



San Miguel Authority for Regional Transportation
Board of Directors Meeting Agenda
Thursday December 12th, 2024
3 p.m.

Join Zoom Meeting

<https://us02web.zoom.us/j/89109527915?pwd=pXLUbEgjLyGVWvay7bGL4BZdM5Vzq9.1>

Meeting ID: 891 0952 7915

Passcode: 443779

One tap mobile

+17193594580,,89109527915#,,,,*443779# US

+12532050468,,89109527915#,,,,*443779# US

Item 1: Public Comment on non-agendized items

Item 2: **Resolution 2024-19**, Part 1a and 1b, regarding the Review and Approval of the December 12th, 2024 Agenda and Consent Items, and regarding the Review and Approval of the November 14th, 2024 Meeting Minutes.

Presented By: Board Chair

Item Type: Action

Packet Page: 6

Allotted Time: 5 minutes

Item 3: **Resolution 2024-21 FY24 Mill Levy Certifications**

Presented By: D. Averill

Item Type: Action

Packet Page: 7

Allotted Time: 10 minutes

Item 4: **Resolution 2024-22 Approval of FY23 Budget, Capital Plan and Spending Appropriations**

Presented By: D.Averill

Item Type: Action

Packet Page: 13

Allotted Time: 10 minutes

Item 5: **Resolution 2024-23: 2025 Meeting Dates**

Presented By: D. Averill

Item Type: Action
Packet Page: 20
Allotted Time: 5 minutes

Item 6: Resolution 2024-24: 2025-2026 Board Officer Elections

Presented By: D.Averill
Item Type: Action
Packet Page: 22
Allotted Time: 10 minutes

Item 8: Fare discussion

Presented By: K. Distefano
Item Type: Informational
Packet Page: 25
Allotted Time: 15 minutes

Item 9: December 2024 Operations report

Presented By: K. Distefano
Item Type: Informational
Packet Page: 27
Allotted Time: 10 minutes

Item 10: Executive Session pursuant to C.R.S. 24-6-402 4(a) and 4(e) (I),(Open Meetings Law) and Sections 6.09 (a) (1) and (a) (5) of the SMART Bylaws for the purpose of: determining positions that may be subject to negotiations, developing strategy for negotiations and instructing negotiators.

Item 11: Executive Session pursuant to C.R.S. 24-6-402 4(f) for the purpose of: to Discuss Personnel Matters for Which the Employee has Consented: Executive Director Performance Review

Item 12: 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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**San Miguel Authority for Regional Transportation
Board of Directors Meeting November 14th, 2024 Regular Meeting
Virtual meeting minutes**

Member Directors Present: San Miguel County – Anne Brown. Town of Telluride – J. Meehan Fee, Asheley Story Von Sprecken. Town of Mountain Village – Harvey Mogenson, Tucker Magid. Town of Rico – Joe Dillsworth.

Staff Present: David Averill, Kari Distefano, (SMART).

Others: Kelly Kronenberg (Telluride Express), Kim Bolling (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 2024-18, Part 1a, regarding the Review and Approval of the November 14th, 2024 Agenda and Consent Items and Part 1b, regarding the Review and Approval of October 10th, 2024 Meeting Minutes.

Meehan Fee moved to adopt Resolution 2024-18, parts 1a and 1b
Harvey Mogenson seconded the motion.

A unanimous vote approved the motion.

Item 3: Ballot Question 3A Debrief

A brief discussion took place regarding next steps after the passage of Ballot Question 3A. No concerns were expressed by the Board.

Item 4: Strategic Operating Plan Update – Fare Policy Discussion

Kari Distefano initiated a discussion about restructuring SMART’s fare policy. She referenced an earlier analysis by Fehr and Peers that evaluated SMART’s current fare structure and proposed changes to improve consistency. Distefano reminded the Board that any fare increases would need to be in whole-dollar increments since drivers have limited ability to make change. Board members inquired about the possibility of implementing a cashless payment app. Distefano agreed to research the feasibility of this option. David Averill noted that the cost of a cashless app would need to be considered, as such technology can be expensive.

The Board agreed to make routes within the SMART district (Rico and Down Valley) free, potentially starting on December 1, since budget projections for the year have already been met.

The Board also discussed fares for the proposed Montrose route. Questions were raised about potential farebox recovery if the fare were set at \$4.00 per trip. Meehan Fee asked if the City of Montrose was being asked to contribute to the route’s cost. The response indicated that, at this stage, staff was

focused on obtaining permission to operate within the city rather than seeking financial contributions. The discussion then shifted to the treatment of riders from Norwood, Nucla, Naturita, and Redvale. Norwood contributes to SMART through the RETA, while Nucla, Naturita, and Redvale are part of Montrose County and do not contribute. The Board agreed that instead of assigning arbitrary fare amounts for the Montrose route and services to Norwood, Nucla, Naturita, and Redvale, they should first determine an appropriate level of subsidy for out-of-district riders. Staff was directed to conduct an analysis of potential subsidies to guide this decision.

Item 5: FY25 preliminary budget scenarios discussion

Averill presented the final DRAFT FY25 budget and capital plan incorporating the revenue assumptions and other items discussed at the October meeting and accounting for the 3A vote revenues. The final DRAFT FY25 budget reflected new contract rates, the potential for a .5 FTE additional staff member, and special projects. Very little discussion took place with no significant questions. The Board did instruct that the .5 FTE should be raised to 1 FTE and a financial or business manager should be hired in FY25.

Item 6: 3rd Quarter 2024 Performance Report

Distefano presented the 3rd Quarter 2024 Performance Report. No significant questions or concerns were raised by the Board.

Item 7: November 2024 Operations Report

Distefano presented the October '24 Operations Report. No significant questions or concerns were raised by the Board.

Item 8: Executive Directors Report

Item 9: Executive Session: At 4:05 p.m. the Board entered an Executive Session pursuant to C.R.S. 24-6-402 4(a) and 4(e) (1),(Open Meetings Law) and Sections 6.09 (a) (1) and (a) (5) of the SMART Bylaws for the purpose of: determining positions that may be subject to negotiations, developing strategy for negotiations and instructing negotiators.

The Executive Session was closed at 4:15 p.m.

Item 10: Round Table Updates and Reports

No updates or reports were offered.

The meeting was adjourned at 4:13 p.m.

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION EVIDENCING ACTIONS TAKEN AT ITS DECEMBER 12TH, 2024 REGULAR MEETING

RESOLUTION NO. 2024-19

RECITALS:

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

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

WHEREAS, the Board held a regular meeting on December 12th, 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 December 12th, 2024 regular meeting the Board took action on the following:
 - a. Approval of the December 12th, 2024 meeting agenda (Exhibit A)
 - b. Approval of the Board meeting minutes for the November 14th, 2024 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 DECEMBER 12TH, 2024.

Joe Dillsworth, Board Chair

ATTEST:

David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: December 12th, 2024

AGENDA ITEM: 3

ACTION REQUESTED: Adoption of Resolution 2024-21, FY25 Mill Levy Certifications

SUBMITTED BY: D. Averill

BACKGROUND INFORMATION/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: Staff recommends that the Board certify the mill levy and assessed valuations for San Miguel and Dolores Counties, for Fiscal Year 2025.

