



San Miguel Authority for Regional Transportation
 Board of Directors Meeting Agenda
 Friday January 5th, 2024
 3 p.m.

This meeting will be held virtually:

Join Zoom Meeting

<https://us02web.zoom.us/j/84279490562?pwd=VkExb002UFFyMmQvUXYxdFVEQzdOdz09>

Meeting ID: 842 7949 0562

Passcode: 920507

One tap mobile

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Item No.	Presenter	Item Type	Topic	Packet Page	Time (minutes)
1.	-	-	Public Comment	-	5
2.	Board	Meeting Resolution	Resolution 2024-1, Part 1a, regarding the Review and Approval of the January 5 th , 2024, Agenda and Consent Items and Part 1b, regarding the Review and Approval of the December 14th, 2023 Meeting Minutes	5	5
3.	Averill	Action	Resolution 2024-2 Mill Levy Certification for FY24	6	10
4.	Averill	Action	Resolution 2024-3, 2024 FY24 Budget, Capital Plan, and Appropriations	12	15
5.	Distefano	Report	January 2024 Ops Report	21	10
6.	All	Report	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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3.	Averill	Action	Resolution 2024-2 Mill Levy Certification for FY24
4.	Averill	Action	Resolution 2024-3, 2024 FY24 Budget, Capital Plan, and Appropriations
5.	Distefano	Report	January 2024 Ops Report
6.	All	Report	Round Table Updates and Reports

**San Miguel Authority for Regional Transportation
Board of Directors Meeting December 14th, 2023 Regular Meeting
Virtual meeting minutes**

Member Directors Present: San Miguel County: Lance Waring, Kris Holstrom. Town of Telluride –Meehan Fee, Ashley Story Von Sprecken, Teddy Erico (alternate), Town of Rico – Joe Dillsworth

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

The meeting was called to order at 3:01 p.m.

Item 1: Public Comment

No public comment was offered.

Item 2: Resolution 2023-26, Part 1a, regarding the Review and Approval of the December 14th, 2023 Agenda and Consent Items and Part 1b, regarding the Review and Approval of November 9th, 2023 Meeting Minutes.

Lance Waring moved to adopt Resolution 2023-26, parts 1a and 1b.
Meehan Fee seconded the motion.

A unanimous vote approved the motion.

Item 3: Resolution 2023-27, regarding a Consultant team selection for On-Call services RFQ

Kyle-Blake gave background on the development of the Request for Qualifications and selection process. The RFQ Review Committee recommended that the team from AECOM, Design Workshop, Iron Mountain Engineering and PST Engineering be selected for the gondola work as well as smaller SMART capital projects. No questions were posed by Board members and no concerns were expressed.

Joe Dillsworth moved to adopt Resolution 2023-27
Lance Waring seconded the motion.

A unanimous vote approved the motion.

Item 4: Resolution 2023-28, Establishing the SMART Board of Directors Meeting Dates for 2024

Averill provided a proposed list of meeting dates for 2024. Discussion was held, and ultimately a decision was made to move the January 2024 meeting date up a week in order to meet adjusted budget filing deadlines with the State.

Meehan Fee moved to adopt Resolution 2023-28
Ashley Story Von Sprecken seconded the motion.

A unanimous vote approved the motion.

Item 5: 3rd Quarter FY23 Performance Report

Distefano presented the 3rd Quarter Performance Report. Updates included ridership, complaint monitoring, on-time performance, and cost per rider. No questions or concerns were expressed by the Board.

Item 6: 3rd December 2024 Operations Report

Distefano presented the December '23 Operations Report. Updates included an update on planning for the Montrose route, Strategic Operating Plan, and monthly ridership report.

Item 7: Executive Session pursuant to C.R.S. 24-6-402(4)(f) to Discuss Personnel Matters for Which the Employee has Consented: Executive Director Performance Review

Time in: 3:31 p.m.

Time out: 4:42 p.m.

Item 8: Round Table Updates and Reports

No updates or reports were offered.

The meeting was adjourned at 4:44 p.m.

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS JANUARY 5TH, 2024 REGULAR MEETING

RESOLUTION NO. 2024-1

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 January 5th, 2024; 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 January 5th, 2024 regular meeting the Board took action on the following:
 - a. Approval of the January 5th, 2024 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the December 14th, 2023 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 JANUARY 5TH, 2024.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



Meeting Date	Agenda Item	Submitted By
January 5 th , 2024	3	Averill
Objective/Requested Action		
This is an action item to approve Resolution 2024-2, Certification of the SMART property tax mill levies for Dolores and San Miguel Counties for 2024.		Report Work Session Discussion X Action
Key Points		
All property taxing entities are required to certify their mill levy and county-assessed valuations on an annual basis. Part of this exercise is to estimate the amount of tax revenues that will be received and identify (at a high level) how those revenues will be spent. Certification of the mill levy and assessed valuations at this meeting will ensure that SMART meets the filing deadline with the State of Colorado.		
Committee Discussion		
NA		
Supporting Information		
NA		
Fiscal Impact		
Certification of the mill Levy before the statutory deadline ensures that property taxes will be collected in a timely manner and at the same rate in the coming year. Failure to do so could result in a loss of revenue.		
Advantages		
NA		
Disadvantages		
NA		
Analysis/Recommendation(s)		
Staff recommends that the Board certify the mill levy and assessed valuations for San Miguel and Dolores Counties, for Fiscal Year 2024.		
Attachments		
Attachment A: CDOR Form DLG 70 for San Miguel County for FY24 Attachment B: Certification of Valuation to the San Miguel County Assessor Attachment C: CDOR Form DLG 70 for Dolores County for FY24 Attachment D: Certification of Valuation to the Dolores County Assessor		

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of SAN MIGUEL COUNTY, Colorado.

On behalf of the SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION,
(taxing entity)^A

the BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION
(governing body)^B

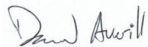
of the SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION
(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ \$1,204,817,018 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ \$1,204,817,018 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57)
USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 1/8/2024 for budget/fiscal year 2024.
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)	LEVY ²	REVENUE ²
1. General Operating Expenses ^H	<u>.75</u> mills	\$ <u>903,612</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	 mills	 \$
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	 .75 mills	 \$ 903,612

Contact person: (print) David Averill Daytime phone: (970) 239-6034
Signed:  Title: Executive Director, S.M.A.R.T.

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the *taxing entity's* boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's **FINAL** certification of valuation).

CERTIFICATION OF VALUATION BY SAN MIGUEL COUNTY ASSESSOR

Name of Jurisdiction: 26 - San Miguel Authority for Regional Transportation
 IN SAN MIGUEL COUNTY ON 12/1/2023

New Entity: No

USE FOR STATUTORY PROPERTY TAX REVENUE LIMIT CALCULATIONS (5.5% LIMIT) ONLY

IN ACCORDANCE WITH 39-5-121(2)(a) AND 39-5-128(1),C.R.S. AND NO LATER THAN AUGUST 25, THE ASSESSOR CERTIFIES THE TOTAL VALUATION FOR ASSESSMENT FOR THE TAXABLE YEAR 2023 IN SAN MIGUEL COUNTY, COLORADO

1. PREVIOUS YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION:	\$908,477,267
2. CURRENT YEAR'S GROSS TOTAL TAXABLE ASSESSED VALUATION: *	\$1,204,817,018
3. LESS TIF DISTRICT INCREMENT, IF ANY:	\$0
4. CURRENT YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION:	\$1,204,817,018
5. NEW CONSTRUCTION: **	\$18,196,733
6. INCREASED PRODUCTION OF PRODUCING MINES: #	\$0
7. ANNEXATIONS/INCLUSIONS:	\$0
8. PREVIOUSLY EXEMPT FEDERAL PROPERTY: ##	\$0
9. NEW PRIMARY OIL OR GAS PRODUCTION FROM ANY PRODUCING OIL AND GAS LEASEHOLD OR LAND (29-1-301(1)(b) C.R.S.): ##	\$0
10. TAXES COLLECTED LAST YEAR ON OMITTED PROPERTY AS OF AUG. 1 (29-1-301(1)(a) C.R.S.):	\$109.94
11. TAXES ABATED AND REFUNDED AS OF AUG. 1 (29-1-301(1)(a) C.R.S.) and (39-10-114(1)(a)(I)(B) C.R.S.):	-\$5,229.26

* This value reflects personal property exemptions IF enacted by the jurisdiction as authorized by Art. X, Sec.20(8)(b), Colo.

