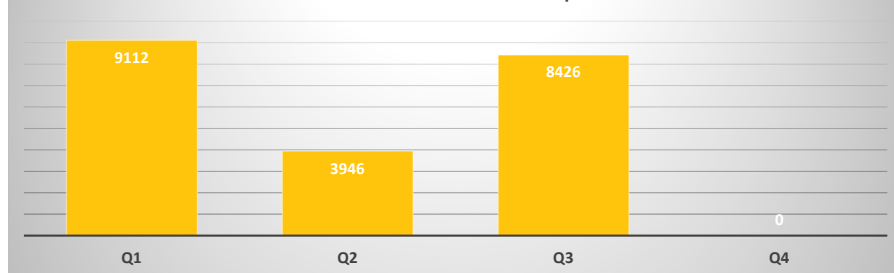
Lawson Hill Route - Safety, Security and Passenger Comfort

Quarter	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Lawson Hill Route - Passenger per Revenue Hour



Lawson Hill Route - Ridership



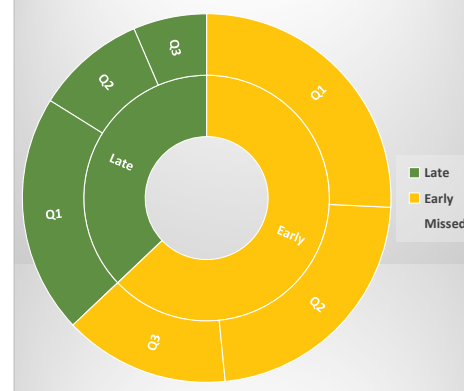
Lawson Hill Route - Performance

Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Percent Fault</b>	<b>0.27%</b>	<b>0.24%</b>	<b>0.08%</b>	<b>0.00%</b>	<b>0.33%</b>	<b>0.56%</b>	<b>0.18%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
<b>Total</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Lawson Hill AM	9	1	3	0	8	8	4	0	0	0	0	0
Lawson Hill MIDDAY	3	3	1	0	3	3	1	0	0	0	0	0
Lawson Hill PM	1	2	0	0	5	3	4	0	0	0	0	0

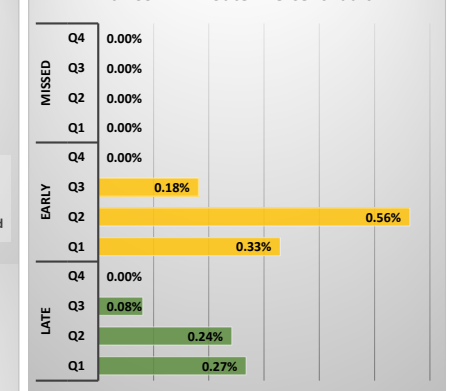
Lawson Hill Route - Economic

Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Total</b>	<b>\$14.30</b>	<b>\$17.31</b>	<b>\$16.89</b>	<b>\$0.00</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>

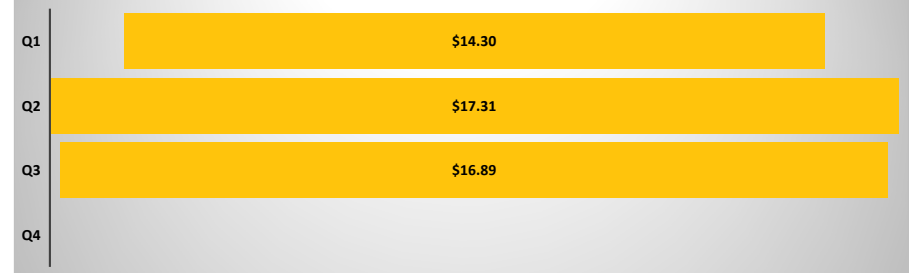
Lawson Hill Route - Performance



Lawson Hill Route - Percent Fault

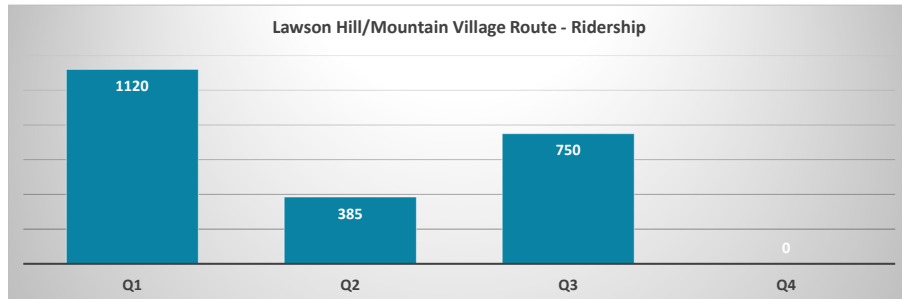
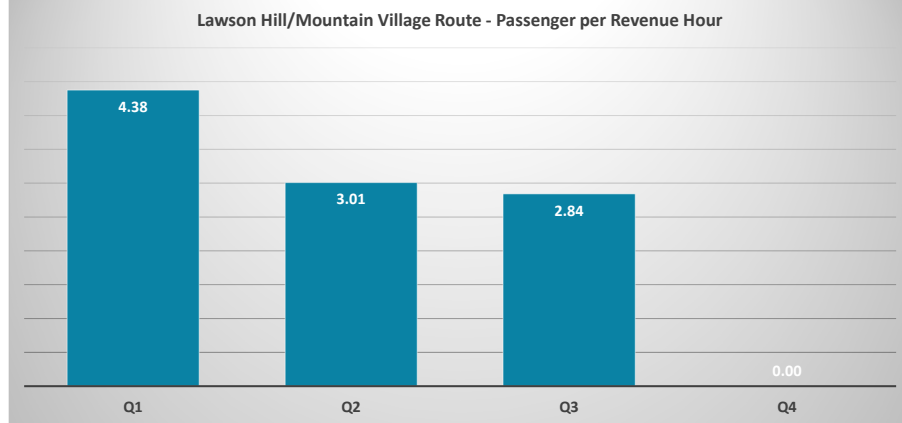