ATTACHMENTS:

Attachment A: CDOR Form DLG 70 for San Miguel County for FY25

Attachment B: Certification of Valuation to the San Miguel County Assessor

Attachment C: CDOR Form DLG 70 for Dolores County for FY25

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

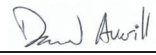
Hereby officially certifies the following mills to be levied against the taxing entity's GROSS \$ 1,216,687,442 assessed valuation of: (GROSS^D assessed valuation, Line 2 of the Certification of Valuation Form DLG 57^E)

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: \$ 1,216,687,442 (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: 12/13/2024 for budget/fiscal year 2025.
(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>2.086</u> mills	\$ <u>2,538,010</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]	2.086 mills	\$ 2,538,010

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 11/27/2024

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 2024 IN SAN MIGUEL COUNTY, COLORADO

1. PREVIOUS YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION:	\$1,204,817,018
2. CURRENT YEAR'S GROSS TOTAL TAXABLE ASSESSED VALUATION: *	\$1,216,687,442
3. LESS TIF DISTRICT INCREMENT, IF ANY:	\$0
4. CURRENT YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION:	\$1,216,687,442
5. NEW CONSTRUCTION: **	\$16,728,390
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.):	\$1,592.57
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.):	-\$5,988.64

* 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 'TABOR' 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 2024 IN SAN MIGUEL COUNTY, COLORADO ON AUGUST 25, 2024

1. CURRENT YEAR'S TOTAL ACTUAL VALUE OF ALL REAL PROPERTY: @	\$13,757,709,788
ADDITIONS TO TAXABLE REAL PROPERTY:	
2. CONSTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS: !	\$241,648,070
3. ANNEXATIONS/INCLUSIONS:	\$0
4. INCREASED MINING PRODUCTION: %	\$0
5. PREVIOUSLY EXEMPT PROPERTY:	\$1,356,004
6. OIL OR GAS PRODUCTION FROM A NEW WELL:	\$0
7. TAXABLE REAL PROPERTY OMITTED FROM THE PREVIOUS YEAR'S TAX WARRANT:	\$0
(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:	
8. DESTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS:	\$0
9. DISCONNECTIONS/EXCLUSION:	\$0
10. PREVIOUSLY TAXABLE PROPERTY:	\$19,674,473

@ 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
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NOTE: All levies must be Certified to the Board of County Commissioners NO LATER THAN DECEMBER 15, 2024

IN ACCORDANCE WITH 39-5-128(1.5)C.R.S. THE ASSESSOR PROVIDES: HB21-1312 ASSESSED VALUE OF EXEMPT BUSINESS PERSONAL PROPERTY (ESTIMATED): **	\$3,589,277
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** 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.

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 \$ 8,084,963 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: \$ 8,084,963 (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: 12/13/2024 for budget/fiscal year 2025.
(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>2.086</u> mills	\$ <u>16865</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]	2.086 mills	\$ 16865

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).

County Tax Entity Code

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

Date 11/19/2024

New Tax Entity? YES NO

NAME OF TAX ENTITY: _____

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 _____ :

1.	PREVIOUS YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION:	1.	\$	7,572,162
2.	CURRENT YEAR'S GROSS TOTAL TAXABLE ASSESSED VALUATION: ‡	2.	\$	8,084,963
3.	LESS TOTAL TIF AREA INCREMENTS, IF ANY:	3.	\$	
4.	CURRENT YEAR'S NET TOTAL TAXABLE ASSESSED VALUATION:	4.	\$	8,084,963
5.	NEW CONSTRUCTION: *	5.	\$	30,559
6.	INCREASED PRODUCTION OF PRODUCING MINE: ≈	6.	\$	
7.	ANNEXATIONS/INCLUSIONS:	7.	\$	
8.	PREVIOUSLY EXEMPT FEDERAL PROPERTY: ≈	8.	\$	
9.	NEW PRIMARY OIL OR GAS PRODUCTION FROM ANY PRODUCING OIL AND GAS LEASEHOLD OR LAND (29-1-301(1)(b), C.R.S.): ☐	9.	\$	
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:	10.	\$	
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.):	11.	\$	5.03

‡ 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.
 ☐ 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.	\$	69,379,658
ADDITIONS TO TAXABLE REAL PROPERTY				
2.	CONSTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS: *	2.	\$	456,114
3.	ANNEXATIONS/INCLUSIONS:	3.	\$	
4.	INCREASED MINING PRODUCTION: §	4.	\$	
5.	PREVIOUSLY EXEMPT PROPERTY:	5.	\$	
6.	OIL OR GAS PRODUCTION FROM A NEW WELL:	6.	\$	
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.):	7.	\$	

DELETIONS FROM TAXABLE REAL PROPERTY

8.	DESTRUCTION OF TAXABLE REAL PROPERTY IMPROVEMENTS:	8.	\$	
9.	DISCONNECTIONS/EXCLUSIONS:	9.	\$	
10.	PREVIOUSLY TAXABLE PROPERTY:	10.	\$	

¶ 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): ** \$ 12.61
 ** 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 2025**

RESOLUTION NO. 2024-21

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”), as amended, 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 November 27th, 2024, 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 November 19th, 2024, 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 2025 budget year, there is hereby levied a tax of 2.086 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 2025 generating approximately \$2,554,875 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 12TH DAY OF DECEMBER 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: December 12th, 2024

AGENDA ITEM: 4

ACTION REQUESTED: Adoption of Resolution 2024-22, 2025 Budget and Capital Plan
Adoption and Spending Resolution

SUBMITTED BY: D.Averill

BACKGROUND INFORMATION/KEY POINTS:

This is an action item intended for the Board to approve, adopt, and appropriate funding for the recommended FY25 Budget and 2025-2029 Capital Plan developed by staff in response to guidance given at the September 5th, October 10th, and November 14th Board meetings.

At its September 5th 2024 meeting the Board discussed 2025 revenue assumptions and other items in the context of developing draft budget scenarios. At the October meeting the Board reviewed two budget scenarios since the outcome of the 3A vote wouldn't be known until early November. At the November 14th 2024, meeting the Board discussed the final draft scenario presented by staff. Based on the guidance and discussion at these previous meetings, staff is now presenting the recommended FY25 budget and capital plan for formal adoption.

The Recommended FY25 budget includes:

- An additional 1.0 FTE
- An elimination of fares for the Down Valley and Rico routes
- An assumed increase in total sales tax revenue of \$4,596,350 over the "base" FY24 budget, commensurate with the voter approved amounts and estimates in the ballot question;
- An assumed increase in property tax revenue of \$1,645,583 over the "base" FY24 budget, commensurate with the voter approved amounts and estimates in the ballot question;
- An assumption that lodging tax revenue will equate to \$1,983,407, commensurate with the voter approved amounts and estimates in the ballot question;
- An assumption that RETA revenue will be \$200,000 in FY25
- Updated cost estimates for operations by route that are reflective of current Contract rates;
- a service expansion pool of \$575k
- anticipated additional costs for fuel and maintenance assuming some level of service expansion takes place in FY25.

Capital Plan:

Staff is also recommending the attached capital plan based on current reserves, identified projects, and a proposed bus replacement schedule through 2029.

As the gondola planning process continues, we will develop a separate capital plan both for the ongoing maintenance needs post- 2027, as well as the overall gondola rebuild project. I assume that any dedicated gondola revenue in FY25 will be reserved for capital, since we have no need to aggregate funding for the 90-day operating reserve (estimated to be \$1.8m) until FY27 so that that is in place on 1/1/2028.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: The recommended 2025 Budget and Capital Plan, while expanding service and accounting for increased costs, would see SMART finishing FY2025 “in the black” and would not negatively impact SMARTs cash flow or deplete our reserve balances.

ADVANTAGES: NA

DISADVANTAGES: NA

ANALYSIS/RECOMMENDATION: None at this time.