** New construction is defined as: Taxable real property structures and the personal property connected with the structure.

Jurisdiction must submit respective certifications (Forms DLG 52 AND 52A) to the Division of Local Government in order for the values to be treated as growth in the limit calculation.

Jurisdiction must apply (Forms DLG 52B) to the Division of Local Government before the value can be treated as growth in the limit calculation.

USE FOR 'LABOR' LOCAL GROWTH CALCULATIONS ONLY

IN ACCORDANCE WITH THE PROVISION OF ARTICLE X, SECTION 20, COLO CONST, AND 39-5-121(2)(b),C.R.S. THE ASSESSOR CERTIFIES THE TOTAL ACTUAL VALUATION FOR THE TAXABLE YEAR 2023 IN SAN MIGUEL COUNTY, COLORADO ON AUGUST 25, 2023

1. CURRENT YEAR'S TOTAL ACTUAL VALUE OF ALL REAL PROPERTY: @	\$13,570,150.662
ADDITIONS TO TAXABLE REAL PROPERTY:	
2. CONSTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS: !	\$258,125.463
3. ANNEXATIONS/INCLUSIONS:	\$0
4. INCREASED MINING PRODUCTION: %	\$0
5. PREVIOUSLY EXEMPT PROPERTY:	\$10,648.407
6. OIL OR GAS PRODUCTION FROM A NEW WELL:	\$0
7. TAXABLE REAL PROPERTY OMITTED FROM THE PREVIOUS YEAR'S TAX WARRANT: (If land and/or a structure is picked up as omitted property for multiple years, only the most current year's actual value can be reported as omitted property.)	\$0
DELETIONS FROM TAXABLE REAL PROPERTY:	
8. DESTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS:	\$0
9. DISCONNECTIONS/EXCLUSION:	\$0
10. PREVIOUSLY TAXABLE PROPERTY:	\$1,972.667

@ This includes the actual value of all taxable real property plus the actual value of religious, private schools, and charitable real property.

! Construction is defined as newly constructed taxable real property structures.

% Includes production from new mines and increases in production of existing producing mines.

IN ACCORDANCE WITH 39-5-128(1),C.R.S. AND NO LATER THAN AUGUST 25, THE ASSESSOR CERTIFIES TO SCHOOL DISTRICTS: 1. TOTAL ACTUAL VALUE OF ALL TAXABLE PROPERTY: \$0

NOTE: All levies must be Certified to the Board of County Commissioners NO LATER THAN DECEMBER 15, 2023

IN ACCORDANCE WITH 39-5-128(1.5)C.R.S. THE ASSESSOR PROVIDES:
 HB21-1312 ASSESSED VALUE OF EXEMPT BUSINESS PERSONAL PROPERTY (ESTIMATED): ** \$3,188,426

** The tax revenue lost due to this exempted value will be reimbursed to the tax entity by the County Treasurer in accordance with 39-3-119 f(3). C.R.S.

Data Date: 11/30/2023

CERTIFICATION OF TAX LEVIES for NON-SCHOOL Governments

TO: County Commissioners¹ of DOLORES COUNTY, Colorado.

On behalf of the SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION,
(taxing entity)^A

the BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION
(governing body)^B

of the SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION
(local government)^C

Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 7,572,176 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

Note: If the assessor certified a NET assessed valuation (AV) different than the GROSS AV due to a Tax Increment Financing (TIF) Area^F the tax levies must be calculated using the NET AV. The taxing entity's total property tax revenue will be derived from the mill levy multiplied against the NET assessed valuation of: \$ 7,572,176 (NET^G assessed valuation, Line 4 of the Certification of Valuation Form DLG 57) USE VALUE FROM FINAL CERTIFICATION OF VALUATION PROVIDED BY ASSESSOR NO LATER THAN DECEMBER 10

Submitted: 1/8/2024 for budget/fiscal year 2024.
(no later than Dec. 15) (mm/dd/yyyy) (yyyy)

PURPOSE (see end notes for definitions and examples)	LEVY ²	REVENUE ²
1. General Operating Expenses ^H	<u>.75</u> mills	\$ <u>5679</u>
2. <Minus> Temporary General Property Tax Credit/ Temporary Mill Levy Rate Reduction ^I	< > mills	\$ < >
SUBTOTAL FOR GENERAL OPERATING:	<input type="text"/> mills	\$ <input type="text"/>
3. General Obligation Bonds and Interest ^J	_____ mills	\$ _____
4. Contractual Obligations ^K	_____ mills	\$ _____
5. Capital Expenditures ^L	_____ mills	\$ _____
6. Refunds/Abatements ^M	_____ mills	\$ _____
7. Other ^N (specify): _____	_____ mills	\$ _____
	_____ mills	\$ _____
TOTAL: [Sum of General Operating Subtotal and Lines 3 to 7]	<input type="text"/> <u>.75</u> mills	\$ <input type="text"/> <u>5679</u>

Contact person: (print) David Averill Daytime phone: (970) 239-6034

Signed: David Averill Title: Executive Director, S.M.A.R.T.

Include one copy of this tax entity's completed form when filing the local government's budget by January 31st, per 29-1-113 C.R.S., with the Division of Local Government (DLG), Room 521, 1313 Sherman Street, Denver, CO 80203. Questions? Call DLG at (303) 864-7720.

¹ If the taxing entity's boundaries include more than one county, you must certify the levies to each county. Use a separate form for each county and certify the same levies uniformly to each county per Article X, Section 3 of the Colorado Constitution.
² Levies must be rounded to three decimal places and revenue must be calculated from the total NET assessed valuation (Line 4 of Form DLG57 on the County Assessor's FINAL certification of valuation).