Lawson Hill Route - Cost per Passenger Trip



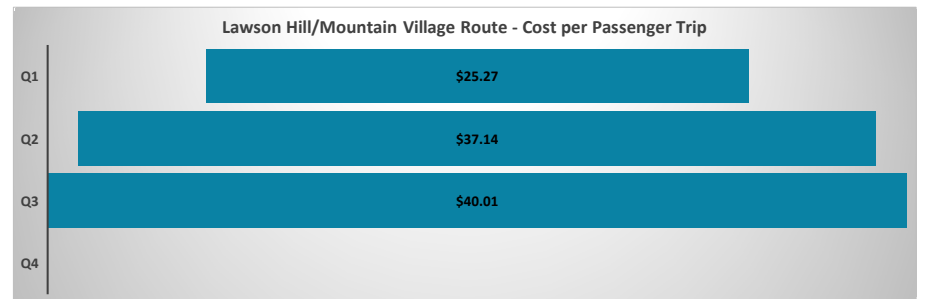
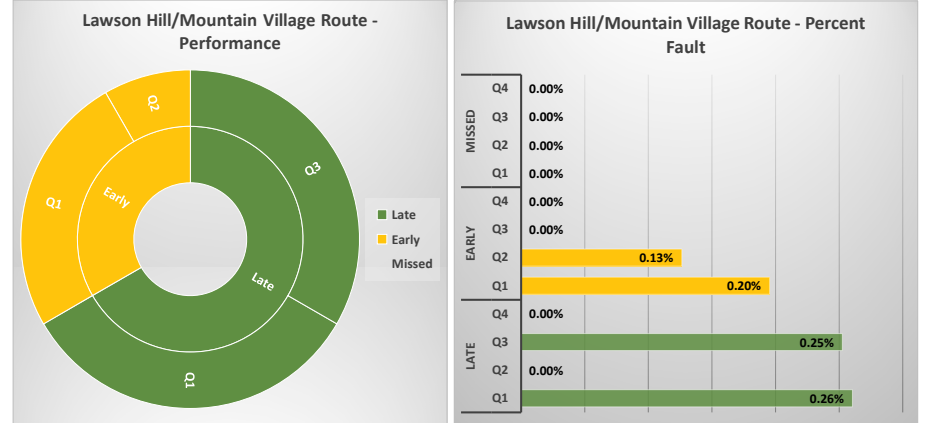
Lawson Hill/Mountain Village Route- Service Delivery													
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour				
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Total	256	128	264	52	1120	385	750	0	4.38	3.01	2.84	0.00
	Lawson Hill/Mountain Village AM	128	64	132	26	706	254	524	0	5.52	3.97	3.97	0.00
	Lawson Hill/Mountain Village PM	128	64	132	26	414	131	226	0	3.23	2.05	1.71	0.00

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



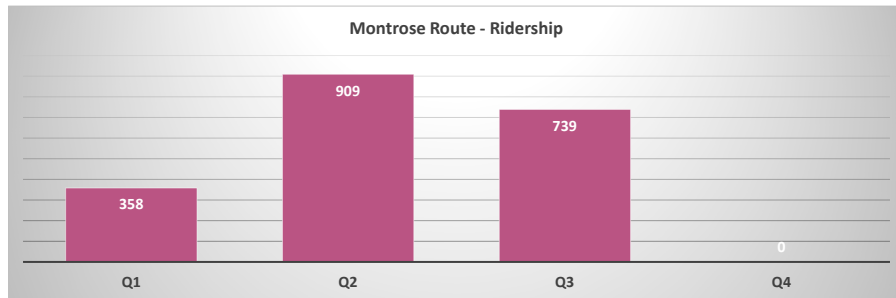
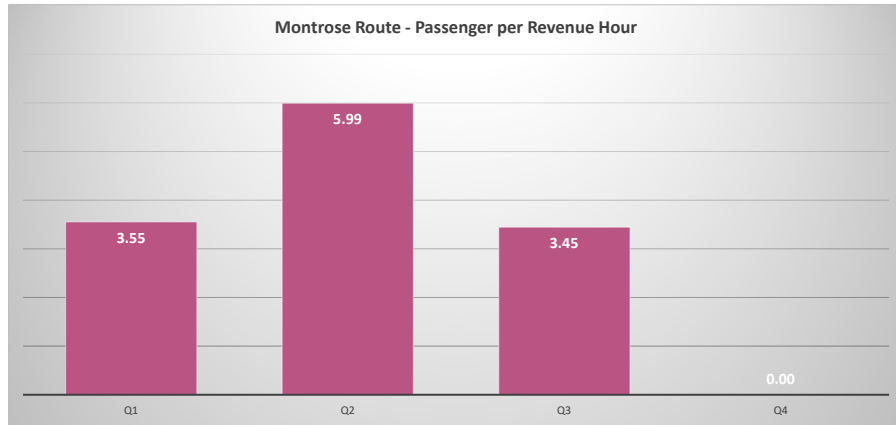
Lawson Hill/Mountain Village Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.26%	0.00%	0.25%	0.00%	0.20%	0.13%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	4	0	4	0	3	1	0	0	0	0	0	0
Lawson Hill/Mountain Village AM	3	0	3	0	2	1	0	0	0	0	0	0
Lawson Hill/Mountain Village PM	1	0	1	0	1	0	0	0	0	0	0	0

Lawson Hill/Mountain Village Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$25.27	\$37.14	\$40.01	\$0.00	\$0	\$0	\$0	\$0	0.00%	0.00%	0.00%	0.00%