ATTACHMENTS:

Attachment A: Recommended Fiscal Year 2025 Budget

Attachment B: Recommended FY2025-FY2029 Capital Plan

SMART DRAFT FY25 Budget

December 12th, 2024

	2025 Recommended Budget
Beginning Operating Fund Balance Estimate, January 1st 2025	\$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	
Lodging Tax	\$1,983,407
Sales Tax	\$5,971,350
Property Tax	\$2,539,118
Subtotal Taxes	\$10,493,875
Intergovernmental Revenue	
San Miguel County Transit Fund pass-through (RETA)	\$200,000
Subtotal Intergovernmental	\$200,000
Fees for Services	
Fares - Norwood/Nucla/Naturita/Montrose/Rico	\$45,000
Fares - Van pools	\$20,000
Subtotal Fees for Services	\$65,000
Grant Revenue	
CDOT Operating (5311)	\$193,254
CDOT 5304 (SOP funding)	\$0
Subtotal Grant Revenue	\$193,254
Facility Revenue	
137 and 135 Society Dr.	\$100,000
Subtotal Facility Revenue	\$100,000
Interest Income	
Alpine Reserve Account	\$50,000
Total All Revenues	\$11,102,129

PROJECTED EXPENSES

General Expenses	
Personnel Expenditures	
Salaries	\$340,000
Benefits	\$79,000
Payroll taxes	\$23,000
Subtotal Personnel Expenditures	\$442,000
Professional Services + Operations	
Mileage reimbursement	\$3,500
Office Expenses	\$14,000
PR/Marketing	\$60,000
Website support	\$10,000
Attorney fees	\$18,000
Bookkeeping/Audit services	\$25,000
CIRSA PC/WC coverage	\$25,000
Treasurers Fees	\$23,000
Consulting services -Stratetgic Operating Plan (grant match and overmatch)	\$0
Subtotal Professional Services + Operations	\$178,500
Association Dues, Conferences and Training	
Colorado Association of Transit Agencies (CASTA) Dues	\$5,000
South West Transit Association (SWTA) Dues	\$300
Training Registration and Lodging	\$2,200
Travel expenses	\$4,400
Conference Registration and Lodging	\$4,800
Subtotal Association Dues, Conferences and Training	\$16,700
Total General Expenses	\$637,200
Transit Services, Facilities, and Special Project Expenses	
Transit Service Expenses	
Fixed Route Transit Services	\$1,088,512
Fixed Route Fuel costs	\$150,000
Commuter Vanpool Program (fuel, insurance, maintenance)	\$75,000
Offseason service, includes Lawson and Meadows local services	\$327,680
Medical Shuttles - Allpoints	\$15,000
Service Expansion/Pilot Pool	\$575,000
Parts allowance/Unscheduled maintenance	\$115,000
Real Time bus app implmentation and annual expenses	\$44,000
Subtotal Transit Service Expenses	\$2,390,192
Lawson Hill Intercept Lot Expenses	
Winter Plowing	\$14,000
Security/Parking Enforcement	\$9,270
Janitorial Services for restrooms	\$15,000
<i>(Transit Services, Facilities, and Special Project Expenses continued on next page)</i>	

(Transit Services, Facilities, and Special Project Expenses continued from previous page)

Janitorial Supplies	\$2,900
Recycling and Waste removal	\$1,400
Landscape Maintenance	\$3,200
Utilities (Gas/Electric/Water)	\$3,200
<i>Subtotal Lawson Lot Management Expenses</i>	\$48,970
Facility Maintenance Expenses	
Lawson Owners HOA dues	\$2,100
Property management services	\$9,000
Winter Plowing	\$1,700
Janitorial	\$3,600
Landscape Maintenance	\$2,300
Utilities	\$7,000
<i>Subtotal Facility Maintenance Expenses</i>	\$25,700
Special Projects	
East End mobility visioning project	\$75,000
SMART capital facilities planning and design	\$75,000
<i>Subtotal Special Projects</i>	\$150,000
<i>Total Transit Services, Facilities and Special Projects expenses</i>	\$2,614,862
Total All Expenses	\$3,252,062
Projected Yearly Net Income	\$7,850,067
Transfer to Gondola Reserve	\$7,199,600
Projected Operating Fund Balance, 12/31/25	\$1,300,467
Transfer to Bus Ops Reserve	\$650,467
Initial Operating Fund Balance 1/1/26	\$650,000

SMART FY25-FY29 Capital Plan

Capital and Operating Reserve as of 1/1/2025 \$4,711,056
 90 Day Operating Reserve \$650,000
Total Bus Ops Capital Reserves Available \$4,061,056

Projected Capital Projects - 2025	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Meadows Trail Underpass local match funding for construction	\$250,000	\$0	\$250,000	No
Replace Rico bus (704)	\$650,000	\$520,000	\$130,000	Yes
Norwood bus barn expansion	\$250,000	\$0	\$250,000	No (5311/5339)
Bus Stop Improvements	\$200,000		\$200,000	No (5311/5339)
Additional Cutaway (expansion vehicle to add to the fleet)	\$195,000	\$0	\$195,000	No (5311/5339)
Lawson Hill facility repairs	\$20,000	\$0	\$20,000	No
Replacement Van (replaces 2020 Montrose van)	\$70,000	\$56,000	\$14,000	No (5311/5339)
Total	\$1,635,000	\$576,000	\$1,059,000	

Beginning FY26 Capital Reserve Balance w/ end of year transfer of \$650,467 from Operating Account \$3,652,523

Projected Capital Projects - 2026	Total Cost	Anticipated State/Federal Share	Local Share	Grant Funding Secured? (source)
Driveway repair work at Lawson Facilities	\$300,000	\$0	\$200,000	No
Lift for maintenance facility - 137 Society Drive	\$150,000	\$120,000	\$30,000	No (5311/5339)
Bus Stop Improvements	\$200,000		\$200,000	No (5311/5339)
Tools and equipment for maintenance facility	\$200,000	\$160,000	\$40,000	No (5311/5339)
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	

Beginning FY27 Capital Reserve Balance assuming no additional transfers \$3,432,523

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

Beginning FY28 Capital Reserve Balance assuming no additional transfers \$3,232,523

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

Beginning FY29 Capital Reserve Balance assuming no additional transfers \$3,092,523

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

Beginning FY30 Capital Reserve Balance assuming no additional transfers \$2,892,523

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 2025 BEGINNING ON THE FIRST DAY OF JANUARY 2025 AND ENDING ON THE LAST DAY OF DECEMBER 2025

RESOLUTION NO. 2024-22

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"), as amended, 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 2025 has been prepared and submitted for consideration of the SMART Board of Directors at a regular noticed meeting on December 12th, 2024, and;

WHEREAS, the Board has reviewed and determined that proposed revenues are of 1.07% levied sales tax and 2.086 mills of property tax revenue and 1.25% lodgers tax 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 2025 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 2025; and
2. The following sums are hereby appropriated from the Fiscal Year 2025 revenues for the purposes stated:

General Fund	
General Operations	\$637,200
Transit and Transportation Services	<u>\$2,614,862</u>
Total General Fund	\$3,252,062

Reserve Fund	
Beginning Fund Balance	\$4,711,056
FY25 Capital Purchases	\$1,059,000
Remaining Capital Reserve	\$3,002,056
<u>Remaining Operating Reserve</u>	<u>\$650,000</u>
Total Remaining Reserve Fund Balance	\$3,652,056

ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION AT A REGULAR PUBLIC MEETING THIS 12TH DAY OF DECEMBER, 2024.

Joe Dillsworth, Board Chair

David Averill, Executive Director



SMART Board of Directors - anticipated meeting dates for 2025

January 9th, 2025

February 13th, 2025

March 13^h, 2025

April 10th, 2025

May 8th, 2025

June 12th, 2025*

July 10th, 2025*

August 14th, 2025

September 11th, 2025

October 9th, 2025

November 13th, 2025

December 11th, 2025

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR
REGIONAL TRANSPORTATION ESTABLISHING A MEETING SCHEDULE FOR 2025**

RESOLUTION 2024-23

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, at the general election held on November 8, 2016;

WHEREAS , Section 3.09 of the SMART IGA requires all actions of the Board to be taken by written resolution;

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. **That**, the attached 2025 meeting schedule is approved.

