



San Miguel Authority for Regional Transportation  
Board of Directors Meeting Agenda  
Thursday June 12th, 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\\_rDbn4aw1Q6mT6EsTDqo2bQ](https://us02web.zoom.us/webinar/register/WN_rDbn4aw1Q6mT6EsTDqo2bQ)

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

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

Presented By: Board Chair

Item Type: Action

Packet Page: 5

Allotted Time: 5 minutes

**Item 3:** **SMART Finance discussion**

Presented By: D.Averill

Item Type: report

Packet Page: -

Allotted Time: 20 minutes

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

Presented By: K.Distefano

Item Type: Action

Packet Page: 6

Allotted Time: 15 minutes

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

**Item 6:** **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  |



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Presented By: D.Averill

Item Type: Discussion

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

Presented By: K.Distefano

Item Type: Report

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

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

**San Miguel Authority for Regional Transportation  
Board of Directors Meeting May 8<sup>th</sup>, 2025 Regular Meeting  
Virtual meeting minutes**

Member Directors Present: Town of Telluride – J. Meehan Fee, Ashley Story Von Sprecken. Town of Mountain Village – Harvey Mogenson, Tucker Magid, Rick Gomez (alternate). Lance Waring – San Miguel County

Staff Present: David Averill, Amber Blake (SMART). Paul Taddune  
Others: Jim Loebe (Town of Mountain Village), Anton Benitez (TMVOA)

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

**Item 1: Public Comment**

No public comment was offered.

**Item 2: Resolution 2025-10, Part 1a, regarding the Review and Approval of the May 8th, 2025 Agenda and Consent Items and Part 1b, regarding the Review and Approval of April 10th, 2025 Meeting Minutes.**

Director Magid offered a friendly amendment to the meeting minutes to clarify that any new percentage discount for fares should be considered in total and not added to existing discounts. A unanimous vote approved the amendment and motion.

J. Meehan Fee moved to adopt Resolution 2025-10, parts 1a and 1b  
Tucker Magid seconded the motion

A unanimous vote approved the motion.

**Item 3: Resolution 2025-11 in support of the Town of Mountain Village lift tax question on the June xx, 2025 municipal ballot.**

Mogenson and Averill provided background on the information, including a recap of the actions that led to the MV Town Council referring the lift tax question for the June 2025 municipal ballot. Several Board members expressed support for this resolution, and commented on how disappointed they were with not being able to come to resolution with TSG on the SMART agreement which failed to come to fruition.

J. Meehan Fee moved to adopt Resolution 2025-11  
Tucker Magid seconded the motion

A unanimous vote approved the motion.

**Item 4: Q1 2025 Performance Report**

The performance report was provided in the meeting packet. No questions or comments were raised by the Board.

**Item 5: May 2025 Operations Report**

The operations report was provided in the meeting packet. No questions or comments were raised by the Board.

**Item 6: Executive Directors Report**

The majority of this report and discussion centered on the potential hire of a deputy gondola project manager. Blake and Averill received input from the board on a draft job description that was circulated. Follow up discussions will continue at subsequent meetings.

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

The meeting was adjourned at 4:14 p.m.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL  
TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS JUNE 12TH, 2025 REGULAR MEETING**

**RESOLUTION NO. 2025-12**

**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 June 12th, 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 June 12th, 2025 regular meeting the Board took action on the following:
  - a. Approval of the June 12th, 2025 meeting agenda (Exhibit A)
  - b. Approval of the Board meeting minutes for the May 8th, 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 JUNE 12TH, 2025.**

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Harvey Mogenson, Board Chair

ATTEST:

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David Averill, Executive Director



## Update on the Token Transit App

Some passengers are starting to use the Token Transit App. The following is a copy of the information that is supplied on the Token Transit dashboard.