CERTIFICATION OF VALUATION BY DOLORES COUNTY ASSESSOR SMART-SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION

New Tax Entity? YES NO

NAME OF TAX ENTITY: TRANSPORTATION

USE FOR STATUTORY PROPERTY TAX REVENUE LIMIT CALCULATION ("5.5%" LIMIT) ONLY

IN ACCORDANCE WITH 39-5-121(2)(a) and 39-5-128(1), C.R.S., AND NO LATER THAN AUGUST 25, THE ASSESSOR CERTIFIES THE TOTAL VALUATION FOR ASSESSMENT FOR THE TAXABLE YEAR

Table with 11 rows listing valuation items: 1. PREVIOUS YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION: \$ 6,726,757; 2. CURRENT YEAR'S GROSS TOTAL TAXABLE ASSESSED VALUATION: \$ 7,572,162; 3. LESS TOTAL TIF AREA INCREMENTS, IF ANY: \$; 4. CURRENT YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION: \$ 7,572,162; 5. NEW CONSTRUCTION: * \$ 74,660; 6. INCREASED PRODUCTION OF PRODUCING MINE: ~ \$; 7. ANNEXATIONS/INCLUSIONS: \$; 8. PREVIOUSLY EXEMPT FEDERAL PROPERTY: ~ \$; 9. NEW PRIMARY OIL OR GAS PRODUCTION FROM ANY PRODUCING OIL AND GAS LEASEHOLD OR LAND (29-1-301(1)(b), C.R.S.): Φ \$; 10. TAXES RECEIVED LAST YEAR ON OMITTED PROPERTY AS OF AUG. 1 (29-1-301(1)(a), C.R.S.): Includes all revenue collected on valuation not previously certified: \$; 11. TAXES ABATED AND REFUNDED AS OF AUG. 1 (29-1-301(1)(a), C.R.S.) and (39-10-114(1)(a)(I)(B), C.R.S.): \$.01

- ‡ This value reflects personal property exemptions IF enacted by the jurisdiction as authorized by Art. X, Sec. 20(8)(b), Colo. Constitution
* New Construction is defined as: Taxable real property structures and the personal property connected with the structure.
~ Jurisdiction must submit to the Division of Local Government respective Certifications of Impact in order for the values to be treated as growth in the limit calculation; use Forms DLG 52 & 52A.
Φ Jurisdiction must apply to the Division of Local Government before the value can be treated as growth in the limit calculation; use Form DLG 52B.

USE FOR TABOR "LOCAL GROWTH" CALCULATION ONLY

IN ACCORDANCE WITH ART.X, SEC.20, COLO. CONSTUTION AND 39-5-121(2)(b), C.R.S., THE

ASS CURRENT YEAR'S TOTAL ACTUAL VALUE OF ALL REAL PROPERTY: ¶ 1. \$ 68,470,964

ADDITIONS TO TAXABLE REAL PROPERTY

Table with 7 rows listing additions: 2. CONSTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS: * \$ 1,114,328; 3. ANNEXATIONS/INCLUSIONS: \$; 4. INCREASED MINING PRODUCTION: § \$; 5. PREVIOUSLY EXEMPT PROPERTY: \$; 6. OIL OR GAS PRODUCTION FROM A NEW WELL: \$; 7. TAXABLE REAL PROPERTY OMITTED FROM THE PREVIOUS YEAR'S TAX WARRANT: (If land and/or a structure is picked up as omitted property for multiple years, only the most current year's actual value can be reported as omitted property.): \$

DELETIONS FROM TAXABLE REAL PROPERTY

Table with 3 rows listing deletions: 8. DESTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS: \$; 9. DISCONNECTIONS/EXCLUSIONS: \$; 10. PREVIOUSLY TAXABLE PROPERTY: \$

- ¶ This includes the actual value of all taxable real property plus the actual value of religious, private school, and charitable real property.
* Construction is defined as newly constructed taxable real property structures.
§ Includes production from new mines and increases in production of existing producing mines.

IN ACCORDANCE WITH 39-5-128(1), C.R.S., AND NO LATER THAN AUGUST 25, THE ASSESSOR CERTIFIES TO SCHOOL DISTRICTS: TOTAL ACTUAL VALUE OF ALL TAXABLE PROPERTY \$

IN ACCORDANCE WITH 39-5-128(1.5), C.R.S., THE ASSESSOR PROVIDES: HB21-1312 VALUE OF EXEMPT BUSINESS PERSONAL PROPERTY (ESTIMATED): ** \$ 10.78
** The tax revenue lost due to this exempted value will be reimbursed to the tax entity by the County Treasurer in accordance with 39-3-119.5(3), C.R.S.

NOTE: ALL LEVIES MUST BE CERTIFIED to the COUNTY COMMISSIONERS NO LATER THAN DECEMBER 15.

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION CERTIFYING THE VOTER APPROVED SAN MIGUEL COUNTY AND DOLORES COUNTY
PROPERTY TAX MILL LEVIES FOR THE BUDGET YEAR 2024**

RESOLUTION NO. 2024-2

WHEREAS, the San Miguel Authority for Regional Transportation (“SMART”) was approved by the registered electors of the Town of Telluride, Town of Mountain Village, the Town of Rico, and that portion of unincorporated San Miguel County located within the SMART boundaries, 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 the SMART Intergovernmental Agreement (“SMART IGA”) approved by each of the governing bodies of the Town of Telluride, Town of Mountain Village, Town of Rico and San Miguel County, and;

WHEREAS, the Board has reviewed and approved the Department of Local Affairs Form DLG-70 Certification of the Tax Levies for San Miguel County, herein Exhibit A, and the corresponding Certification of Valuation by the San Miguel County Assessor dated December 1st, 2023, herein Exhibit B;

WHEREAS, the Board has reviewed and approved the Department of Local Affairs Form DLG-70 Certification of the Tax Levies for Dolores County, herein Exhibit C, and the corresponding Certification of Valuation by the Dolores County Assessor dated December 13th, 2023, herein Exhibit D;

WHEREAS, the Board desires to take action and set forth these Certifications in accordance with 39-5-128(1) C.R.S.

NOW THEREFORE, BE IT RESOLVED, by the Board of Directors of the San Miguel Authority for Regional Transportation:

1. **THAT**, for the purpose of meeting general operating expenses of SMART during the 2024 budget year, there is hereby levied a tax of .75 mills upon each dollar of total valuation for assessment of all taxable property within the boundaries of the San Miguel Authority for Regional Transportation for the year 2024 generating approximately \$909,291 in revenue, and
2. **THAT**, the Board of Directors for the San Miguel Authority for Regional Transportation are hereby authorized to certify to the County Commissioners of San Miguel County and Dolores County, Colorado the mill levy for the San Miguel Authority for Regional Transportation as herein determined.

**ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION AT A REGULAR PUBLIC MEETING THIS 5TH DAY OF JANUARY 2024.**

By: _____

Joe Dillsworth, SMART Board Chair

Attest:

David Averill, SMART Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



Meeting Date	Agenda Item	Submitted By
January 5 th , 2024	4	Averill
Objective/Requested Action		
This is an action item intended for the adoption of the FY24 budget and capital plan, which have been developed by staff in response to guidance given at the September and October SMART Board meetings.		Report Work Session Discussion X Action
Key Points		
<p><u>Background</u></p> <p>At its September meeting the Board discussed budget revenue assumptions and other items in the context of developing a draft budget for FY24. As a result of that discussion staff took direction from the Board and developed a draft budget for the Board to consider at its October meeting. There was a brief discussion on the draft 2024 budget at the October meeting that resulted in minimal changes that are reflected in this final version.</p> <p>Items of note for the Final budget that the Board has in front of them include:</p> <ul style="list-style-type: none"> - Assumed sales tax revenues of \$1,061,000; - Assumed property tax revenue of \$909,000; - An assumption that RETA revenue will be \$160,000 in FY24 - Updated cost estimates for operations by route that are reflective of current Contract rates; - Additional .5 FTE for administrative support position <p>Staff is also providing a preliminary capital plan based on current reserves, identified projects, and a proposed bus replacement schedule through 2028. Highlights from the proposed capital plan for 2024 include:</p> <ul style="list-style-type: none"> - Grant matching funds for five (5) 40' transit buses (2 replacements for the existing Norwood buses, 1 bus for a new Montrose – Telluride service, and 2 buses to be used as backups on these routes); - Grant matching funds for the purchase of an additional cutaway bus for the Lawson and Off-Season services; - Grant matching funds for the replacement of a cutaway bus that is near the end of its useful life (704); - Grant matching funds for 6 replacement vanpool vehicles; - Funding for repairs at 137 and 135 Society Drive; - Funding for the Rico bus parking garage (part of the new public works project); - Funding for the potential expansion of the Norwood bus barn; - Cash contribution to the Meadows Underpass project construction phase 		
Committee Discussion		
NA		
Supporting Information		
NA		
Fiscal Impact		
The recommended budget has an anticipated net income of approximately \$12,000 resulting in a remaining operating fund balance of approximately \$662,000 at the end of FY24. The recommended capital plan anticipates that capital reserves will remain at approximately ~\$2,050,000 at the end of FY24.		
Advantages		