ADOPTED AND APPROVED BY THE BOARD OF DIRECTORS AT A REGULAR PUBLIC MEETING HELD ON THE 12TH DAY OF DECEMBER 2024.

**SAN MIGUEL AUTHORITY FOR REGIONAL
TRANSPORTATION**

By: _____
Joe Dillsworth, Chair

Attest:

By: _____
David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: December 12th, 2024

AGENDA ITEM: 6

ACTION REQUESTED: Adoption of Resolution 2024-24 – Election of Board Officers for 2025 and 2026

SUBMITTED BY: D. Averill

BACKGROUND INFORMATION/KEY POINTS: As stipulated in the governing IGA for SMART, the Board is required to Elect Officers (Board Chair, Vice Chair, Treasurer, and Secretary). Traditionally, SMART Board Officer positions have rotated to the different jurisdictions every two years. Other Board Officer positions have rotated as well. To be clear, there is no stipulation in the governing IGA regarding the length of term that Board Officers serve. It has simply been SMARTS tradition that Board Officer terms are for two years.

Currently the Town of Rico holds the Chair position, the Town of Mountain Village holds the Vice Chair position, the Town of Telluride Holds the Treasurer position, and San Miguel County holds the Board Secretary Position. If the Board elected to follow past practice and the order of rotation to the Chair position, the incoming Chair would be from Mountain Village, the incoming Vice Chair would come from Telluride, the County would hold the Treasurer position, and Rico would rotate to the Secretary position.

COMMITTEE DISCUSSION: NA

SUPPORTING INFORMATION: NA

FISCAL IMPACT: No fiscal impact is anticipated with this action.

ADVANTAGES: Rotating the Officer Positions appears to have served SMART well over the years and is seen as an equitable way for different jurisdictions to share in the responsibility of holding Board Officer positions.

DISADVANTAGES: None noted.

ANALYSIS/RECOMMENDATION: None at this time.

ATTACHMENTS: NA

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION ELECTING BOARD OFFICERS FOR 2025 AND 2026

RESOLUTION 2024-24

RECITALS:

WHEREAS, the SMART Governing IGA stipulates that the Board must elect a Board Chair, Vice Chair, Secretary, and a Treasurer; and

WHEREAS, traditionally, Board Officer positions have rotated between the member jurisdictions on a two-year cycle; and

WHEREAS, the Board last elected Officers in December of 2022.

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

- 1. **That**, the following persons are elected to the Officer position(s) indicated next to their names to serve until their successor(s) shall be duly elected, unless she or he resigns, is removed from office or is otherwise disqualified from serving as an Officer of the Board of the San Miguel Authority for Regional Transportation, effective at the next meeting.

Position	Name
Board Chair	
Board Vice Chair	
Board Secretary	
Board Treasurer	

ADOPTED AND APPROVED by the Board of Directors at a regular public meeting held on the 12th day of December 2024.

SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION

By: _____

Joe Dillsworth, Chair

Attest:

By: _____

David Averill, Executive Director

AGENDA ITEM SUMMARY (AIS)

San Miguel Authority for Regional Transportation



MEETING DATE: December 12th, 2024
 AGENDA ITEM: 8
 ACTION REQUESTED: Report
 SUBMITTED BY: Kari Distefano

BACKGROUND INFORMATION/KEY POINTS:

Background Information:

At the November meeting, the SMART Board requested an analysis of current transportation subsidies for routes serving the out of district riders.

Key Points:

I analyzed 2023 ridership data to determine the percentage of riders from Montrose County, San Miguel County beyond SMART district boundaries and San Miguel County within the SMART district. I used that information as well as fare intake records to calculate taxpayer subsidy levels for each route.

I used the following assumptions for future subsidy estimates:

- The percentage of ridership on Nucla/Naturita and Norwood routes from various locations will remain consistent.
- The proposed Montrose bus will operate at 60% capacity.
- There will be no fare differentiation for out-of-county riders based on travel distance; Montrose and Ouray County riders will pay the same fees.

DISCUSSION:

In November, the Board expressed interest in having the level of subsidy for out of SMART District riders inform their decision regarding potential fare increases and the fare that will be charged to Montrose and Ridgway riders when that route commences. Currently the riders from Norwood pay \$2.00 per trip and riders from Nucla/Naturita pay \$3.00.

SUPPORTING INFORMATION:

Fare Subsidy Report, December 2024

FISCAL IMPACT:

Fiscal impact will be based on the Board's decision regarding potential fare increases on out of district routes.

ADVANTAGES:

Fares have not been raised on the Norwood Route since 2008.

DISADVANTAGES:

There is always some risk of losing ridership when an agency increases fares.

ANALYSIS/RECOMMENDATION:

See Fare Subsidy Report, December 2024

ATTACHMENTS:

Fare Subsidy Report, December 2024



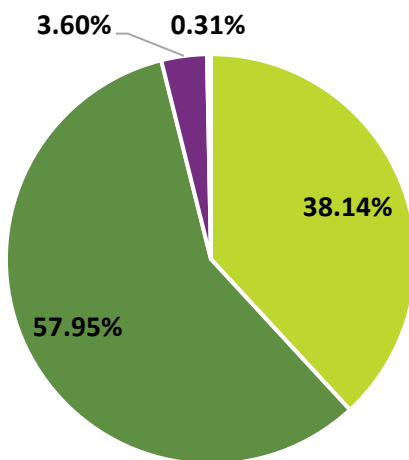
This report is the result of the request by the SMART Board to supply information regarding the level at which SMART currently subsidizes transportation to the East End of San Miguel County from out of district communities. It includes information about subsidy percentages should the Board decide to raise rates.

SMART currently operates a bus to and from Nucla, Monday through Friday. It serves Nucla, Naturita and Redvale in Montrose County as well as Norwood, which is out of district and Placerville and other Down Valley communities that are within the SMART District. It stops at the Lawson Hill Park and Ride and occasionally picks up riders going into Telluride from there. In 2023, excluding the use of Telluride Express vehicles but including fuel and the hourly cost of the contract, the annual cost of Nucla Route was \$106,538. The total fare recovery was \$18,759.

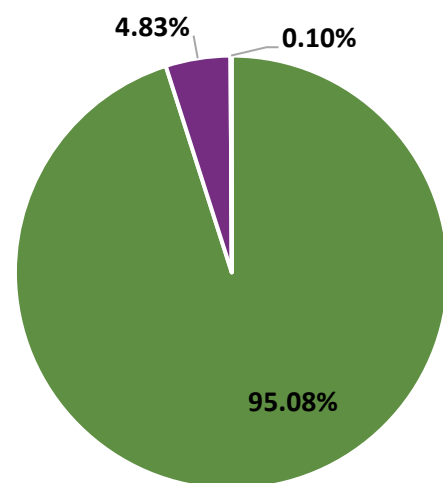
SMART operates a morning and evening Norwood route Monday through Friday that serves commuters and students that work traditional 8:00 – 5:00 hours and attend Telluride schools. This bus also picks up Down Valley Riders. SMART also operates a midday route and a late route Monday through Friday to and from Norwood. These two routes stop at the Lawson Hill Park and Ride, Two Rivers and Placerville, so they effectively function as complete Down Valley services in addition to serving Norwood. Again, excluding the use of TEX vehicles and including fuel and the cost of the contract, the total cost of this combination of routes in 2023 was \$183,177. The fare box recovery was \$26,681.