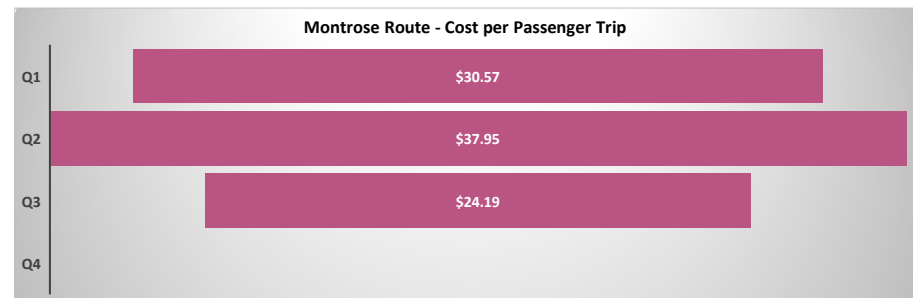
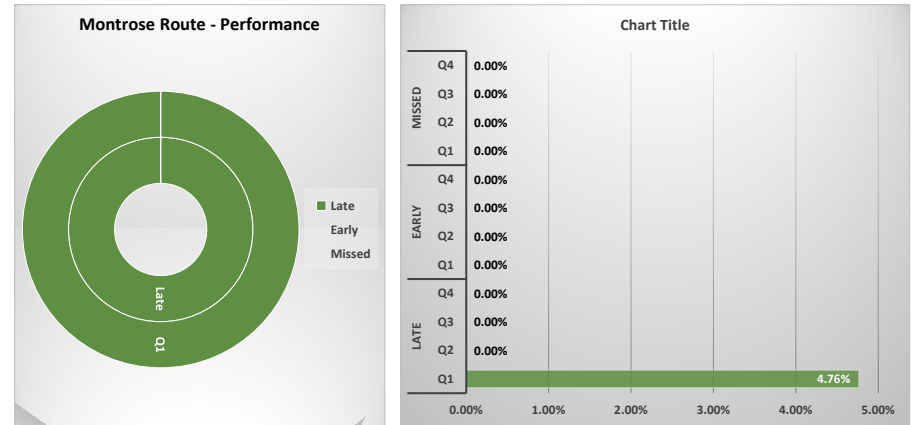
Montrose Route - Service Delivery												
Quarter Total	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	101	152	215	52	358	909	739	0	3.55	5.99	3.45	0.00
	50	76	108	0	178	561	409	0	3.53	7.40	3.80	0.00
	50	76	108	26	180	348	330	0	3.57	4.59	3.07	0.00

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



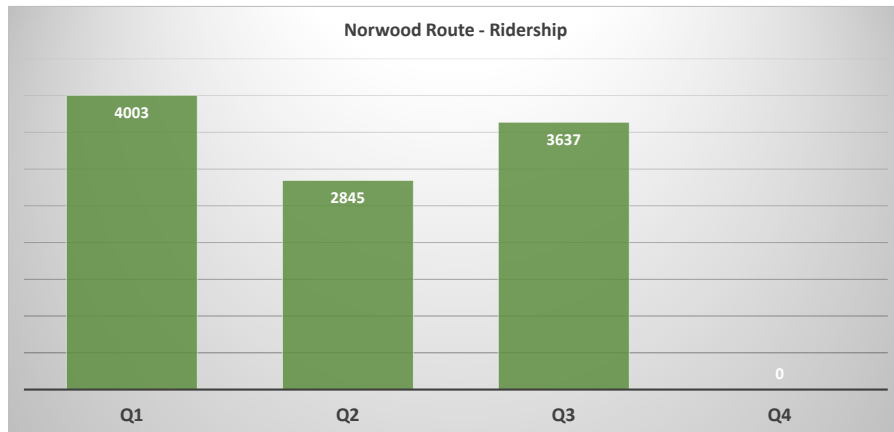
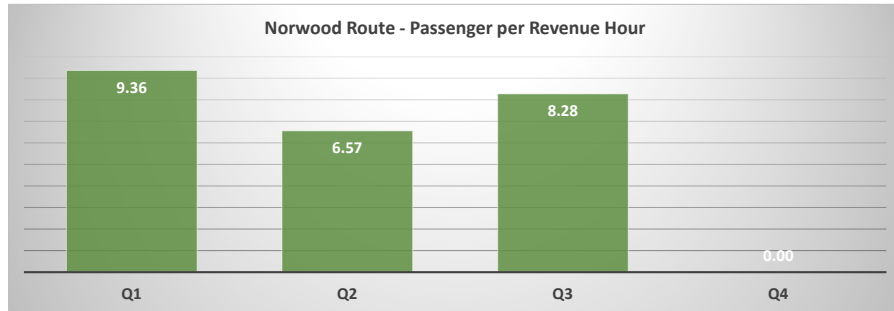
Montrose - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	2	0	0	0	0	0	0	0	0	0	0	0
Montrose AM M-F	2	0	0	0	0	0	0	0	0	0	0	0
Montrose PM M-F	0	0	0	0	0	0	0	0	0	0	0	0

Montrose Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$30.57	\$37.95	\$24.19		\$1,560	\$2,785	\$4,740		14.25%	11.95%	19.42%	



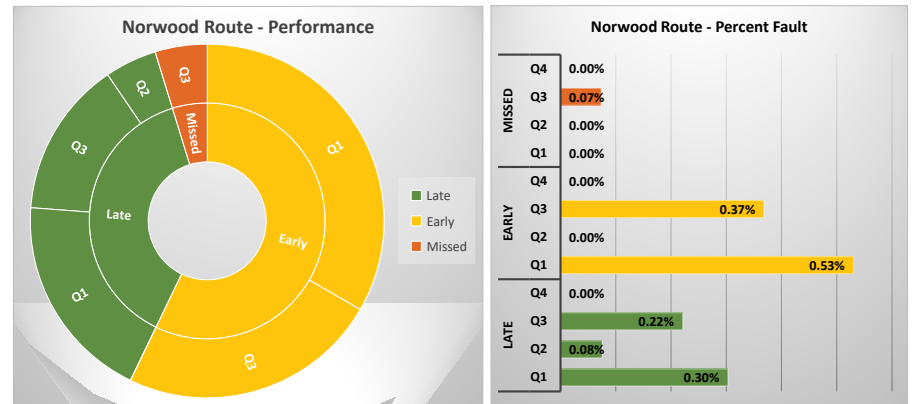
Norwood Route- Service Delivery												
	Revenue Hours				Ridership				Passenger per Revenue Hour			
Quarter	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	427	433	439	150	4003	2845	3637	0	9.36	6.57	8.28	0.00
Norwood AM M-F	75	76	77	26	1329	841	823	0	17.72	11.06	10.68	0.00
Norwood PM M-F	56	57	58	20	742	583	793	0	13.19	10.22	13.72	0.00
Norwood Midday M-F	163	165	168	57	525	444	713	0	3.22	2.68	4.25	0.00
Norwood Late M-F	82	83	84	29	378	212	444	0	4.63	2.56	5.30	0.00
Norwood AM S-S	26	26	27	0	508	413	478	0	19.45	15.60	17.81	0.00
Norwood PM S-S	25	26	26	9	521	352	386	0	20.62	13.74	14.87	0.00