### Sales Analytics Dashboard Summary Report

Date Range: May 14–28, 2025

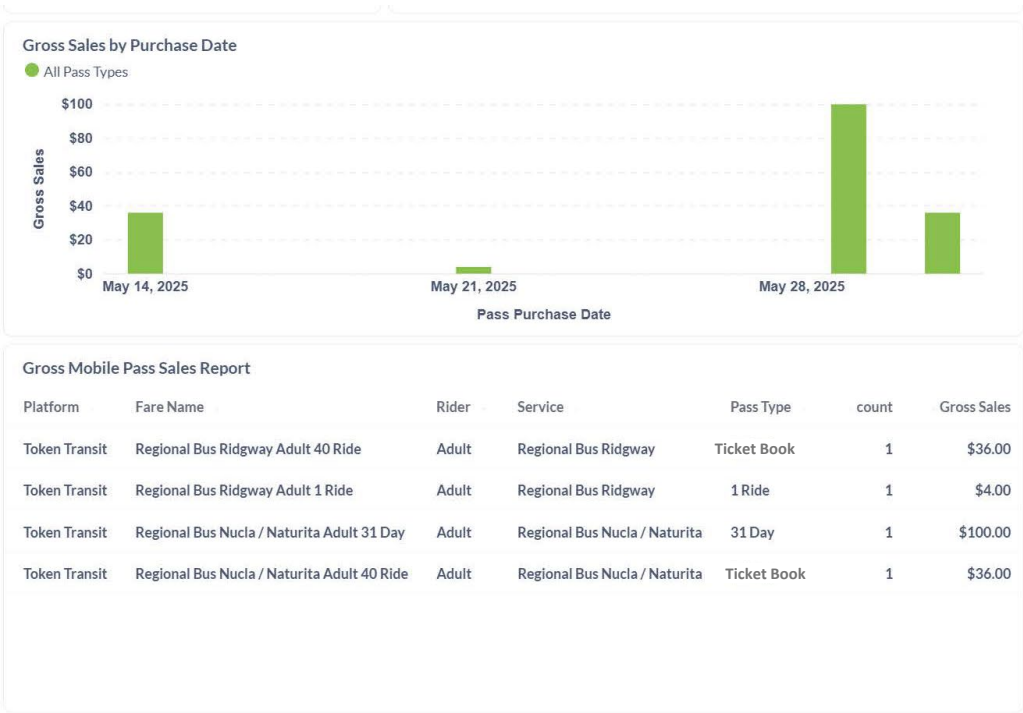
Source: Token Transit Mobile Sales Data

Note: Data reflects real-time purchases but may not match cleared transactions.

### Key Metrics

- Total Mobile Pass Sales: 4
- Total Gross Sales: \$176.00
- Unique Paying Users: 4
- Payment Method Split
- Credit Cards: 50% Debit Cards: 50%





Unique Paying Mobile Users



Additional Metrics





## Emergency Evacuations

Due to SMART's recent agreement with San Miguel County to provide assistance during emergencies or disasters—specifically with emergency evacuations—we felt it was important to clearly understand how SMART's responsibilities would be defined. To that end, I attended the San Miguel County East-End Evacuation Tabletop Exercise on May 8. The exercise was also attended by representatives from regional fire departments, law enforcement, communications, and other relevant Town, County, and State agencies.

The tabletop exercise was developed by the San Miguel County Office of Emergency Management to test the region's response and evacuation capabilities during a wildfire event. It focused on:

- Identifying gaps in current evacuation, public alert, and warning systems.
- Highlighting transportation and access needs.
- Assessing communication and coordination among stakeholders.

The scenario for the exercise was that on a hot, windy day in June between Bluegrass and the 4<sup>th</sup> of July, a fire starts on the "Wedge" on the Valley Floor. Fire conditions are extreme and as is always the case at that time of year, there are lots of tourists in town.

We began by discussing the initial notification process and coordination efforts. Typically, the jurisdiction where the fire originates serves as the lead agency. However, it is essential that agencies quickly establish a unified command—especially in complex areas like the Valley Floor, which includes Town of Telluride property, U.S. Forest Service land, and borders Mountain Village to the north and uphill, where fire movement is most likely.