Because the Nucla and Norwood buses serve all of the communities along Highway 145 to get an accurate idea of the subsidy provided by the SMART district residents, I looked at ridership records from 2023 to determine what percent of riders on each route got on the bus from each community. This matters if it is the Board’s desire to base fares on the idea of providing varying degrees of subsidy based on rider location. The following are graphs that show the percent of riders that get on the bus from Montrose County, San Miguel County beyond the district boundary and San Miguel County within the SMART district.

Nucla/Naturita Route Percent of Riders by Location



Norwood Route Percent of Riders by Location



- Nucla/Naturita Riders ■ Norwood Riders
- Down Valley Riders ■ Lawson Hill Riders

- Norwood Riders ■ DV Riders ■ Lawson Riders

The following is a table that illustrates the levels of taxpayer subsidies for each route. These numbers are calculated based on excluding the Down Valley and Lawson Hill riders that were on the bus. The estimated numbers for 2024 and 2025 are based on the following assumptions:

- o The percentage of ridership on the Nucla/Naturita Route from Montrose County and the Norwood area will remain consistent with that of 2023.
- o The percentage of ridership on the Norwood Route from the Norwood area will remain consistent.
- o The proposed Montrose bus will be 60% full.
- o There will not be a difference in the price paid by out of County riders based on distance they travel. Montrose County riders and Ouray County riders will be subject to the same fees.

Note: The fee increase from \$2.00 to \$3.00 on the Norwood Route would represent a 50% increase in price per trip and the increase from \$3.00 to \$4.00 per trip on the Nucla/Naturita/Redvale trip would represent a 33.3% increase.

2023 (Current Prices)					
Route	Total Cost per Route 2023	2023 Fare Intake from Montrose County Riders	2023 Fare Intake from Norwood Riders	2023 Percent Fare Intake Montrose County Riders	2023 Percent Fare Intake Norwood Area Riders
Nucla/Naturita	\$106,538	\$9,147	\$9,322	8.59%	8.75%
Norwood	\$183,177	-	\$25,457	-	13.90%
Montrose	-	-	-	-	-
2024 (Current Prices)					
Route	Estimated Total Cost per Route 2024	Estimated 2024 Fare Intake from Montrose County Riders	Estimated 2024 Fare Intake from Norwood Riders	Estimated 2024 Percent Fare Intake Montrose County Riders	Estimated 2024 Percent Fare Intake Norwood Area Riders
Nucla/Naturita	\$98,596	\$10,134	\$15,398	10.28%	15.62%
Norwood	\$184,360	-	\$22,203	-	12.04%
Montrose	-	-	-	-	-
2025 (Current Prices)					
Route	Estimated Total Cost per Route 2025	Estimated 2025 Fare Intake from Montrose County Riders	Estimated 2025 Fare Intake from Norwood Riders	Estimated 2025 Percent Fare Intake Montrose County Riders	Estimated 2025 Percent Fare Intake Norwood Area Riders
Nucla/Naturita	\$100,962	\$10,134	\$15,398	10.04%	15.25%
Norwood	\$188,785	-	\$22,203	-	11.76%
Montrose	\$108,033	\$18,792	-	17.39%	-
2025 Increase Prices by \$1.00					
Route	Estimated Total Cost per Route 2025	Estimated 2025 Fare Intake from Montrose County Riders	Estimated 2025 Fare Intake from Norwood Riders	Estimated 2025 Percent Fare Intake Montrose County	Estimated 2025 Percent Fare Intake Norwood Area
Nucla/Naturita	\$100,962	\$13,512	\$23,097	13.38%	22.88%
Norwood	\$188,785	-	\$35,305	-	17.64%
Montrose	\$108,033	\$25,055	-	23.19%	-

• **Update on the Montrose Route**

The Montrose City Council approved a Resolution Supporting the Operation of a San Miguel Authority for Regional Transportation Commuter Bus Route within the City Montrose. The signed copy is attached to this report.

I am arranging a meeting with Montrose Public Works staff to ensure that there is nothing on their end that needs to be done prior to commencing the route. We have tentative plans to meet with them on Tuesday, December 10th. Aside from preparing signage that will meet the City of Montrose requirements, we need to coordinate with the Studio Six marketing staff for public outreach.

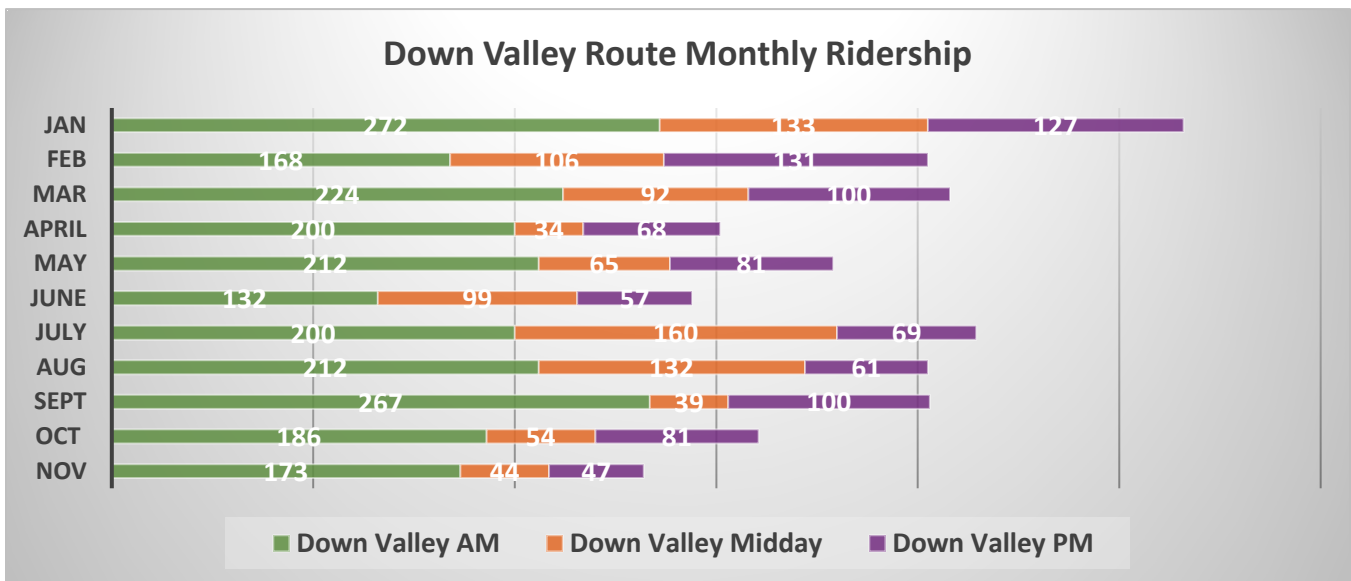
At this time, we will be using the North 2nd and Cascade stop. We have not yet been able to get an agreement with Target to use that location as a stop. We will continue to pursue that option.

• **Offseason**

I have not finished going through the November performance details yet, but complaints were down to three from four last offseason. All three complaints this offseason were about drivers not seeing people at flag stops. There were also fewer early departures. The more consistent service was due to having more drivers return. I will have more detailed information on performance when I have had a chance to go through the November data.