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



Norwood Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Percent Fault</b>	<b>0.30%</b>	<b>0.08%</b>	<b>0.22%</b>	<b>0.00%</b>	<b>0.53%</b>	<b>0.00%</b>	<b>0.37%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.07%</b>	<b>0.00%</b>
<b>Total</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
Norwood AM M-F	0	0	0	0	0	0	0	0	0	0	0	0
Norwood PM M-F	0	1	0	0	4	0	3	0	0	0	0	0
Norwood Midday M-F	3	0	3	0	2	0	2	0	0	0	0	0
Norwood Late M-F	0	0	0	0	0	0	0	0	0	0	1	0
Norwood AM S-S	1	0	0	0	1	0	0	0	0	0	0	0
Norwood PM S-S	0	0	0	0	0	0	0	0	0	0	0	0

Norwood Route - Economic												
Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$12.47	\$17.05	\$13.83		\$6,924	\$4,586	\$5,661		13.87%	9.45%	11.25%	



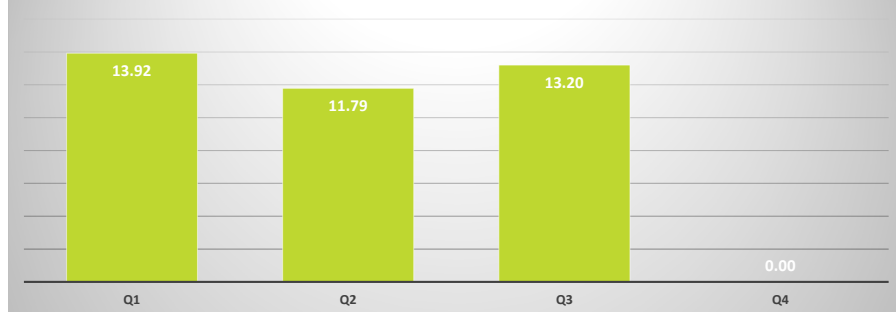
Nucla/Naturita Route- Service Delivery

Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	224	228	231	81	3119	2682	3049	0	13.92	11.79	13.20	0.00
Nucla/Naturita AM M-F	112	114	115	0	1328	1240	1462	0	11.86	10.90	12.71	0.00
Nucla/Naturita PM M-F	112	114	116	0	1791	1442	1587	0	15.99	12.68	13.68	0.00

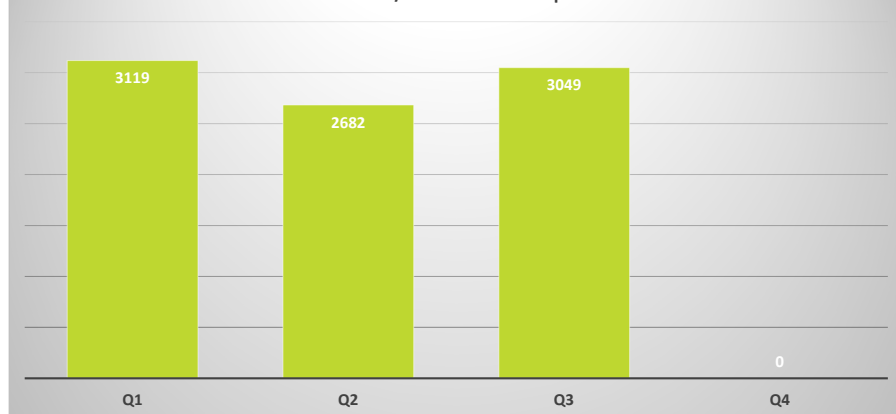
Nucla/Naturita - Safety, Security and Passenger Comfort

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

Nucla/Naturita - Passenger per Revenue Hour



Nucla/Naturita - Ridership



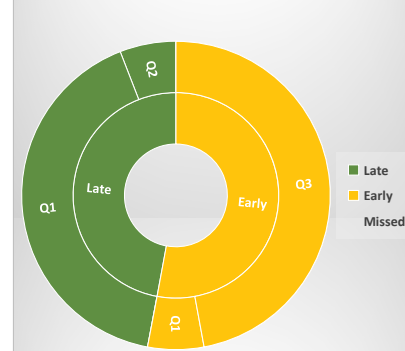
Nucla/Naturita Route - Performance

Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.84%	0.12%	0.00%	0.00%	0.12%	0.00%	0.93%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	7	1	0	0	1	0	8	0	0	0	0	0
Nucla/Naturita AM M-F	0	0	0	0	0	0	8	0	0	0	0	0
Nucla/Naturita PM M-F	7	1	0	0	1	0	0	0	0	0	0	0

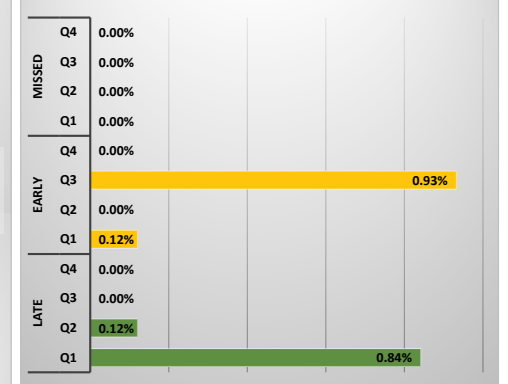
Nucla/Naturita Route - Economic

Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$7.88	\$9.40	\$8.62		\$6,086	\$5,245	\$4,635		24.27%	20.83%	17.63%	

