



San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
Thursday May 8th, 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_k3b6BnaIQ--Be-FC8lFqgQ

Item 1: Public Comment on non-agendized items

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 Approval of the April 10th 2025 meeting minutes.

Presented By: Board Chair

Item Type: Action

Packet Page: 6

Allotted Time: 5 minutes

Item 3: **Resolution 2025-11 – resolution of support for the Mountain Village Excise Tax question on the June 24th 2025 municipal ballot.**

Presented By: D.Averill

Item Type: Action

Packet Page: 7

Allotted Time: 20 minutes

Item 4: **Q1 2025 Performance report**

Presented By: K.Distefano

Item Type: report

Packet Page: 8

Allotted Time: 10 minutes

Item 5: **May 2025 Operations report**

Presented By: K.Distefano

Item Type: Action

Packet Page: 20

Allotted Time: 15 minutes

Item 6: **Executive Director report**

Item 7: **Round Table Updates and Reports**

GLOSSARY

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



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Item Type: report

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Item Type: Action

Item 6: **Executive Director report**

Item 7: **Round Table Updates and Reports**

**San Miguel Authority for Regional Transportation
Board of Directors Meeting April 10th, 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.

Staff Present: David Averill, Amber Blake Kari Distefano, (SMART). Paul Taddune (legal counsel), Dalton Kelly (legal counsel)

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 2025-9, Part 1a, regarding the Review and Approval of the April 10th, 2025 Agenda and Consent Items and Part 1b, regarding the Review and Approval of March 13th, 2025 Meeting Minutes.

A unanimous vote approved the motion.

Item 3: SMART Pass products discussion

Distefano provided information about potential pass options that could be made available for online purchase through the new Token Transit app. She highlighted the possibility of offering annual or biannual passes. Ashley Von Sprecken expressed concern that these options might be financially burdensome for some riders and suggested that businesses could consider offering annual or biannual passes as an employee benefit.

Tucker Magid and Harvey Mogenson recommended that SMART offer discounted monthly passes rather than focusing on annual or biannual options. The Board agreed and decided that monthly passes should be offered at a 20% discount.

Distefano then asked the Board whether they wished to provide an additional discount for seniors and students. The Board agreed and approved a 25% discount for those passenger groups.

Item 4: March 2025 Operations Report

Distefano gave a report on March ridership and performance.

Item 5: Executive Directors Report

Averill updated the Board on preliminary formula funding from the Clean Transit Enterprise, a discussion with Rep. Hurd's office, and vehicle replacement strategy.

Item 6: Executive Session at 4:02 p.m. the Board entered an Executive Session pursuant to C.R.S. §24-6-402(4)(f), for a discussion on Executive Director work plan(s) and supporting personnel. The Board exited the Executive Session taking no action at 4:50 p.m.

Item 7: Executive Session at 4:51 p.m. the Board entered an Executive Session pursuant to C.R.S. §24-6-402(4)(b) for the purpose of conferring with legal counsel in the matter of Masson vs. San Miguel County BOCC, et. all. The Board exited the Executive Session taking no action at 5:09 p.m.

Item 8: Round Table Updates and Reports no round table updates or reports were offered.

The meeting was adjourned at 5:10 p.m.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION
EVIDENCING ACTIONS TAKEN AT ITS MAY 8TH, 2025 REGULAR MEETING**

RESOLUTION NO. 2025-10

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 May 8th, 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 May 8th, 2025 regular meeting the Board took action on the following:
 - a. Approval of the May 8th, 2025 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the April 10th, 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 MAY 8TH, 2025.

Harvey Mogenson, Board Chair

ATTEST:

David Averill, Executive Director

**A RESOLUTION OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION
SUPPORTING A YES VOTE ON THE EXCISE TAX QUESTION REFERRED BY THE TOWN OF
MOUNTAIN VILLAGE SEEKING VOTER APPROVAL FOR A 5% EXCISE TAX ON LIFT TICKET
SALES FOR THE PURPOSE OF FUNDING REGIONAL TRANSPORTATION**

RESOLUTION 2025-11

WHEREAS, in accordance with the Taxpayer's Bill of Rights, Article X, Section 20 of the Colorado Constitution ("TABOR"), governmental entities are required to seek advance voter approval for any new tax or tax increase it seeks to impose; and

WHEREAS, the Town Council of the Town of Mountain Village has placed a question on the ballot for the June 24th, 2025 municipal election, seeking voter approval to impose an excise tax rate of 5% on certain lift ticket products for the purpose of funding gondola operations, maintenance and capital replacement funds ; and

WHEREAS, in accordance with the Colorado Fair Campaign Practices Act (C.R.S. § 1- 45-117) the Smart Board of Directors may pass a resolution taking a position on any ballot issue; and

WHEREAS, local Elected Officials and staff have engaged with residents to hear about the community's priorities regarding the need to find a funding source for the Gondola rebuild project; and

WHEREAS, residents and business leaders from throughout the region have spoken about the importance of ensuring a viable future of the gondola as it is recognized as a critical piece of transportation infrastructure in the region; and

WHEREAS, a survey of residents showed that significant ski area financial participation in the gondola rebuild project is one of the top priorities of the regions residents; and

WHEREAS, SMART worked in good faith for six months with Telluride Ski and Golf to come to a formal agreement to ensure meaningful ski area contributions to the gondola project; and

WHEREAS, SMART and Telluride Ski and Golf could not come to such an agreement; and

WHEREAS, SMART and its local government partners were explicitly clear that if a funding agreement failed to materialize between SMART and Telluride Ski and Golf that such a ballot question would be placed on the June 24th 2025 Town of Mountain Village ballot for voter approval;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION THAT THE SMART BOARD OF DIRECTORS HEREBY SUPPORTS A "YES" VOTE ON THE TOWN OF MOUNTAIN VILLAGE EXCISE TAX BALLOT QUESTION AND URGES THE REGISTERED ELECTORS OF MOUNTAIN VILLAGE TO VOTE IN FAVOR OF THE PROPOSED 5% EXCISE TAX FOR VITAL REGIONAL TRANSPORTATION SERVICES FOR OPERATIONS, MAINTENANCE AND CAPITAL FUNDING OF THE GONDOLA.

ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION AT A REGULAR PUBLIC MEETING THIS MAY 8TH, 2025.

Harvey Mogenson, Board Chair

ATTEST:

David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: May 8th, 2025
 AGENDA ITEM: 4
 ACTION REQUESTED: Report
 SUBMITTED BY: Kari Distefano

BACKGROUND INFORMATION/KEY POINTS:

Highlights and comparisons for Q1 from 2023 through Q1 2025:

Ridership and Cost Effectiveness:

Year	Revenue Hours	Passenger Trips	Ave Cost/Hour	Ave Passenger/Revenue Hour excluding Vanpools	Ave Cost/Passenger Trip excluding Vanpools
Q1 2023	3,387	22,992	\$125.30	7.92	\$23.26
Q1 2024	3,478	22,744	\$114.64	8.31	\$17.70
Q1 2025	3,568	23,145	\$111.46	8.47	\$16.25

Note: Montrose service was added on February 17th, 2025. Rico weekend service was added in mid-November 2024.

The Nucla/Naturita Route, which includes the 7:25 AM departure in the morning from Norwood and the 5:00 PM departure from Telluride in the afternoon has had the lowest cost per passenger trip all three years (\$10.64, \$7.91, \$7.88).

The Lawson Hill/Mountain Village Route has had the highest cost per passenger trip in 2023 (\$46.64), but the Down Valley Route (\$30.09) had the highest cost per passenger trip in 2024 and the Montrose Route has had the highest cost per passenger trip in 2025 (\$30.57). Bear in mind that the Montrose Route did not start until February 17th of this year. I expect the cost per passenger trip for the Montrose Route to come down in the second quarter.

The reported cost per passenger trip for the vanpools is a little misleading. The Mountain Village Shop does the Vanpool maintenance. The three vanpools that transport the Mountain Village Shop workers fuel at the Mountain Village shop. The Mountain Village's billing for the vanpool fuel and maintenance is erratic. We often go for months without seeing bills.

Fare collection went from \$25,380 in 2023 to \$23,574 in 2024 to \$20,530 in 2025. Fares from Rico and Down Valley were not collected in 2025. This accounts for the drop in that income.

Incidents, Complaints, Accidents and Performance:

Year	Accidents	Incidents	Complaints	Average % Fault Across all Routes
Q1 2023	0	17	7	4.28%
Q1 2024	1	9	2	0.57%
Q1 2025	1	11	6	0.95%

The accident in Q1 of 2025 was a fender bender in the Lawson Hill Park & Ride. One of our 40' buses clipped a vehicle. Incidents included bad weather, a driver missing a shift on Down Valley and two Rico shifts being missed. There were complaints about over crowded Rico buses. There was a complaint about a vehicle not being able to pass a bus on the spur and a complaint about a driver being aggressive.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: NA

ADVANTAGES: None noted.

DISADVANTAGES: None noted.