NA
Disadvantages
NA
Analysis/Recommendation(s)
Staff recommends that the Board adopt the 2024 budget and capital plan as presented and approve the appropriations for FY24.
Attachments
Attachment A: Recommended 2024 Budget Attachment B: Capital Plan 2024-2028

SMART Proposed FY24 Budget

January 5th, 2024

	2024 FINAL Budget
Beginning Operating Fund Balance Estimate	\$650,000
Transfers	
Transfer to Operating and Capital Reserve	\$0
Total Transfers	\$0
Remaining Operating Fund Balance after Transfers	\$650,000

PROJECTED REVENUES**SMART Ballot Tax Revenue**

Sales Tax	\$1,061,000
Property Tax	\$909,291
Subtotal Taxes	\$1,970,291

Intergovernmental Revenue

San Miguel County Transit Fund pass-through (RETA)	\$160,000
Subtotal Intergovernmental	\$160,000

Fees for Services

Fares - Norwood/Downvalley/Rico	\$55,000
Fares - Van pools	\$20,000
Subtotal Fees for Services	\$75,000

Grant Revenue

CDOT Operating (5311)	\$187,625
CDOT 5304 (SOP funding)	\$32,000
CDOT MMOF funding - Meadows Underpass planning and design project	\$0
Subtotal Grant Revenue	\$219,625

Facility Revenue

137 and 135 Society Dr.	\$100,000
Subtotal Facility Revenue	\$100,000

Interest Income

Alpine Reserve Account	\$50,000
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Total All Revenues	\$2,574,916
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PROJECTED EXPENSES**General Expenses****Personnel Expenditures**

Salaries	\$276,000
Benefits	\$75,000
Payroll taxes	\$20,000
Subtotal Personnel Expenditures	\$371,000

Professional Services + Operations

Mileage reimbursement	\$3,500
Office Expenses	\$12,000
PR/Marketing	\$57,000

Professional Services + Operations continued next page

Professional Services + Operations continued

Website support	\$37,000
Attorney fees	\$16,000
Bookkeeping/Audit services	\$25,000
CIRSA PC/WC coverage	\$25,000
Treasurers Fees	\$23,000
Consulting services -Stratetgic Operating Plan (grant match and overmatch)	\$18,000
Consulting services - Meadows Underpass planning and design project (grant match)	\$0

Subtotal Professional Services + Operations **\$216,500**

Association Dues, Conferences and Training

Colorado Association of Transit Agencies (CASTA) Dues	\$4,000
South West Transit Association (SWTA) Dues	\$300
Training Registration and Lodging	\$2,000
Travel expenses	\$4,000
Conference Registration and Lodging	\$4,600

Subtotal Association Dues, Conferences and Training **\$14,900**

Total General Expenses **\$602,400**

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

Down Valley Route	\$150,000
Norwood Route	\$190,000
Nucla Route	\$96,000
Lawson Hill Service	\$385,000
Rico Route	\$44,000
Lawson-MV Pilot (annual)	\$88,000
Montrose - Telluride	\$110,000
Fixed Route Fuel costs	\$135,000
Commuter Vanpool Program (fuel, insurance, maintenance)	\$75,000
Offseason service, includes Lawson and Meadows local services	\$320,000
Medical Shuttles - Allpoints	\$15,000
Service Expansion/Pilot Pool	\$0
Parts allowance/Unscheduled maintenance	\$105,000
Real Time bus app implmentation and annual expenses	\$32,000

Subtotal Transit Service Expenses **\$1,745,000**

Lawson Hill Intercept Lot Expenses

Winter Plowing	\$12,500
Security/Parking Enforcement	\$9,270
Janitorial Services for restrooms	\$14,000
Janitorial Supplies	\$2,700
Recycling and Waste removal	\$1,200
Landscape Maintenance	\$2,800
Utilities (Gas/Electric/Water)	\$2,800

Subtotal Lawson Lot Management Expenses **\$45,270**

Facility Maintenance Expenses

Lawson Owners HOA dues	\$1,580
Property management services	\$9,000
Winter Plowing	\$1,700
Janitorial	\$3,600

Facility Maintenance Expenses continued next page

Facility Maintenance Expenses continued

Landscape Maintenance	\$2,300
Utilities	\$7,000
<i>Subtotal Facility Maintenance Expenses</i>	\$25,180
Special Projects	
East End mobility visioning project	\$70,000
SMART capital facilities planning and design	\$75,000
<i>Subtotal Special Projects</i>	\$145,000
<i>Total Transit Services, Facilities and Special Projects expenses</i>	\$1,960,450
Total All Expenses	\$2,562,850
Projected Yearly Net Income	\$12,066
Projected Ending Fund Balance, 12/31/24	\$662,066

SMART FY24-FY28 Capital Plan

Capital and Operating Reserve as of 1/1/2024	\$4,711,056
90 Day Operating Reserve	\$650,000
Total Capital Reserves Available	\$4,061,056

Projected Capital Projects - 2024	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
5 40' transit coaches ((2) Norwood replacements, (1) for Montrose to Telluride, (2) backups)	\$3,097,545	\$1,982,428	\$1,115,117	Yes
New cutaway for Lawson/Off-Season service	\$164,800	\$131,840	\$32,960	Yes
Vanpool vehicle replacements (6)	\$496,200	\$396,960	\$99,240	Yes
Norwood bus barn expansion	\$250,000	\$0	\$250,000	No
Lawson Hill facility repairs	\$20,000	\$0	\$20,000	No
Rico bus barn project	\$200,000	\$0	\$200,000	No
Meadows Trail Underpass local match funding for construction	\$250,000	\$0	\$250,000	No
Replace Rico bus (704)	\$215,000	\$172,000	\$43,000	No
Total	\$4,693,545	\$2,683,228	\$2,010,317	
End of FY24 Capital Reserve Balance assuming no additional transfers		\$2,050,739		

Projected Capital Projects - 2025	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Driveway repair work at Lawson Facilities	\$200,000	\$0	\$200,000	No
Lift for maintenance facility - 137 Society Drive	\$150,000	\$120,000	\$30,000	No (5311/5339)
Tools and equipment for maintenance facility	\$200,000	\$160,000	\$40,000	No (5311/5339)
Replacement Van (replaces 2020 Montrose van)	\$70,000	\$56,000	\$14,000	No (5311/5339)
Total	\$620,000	\$336,000	\$284,000	
End of FY25 Capital Reserve Balance assuming no additional transfers		\$1,766,739		

Projected Capital Projects - 2026	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Replacement buses for Lawson/Off-Season	\$1,100,000	\$880,000	\$220,000	No (5311/5339/LoNo)
Total	\$1,100,000	\$880,000	\$220,000	
End of FY26 Capital Reserve Balance assuming no additional transfers		\$1,546,739		