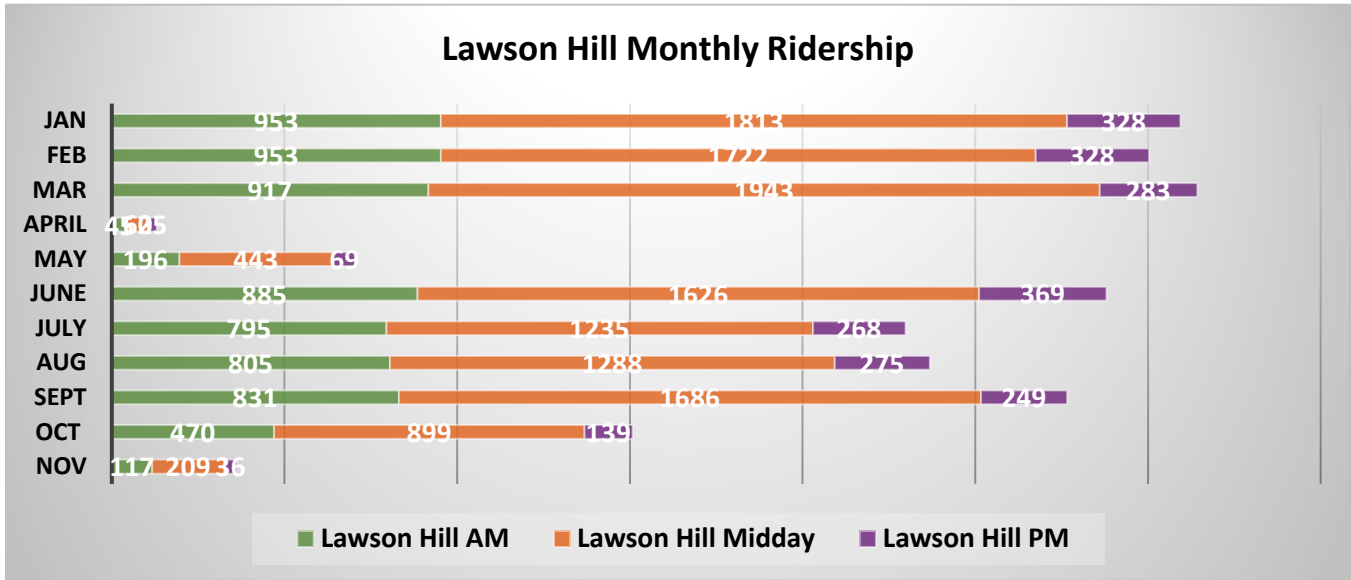
• **Ridership**

The following graphs illustrate ridership on each route at each time from January through November.



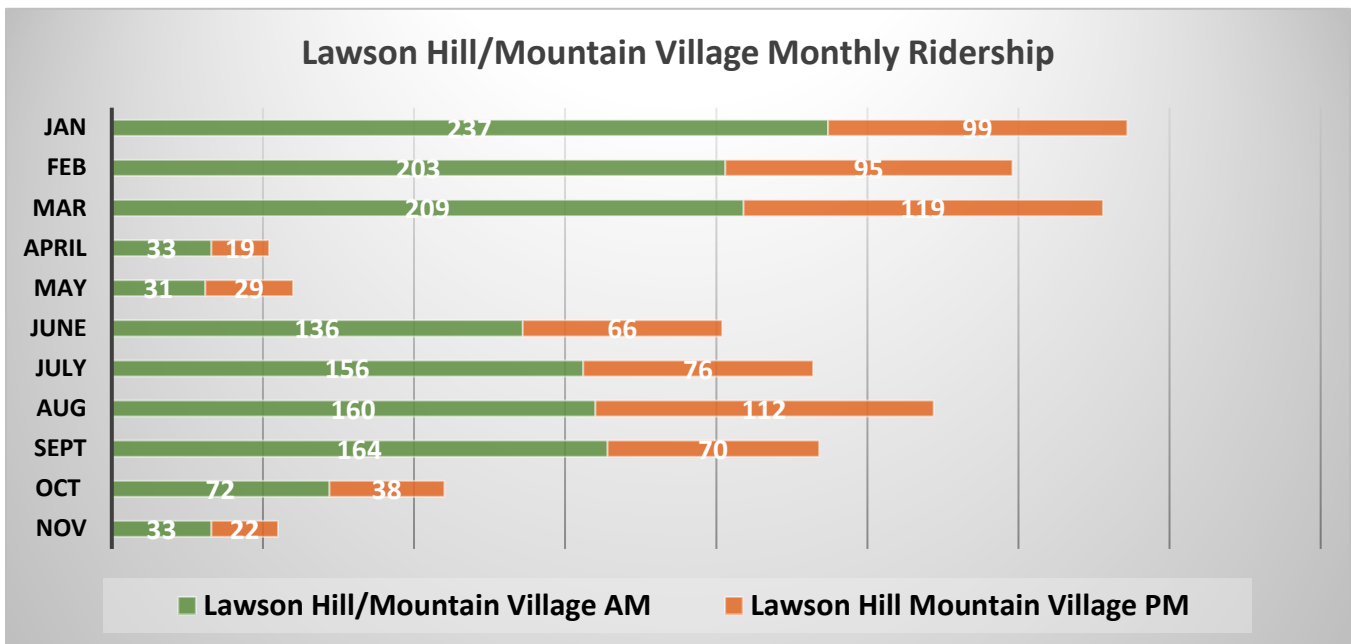
Down Valley Monthly Ridership

Most Down Valley riders use this service in the morning. January, March and July were the busiest months on this route. Lower ridership in April and November reflects our seasonal economy. There are also school vacations in April and November. Total ridership on the Down Valley Route from January to November was 4,126.



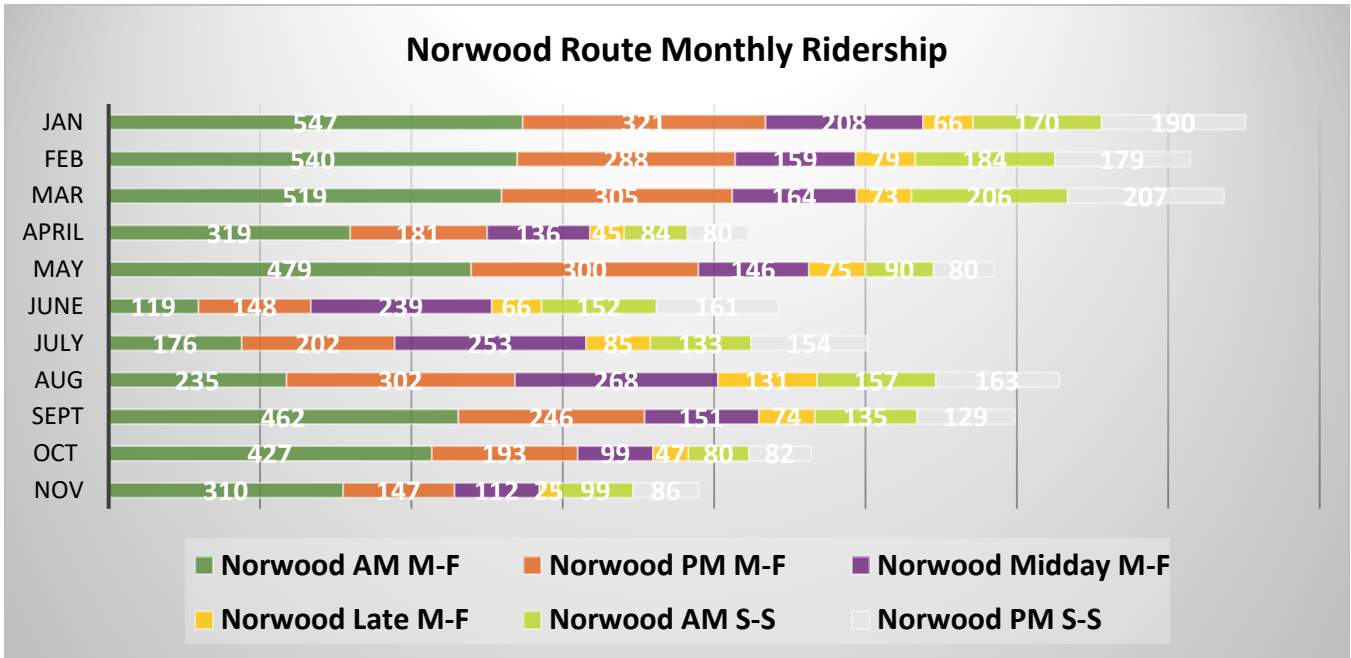
Lawson Hill Monthly Ridership

The Lawson Hill AM service begins at 6:25 AM and ends at 11:20 AM. The midday service lasts from 2:25 PM until 8:25 PM. The evening service starts at 8:25 PM and ends at 10:40 PM. During those times, the buses run every 45 minutes. Spring Offseason typically starts the first Monday in April and runs through the Wednesday prior to Memorial Day. The Fall Offseason typically starts the third Monday in October and ends the Thursday before Thanksgiving. The Offseason Route replaces the Lawson Hill Route during that time. Summer typically has fewer riders. People ride bikes to work and school is not in session. Camping at Lawson Hill during Bluegrass boosts the June ridership even though the Bluegrass Festival also provides transportation. Total ridership on the Lawson Hill Route from January to November is 22,260.