ANALYSIS/RECOMMENDATION: NA

ATTACHMENTS: SMART

Performance Report for Q1 2023

Performance Report for Q1 2024

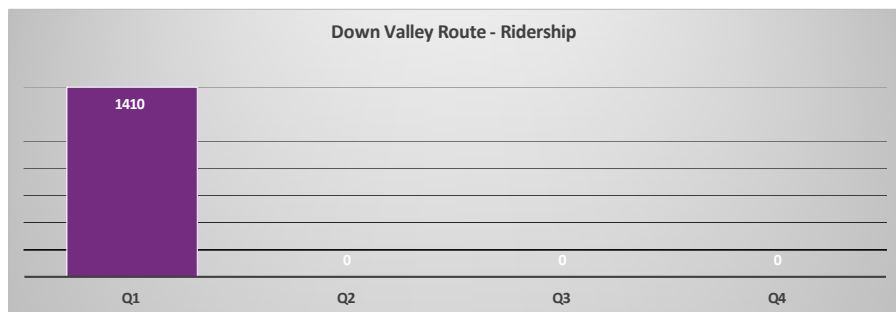
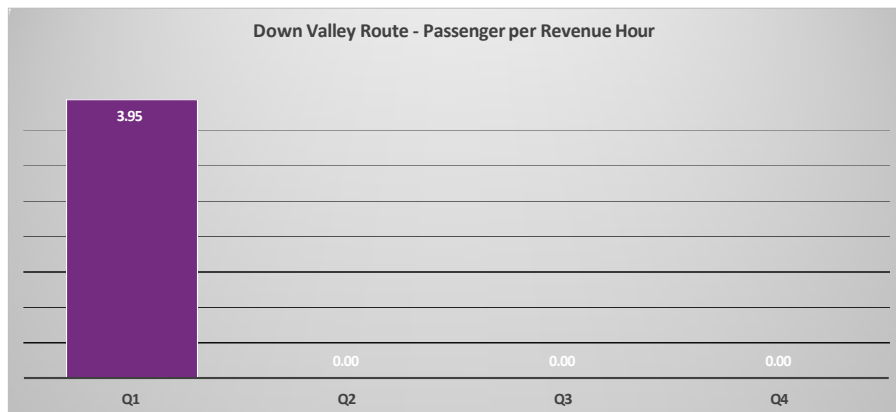
Performance Report for Q1 2025

SMART Quarterly Report 2025

1st 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															
Down Valley Route	\$36,006	\$0	\$0	\$400	\$2,887	\$39,293	357	9,856	1,410	3.95	0.14	\$109.96	\$3.99	\$27.87	
Lawson Hill Route	\$120,006	\$0	\$0	\$615	\$9,719	\$130,341	1,185	14,805	9,112	7.69	0.62	\$109.99	\$8.80	\$14.30	
Lawson Hill/Mountain Village Route	\$25,795	\$0	\$0	\$400	\$2,112	\$28,307	256	3,686	1,120	4.38	0.30	\$110.57	\$7.68	\$25.27	
Norwood Route	\$41,688	\$2,146	\$284	\$2,300	\$3,487	\$49,906	427	13,268	4,003	9.36	0.30	\$116.74	\$3.76	\$12.47	
Nucla/Naturita Route	\$22,570	\$0	\$149	\$0	\$1,848	\$24,567	224	7,501	3,119	13.92	0.42	\$109.68	\$3.28	\$7.88	
Rico Route	\$15,039	\$117	\$0	\$386	\$1,230	\$16,773	150	4,968	1,728	11.52	0.35	\$111.81	\$3.38	\$9.71	
Offseason	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00	
Offseason Express	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00	
Montrose	\$10,152	\$0	\$65	\$0	\$728	\$10,945	101	4,073	358	3.55	0.09	\$108.64	\$2.69	\$30.57	
Vanpool Montrose/Telluride 1	\$0	\$0	\$0	\$0	\$1,078	\$1,078	178	9,138	757	4.25	0.08	\$6.05	\$0.12	\$1.42	
Vanpool Montrose/Telluride 2	\$0	\$0	\$0	\$0	\$962	\$962	146	4,680	560	3.83	0.12	\$6.58	\$0.21	\$1.72	
Vanpool Montrose/Mountain Village	\$0	\$0	\$0	\$0	\$0	\$0	231	11,213	248	1.07	0.02	\$0.00	\$0.00	\$0.00	
Vanpool Norwood/Mountain Village 1	\$0	\$0	\$0	\$0	\$0	\$0	114	9,011	339	2.97	0.04	\$0.00	\$0.00	\$0.00	
Vanpool Norwood/Mountain Village 2	\$0	\$0	\$0	\$0	\$0	\$0	0	525	0	0.00	0.00	\$0.00	\$0.00	\$0.00	
Vanpool Norwood/Mountain Village 3	\$0	\$0	\$0	\$274	\$647	\$921	111	5,016	149	1.34	0.03	\$8.29	\$0.18	\$6.18	
Vanpool Telluride/Dolores	\$0	\$0	\$0	\$0	\$0	\$0	138	11,850	242	1.76	0.02	\$0.00	\$0.00	\$0.00	
Total	\$271,256	\$2,263	\$499	\$4,375	\$24,699	\$303,093	3,619	109,591	23,145	6.39	0.21	\$83.74	\$2.77	\$13.10	
	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			
Route / Service Name															
Down Valley Route	\$0	0.00%	0	3	1	Down Valley Route	1673	19	8	1	28	1.67%			
Lawson Hill Route	\$0	0.00%	0	1	1	Lawson Hill Route	4860	13	16	0	29	0.60%			
Lawson Hill/Mountain Village Route	\$0	0.00%	0	1	1	Lawson Hill/Mountain Village Route	1536	4	3	0	7	0.46%			
Norwood Route	\$6,924	13.87%	0	1	0	Norwood Route	1320	4	7	0	11	0.83%			
Nucla/Naturita Route	\$6,086	24.77%	1	1	0	Nucla/Naturita Route	832	7	1	0	8	0.96%			
Rico Route	\$0	0.00%	0	3	3	Rico Route	180	0	0	3	3	1.67%			
Offseason	\$0	0.00%	0	0	0	Offseason	0	0	0	0	0	0.00%			
Offseason Express	\$0	0.00%	0	0	0	Offseason Express	0	0	0	0	0	0.00%			
Montrose	\$1,560	14.25%	0	1	0	Montrose	84	2	0	0	2	2.38%			
Vanpool Montrose/Telluride 1	\$1,600	148.46%	0	0	0										
Vanpool Montrose/Telluride 2	\$1,560	162.08%	0	0	0										
Vanpool Montrose/Mountain Village	\$520	0.00%	0	0	0										
Vanpool Norwood/Mountain Village 1	\$1,280	0.00%	0	0	0										
Vanpool Norwood/Mountain Village 2	\$0	0.00%	0	0	0										
Vanpool Norwood/Mountain Village 3	\$400	43.45%	0	0	0										
Vanpool Telluride/Ridgway	\$600	0.00%	0	0	0										
Total	\$20,530		1	11	6										

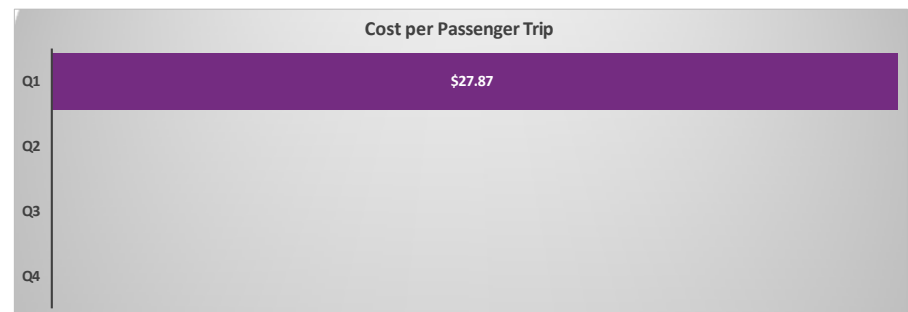
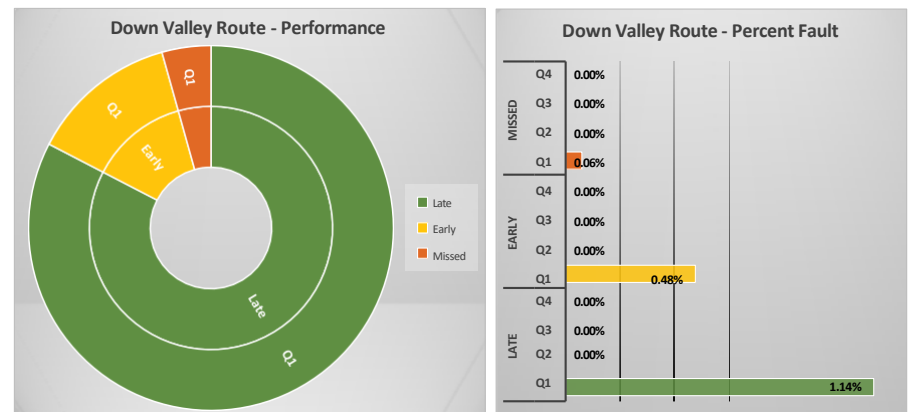
Down Valley Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	357	0	0	0	1410	0	0	0	3.95	0.00	0.00	0.00
Down Valley AM	133	0	0	137	704	0	0	0	5.28	0.00	0.00	0.00
Down Valley MIDDAY	96	0	0	99	305	0	0	0	3.18	0.00	0.00	0.00
Down Valley PM	128	0	0	132	401	0	0	0	3.13	0.00	0.00	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	0	0	1	0	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%	0.00%	0.00%	0.00%	0.48%	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%
Total	19	0	0	0	3	0	0	0	1	0	0	0
Down Valley AM	10	0	0	0	1	0	0	0	1	0	0	0
Down Valley MIDDAY	4	0	0	0	0	0	0	0	0	0	0	0
Down Valley PM	5	0	0	0	2	0	0	0	0	0	0	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	\$27.87	\$0.00	\$0.00	\$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
Total	1185	0	0	0	9112	0	0	0	7.69	0.00	0.00	0.00
Lawson Hill AM	442	0	0	0	2828	0	0	0	6.39	0.00	0.00	0.00
Lawson Hill Midday	540	0	0	0	5154	0	0	0	9.54	0.00	0.00	0.00
Lawson Hill PM	203	0	0	0	1130	0	0	0	5.58	0.00	0.00	0.00