In this scenario, the area to be evacuated was the Meadows in the Mountain Village. John Bennett, Chief of the Telluride Fire Protection District, emphasized the importance of initiating evacuations early—particularly given that there is only one vehicular egress route from both Mountain Village and the Town of Telluride.

In the event of an emergency of this nature, either Dave or I would immediately notify our partners at Telluride Express that SMART's services may be required to support the evacuation. We would then locate our available vehicles and assess driver availability in the area. Once that information is gathered, we would await further instructions from the unified command.

Participants discussed several challenges, including how to communicate effectively with individuals who may be unfamiliar with local information channels, and how to identify those without access to vehicles or the ability to drive. Traffic congestion was highlighted as a significant concern, emphasizing the need for a robust traffic management system. There was also discussion about implementing a system to track evacuees, ensuring there would be a record of individuals' locations in case they became separated from their families or groups.

Following the tabletop exercise, on May 15<sup>th</sup>, the San Miguel County Office of Emergency Management hosted a Colorado Emergency Preparedness Assessment (CEPA) presented by Michael Bouwman, the Preparedness Program Coordinator with Department of Homeland Security and Emergency Management. The Colorado Emergency Preparedness Assessment (CEPA) is a statewide program. Its purpose is to help counties systematically evaluate their emergency management capabilities, risks, and needs across all phases of disaster response—Preparedness, Response, Recovery, and Mitigation.



## **Emergency Evacuations continued**

Through CEPA, local jurisdictions:

- Identify and assess hazards specific to their communities (e.g., wildfire, drought, avalanche).
- Evaluate core emergency capabilities based on the FEMA Core Capabilities Framework.
- Analyze grant funding dependencies and resource gaps.
- Prioritize areas for improvement and guide planning, training, and investment decisions.
- Align local plans with state and federal standards to improve coordination and eligibility for future funding.

CEPA is not a compliance or regulatory tool—it is a collaborative, data-informed process that helps San Miguel County and other jurisdictions enhance resilience, safeguard their residents, and better manage emergencies with limited resources.

The CEPA process typically involves:

- A facilitated planning session with emergency management stakeholders,
- A county-level risk assessment,
- A review of available capabilities and resources, and
- A strategic summary used to inform the county's Integrated Preparedness Plan (IPP) and related emergency operations.

This CEPA assessment was a continuation of the 2022 CEPA report. There were a couple of key improvements in 2025 compared to 2022. They included the following:

- 90% Completion of Continuity of Operations Plan.
- New supplementary sections regarding cyber security and wildfire.
- New contracts with the American Red Cross
- Communications upgrades
- MOU with SMART for emergency transport

There are persistent challenges including:

- Staff turnover and knowledge gaps
- Housing and infrastructure constraints
- Limited ingress/egress in rural zones
- Need for inter-agency coordination and large-scale exercises

While SMART will be strictly supportive services, I found that it was really helpful to get an overview of the County emergency management strategies.



## **Update on Offseason**

On the following pages are graphs illustrating Offseason Performance metrics from 2023 to Spring Offseason 2025.

### **Ridership and Revenue Hours**

- Fall of 2024 has had the highest ridership overall so far.
- Spring of 2025 includes only April. I did not have May numbers prior to May packet deadline. This accounts for the significantly lower passenger numbers and revenue hours, but the ratios are consistent.
- Revenue hours were highest in 2023. Typically Spring Offseason begins the first Monday in April. In 2023, the first Monday of Offseason 23 April 3<sup>rd</sup>. In 2024, the first Monday was the 8<sup>th</sup> and this year Offseason started on the 7<sup>th</sup>.