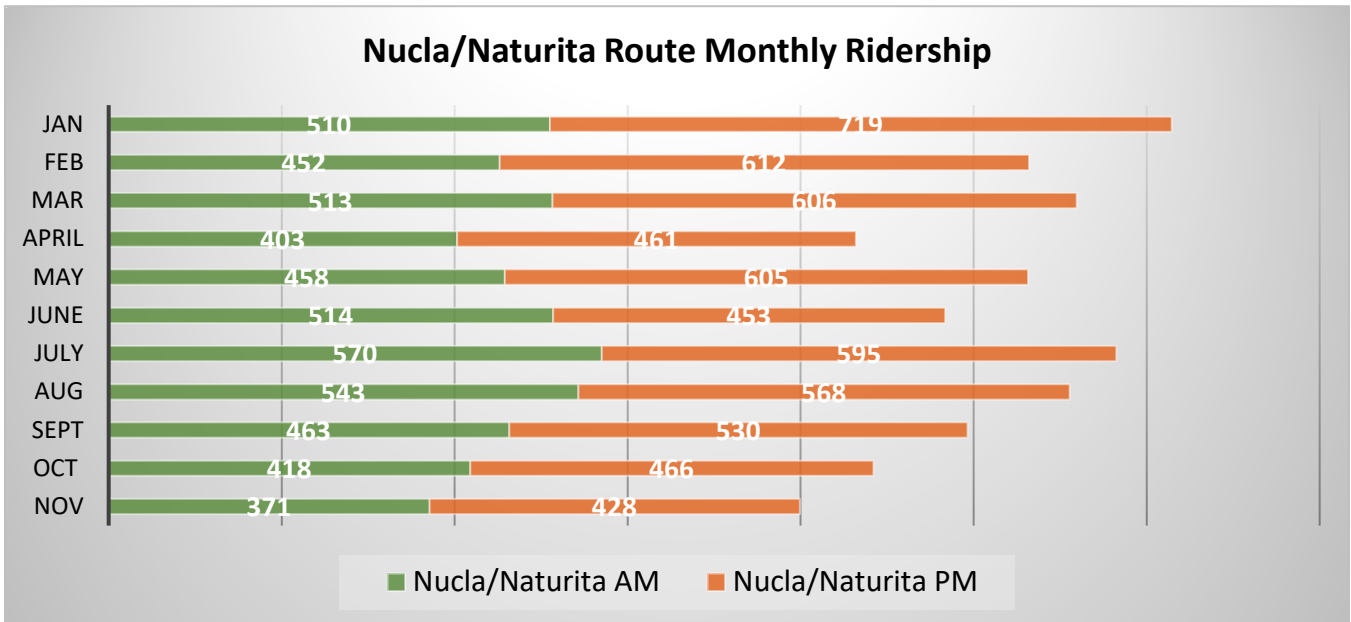
Lawson Hill/Mountain Village Monthly Ridership

Ridership on this route is stronger in the winter due to parking fees in the Mountain Village in the winter. This service is also replaced by the Offseason Route during the shoulder seasons. Ridership is stronger in the mornings. Total ridership on the Lawson Hill/Mountain Village Route from January to November was 2,179.



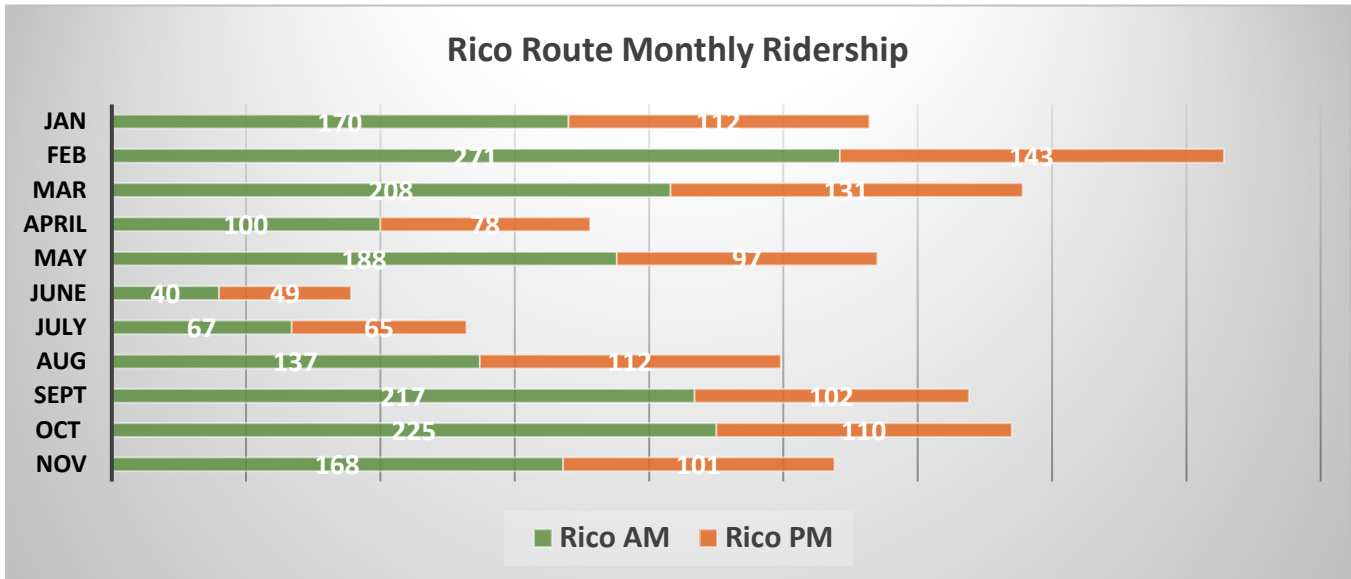
Norwood Monthly Ridership

Norwood Ridership is typically stronger in the winter. Like on the Down Valley Route, ridership falls off during April and November when students have vacations and some workers take a break. The CDOT Fare Free program does contribute somewhat to ridership in July and August, but not as much as school being in session. Total ridership on the Norwood Route from January to November was 12,468.