Lawson Hill Route - Performance

Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.27%	0.00%	0.00%	0.00%	0.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	13	0	0	12	16	0	0	4	0	0	0	0
Lawson Hill AM	9	0	0	3	8	0	0	3	0	0	0	0
Lawson Hill Midday	3	0	0	8	3	0	0	1	0	0	0	0
Lawson Hill PM	1	0	0	1	5	0	0	0	0	0	0	0

Lawson Hill 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	0	0	1	0	0	0

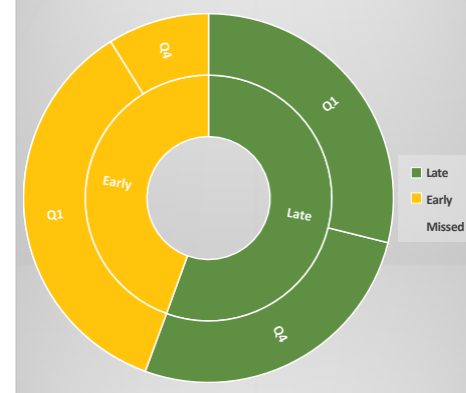
Lawson Hill Route - Economic

Quarter	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	\$14.30	\$0.00	\$0.00	\$0.00	\$0	\$0	\$0	\$0	0.00%	0.00%	0.00%	0.00%

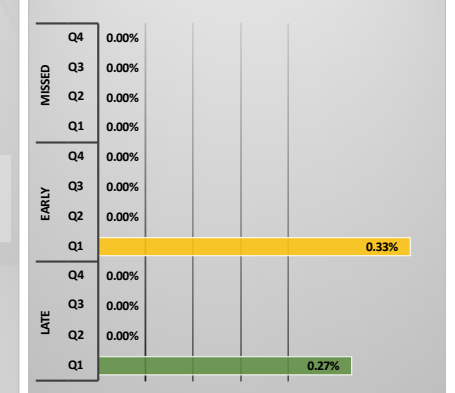
Lawson Hill Route - Passenger per Revenue Hour



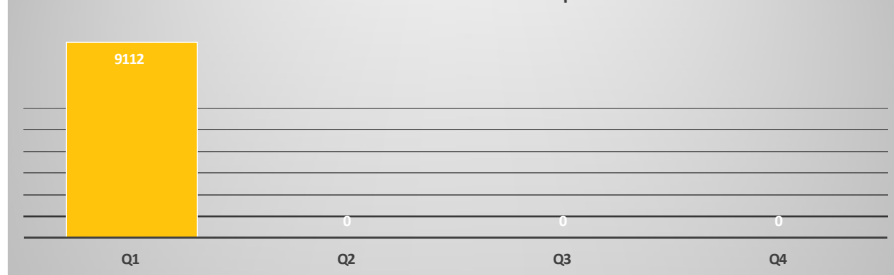
Lawson Hill Route - Performance



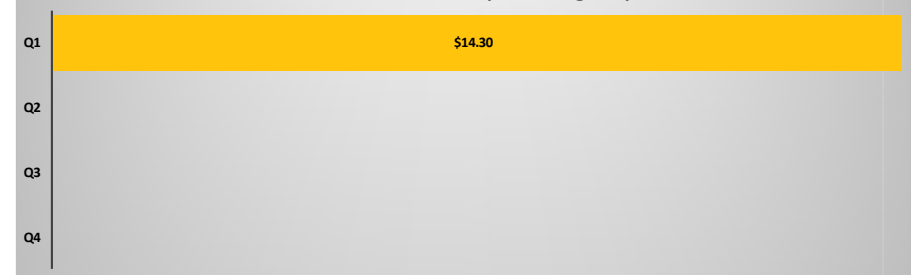
Lawson Hill Route - Percent Fault



Lawson Hill Route - Ridership

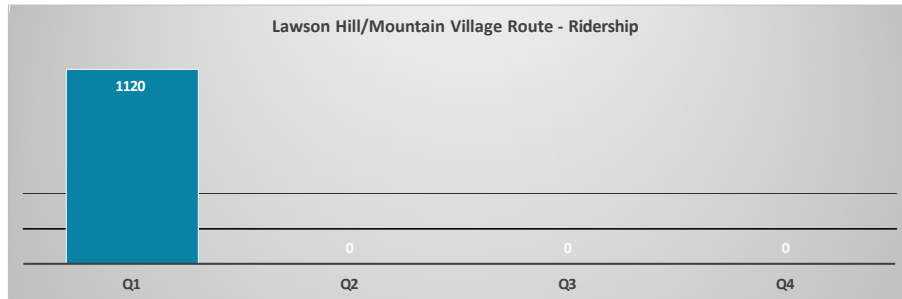
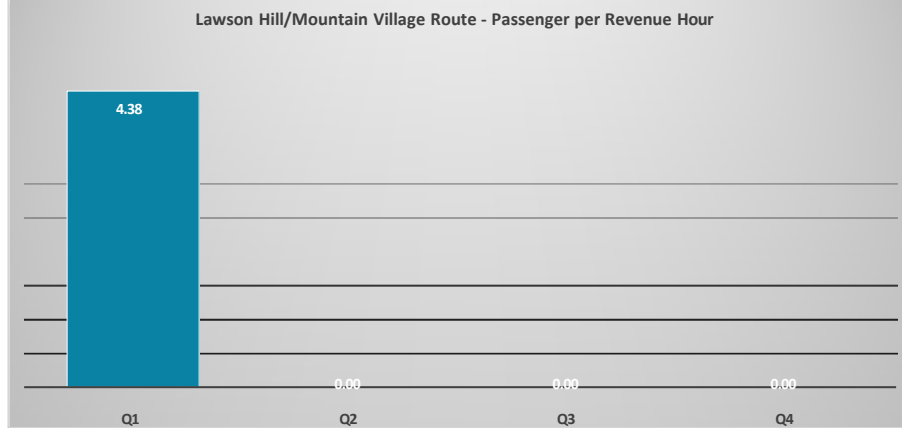


Lawson Hill Route - Cost per Passenger Trip



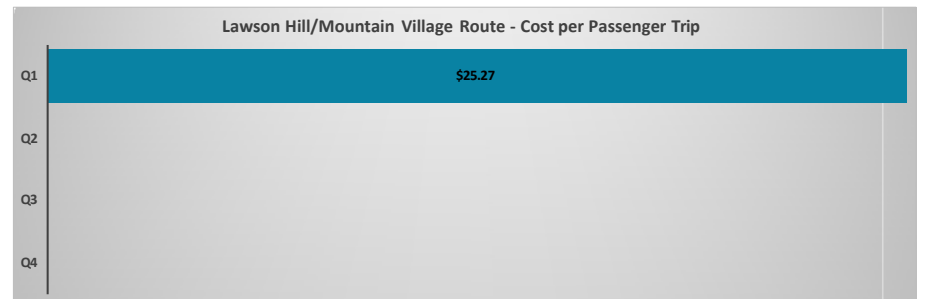
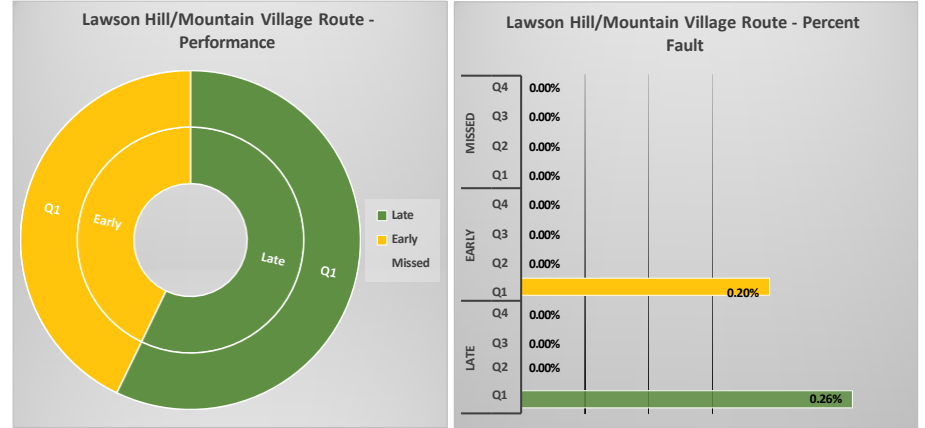
Lawson Hill/Mountain Village Route- Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	256	0	0	0	1120	0	0	0	4.38	0.00	0.00	0.00
Lawson Hill/Mountain Village AM	128	0	0	0	706	0	0	0	5.52	0.00	0.00	0.00
Lawson Hill/Mountain Village PM	128	0	0	0	414	0	0	0	3.23	0.00	0.00	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
Total	0	0	0	0	1	0	0	0	1	0	0	0



