



Meeting Minutes
**Transportation Solutions
Steamboat Smokehouse**

Time:

*******3:00 p.m.*******

Date: October 2, 2008

1. Introductions

Ken Burgess, Tom Sullivan, Fred Duckels, Joe Cashen, George Krawzoff, Diane Mitsch Bush, Nancy Stahoviak, Margaret Hair, John Spezia, Jonathan Flint, Philo Shelton, Darcy Trask, Tracey Rogalski, Stacey Charlton, Danny Mulcahy, Doug Beall, Karl Gills, Walter Magill, Kathleen Titus

Staff: Sandy Evans Hall, Meagan Coates, Marion Ayer

2. Review Minutes

The minutes for each meeting are now posted online at the Chamber website. Any edits or corrections can be submitted to Meagan@steamboatchamber.com

3. The ABC's of RTAs – George Krawzoff

Colorado revised statute 43-4-6 allows local governments and the State of Colorado to form a Regional Transportation Authority to fund and operate regional transportation systems. An RTA can be formed to fund almost any type of transportation issue (airport subsidies, transit systems, rail, shuttle...). Four revenue sources are available: vehicle registration fee, visitor benefit tax, sales or use tax, or another fee. 1 levy for a 1% visitor benefit tax would raise \$845,097. With sales tax, vehicle registration fee, and benefit tax, over \$8.6M could be raised for an RTA.

A county authority can levy 1% within Routt County without authorizing an RTA. The department of revenue's website lists information about Roaring Fork, Pikes Peak, Gunnison, and Baptist Road RTAs. The Gunnison Valley RTA levies .65% sales tax through the county with an additional .35% in the city. Annual revenue is approximately \$1.2M, 20% used for maintaining scheduled air, 30% for transit services. Pikes Peak RTA was formed by regional counties, provides a Sunset 10 years after January 1, 2005. Funds maintenance, repair, and operations for roadways and bridges, improved transit service, funds specific roadway capital improvements; raises \$70M annually. Roaring Fork had issues with promising too much to member jurisdictions.

Efforts to create RTAs are often challenged due to the need to address the needs of different governments. On average, the process to get a ballot issue for an RTA is 2 years. Not all counties need to participate or match in contribution. Board membership is elected from the areas that participate. The plans need to be compatible with the Steamboat Springs Area Community Plan, Routt County Master Plan, NWTPR 2035 and NWTPR Planning Process.

4. Issue Areas Updates and next steps

a) Congestion on Hwy 40

A revised mission statement sets the limits on a project from Elk River to Mt. Werner Rd to result in a pedestrian-friendly downtown area. A letter was drafted to the City Council regarding the RFP and the allowance of large-scale construction projects.

b) Local Transit / Parking

The focus of the group is on the mountain village, central park, downtown, and west Steamboat. Some short-term solutions that have been presented are coordinating the private shuttle system, and working with SST to support the growing rider ship. The ski area is working to rearrange the transportation issues there. Specifying drop off areas downtown can make immediate impact; a map will be laid out and presented to the city for review.

c) Regional Transit

The employee bus service from Twentymile Coal through Hayden was examined. Working toward a local ride share program with a local large employer survey to understand origin and destination of workers. Routt county received a south Routt feasibility study that will be available shortly for review.

d) Pedestrian and Bicycle Access

The upcoming city budget and deadline for the safe routes to school funding were topics of the meeting. There is funding for striping. The group will urge City Council to act on a project near the post office and Fish Creek area. The goal long-term is to assist with the expansion of the core trail, upgrading the bike friendliness of the community.

e) Rural roads

The group had an overview of the current financial status of the county. The increased operating costs reflect a need for \$3M per year to continue the level of service. A matrix of property tax compared to other communities was presented. The list of road infrastructure repairs was reviewed and discussed including several funding mechanisms.

f) Air Service/Airports

No report. The ramp expansion project is still in progress.

Adjournment

Future meeting dates:

November 6, 2008

December 4, 2008