

Yampa Valley Transportation Authority

Community update and discussion about
proposed Intergovernmental Agreement

Second Public Hearing



Regional Transportation Authority (RTA)

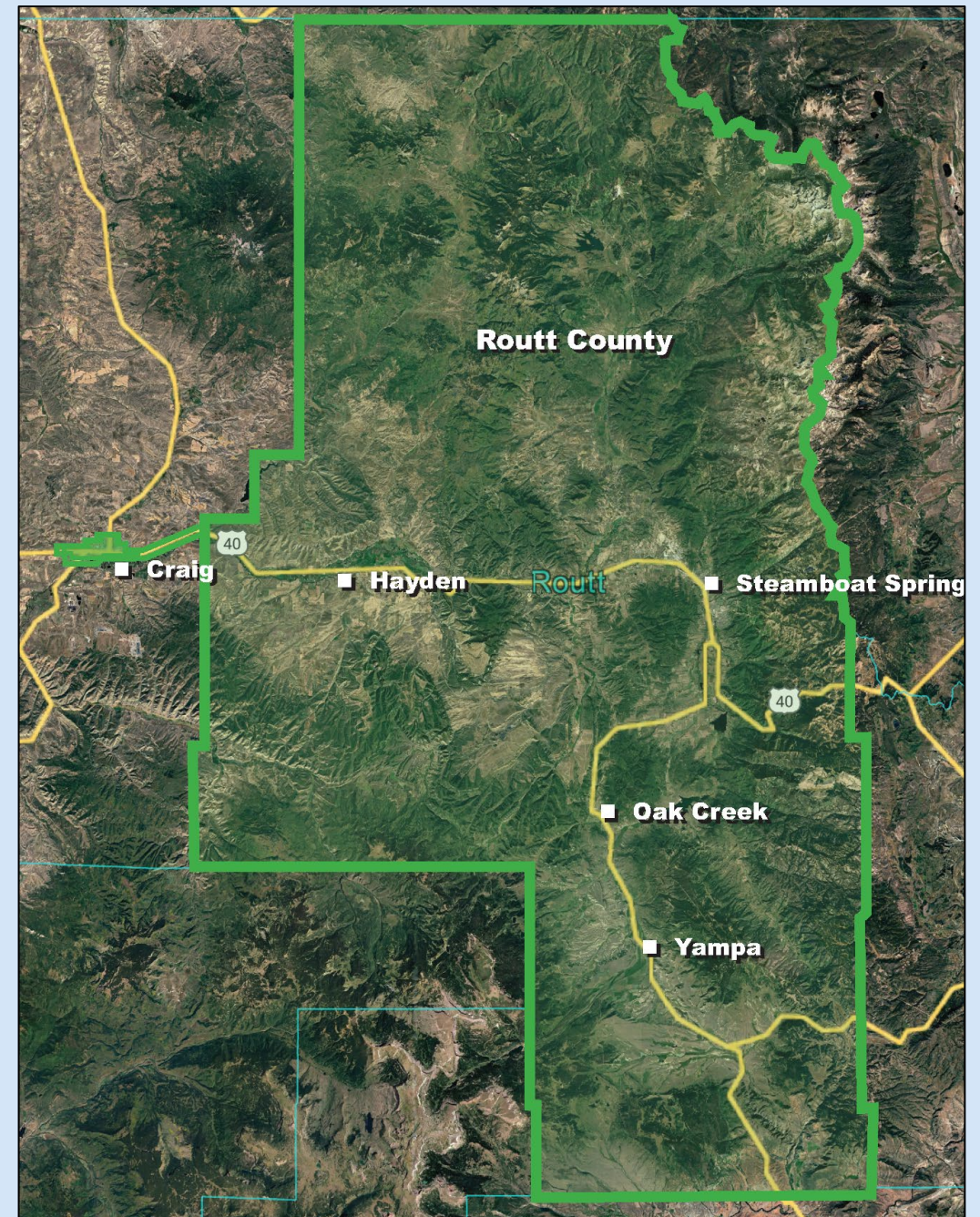
- Public entity formed by two or more local governments—counties, cities, towns or special district—to work together to address regional transportation issues
- Transportation improvements may include transit, air, roadways, trails, rail, and associated equipment, services, and facilities
- Governed by a board of appointed elected officials representing the member governments and must follow open meeting and fiscal accountability and transparency laws
- Creation must be approved by local voters
 - RTAs can also seek voter approval to collect tax revenue and issue bonds