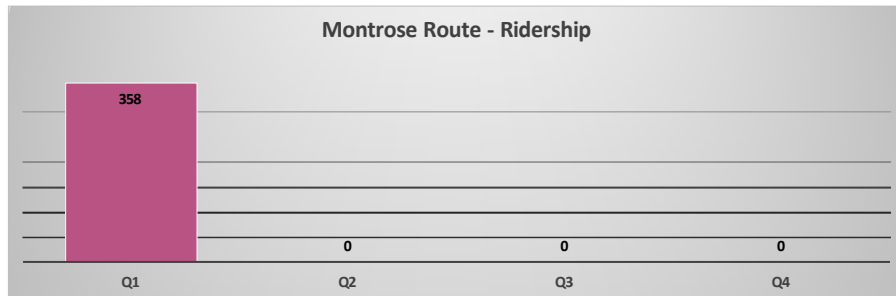
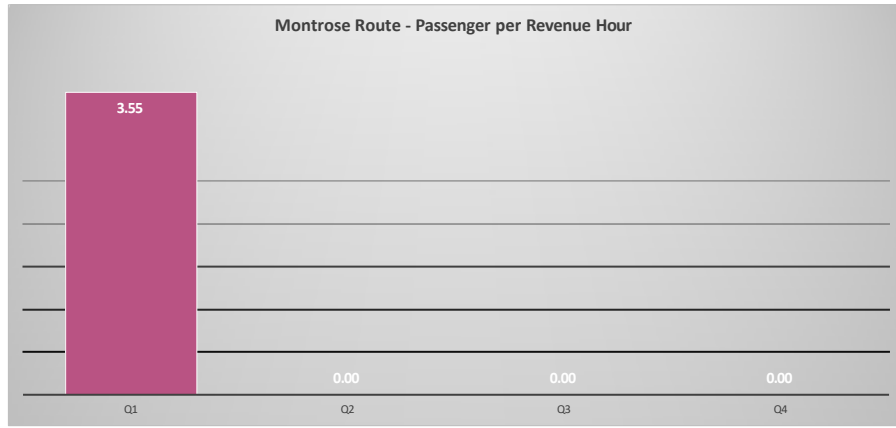
Lawson Hill/Mountain Village Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.26%	0.00%	0.00%	0.00%	0.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	4	0	0	0	3	0	0	0	0	0	0	0
Lawson Hill/Mountain Village AM	3	0	0	0	2	0	0	0	0	0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



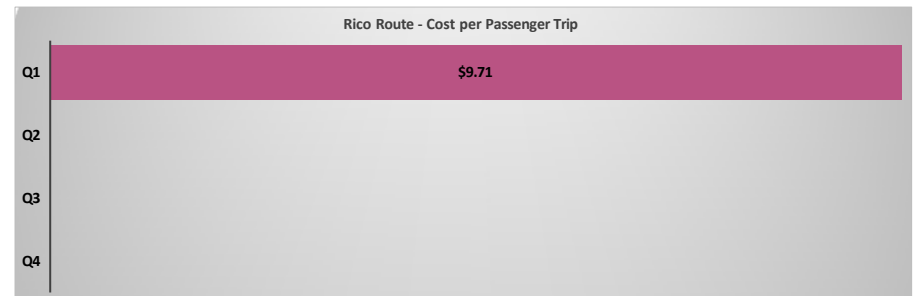
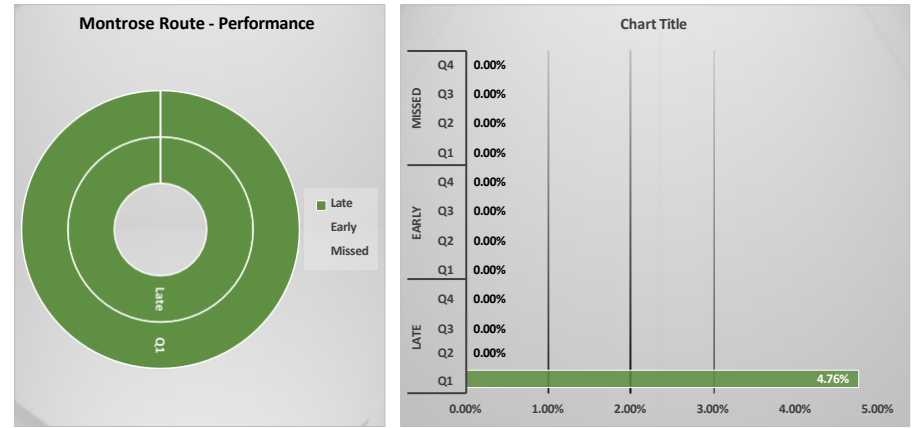
Montrose Route - Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	101	0	0	0	358	0	0	0	3.55	0.00	0.00	0.00
Montrose AM M-F	50	0	0	0	178	0	0	0	3.53	0.00	0.00	0.00
Montrose PM M-F	50	0	0	0	180	0	0	0	3.57	0.00	0.00	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	0	0	0	0	0	0



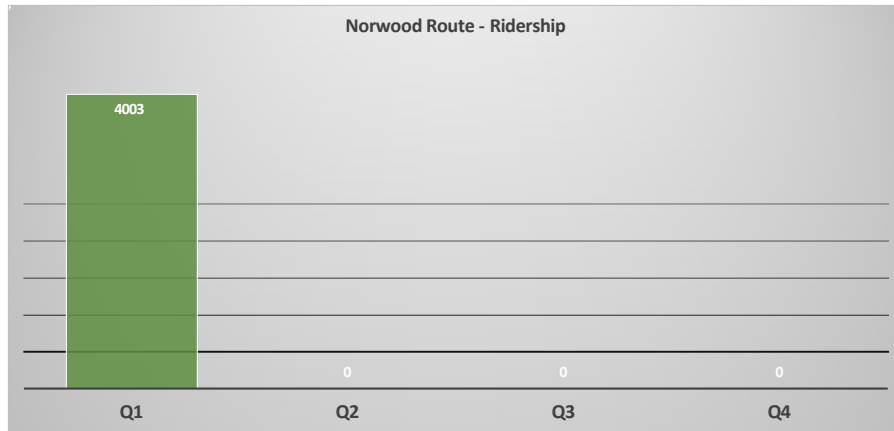
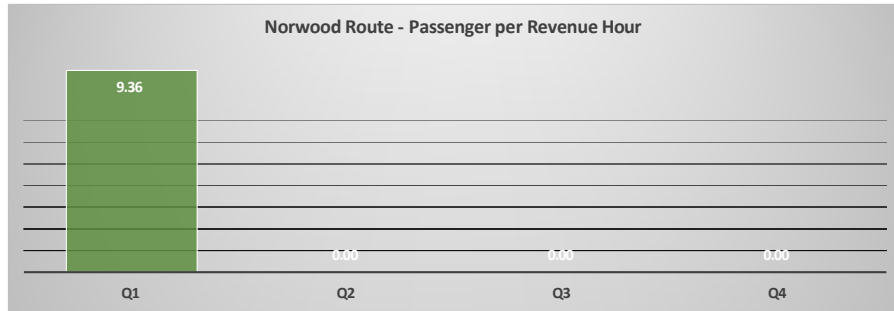
Montrose - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	4.76%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	2	0	0	0	0	0	0	0	0	0	0	0
Montrose AM M-F	2	0	0	0	0	0	0	0	0	0	0	0
Montrose PM M-F	0	0	0	0	0	0	0	0	0	0	0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

Montrose Route - Economic												
Quarter Total	Cost per Passenger Trip				Fare Recovery				Operating Farebox Ratio			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	\$30.57				\$1,560				14.25%			



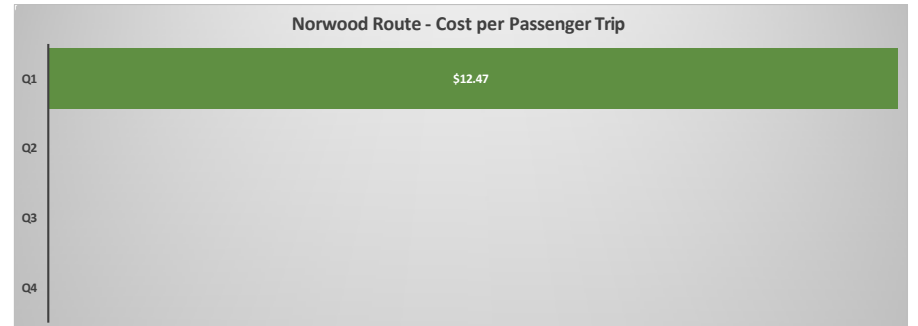
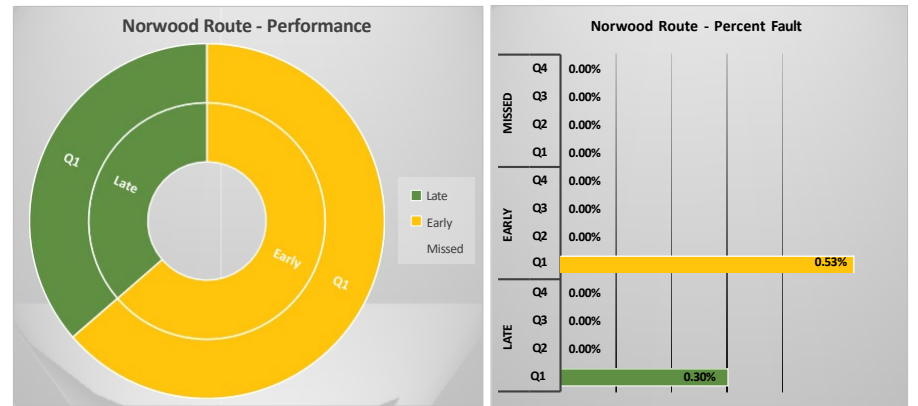
Norwood Route- Service Delivery												
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	427	0	0	0	4003	0	0	0	9.36	0.00	0.00	0.00
Norwood AM M-F	75	0	0	0	1329	0	0	0	17.72	0.00	0.00	0.00
Norwood PM M-F	56	0	0	0	742	0	0	0	13.19	0.00	0.00	0.00
Norwood Midday M-F	163	0	0	0	525	0	0	0	3.22	0.00	0.00	0.00
Norwood Late M-F	82	0	0	0	378	0	0	0	4.63	0.00	0.00	0.00
Norwood AM S-S	26	0	0	0	508	0	0	0	19.45	0.00	0.00	0.00
Norwood PM S-S	25	0	0	0	521	0	0	0	20.62	0.00	0.00	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
Total	0	0	0	0	1	0	0	0	0	0	0	0