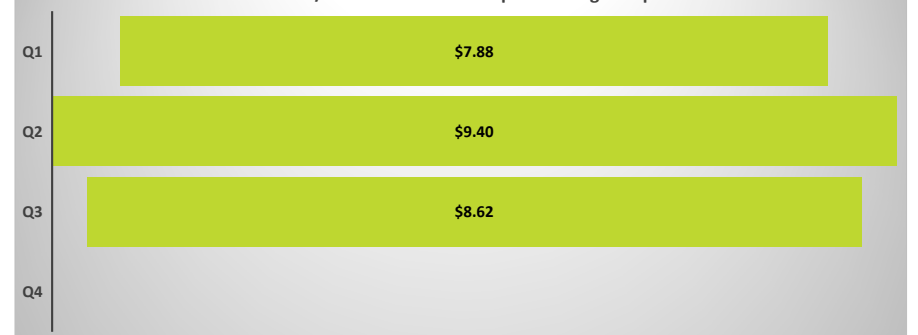
Nucla/Naturita - Performance



Nucla/Naturita Route - Percent Fault



Nucla/Naturita Route - Cost per Passenger Trip



Rico Route - Service Delivery

Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	150	152	153	52	1728	909	739	0	11.52	5.99	4.82	0.00
Rico AM M-F	68	68	69	0	1002	561	409	0	14.84	8.22	5.93	0.00
Rico PM M-F	83	83	84	26	726	348	330	0	8.80	4.17	3.91	0.00

Rico Route - Performance

Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.11%	0.00%	1.19%	0.00%
Total	0	0	0	0	0	0	0	0	2	0	2	0
Rico AM M-F	0	0	0	0	0	0	0	0	2	0	2	0
Rico PM M-F	0	0	0	0	0	0	0	0	0	0	0	0

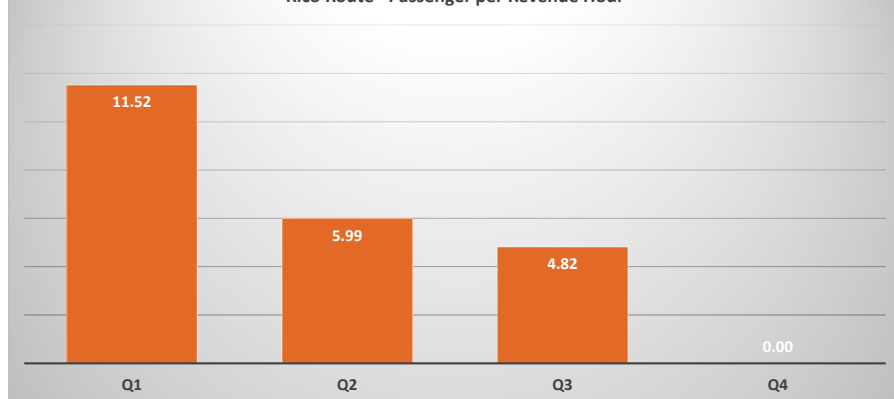
Rico Route - Safety, Security and Passenger Comfort

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

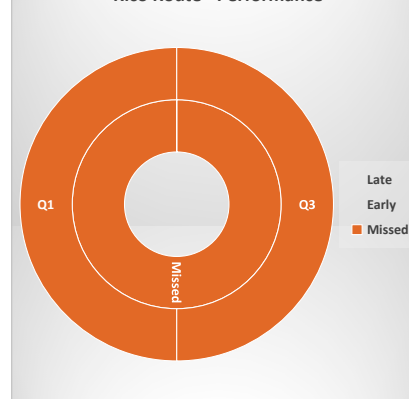
Rico Route - Economic

Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$9.71	\$19.36	\$26.14		\$0	\$0	\$0	\$0	0.00%	0.00%	0.00%	0.00%