### **Safety and Complaints**

- Late departures in all years have been driven by weather and construction.
- Early departures came down significantly in the Fall of 2024. We continue to address that problem, but the message does not always reach the new drivers, especially at the beginning of Offseason.
- Most complaints system wide are due to drivers missing people at the flag stops. The flag stops are the stops where the buses stop, but are not tied to a time point. All complaints about the Offseason Routes this spring were from people who had been missed at the flag stops.
- Percent fault fell to under 1% after Fall of 2023.

### **Financial Metrics**

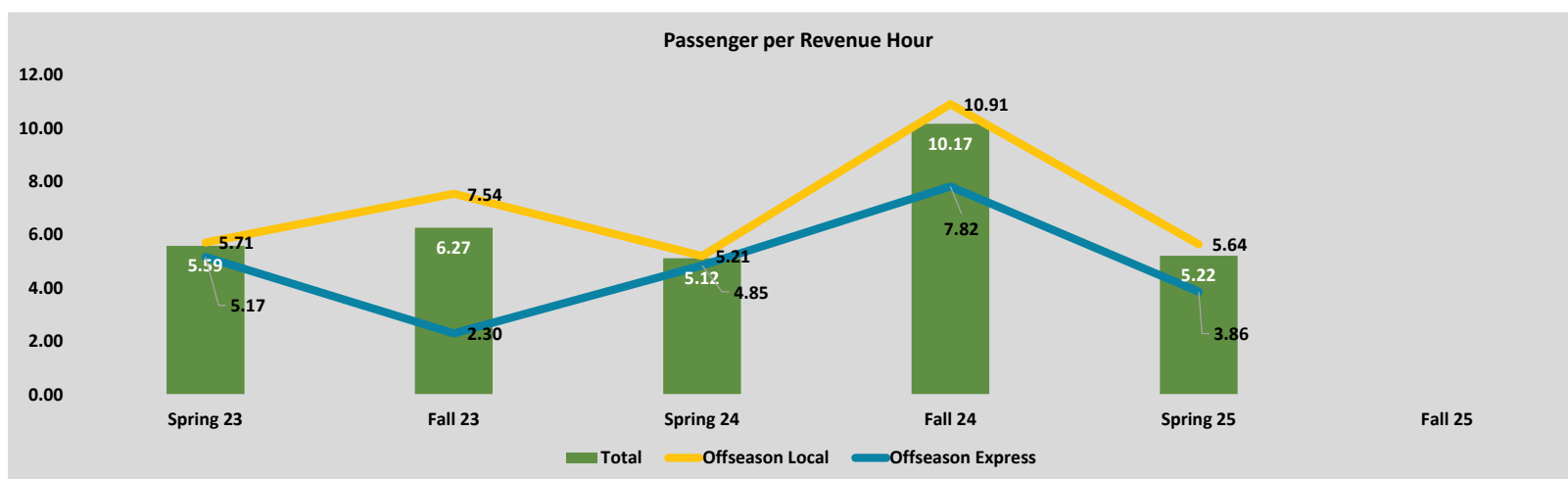
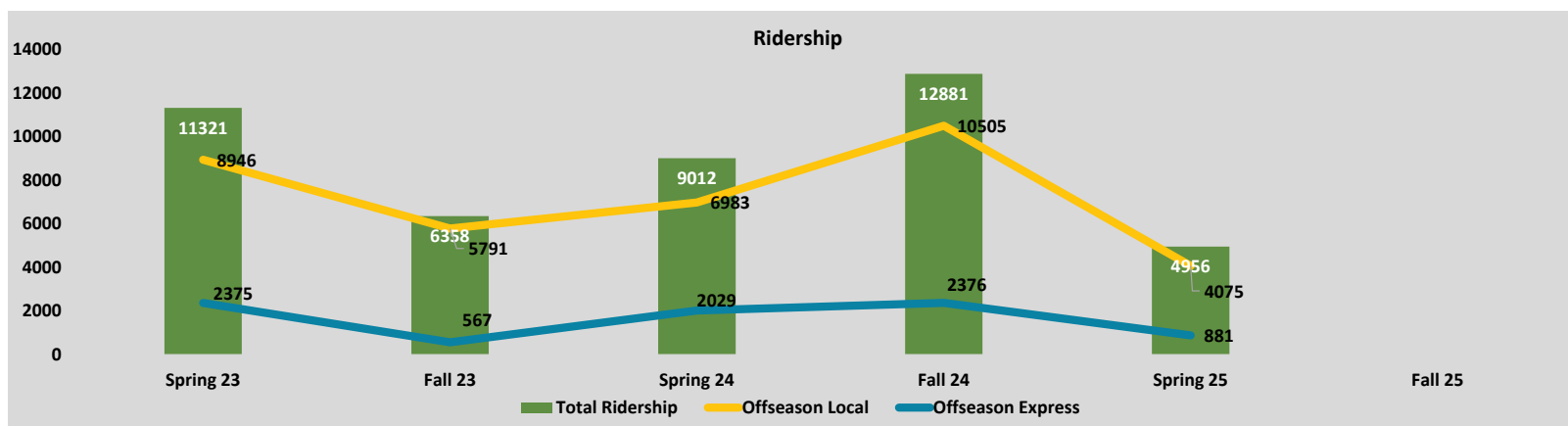
- The higher ridership in the Fall of 2024 is reflected in the lower cost per passenger trip.
- Cost per revenue service hour increased in the Fall of 2023 and then remained fairly consistent.
- Cost per revenue service mile also has remained relatively consistent.