Norwood Route - Performance												
Quarter	Late				Early				Missed			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Percent Fault	0.30%	0.00%	0.00%	0.00%	0.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total	4	0	0	0	7	0	0	0	0	0	0	0
Norwood AM M-F	0	0	0	0	0	0	0	0	0	0	0	0
Norwood PM M-F	0	0	0	0	4	0	0	0	0	0	0	0
Norwood Midday M-F	3	0	0	0	2	0	0	0	0	0	0	0
Norwood Late M-F	0	0	0	0	0	0	0	0	0	0	0	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				\$6,924				13.87%			



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	0	0	0	3119	0	0	0	13.92	0.00	0.00	0.00
Nucla/Naturita AM M-F	112	0	0	0	1328	0	0	0	11.86	0.00	0.00	0.00
Nucla/Naturita PM M-F	112	0	0	0	1791	0	0	0	15.99	0.00	0.00	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



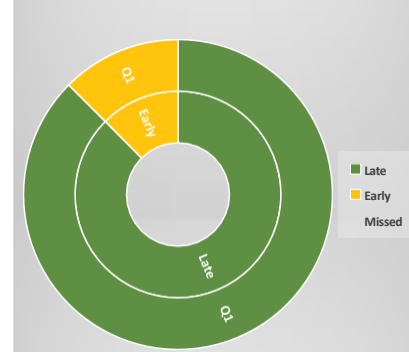
Nucla/Naturita Route - Performance

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

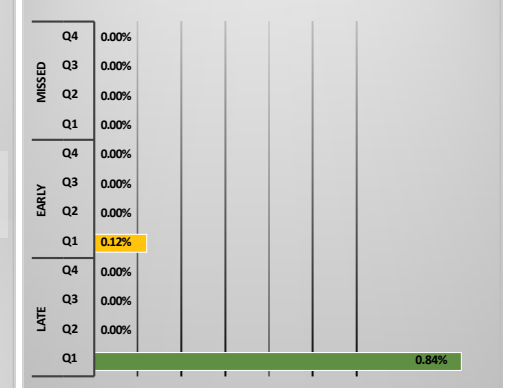
Nucla/Naturita Route - Economic

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				\$6,086				24.27%			

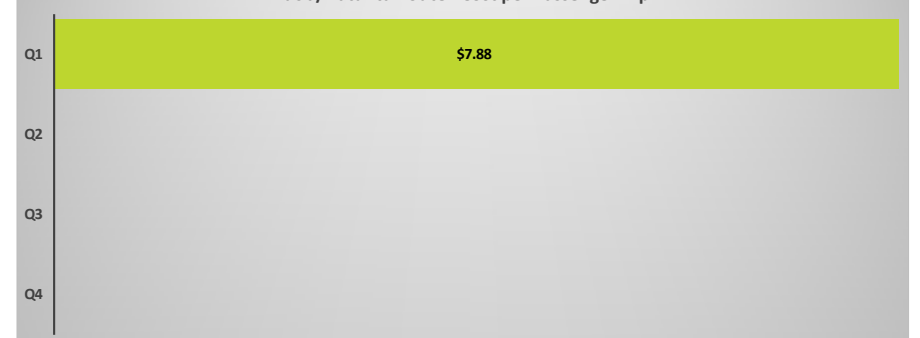
Nucla/Naturita - Performance



Nucla/Naturita Route - Percent Fault

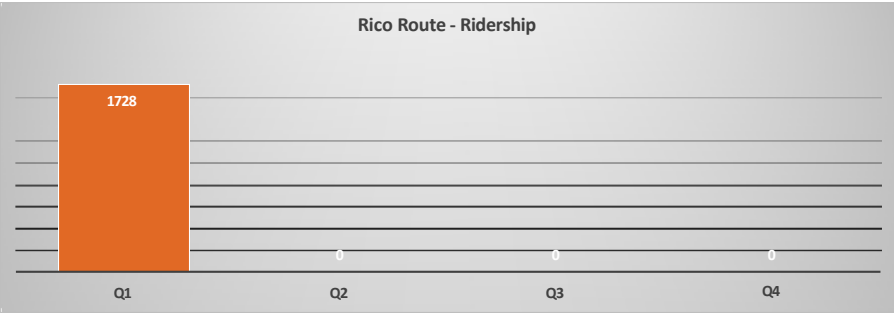
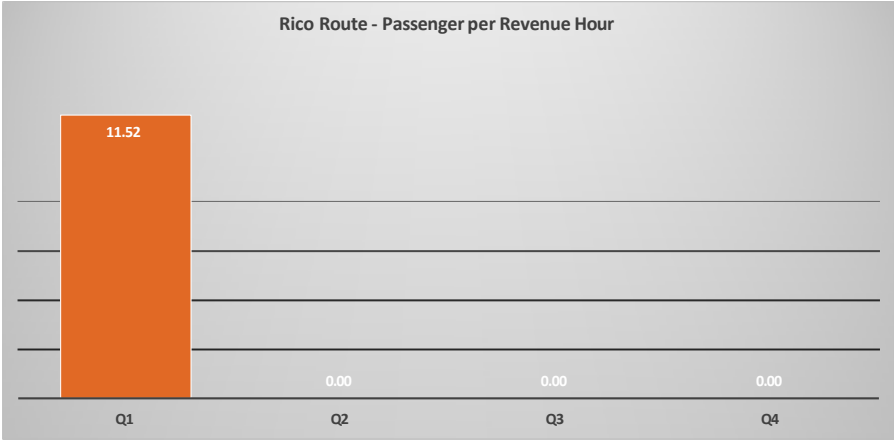


Nucla/Naturita Route - Cost per Passenger Trip



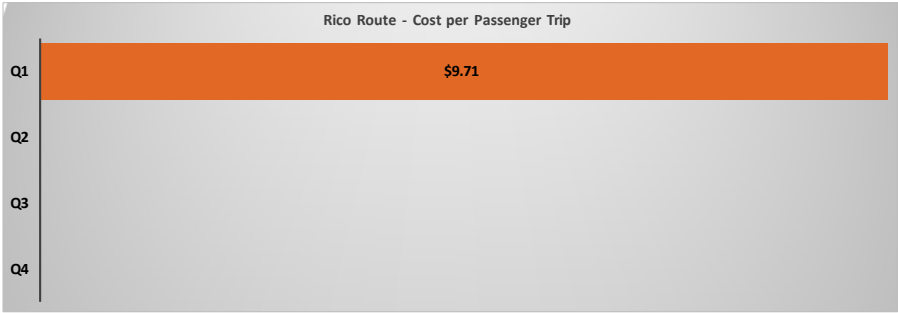
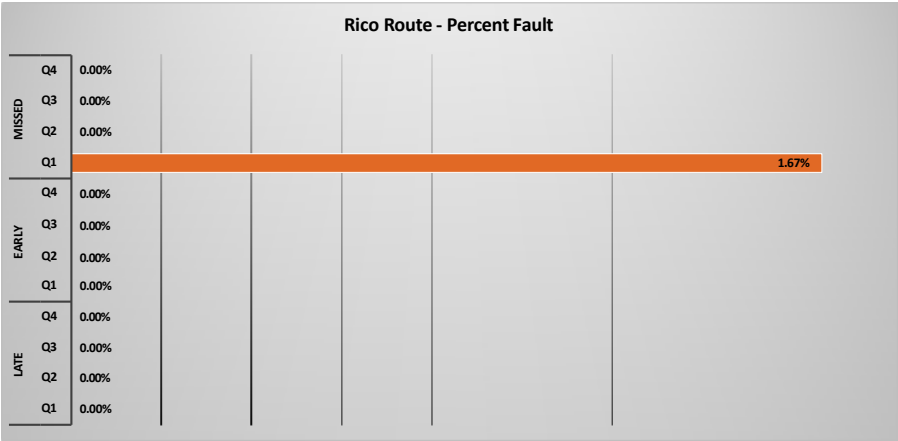
Rico Route - Service Delivery													
Quarter	Revenue Hours				Ridership				Passenger per Revenue Hour				
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Total	150	0	0	0	1728	0	0	0	11.52	0.00	0.00	0.00
	Rico AM M-F	68	0	0	0	1002	0	0	0	14.84	0.00	0.00	0.00
	Rico PM M-F	83	0	0	0	726	0	0	0	8.80	0.00	0.00	0.00

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	0	0	3	0	0	0	3	0	0	0



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%	1.67%	0.00%	0.00%	0.00%
	Total	0	0	0	0	0	0	0	0	3	0	0
Rico AM M-F	0	0	0	0	0	0	0	0	3	0	0	0
Rico PM M-F	0	0	0	0	0	0	0	0	0	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			\$0	\$0	\$0	\$0	0.00%	0.00%	0.00%	0.00%