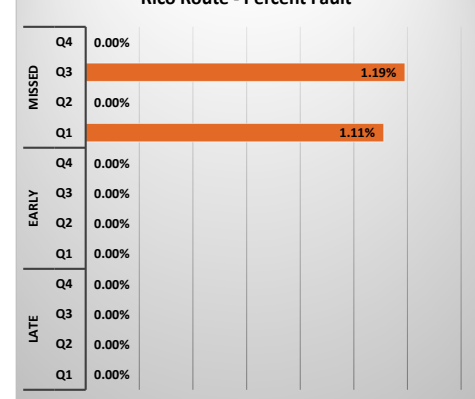
Rico Route - Passenger per Revenue Hour



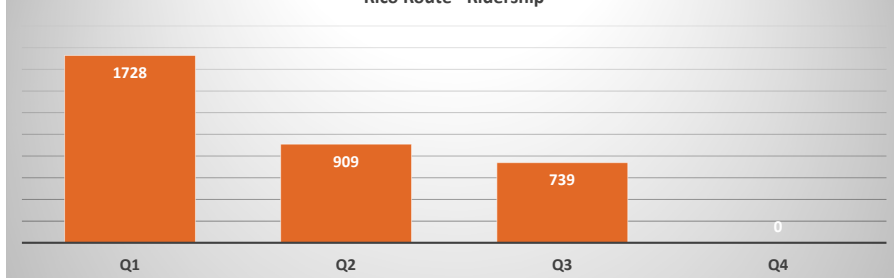
Rico Route - Performance



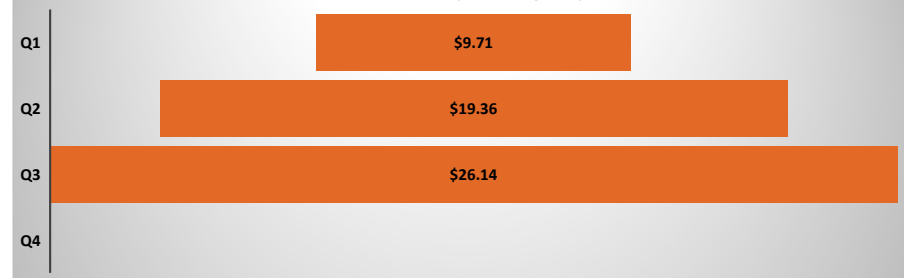
Rico Route - Percent Fault



Rico Route - Ridership

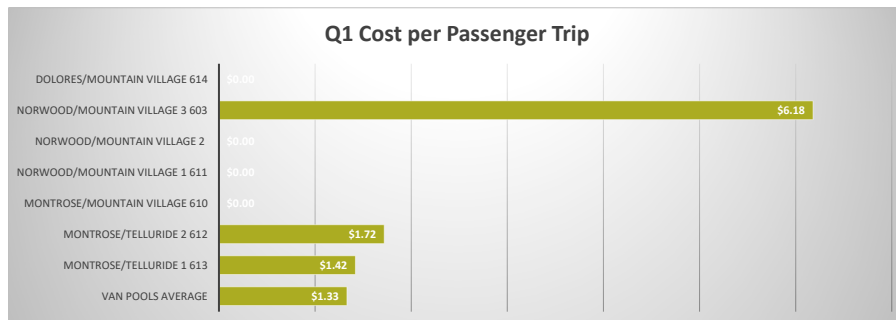
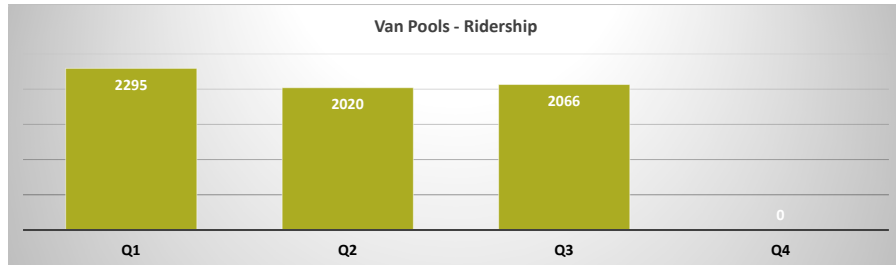


Rico Route - Cost per Passenger Trip



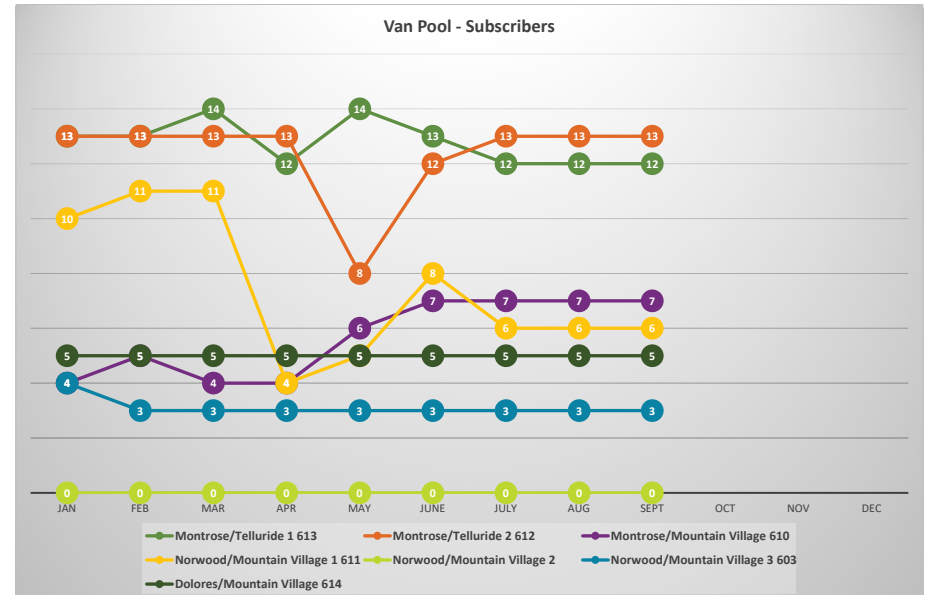
	Vanpools- Service Delivery											
	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Vanpool Total</b>	<b>1017</b>	<b>1078</b>	<b>945</b>	<b>0</b>	<b>2295</b>	<b>2020</b>	<b>2066</b>	<b>0</b>	<b>2.26</b>	<b>1.87</b>	<b>2.19</b>	<b>0.00</b>
Montrose/Telluride 1 613	178	168	160	0	757	633	627	0	4.25	3.78	3.93	0.00
Montrose/Telluride 2 612	146	176	170	0	560	561	628	0	3.83	3.20	3.69	0.00
Montrose/Mountain Village 610	231	336	221	0	248	280	233	0	1.07	0.83	1.05	0.00
Norwood/Mountain Village 1 611	165	115	108	0	339	153	118	0	2.05	1.33	1.10	0.00
Norwood/Mountain Village 2	0	0	32	0	0	0	61	0	0.00	0.00	1.94	0.00
Norwood/Mountain Village 3 603	111	77	75	0	149	124	139	0	1.34	1.62	1.85	0.00
Dolores/Mountain Village 614	185	208	180	0	242	269	260	0	1.31	1.30	1.44	0.00

Quarter	Norwood Route - Safety, Security and Passenger Comfort											
	Accidents				Incidents				Complaints			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Montrose/Telluride 1 613	0	0	0	0	0	0	0	0	0	0	0	0
Montrose/Telluride 2 612	0	0	0	0	0	0	0	0	0	0	0	0
Montrose/Mountain Village 610	0	0	0	0	0	0	0	0	0	0	0	0
Norwood/Mountain Village 1 611	0	0	0	0	0	0	0	0	0	0	0	0
Norwood/Mountain Village 2	0	0	0	0	0	0	0	0	0	0	0	0
Norwood/Mountain Village 3 603	0	0	0	0	0	0	0	0	0	0	0	0
Dolores/Mountain Village 614	0	0	0	0	0	0	0	0	0	0	0	0



Quarter	Active Subscribers											
	Q1			Q2			Q3			Q4		
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Montrose/Telluride 1 613	13	13	14	12	14	13	12	12	12			
Montrose/Telluride 2 612	13	13	13	13	8	12	13	13	13			
Montrose/Mountain Village 610	4	5	4	4	6	7	7	7	7			
Norwood/Mountain Village 1 611	10	11	11	4	5	8	6	6	6			
Norwood/Mountain Village 2	0	0	0	0	0	0	0	0	0			
Norwood/Mountain Village 3 603	4	3	3	3	3	3	3	3	3			
Dolores/Mountain Village 614	5	5	5	5	5	5	5	5	5			

Quarter	Vanpool - Economic											
	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio (fares/expenditures)			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Van Pools Average</b>	<b>\$1.33</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$5,960</b>	<b>\$4,160</b>	<b>\$5,240</b>	<b>\$0</b>	<b>\$0.51</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Montrose/Telluride 1 613	\$1.42	\$1.41	\$1.75		\$1,600	\$1,560	\$1,280.00		148.46%	175.03%	116.44%	
Montrose/Telluride 2 612	\$1.72	\$1.13	\$3.42		\$1,560	\$1,320	\$1,440.00		162.08%	207.90%	67.13%	
Montrose/Mountain Village 610	\$0.00	\$0.23	\$7.90		\$520	\$280	\$800.00		0.00%	438.73%	43.48%	
Norwood/Mountain Village 1 611	\$0.00	\$0.00	\$7.96		\$1,280	\$680	\$920.00		0.00%	1546.16%	97.89%	
Norwood/Mountain Village 2	\$0.00	\$0.00	\$0.00		\$0	\$0	\$0.00		0.00%	0.00%	0.00%	
Norwood/Mountain Village 3 603	\$6.18	\$15.89	\$6.42		\$400	\$280	\$360.00		43.45%	2447.00%	40.36%	
Dolores/Mountain Village 614	\$0.00	\$18.59	\$6.62		\$600	\$40	\$440.00		0.00%	0.00%	25.58%	