Projected Capital Projects - 2027	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
No identified projects		\$0	\$0	0
Total		\$0	\$0	\$0

End of FY27 Capital Reserve Balance assuming no additional transfers \$1,546,739

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

End of FY27 Capital Reserve Balance assuming no additional transfers \$1,406,739

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION ADOPTING A BUDGET AND APPROVING SPENDING APPROPRIATIONS FOR
FISCAL YEAR 2024 BEGINNING ON THE FIRST DAY OF JANUARY 2024 AND ENDING ON THE LAST
DAY OF DECEMBER 2024**

RESOLUTION NO. 2023-29

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 unincorporated San Miguel County located within the SMART boundaries, 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 the SMART Intergovernmental Agreement ("SMART IGA") 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;

WHEREAS, an annual budget and capital plan for 2024 has been prepared and submitted for consideration of the SMART Board of Directors at a regular noticed meeting on January 5th, 2024, and;

WHEREAS, the Board has reviewed and determined that proposed revenues are of .25% levied sales tax and .75 mills of property tax revenue and that the expenditures identified herein are estimated to be the best available information for the Regional Transportation Authority, and;

WHEREAS, the SMART Board has made provision in the Fiscal Year 2024 budget for revenues in an amount equal to or greater than the total proposed expenditures and set forth in said budget, and;

WHEREAS, it is not only required by law, but also necessary to appropriate the revenues and reserve/fund balances provided in the budget to and for the purposes described below, thereby establishing a limitation on expenditures for the operations of SMART.

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

1. The budget submitted hereby is approved and adopted as the budget of the San Miguel Authority for Regional Transportation for Fiscal Year 2024; and
2. The following sums are hereby appropriated from the 2024 revenues for the purposes stated:

General Fund

General Operations	\$602,400
Transit and Transportation Services	<u>\$1,960,450</u>
Total General Fund	\$2,562,850

Reserve Fund	
Beginning Fund Balance	\$4,711,056
FY24 Capital Purchases	\$2,010,317
Remaining Capital Reserve	\$2,050,739
<u>Remaining Operating Reserve</u>	<u>\$650,000</u>
Total Remaining Reserve Fund Balance	\$2,700,739

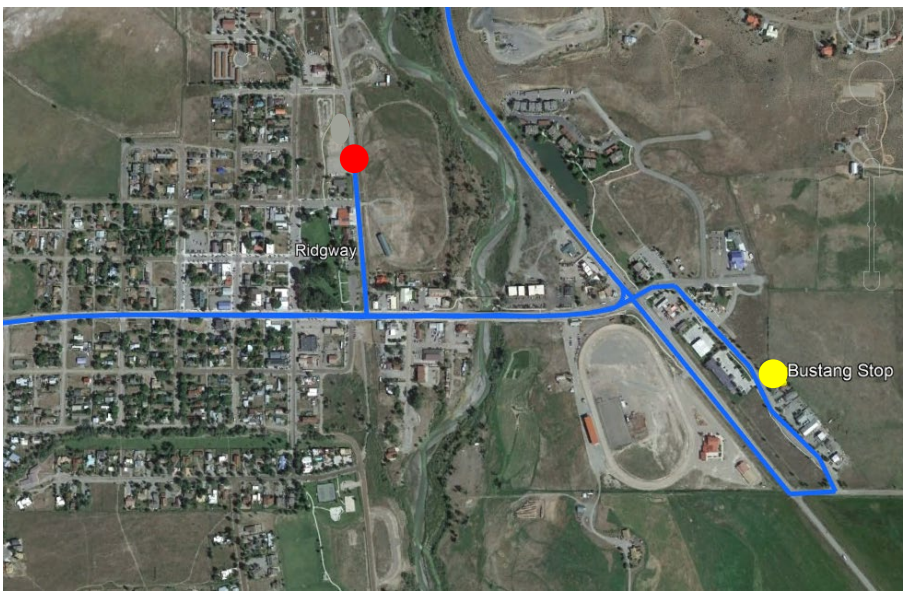
ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION AT A REGULAR PUBLIC MEETING THIS 5TH DAY OF JANUARY, 2024.

Joe Dillsworth, Board Chair

David Averill, Executive Director

- **Montrose Route Update**

We met with Preston Neill, the Ridgway Town Manager on December 28th to discuss the proposed Montrose Route. He was supportive, however the Ridgway stop is problematic. Right now, Bustang stops at 283 Palomino Trail, which is to the south east of the intersection of Highway 550 and Highway 62. See map below.



This map shows the Town of Ridgway, with a blue line that illustrates the route of the Bustang. The red dot is one option for a stop that we discussed. The yellow dot is the existing Bustang stop. To the left of the map is the Ridgway residential area.

The Bustang stop is not ideal. It is too far from the Ridgway residential area and there is no place to park. There have been conversations with CDOT staff about the possibility of changing locations. One place we have considered is on Railroad Ave. The challenge with that stop would be pulling back on to Highway 62 during peak commuter times.

The Ridgway Town Manager has agreed to cooperate with SMART staff to find a better place for the bus to stop, but a solution may not be eminent and initially the SMART Montrose Route will likely make use of the existing Bustang stop.

Next steps:

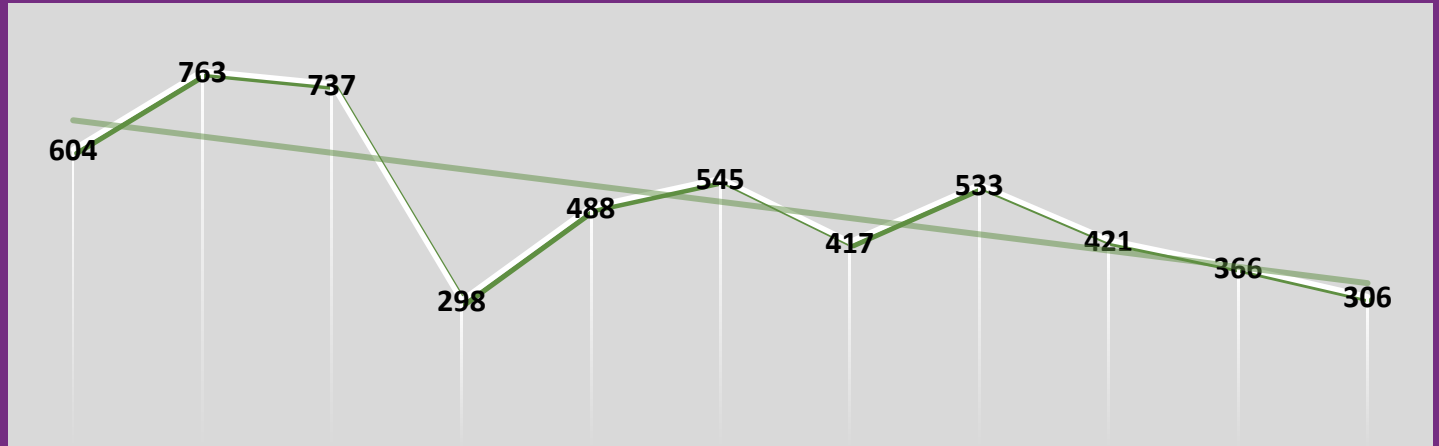
- Attend the Ridgway Town Council meeting in February to obtain Ridgway’s agreement for the route.
- Continue to discuss stop locations with the Town of Ridgway and CDOT to find a better location for the bus stop.