SMART Quarterly Report 2023

1st Quarter 2023	Cost Allocation						Trips			Service Measures				
	Operational Cost by Transit Function						Revenue Hours Miles per Passenger Trip			Service Effectiveness Measures		Cost Efficiency Measures		Cost Effectiveness Measure
	Revenue Hours SMART Vehicles	Revenue Hours TEX Vehicles	Extra Costs (bus washing, storage, towing, admin)	Maintenance	Fuel	Total Allocated Cost	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														
Down Valley Route	\$27,245	\$8,119	\$3,641	\$263	\$4,815	\$44,084	363	10,010	2,223	6.13	0.22	\$121.47	\$4.40	\$19.83
Lawson Hill Route	\$95,200	\$351	\$11,443	\$717	\$14,810	\$122,522	1,114	14,805	8,273	7.43	0.56	\$109.98	\$8.28	\$14.81
Lawson Hill/Mountain Village Route	\$20,209	\$1,249	\$2,496	\$192	\$3,249	\$27,395	244	3,744	586	2.40	0.16	\$112.27	\$7.32	\$46.75
Norwood Route	\$34,148	\$4,683	\$4,318	\$6,684	\$5,749	\$55,581	429	13,378	6,312	14.72	0.47	\$129.63	\$4.15	\$8.81
Nucla/Naturita Route	\$19,481	\$0	\$2,283	\$3,825	\$3,055	\$28,643	228	7,618	2,810	12.35	0.37	\$125.90	\$3.76	\$10.19
Rico Route	\$3,632	\$10,054	\$1,076	\$0	\$1,432	\$16,194	107	3,588	414	3.88	0.12	\$151.59	\$4.51	\$39.12
Offseason	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Offseason Express	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Montrose	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Montrose/Telluride 1	\$0	\$0	\$0	\$160	\$2,745	\$2,905	130	6,439	448	3.44	0.07	\$22.28	\$0.45	\$6.48
Montrose/Telluride 2	\$0	\$0	\$0	\$0	\$4,203	\$4,203	192	9,461	701	3.66	0.07	\$21.95	\$0.44	\$6.00
Montrose/Mountain Village	\$0	\$0	\$0	\$154	\$0	\$154	197	9,768	213	1.08	0.02	\$0.78	\$0.02	\$0.72
Norwood/Mountain Village 1	\$0	\$0	\$0	\$0	\$0	\$0	80	3,530	171	2.15	0.05	\$0.00	\$0.00	\$0.00
Norwood/Mountain Village 2	\$0	\$0	\$0	\$157	\$0	\$157	81	3,596	173	2.14	0.05	\$1.94	\$0.04	\$0.91
Norwood/Mountain Village 3	\$0	\$0	\$0	\$0	\$3,017	\$3,017	131	5,794	478	3.66	0.08	\$23.12	\$0.52	\$6.31
Telluride/Ridgway	\$0	\$0	\$0	\$0	\$2,017	\$2,017	93	4,379	190	2.04	0.04	\$21.70	\$0.46	\$10.62
Total	\$199,914	\$24,457	\$25,258	\$12,152	\$45,092	\$306,872	3,387	96,110	22,992	6.79	0.24	\$90.61	\$3.19	\$13.35
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		
Down Valley Route	\$1,377	3.12%	0	2	1	Down Valley Route	1690	28	27	12	67	3.96%		
Lawson Hill Route	\$0	0.00%	0	2	3	Lawson Hill Route	4860	46	172	38	256	5.27%		
Lawson Hill/Mountain Village Route	\$0	0.00%	0	1	0	Lawson Hill/Mountain Village Route	1560	20	30	22	72	4.62%		
Norwood Route	\$10,790	19.41%	0	1	1	Norwood Route	1335	11	140	45	196	14.68%		
Nucla/Naturita Route	\$5,776	20.17%	0	2	2	Nucla/Naturita Route	845	55	19	15	89	10.53%		
Rico Route	\$977	6.03%	0	2	0	Rico Route	130	0	0	0	0	0.00%		
Offseason	\$0	0.00%	0	0	0	Offseason	0	0	0	0	0	0.00%		
Offseason Express	\$0	0.00%	0	0	0	Offseason Express	0	0	0	0	0	0.00%		
Montrose	\$0	0.00%	0	0	0	Montrose	0	0	0	0	0	0.00%		
Montrose/Telluride 1	\$1,280	44.07%	0	1	0									
Montrose/Telluride 2	\$1,360	32.36%	0	1	0									
Montrose/Mountain Village	\$600	389.61%	0	1	0									
Norwood/Mountain Village 1	\$640	0.00%	0	1	0									
Norwood/Mountain Village 2	\$520	331.23%	0	1	0									
Norwood/Mountain Village 3	\$1,340	44.41%	0	1	0									
Telluride/Ridgway	\$720	35.69%	0	1	0									
Total	\$25,380		0	17	7									

SMART Quarterly Report 2024

1st Quarter 2024	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														
Down Valley Route	\$35,955	\$949	\$202	\$0	\$3,612	\$40,718	363	10,010	1,353	3.73	0.14	\$112.20	\$4.07	\$30.09
Lawson Hill Route	\$120,728	\$0	\$0	\$215	\$11,900	\$132,843	1,198	14,970	9,240	7.71	0.62	\$110.87	\$8.87	\$14.38
Lawson Hill/Mountain Village Route	\$26,198	\$0	\$0	\$0	\$2,576	\$28,773	260	3,744	962	3.70	0.26	\$110.67	\$7.69	\$29.91
Norwood Route	\$42,327	\$2,298	\$242	\$2,300	\$4,298	\$51,465	433	13,447	4,405	10.17	0.33	\$118.77	\$3.83	\$11.68
Nucla/Naturita Route	\$20,983	\$3,610	\$127	\$0	\$2,254	\$26,974	228	7,618	3,412	15.00	0.45	\$118.57	\$3.54	\$7.91
Rico Route	\$10,520	\$612	\$60	\$386	\$1,073	\$12,652	108	3,588	1,035	9.55	0.29	\$116.79	\$3.53	\$12.22
Offseason	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Offseason Express	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Montrose	\$0	\$0	\$0	\$0	\$0	\$0	0	0	0	0.00	0.00	\$0.00	\$0.00	\$0.00
Vanpool Montrose/Telluride 1	\$0	\$0	\$0	\$2,171	\$1,343	\$3,514	146	7,013	729	4.98	0.10	\$24.02	\$0.50	\$4.82
Vanpool Montrose/Telluride 2	\$0	\$0	\$0	\$0	\$1,199	\$1,199	149	8,080	486	3.26	0.06	\$8.05	\$0.15	\$2.47
Vanpool Montrose/Mountain Village	\$0	\$0	\$0	\$0	\$502	\$502	218	11,135	172	0.79	0.02	\$2.30	\$0.05	\$2.92
Vanpool Norwood/Mountain Village 1	\$0	\$0	\$0	\$1,307	\$502	\$1,809	102	4,998	233	2.28	0.05	\$17.74	\$0.36	\$7.77
Vanpool Norwood/Mountain Village 2	\$0	\$0	\$0	\$1,363	\$502	\$1,865	117	9,143	293	2.50	0.03	\$15.94	\$0.20	\$6.37
Vanpool Norwood/Mountain Village 3	\$0	\$0	\$0	\$117	\$614	\$731	81	3,278	197	2.43	0.06	\$9.03	\$0.22	\$3.71
Vanpool Telluride/Ridgway/Dolores	\$0	\$0	\$0	\$21	\$642	\$663	75	4,428	227	3.04	0.05	\$8.88	\$0.15	\$2.92
Total	\$256,711	\$7,469	\$631	\$7,880	\$31,018	\$303,709	3,478	101,452	22,744	6.54	0.22	\$87.31	\$2.99	\$13.35

Route / Service Name	Fare Capture		Safety and Comfort			Performance					
	Fare Recovery	Operating Farebox Ratio	Accidents	Incidents	Complaints	Route	Total Scheduled Stops	Late	Early	Missed	Percent Faults
Down Valley Route	\$729	1.79%	0	1	1	Down Valley Route	1690	25	3	0	1.66%
Lawson Hill Route	\$0	0.00%	1	0	1	Lawson Hill Route	4914	55	5	0	1.22%
Lawson Hill/Mountain Village Route	\$0	0.00%	0	1	0	Lawson Hill/Mountain Village Route	1560	2	3	1	0.38%
Norwood Route	\$7,151	13.89%	0	4	0	Norwood Route	1339	3	12	1	1.19%
Nucla/Naturita Route	\$7,226	26.79%	0	1	0	Nucla/Naturita Route	845	3	3	0	0.71%
Rico Route	\$2,388	18.88%	0	1	0	Rico Route	130	0	0	0	0.00%
Offseason	\$0	0.00%	0	0	0	Offseason	0	0	0	0	0.00%
Offseason Express	\$0	0.00%	0	0	0	Offseason Express	0	0	0	0	0.00%
Montrose	\$0	0.00%	0	0	0	Montrose	0	0	0	0	0.00%
Vanpool Montrose/Telluride 1	\$1,760	50.09%	0	0	0						
Vanpool Montrose/Telluride 2	\$1,320	110.09%	0	0	0						
Vanpool Montrose/Mountain Village	\$360	71.67%	0	0	0						
Vanpool Norwood/Mountain Village 1	\$600	33.16%	0	1	0						
Vanpool Norwood/Mountain Village 2	\$560	30.03%	0	0	0						
Vanpool Norwood/Mountain Village 3	\$640	87.54%	0	0	0						
Vanpool Telluride/Ridgway	\$840	126.68%	0	0	0						
Total	\$23,574		1	9	2						

[Click here to return to Agenda](#)



• **Update on the Token Transit App**

Token Transit has input our fares and given me a copy so that we can begin testing. We have agreed on a starting date for marketing and public access on May 22nd, the beginning of our summer season. The following table illustrates the prices of trips and pass products.