[Click here to return to Agenda](#)



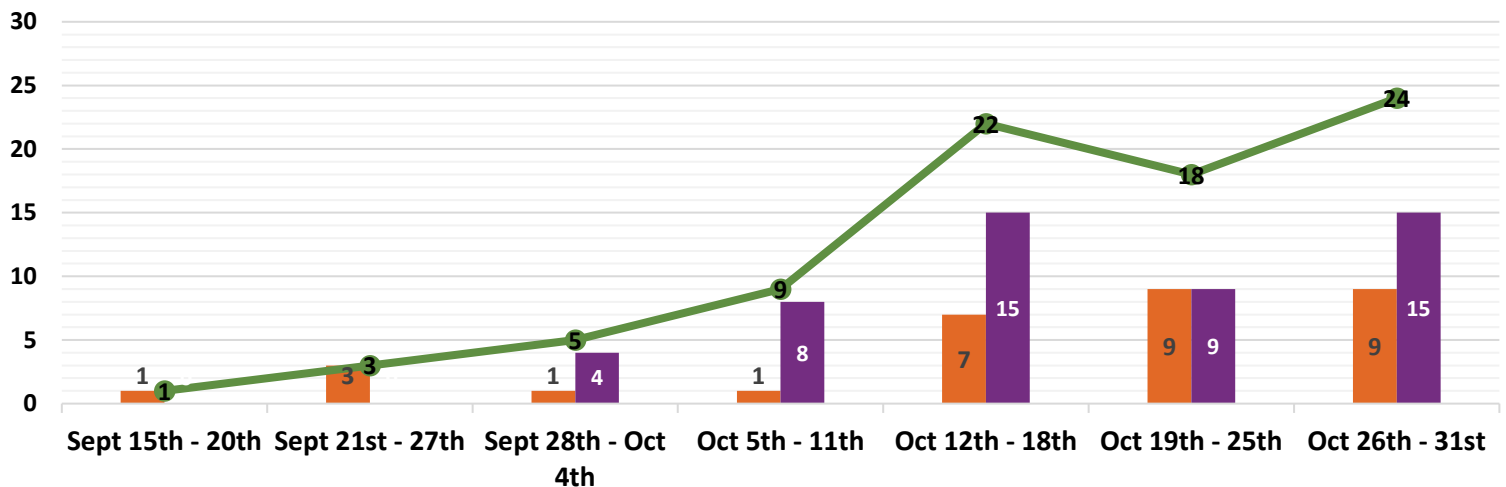


### • Service Expansion

Beginning on September 15<sup>th</sup>, we filled in the gap in service between 11:20 AM and 2:25 PM on the Lawson Hill Route. We also added a 6:35 AM and a 6:30 PM route to the Norwood schedule. The Norwood additions are an extension of the Down Valley route and have stops at Two Rivers and the Lawson Hill Park and Ride. The following graphs illustrate ridership for the expansion routes.

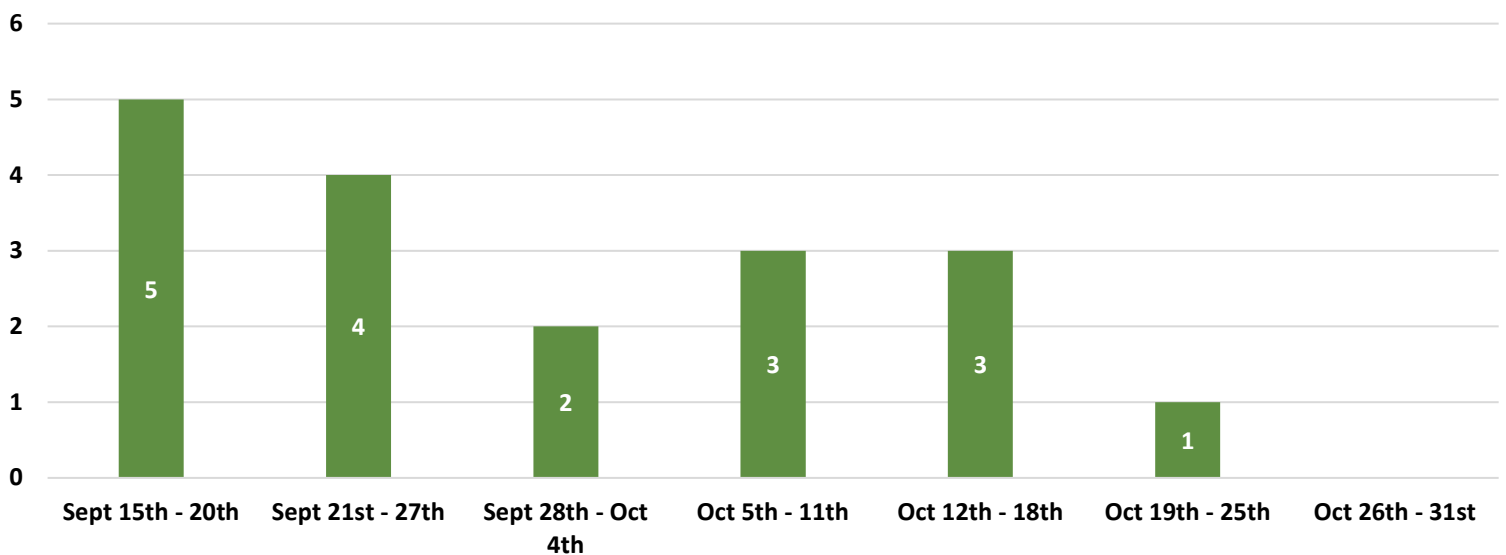
#### Norwood 6:35 AM Route

Adult Student Total Passengers



As illustrated on this graph, many of the riders are students.