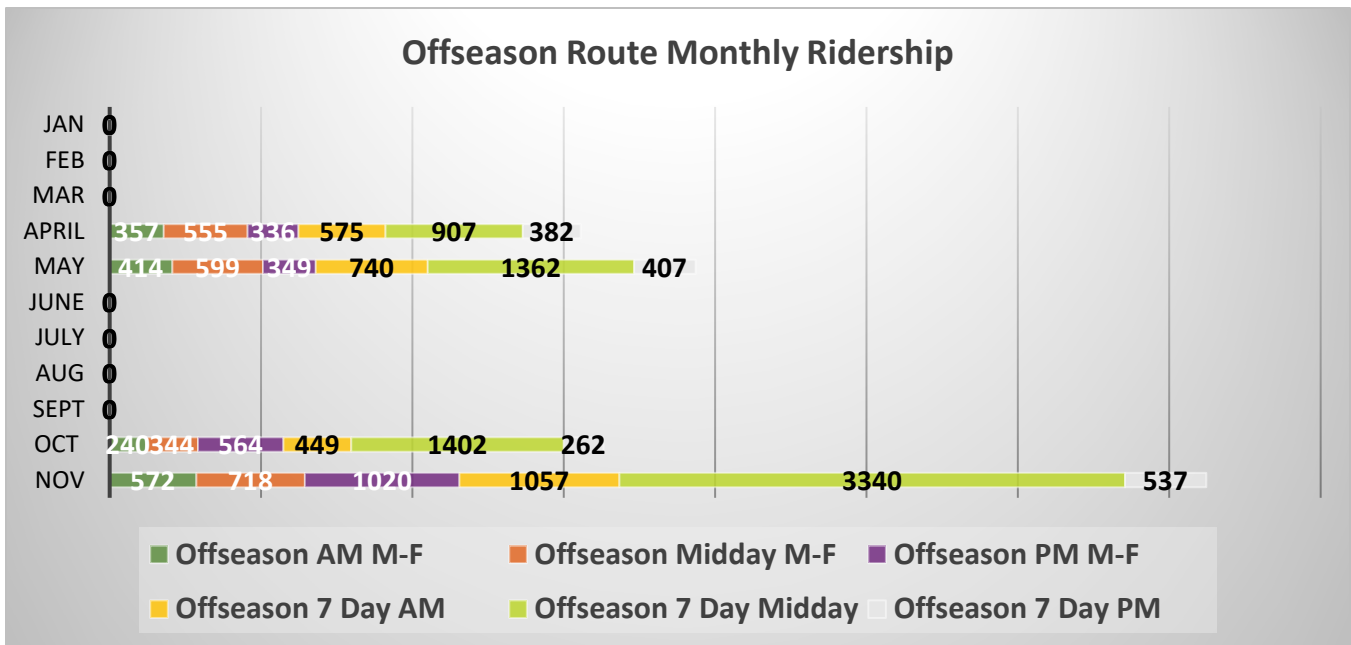
Nucla/Naturita Monthly Ridership

Like Norwood, ridership on this route is stronger in the winter. The Fare Free July and August appears to have made more of a difference on this route than the Norwood and Down Valley Routes. The AM Nucla/Naturita Route is not impacted by student ridership. The 8:25 AM Telluride arrival is too late for the school start. Total ridership on the Nucla/Naturita Route from January to November was 11,258.



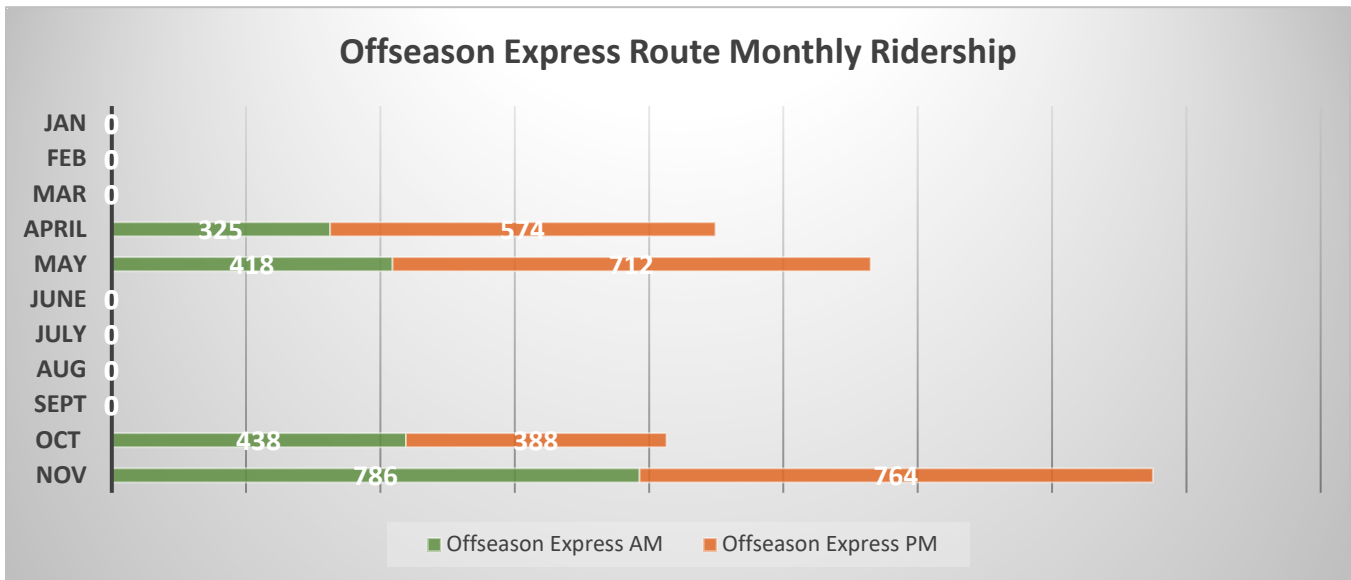
Rico Monthly Ridership

The Rico Route is heavily influenced by student ridership so June, July, April and November have lower ridership. We expect ridership to and from Rico to increase now that we are no longer charging for routes that are located within the SMART District. Total ridership on the Rico Route from January to November is 3,160.



Offseason Monthly Ridership

The Offseason Route replaces not only the Gondola, but also the Lawson Hill and Lawson Hill/Mountain Village Routes. November sees the strongest ridership. Many ski area employees start work before the ski area actually opens. The Offseason also lasts longer in November than it does in October. Total ridership on the Offseason Route from January to November was 17,488.



Offseason Express Route Ridership

The Offseason Express Route runs directly between Telluride and the Mountain Village. This ridership is more reflective of commuters from Telluride to the Mountain Village Center and back. This route operates for fewer hours than the Offseason Route, but there are also more commuters in the Meadows and Lawson Hill areas. Total ridership on the Down Valley from January to November was 4,405.

RESOLUTION NO. 2024-23

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTROSE, COLORADO, SUPPORTING THE OPERATION OF A SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION COMMUTER BUS ROUTE WITHIN THE CITY OF MONTROSE

WHEREAS, the City of Montrose, Colorado (“City”) is a home rule municipality and political subdivision of the State of Colorado (“State”) organized and existing under a home rule charter (“Charter”) pursuant to Article XX of the Constitution of the State; and

WHEREAS, many residents of the City of Montrose and residents of surrounding communities work in and travel to the Towns of Telluride and Ridgway from the City of Montrose; and

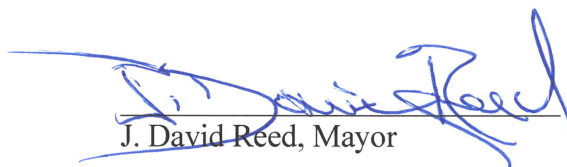
WHEREAS, the use of public transportation reduces pollution, reduces the impacts of traffic congestion, and is an economical method of travel; and


WHEREAS, the City of Montrose supports the implementation of a commuter bus system that travels between Telluride and Montrose with stops in Ridgway and Placerville operated by the San Miguel Authority for Regional Transportation and desires to adopt this resolution to establish the City of Montrose’s commitment to facilitating the operation of this bus route.

NOW THEREFORE, BE IT RESOLVED that the Montrose City Council hereby allows the operation of the San Miguel Authority for Regional Transportation within the City of Montrose for the Montrose/Ridgway/Telluride commuter bus route.

ADOPTED AND APPROVED this 3rd day of December 2024.

ATTEST:


J. David Reed, Mayor


Lisa DelPiccolo, City Clerk