Route	Individual Trip Prices	Round Trip Prices	Ticket Books (40 tickets, each worth \$1.00)	Monthly Price	Monthly Senior/Student)
Norwood	\$2.00	\$4.00	\$36.00	\$65.00	\$60.00
Nucla/Naturita	\$3.00	\$6.00	\$36.00	\$100.00	\$95.00
Ridgway	\$4.00	\$8.00	\$36.00	\$135.00	\$130.00
Montrose	\$5.00	\$10.00	\$36.00	\$170.00	\$160.00

Drivers will be trained to recognize the app and given the following cheat sheet illustrating how the app works:

Secure Visual Validation is
as easy as 1-2-3

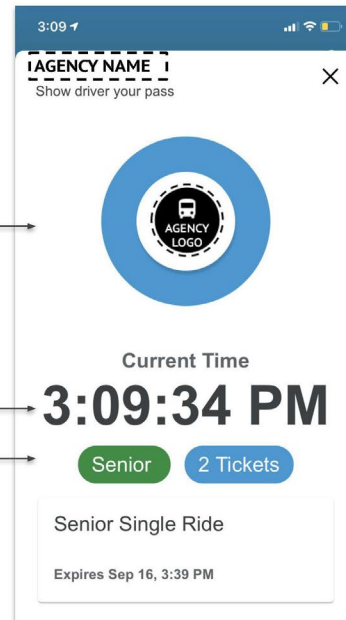
① Circle around logo is **in motion**

② Ticking time of day is **current**

③ Type/quantity of fare(s) is **valid**

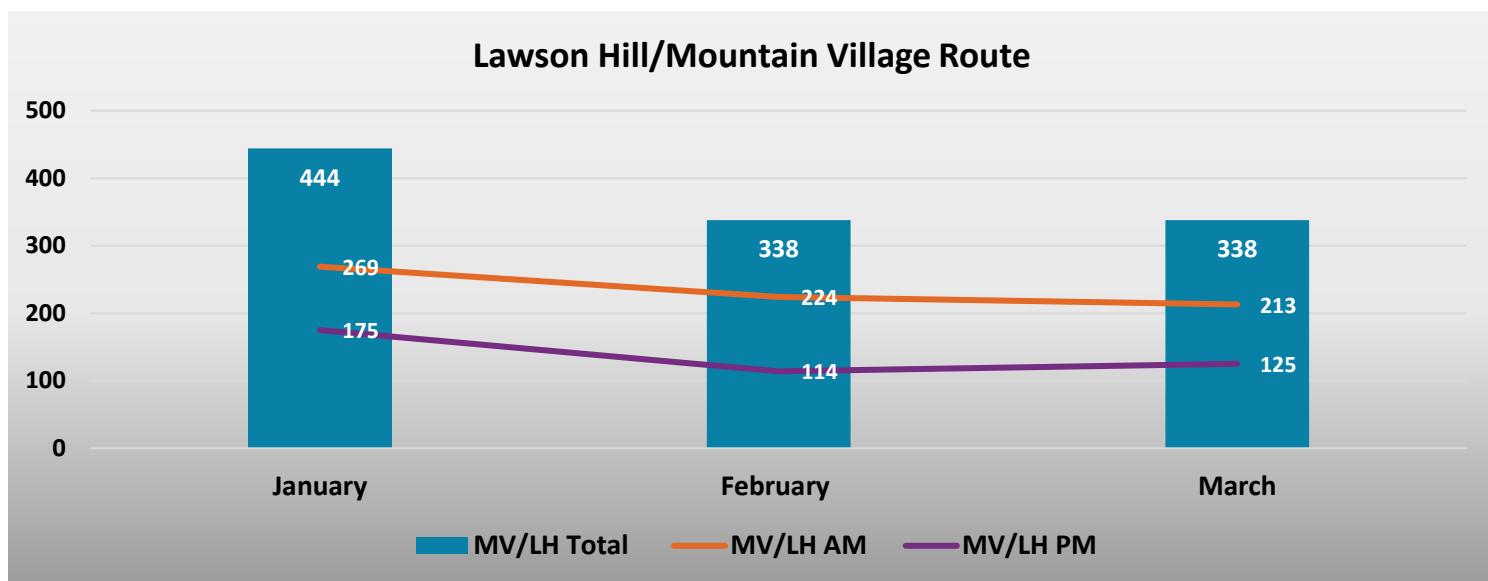
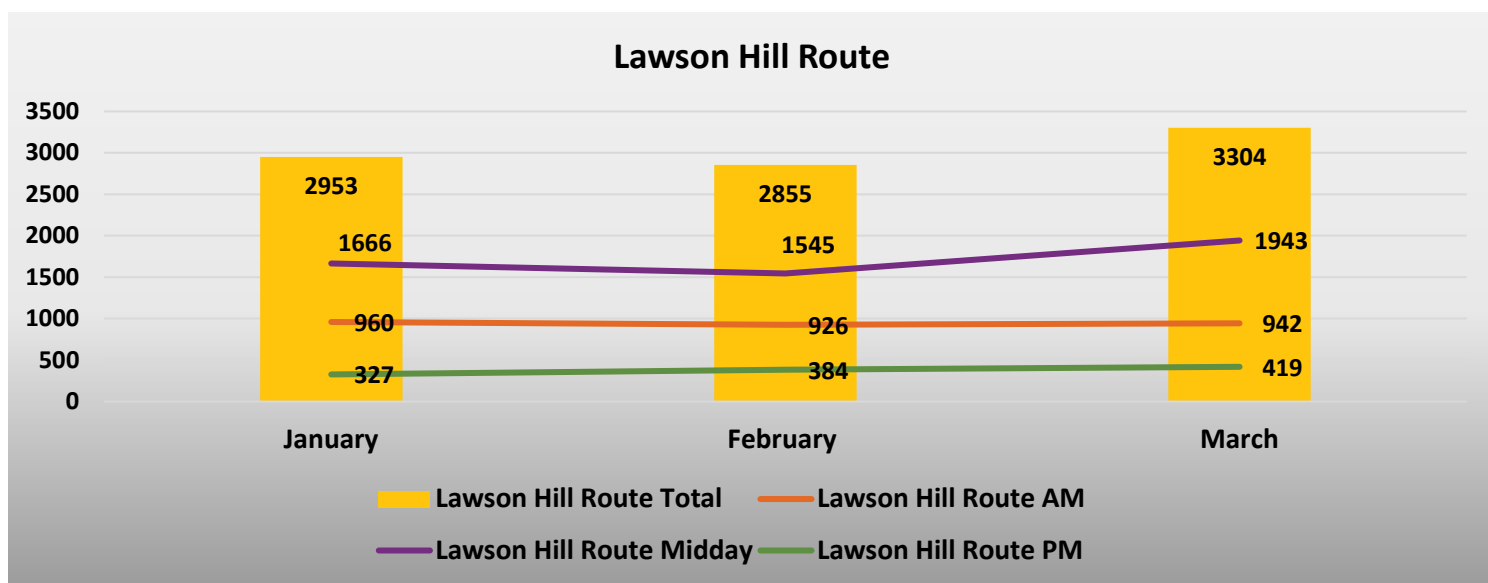
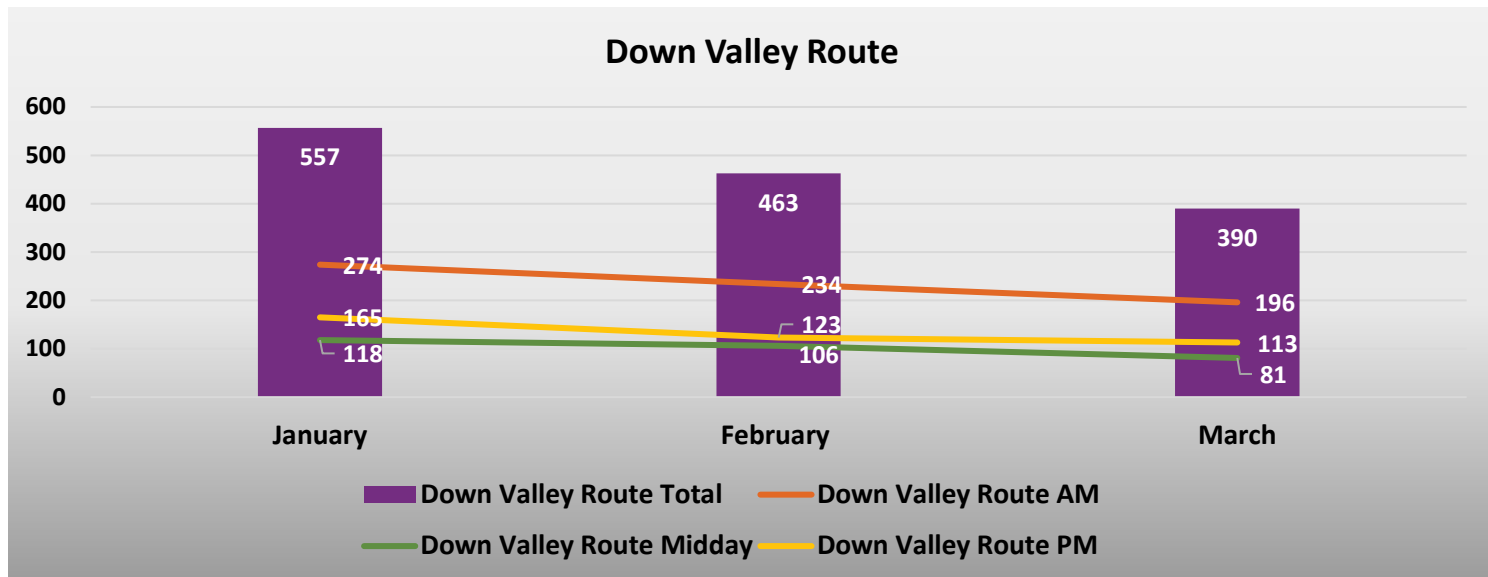
If route requires a specific fare type or if a rider has purchase reduced fare, ticket will be clearly labeled i.e. "Senior"