#### Norwood 6:30 PM Route

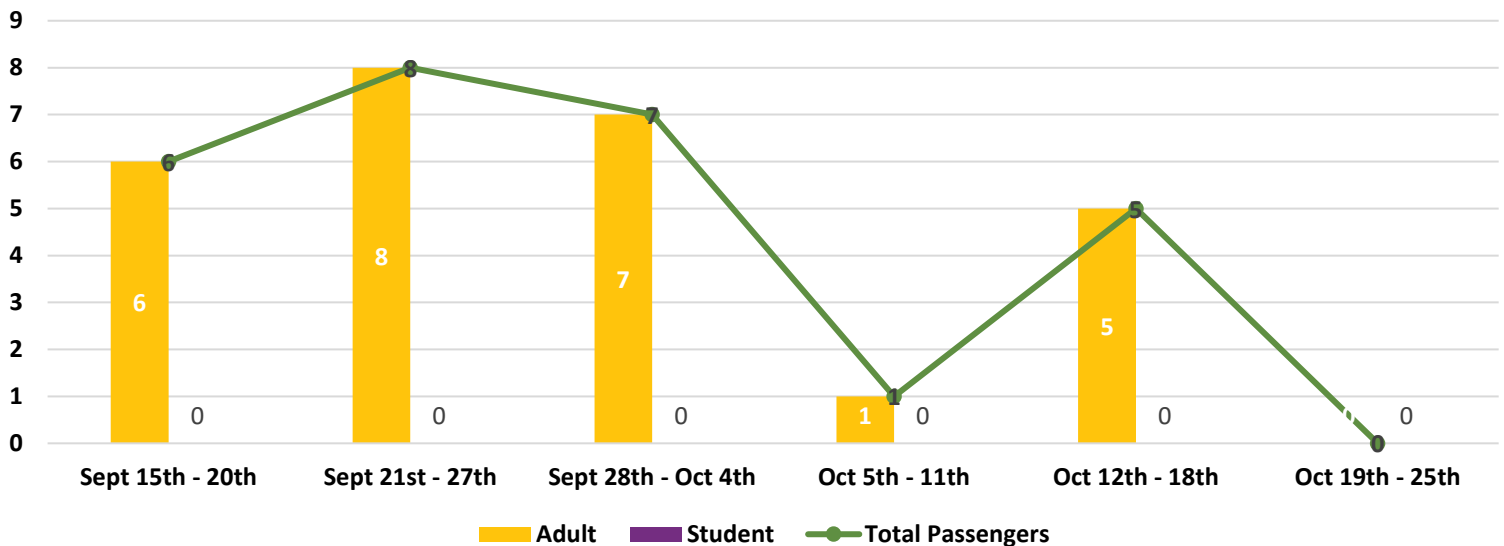


Our records of people getting off a bus at a certain stop do not differentiate between adults and students.

- **Service Expansion Continued**

As the graph below illustrates, ridership on this route has been variable. Offseason started on October 20<sup>th</sup>, which accounts for the low ridership on the week of Oct 19<sup>th</sup> through October 25<sup>th</sup>. There has been no student ridership on this route. I would expect that to change in the summer.

**Lawson Hill Route 11:20 AM – 2:25 PM**



- **Offseason Update**

I have performance records through October. Performance on the Offseason Route has been very good on the morning and afternoon routes, with only two early departures on the morning shift, four early departures on the afternoon shift and five early departures on the Express route. Early departures occurred much more frequently on evening shifts. I have had conversations with the Telluride Express staff impressing upon them that the evening shift drivers need to be reminded of the importance of sticking to the schedules, especially toward the end of the shift. It is important to note that during the month of October, there are well over 3,000 timed stops and the percent fault rate is still well below 5%.

- **Transit App Update**

The following is a report from the Transit App comparing usage in Q3 of 2025 to usage in Q3 in 2024. As you can see, usage has grown. The monthly report are interesting. I would expect an uptick in usage during Offseason because of the schedule changes to the Mountain Village and Lawson Routes. What is more interesting is the drop in June. I'm not sure what accounts for that.

## App usage in Q3 2025

Q3: July - September 2025

**132**  
MONTHLY ACTIVE  
USERS (AVERAGE)

Minimum - 07/25  
**120**

Maximum 09/25  
**374**

**+243.5% FROM Q3  
2024**

**4,652**  
APP OPENS

**+345.5% FROM Q3  
2024**

**80**  
**GO** TRIPS

**+515.3% FROM Q3  
2024**

**939**  
TRIP PLANS

**+255.6% FROM Q3  
2024**

### Monthly Active Users (MAU)

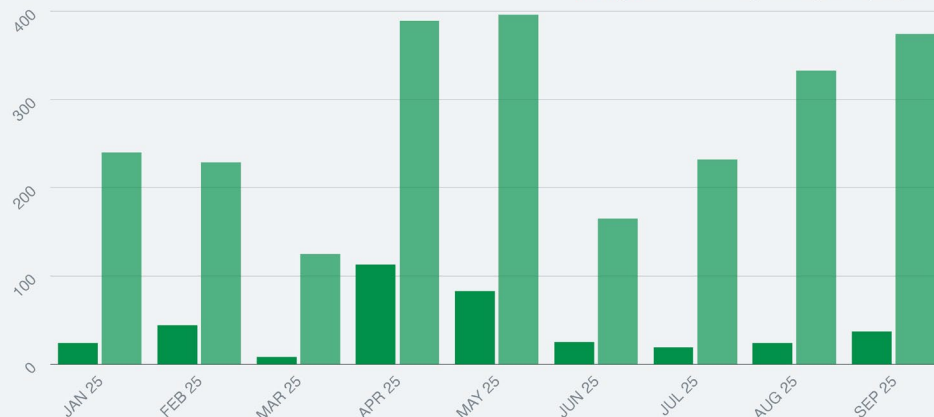
MAU: Calculated by Transit account or device



### Trip Plans

Trip Plans: Total number of trip plans comprised of at least 1 leg from a given agency

Go Trips: Total number of GO trips, Transit's personal trip companion



[Click here to return to Agenda](#)