### Offseason Routes - Service Delivery

| Quarter           | Revenue Hours |             |             |             |            |         | Ridership    |             |             |              |             |         | Passenger per Revenue Hour |             |             |              |             |         |
|-------------------|---------------|-------------|-------------|-------------|------------|---------|--------------|-------------|-------------|--------------|-------------|---------|----------------------------|-------------|-------------|--------------|-------------|---------|
|                   | Spring 23     | Fall 23     | Spring 24   | Fall 24     | Spring 25  | Fall 25 | Spring 23    | Fall 23     | Spring 24   | Fall 24      | Spring 25   | Fall 25 | Spring 23                  | Fall 23     | Spring 24   | Fall 24      | Spring 25   | Fall 25 |
| <b>Total</b>      | <b>2026</b>   | <b>1014</b> | <b>1759</b> | <b>1267</b> | <b>950</b> |         | <b>11321</b> | <b>6358</b> | <b>9012</b> | <b>12881</b> | <b>4956</b> |         | <b>5.59</b>                | <b>6.27</b> | <b>5.12</b> | <b>10.17</b> | <b>5.22</b> |         |
| Offseason         | 1567          | 768         | 1341        | 963         | 722        |         | 8946         | 5791        | 6983        | 10505        | 4075        |         | 5.71                       | 7.54        | 5.21        | 10.91        | 5.64        |         |
| Offseason Express | 459           | 246         | 418         | 304         | 228        |         | 2375         | 567         | 2029        | 2376         | 881         |         | 5.17                       | 2.30        | 4.85        | 7.82         | 3.86        |         |

### Offseason Local Routes - Safety, Security and Passenger Comfort

| Quarter           | Accidents |          |           |          |           |         | Incidents |          |           |          |           |         | Complaints |          |           |          |           |         |
|-------------------|-----------|----------|-----------|----------|-----------|---------|-----------|----------|-----------|----------|-----------|---------|------------|----------|-----------|----------|-----------|---------|
|                   | Spring 23 | Fall 23  | Spring 24 | Fall 24  | Spring 25 | Fall 25 | Spring 23 | Fall 23  | Spring 24 | Fall 24  | Spring 25 | Fall 25 | Spring 23  | Fall 23  | Spring 24 | Fall 24  | Spring 25 | Fall 25 |
| <b>Total</b>      | <b>0</b>  | <b>1</b> | <b>0</b>  | <b>0</b> | <b>0</b>  |         | <b>1</b>  | <b>1</b> | <b>2</b>  | <b>2</b> | <b>0</b>  |         | <b>4</b>   | <b>4</b> | <b>6</b>  | <b>4</b> | <b>0</b>  |         |
| Offseason         | 0         | 0        | 0         | 0        | 0         |         | 1         | 1        | 2         | 2        | 0         |         | 4          | 4        | 5         | 3        | 2         |         |
| Offseason Express | 0         | 1        | 0         | 0        | 0         |         | 0         | 0        | 0         | 0        | 0         |         | 0          | 0        | 1         | 1        | 4         |         |