- **2023 Ridership**

I did not have the December ridership from Telluride Express by the time I needed to put this report together so the following charts do not reflect the entire year.

Down Valley Route Ridership

Down Valley Route Ridership



- **January:** 604 passengers
- **February:** 763 passengers
- **March:** 737 passengers
- **April:** 298 passengers
- **May:** 488 passengers
- **June:** 545 passengers
- **July:** 417 passengers
- **August:** 533 passengers
- **September:** 421 passengers
- **October:** 366 passengers
- **November:** 306 passengers

This data shown on the graph and table above illustrates fluctuations in the number of passengers using the bus service throughout the year.

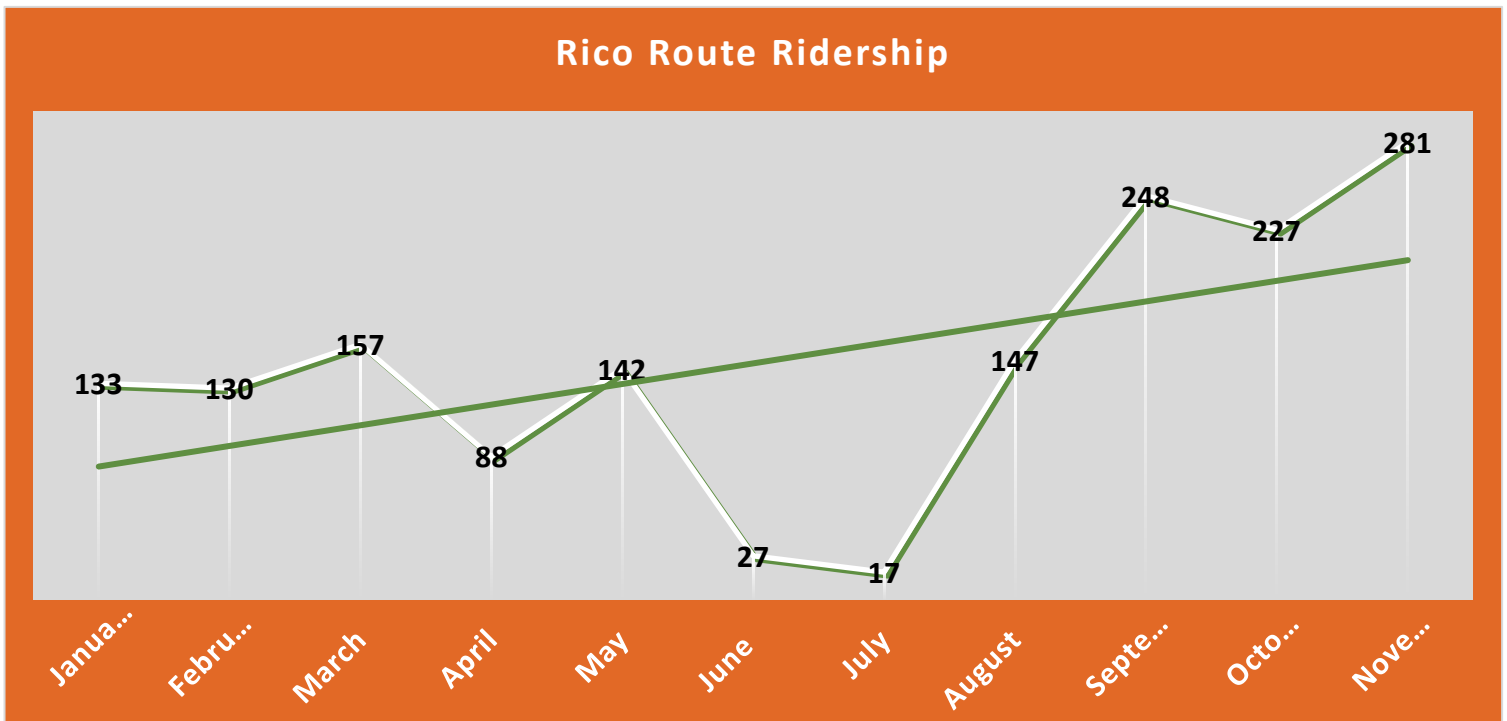
Peak Months: January, February and March had relatively high ridership numbers, with 604, 763 and 737 passengers, respectively.

Lowest Months: April had the lowest ridership with 298 passengers, followed by November with 306 passengers.

Seasonal Trends: As can be expected, there are seasonal variations in ridership, with April and November off seasons having low ridership.

General Trend: The data suggests variability throughout the year, with a general downward trend. Trends are likely influenced by factors such as weather, offseason or changes in local commuting patterns however as we are progressing with our strategic operating plan update, we will be exploring the reasons for this.

Rico Route Ridership



- **January:** 133 passengers
- **February:** 130 passengers
- **March:** 157 passengers
- **April:** 88 passengers
- **May:** 142 passengers
- **June:** 27 passengers
- **July:** 17 passengers
- **August:** 147 passengers
- **September:** 248 passengers
- **October:** 227 passengers
- **November:** 281 passengers

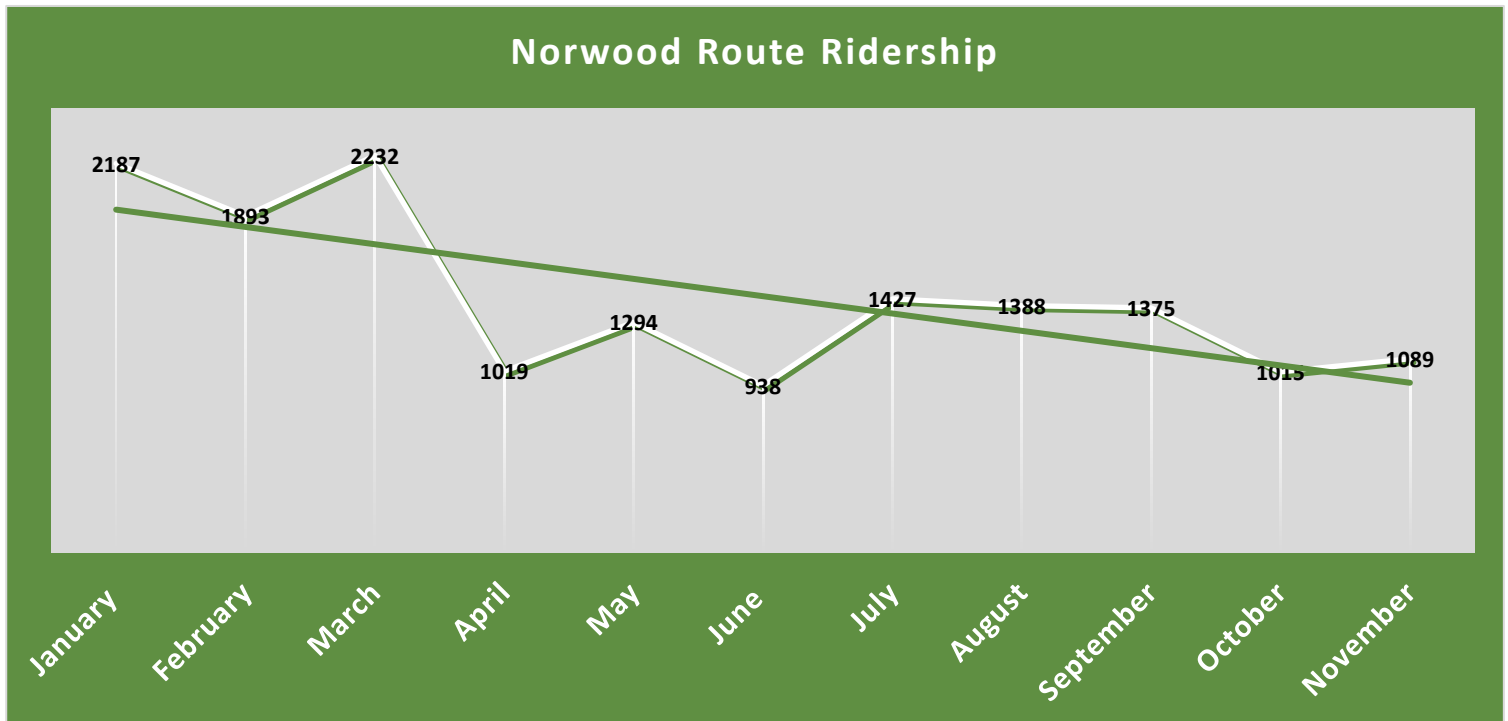
Peak Months: November stands out as the month with the highest ridership at 281 passengers. We would expect the months that school is in session to have more ridership since much of the Rico ridership is driven by students.