Establishing an RTA

- Creation of an RTA is a formal process defined in state law
- Local governments involved work together to create an intergovernmental agreement (IGA)—a legal document that sets forth the governance, service goals and other key operating provisions of the RTA
- IGA document must be agreed upon by the elected councils and boards in each community
 - Ultimately, voters must agree to the formation of the RTA and any taxing or bonding requests made to provide funding for the RTA's services and operations
- CDOT and neighboring jurisdictions have opportunity to review/comment on IGA

Proposed RTA Borders and Membership

- Yampa Valley RTA will be the entire area of Routt County and will include membership by the City of Steamboat Springs and the towns of Hayden, Oak Creek and Yampa.
- RTA will also include the City of Craig and right-of-way along U.S. Highway 40 from the Routt County border to the City of Craig, subject to Moffat County approval of the “flagpole.”



Intergovernmental Agreement (IGA)

- Establishes composition of the Board of Directors and officers
- Sets terms for voting by the Board
- Establishes boundaries and membership of the RTA
- Defines termination, amendment of IGA, withdrawal/addition of members
- Contemplates funding for RTA, including:
 - Sales tax based on state sales tax: groceries and utilities for residential use are exempt
 - Motor vehicle registration fee
 - Service Fees and Tolls
 - Pledge of member revenues or discretionary contributions
 - Private Contributions
 - Federal and State Grants
 - Other options not currently under consideration: Property, Visitor Benefit (i.e. lodging tax)

Service Goals

Service Goal 1:

- Increase the number and frequency of buses on Highway 40 between Craig and Steamboat Springs
- RTA will take over operations of the existing Steamboat Springs Transit (SST) route. SST would still operate existing routes and services within the City of Steamboat Springs

Service Goal 2:

- Establish a new circulator bus route within Craig that would serve both local transportation needs within Craig and as a connecting service to the Highway 40 bus route

Service Goal 3:

- Provide new bus routes to unserved areas such as south Routt County (like Stagecoach, Oak Creek, and Yampa), and unincorporated areas along Highway 40 (like Steamboat II/Heritage Park)

Service Goals

Service Goal 4:

- Provide new ground transportation options to/from the Yampa Valley Regional Airport for employees and visitors

Service Goal 5:

- Improve existing bus stops amenities and first-last mile connectivity to transit access points, and develop new bus stops along new, currently unserved corridors. This would include coordination with bus stop amenities and access to bus stops along the Highway 40 corridor, in Craig on the regional and local circulator routes, and for any new south Routt transit services.

Service Goal 6:

- Create new park-and-ride lots for commuters accessing the Highway 40 bus route and other new routes

Service Goals

Service Goal 7:

- Support roadway safety improvements such as crosswalks, other pedestrian improvements and wildlife crossings through planning, coordination, and possible financial support in the form of matching funds towards state or federal grants. The RTA would expand existing efforts in improving pedestrian safety at key locations, such as at Highway 40 and Heritage Park.

Service Goal 8:

- Establish the RTA as a stakeholder in commuter and regional rail discussions and planning. The RTA may choose to provide financial support in the form of matching funds towards state or federal funding.

Next Steps

- RTA process requires two separate public hearings to be held in each jurisdiction considering adopting the IGA
 - Feedback received during these public hearings from the elected councils/boards and from members of the public who provide comments will be shared with the Formation Committee to help address local community needs and concerns
 - Approving IGA will allow the Formation Committee to submit to CDOT and neighboring jurisdictions for feedback and sign off
 - Formation jurisdictions will have until August to make changes to the IGA before creating ballot questions and submitting to voters
- Adopt resolution at the second hearing approving IGA in substantial form presented and commit to submitting the formation to the voters, subject to approval of ballot issue

RTA and IGA Feedback

- Input and feedback are critical to ensuring that this RTA proposal meets transportation needs and addresses concerns of our communities
- Formation Committee wants to hear from the public, elected officials, business owners and employers, nonprofits and all community members to provide feedback at:

SteamboatSprings.net/RTA

Questions?

For more information:

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