| Quarter<br>Percent Fault<br>Total<br>Offseason Local<br>Offseason Express | Offseason Routes - Performance |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |           |         |
|---|--------------------------------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|-----------|---------|
|   | Late                           |         |           |         |           |         | Early     |         |           |         |           |         | Missed    |         |           |         |           |         |
|   | Spring 23                      | Fall 23 | Spring 24 | Fall 24 | Spring 25 | Fall 25 | Spring 23 | Fall 23 | Spring 24 | Fall 24 | Spring 25 | Fall 25 | Spring 23 | Fall 23 | Spring 24 | Fall 24 | Spring 25 | Fall 25 |
|   | 4.31%                          | 3.80%   | 0.34%     | 0.92%   | 0.20%     |         | 3.95%     | 2.21%   | 0.89%     | 0.28%   | 0.20%     |         | 0.32%     | 0.00%   | 0.01%     | 0.00%   | 0.00%     |         |
|   | 461                            | 203     | 36        | 49      | 15        |         | 422       | 118     | 95        | 15      | 15        |         | 34        | 0       | 1         | 0       | 0         |         |
|   | 445                            | 162     | 12        | 45      | 15        |         | 326       | 89      | 61        | 15      | 15        |         | 33        | 0       | 1         | 0       | 0         |         |
|   | 16                             | 41      | 24        | 4       | 0         |         | 96        | 29      | 34        | 0       | 0         |         | 1         | 0       | 0         | 0       | 0         |         |

| Offseason Routes - Economic               |                         |         |           |         |           |         |                               |          |           |          |           |         |                               |         |           |         |           |         |
|---|-------------------------|---------|-----------|---------|-----------|---------|-------------------------------|----------|-----------|----------|-----------|---------|-------------------------------|---------|-----------|---------|-----------|---------|
| Average<br>Offseason<br>Offseason Express | Cost per Passenger Trip |         |           |         |           |         | Cost per Revenue Service Hour |          |           |          |           |         | Cost per Revenue Service Mile |         |           |         |           |         |
|   | Spring 23               | Fall 23 | Spring 24 | Fall 24 | Spring 25 | Fall 25 | Spring 23                     | Fall 23  | Spring 24 | Fall 24  | Spring 25 | Fall 25 | Spring 23                     | Fall 23 | Spring 24 | Fall 24 | Spring 25 | Fall 25 |
|   | \$32.08                 | \$29.35 | \$21.62   | \$11.99 | \$21.97   |         | \$94.87                       | \$105.77 | \$108.61  | \$109.19 | \$100.76  |         | \$5.39                        | \$5.96  | \$7.17    | \$6.11  | \$5.63    |         |
|   | \$45.25                 | \$41.95 | \$20.88   | \$9.99  | \$17.85   |         | \$91.91                       | \$107.45 | \$108.72  | \$109.02 | \$100.76  |         | \$5.74                        | \$6.17  | \$7.44    | \$6.31  | \$5.83    |         |
|   | \$18.91                 | \$16.74 | \$22.35   | \$13.99 | \$26.08   |         | \$97.83                       | \$104.09 | \$108.49  | \$109.35 | \$100.76  |         | \$5.03                        | \$5.75  | \$6.89    | \$5.90  | \$5.43    |         |