Lowest Months: June and July are the lowest months, with only 27 and 17 passengers respectively. Hopefully, the new development that is taking place at the north end of Rico will boost adult ridership.

Seasonal Trends: We would expect the months that school is in session to have more ridership since much of the Rico ridership is driven by students. What is interesting is that ridership in September, October and November was so much better than that in January, February and March

General Trend: The general trend for this service is upward.

Norwood Route Ridership



- **January:** 2187 passengers
- **February:** 1893 passengers
- **March:** 2232 passengers
- **April:** 1019 passengers
- **May:** 1294 passengers
- **June:** 938 passengers
- **July:** 1427 passengers
- **August:** 1388 passengers
- **September:** 1375 passengers
- **October:** 1015 passengers
- **November:** 1089 passengers

Peak Months: January, February and March had significantly higher ridership than the rest of the months. This may reflect the desire not to drive alone in the winter months.

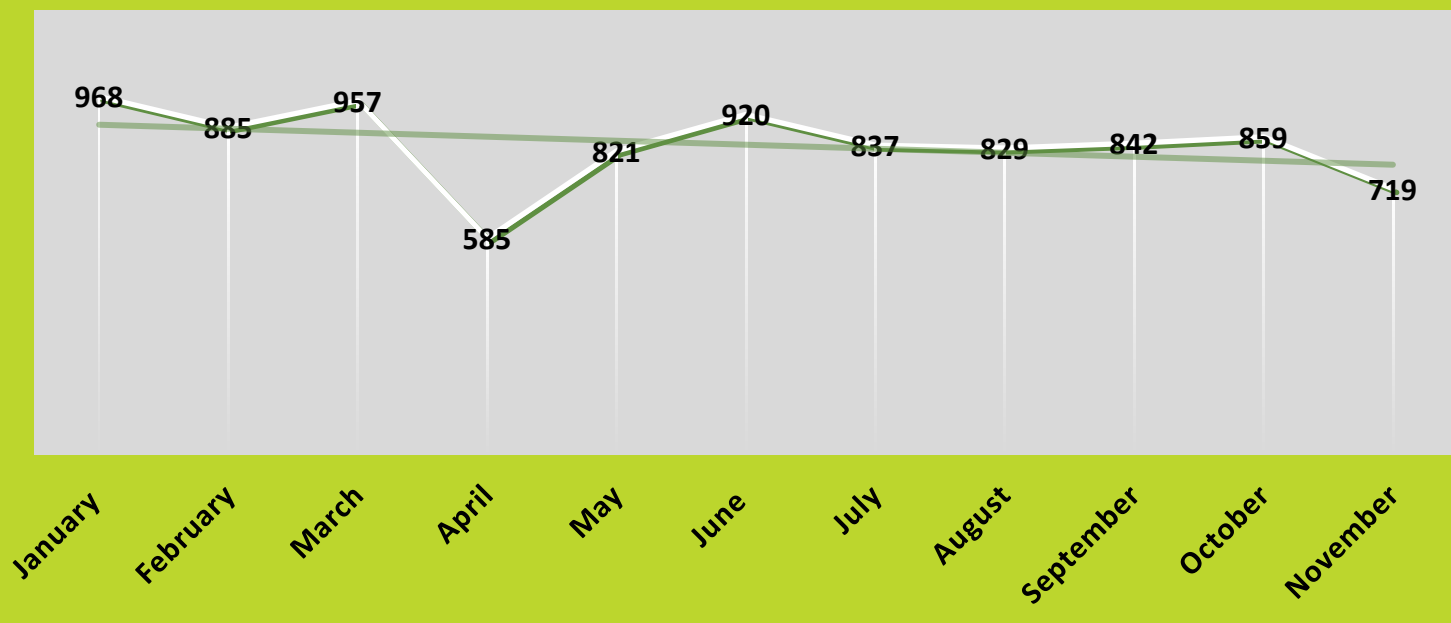
Lowest Months: There's a noticeable drop in ridership during the April, May and June compared to earlier and later months, which is likely due to offseason and school not being in session in June and much of April. The 6:55 AM Norwood bus transports a lot of students.

Seasonal Trends: We would expect seasonal trends. April and May are offseason and many service workers get laid off.

General Trend: The general trend for this service is downward. This is possibly due to lower gas prices, but like the Down Valley Route, this is something that we should explore during our strategic operating plan update.

Nucla/Naturita Route Ridership

Nucla/Naturita Route Ridership



- **January:** 968 passengers
- **February:** 885 passengers
- **March:** 957 passengers
- **April:** 585 passengers
- **May:** 821 passengers
- **June:** 920 passengers
- **July:** 837 passengers
- **August:** 829 passengers
- **September:** 842 passengers
- **October:** 859 passengers
- **November:** 719 passengers