If multiple passes have been activated, ticket will clearly be labeled "N Tickets"

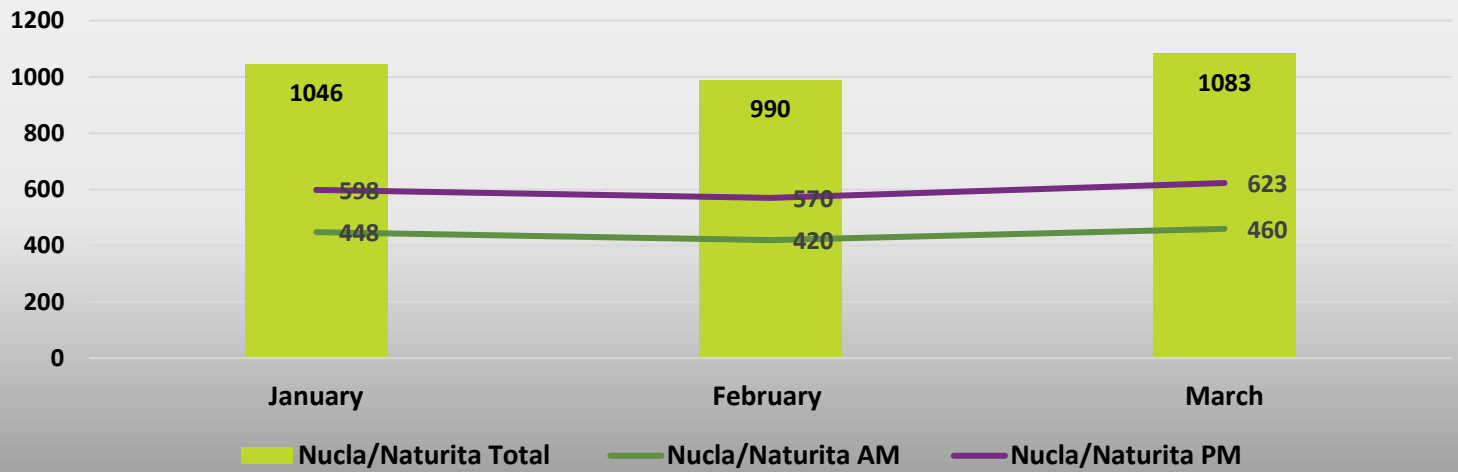


Should cell service be unavailable at the stop where the passenger using the app is trying to board, the passenger will be asked to pay for the trip and then his/her fare will be returned when there is cell service that can show the ticket.

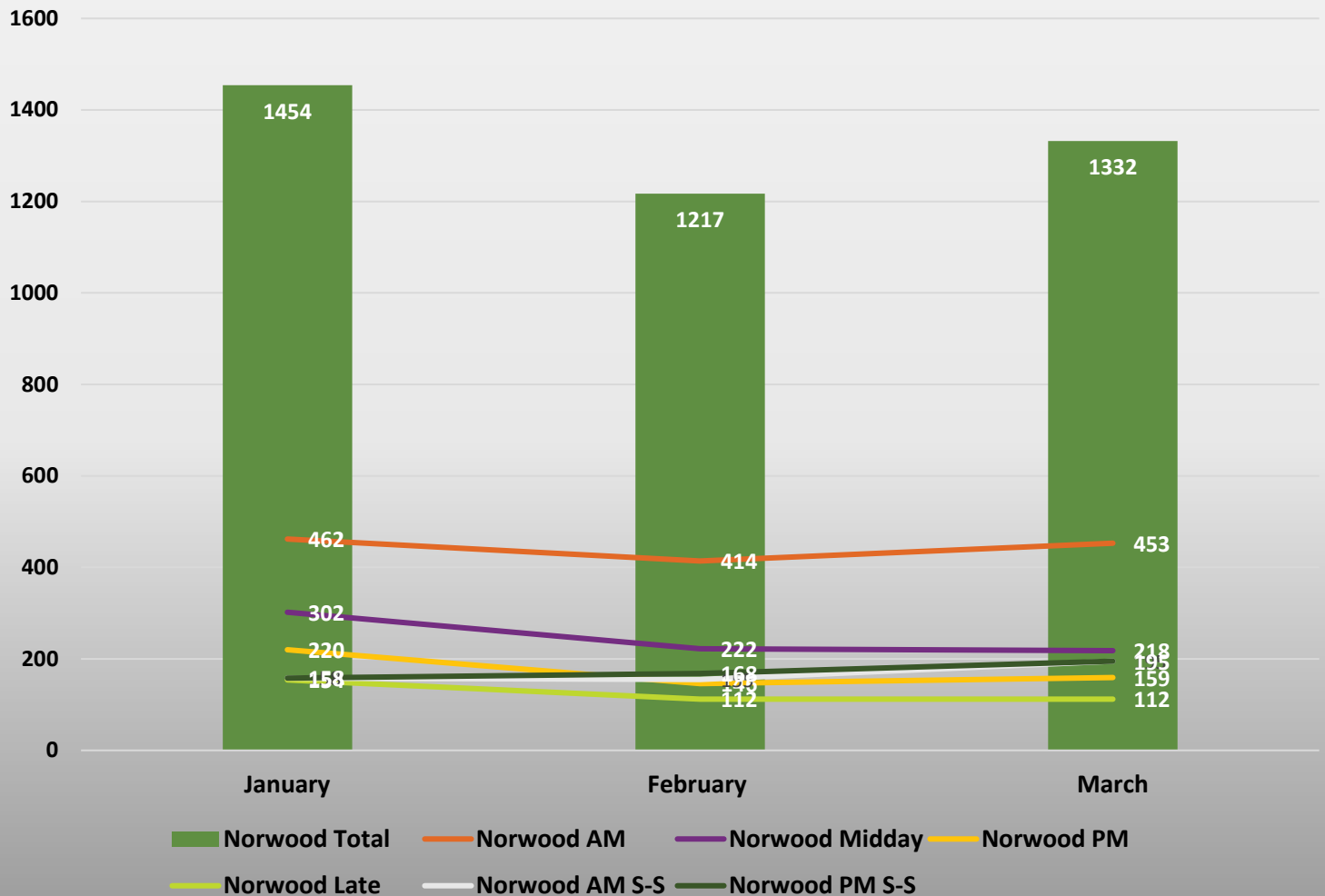
• Ridership Details January – March 2025



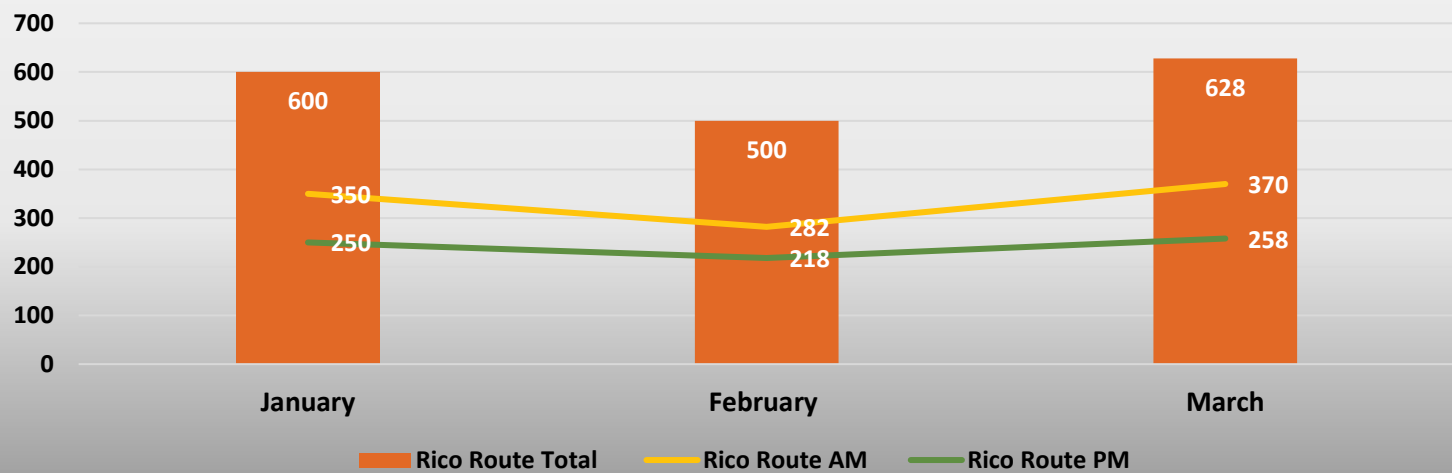
Nucla/Naturita Route



Norwood Route



Rico Route



Montrose Route