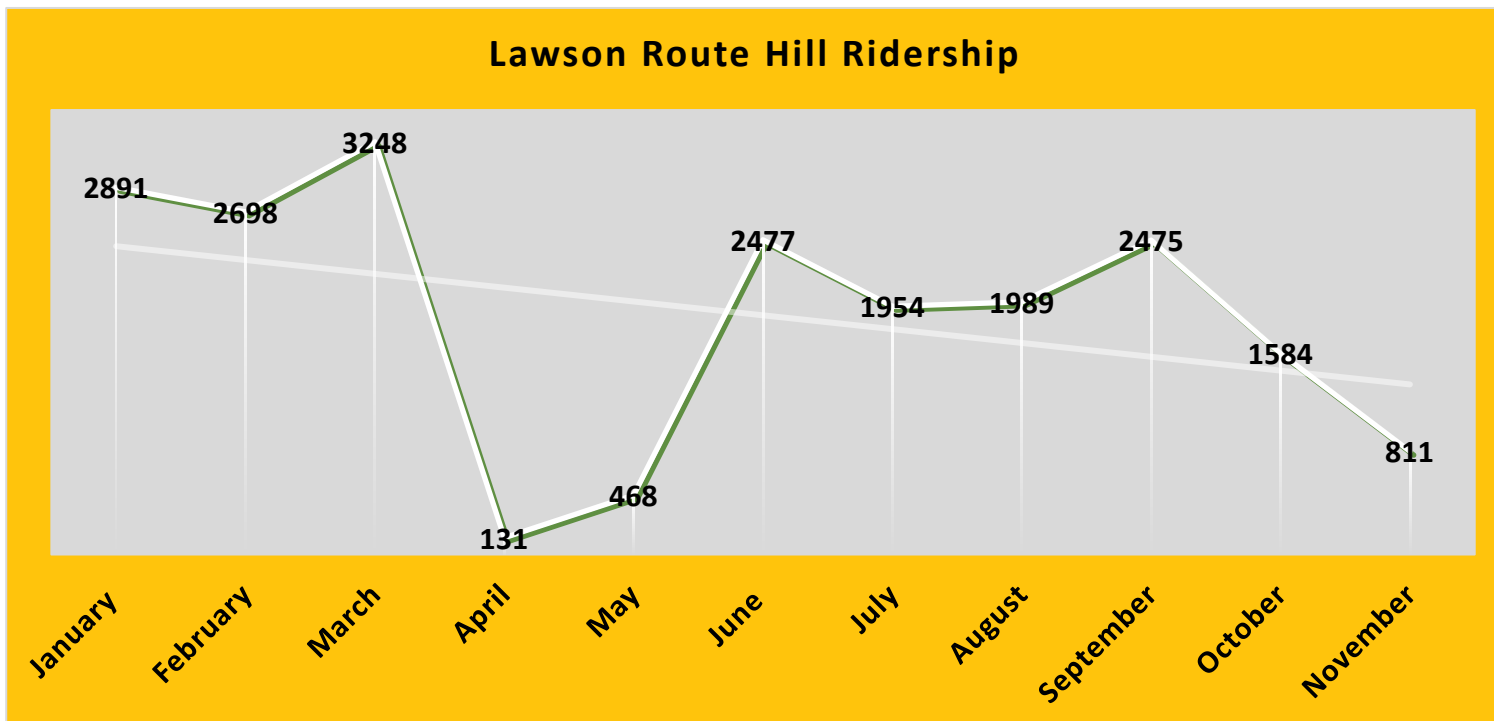
Peak Months: January, February and March had slightly higher ridership than the rest of the months. This may reflect the desire not to drive alone in the winter months.

Lowest Months: There's a noticeable drop in ridership during April compared to earlier and later months, which is likely due to offseason and seasonal layoffs. This route gets less student use because it gets to Telluride after school starts.

Seasonal Trends: Again, we would expect seasonal trends. April and May are offseason and many service workers get laid off.

General Trend: This service has very stable ridership, with a very minimal downward trend.

Lawson Hill Route Ridership



- **January:** 2891 passengers
- **February:** 2698 passengers
- **March:** 3248 passengers
- **April:** 131 passengers
- **May:** 468 passengers
- **June:** 2477 passengers
- **July:** 1954 passengers
- **August:** 1989 passengers
- **September:** 2475 passengers
- **October:** 1584 passengers
- **November:** 811 passengers

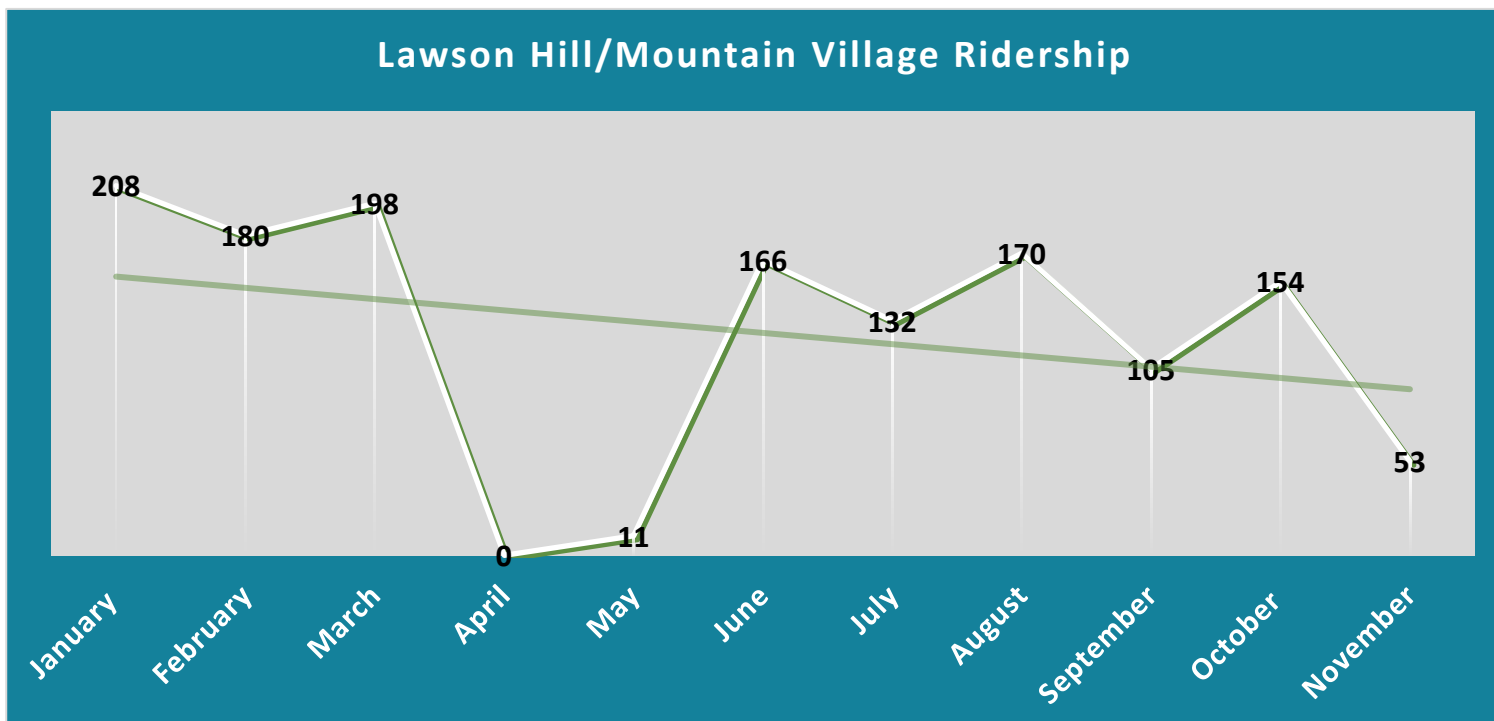
Peak Months: January, February and March higher ridership than the rest of the months. This is likely due to the combination of weather and school being in session.

Lowest Months: The Lawson Hill Service is replaced by the offseason service in April, May, October and November.

Seasonal Trends: Many people walk or cycle to work in Telluride in the summer months.

General Trend: Like other services this year, with the exception of Rico, the Lawson Hill service has a downward trend.

Lawson Hill/Mountain Village Route Ridership



- **January:** 208 passengers
- **February:** 180 passengers
- **March:** 198 passengers
- **April:** 0 passengers
- **May:** 11 passengers
- **June:** 166 passengers
- **July:** 132 passengers
- **August:** 170 passengers
- **September:** 105 passengers
- **October:** 154 passengers
- **November:** 53 passengers

Peak Months: January, February and March had higher ridership than the rest of the months.

Lowest Months: The Lawson Hill/Mountain Village Service is replaced by the offseason service in April, May, October and November.

Seasonal Trends: Many people also walk to work from Lawson Hill to the Mountain Village in the summer.

General Trend: In December, the Mountain Village started charging for parking at the Gondola Parking Lot. Although we don't have December ridership numbers yet, drivers of the Mountain Village service have told me that there has been an uptick in ridership in the month of December.