

AGENDA ITEM

YVAC AGENDA ITEM COMMUNICATION FORM

FROM: George Krawzoff, City of Steamboat Springs Transportation Services Director

THROUGH: Paul Hughes, City of Steamboat Springs Manager
Tom Sullivan, Routt County Manager

DATE: May 12, 2005

ITEM: Rural Transportation Authority Decision Matrix.

ACTION ITEM
 DIRECTION
 INFORMATION

I. REQUEST OR ISSUE:

YVAC members requested a decision matrix when we last looked at Rural Transportation Authority (RTA) options on March 10th, 2005. Please consider the following matrix for discussion at this meeting:

Issue	Pro	Con	Decision?
An RTA Board would own and operate the airports	Insulates airports from annual political debates	RTA Board must be elected officials <u>only</u> . YVAC would still be needed as advisory body.	Do the benefits of an RTA justify another layer of government?
RTA can raise \$3.6 million in sales tax revenues, \$.27 million in auto registration fees, and \$1.3 million in visitor benefit tax. \$5.2 million available.	Can replace City and County general fund transfers. Can replace airline guarantees.	Funds can be applied to public transit and roads. Voters would not approve all potential revenues.	How much revenue is needed for airports to make an RTA worthwhile?
RTA would provide professional management to member airports.	Coordinated operation of airports.	A general manager for the RTA would need to administer road and transit programs. Airport executives may not be at the top.	Does the RTA manager add value or do we risk subordinating airport staff in a new bureaucracy?
Issue	Pro	Con	Decision?

RTA formation requires cooperation from all regional governments.	Fosters intergovernmental relationships.	May require years of process before we're ready to ask voters the question. Resources required for the process will have to come out of current funds.	Do YVAC members see enough promise in an RTA to dedicate the time necessary for the process?
RTA may manage transit and road projects in addition to airports.	RTA will be a robust entity. Portion of revenue stream dedicated to each purpose can be defined at outset.	Internal competition for resources among the various purposes of the RTA may remain. Outlying communities may demand new service that consumes part of revenue.	Do YVAC members agree that transit and road funding is a necessary aspect of the RTA? Does the YVAC recommend an RTA restricted to airports only?
RTA boundaries may be defined to include only the primary beneficiaries of RTA services.	RTA could be limited to Craig, Hayden, and Steamboat Springs and the surrounding portions of Moffat and Routt Counties.	RTA could include Oak Creek and Yampa for transit services but their voters may be reluctant to fund airports in Steamboat and Craig. An even larger boundary, including the Northwest Colorado Transportation Planning Region may be contemplated.	Does the YVAC have a suggested boundary for the RTA?

II. RECOMMENDED ACTION:

No action is required at this time. This is a discussion item.

III. FISCAL IMPACTS:

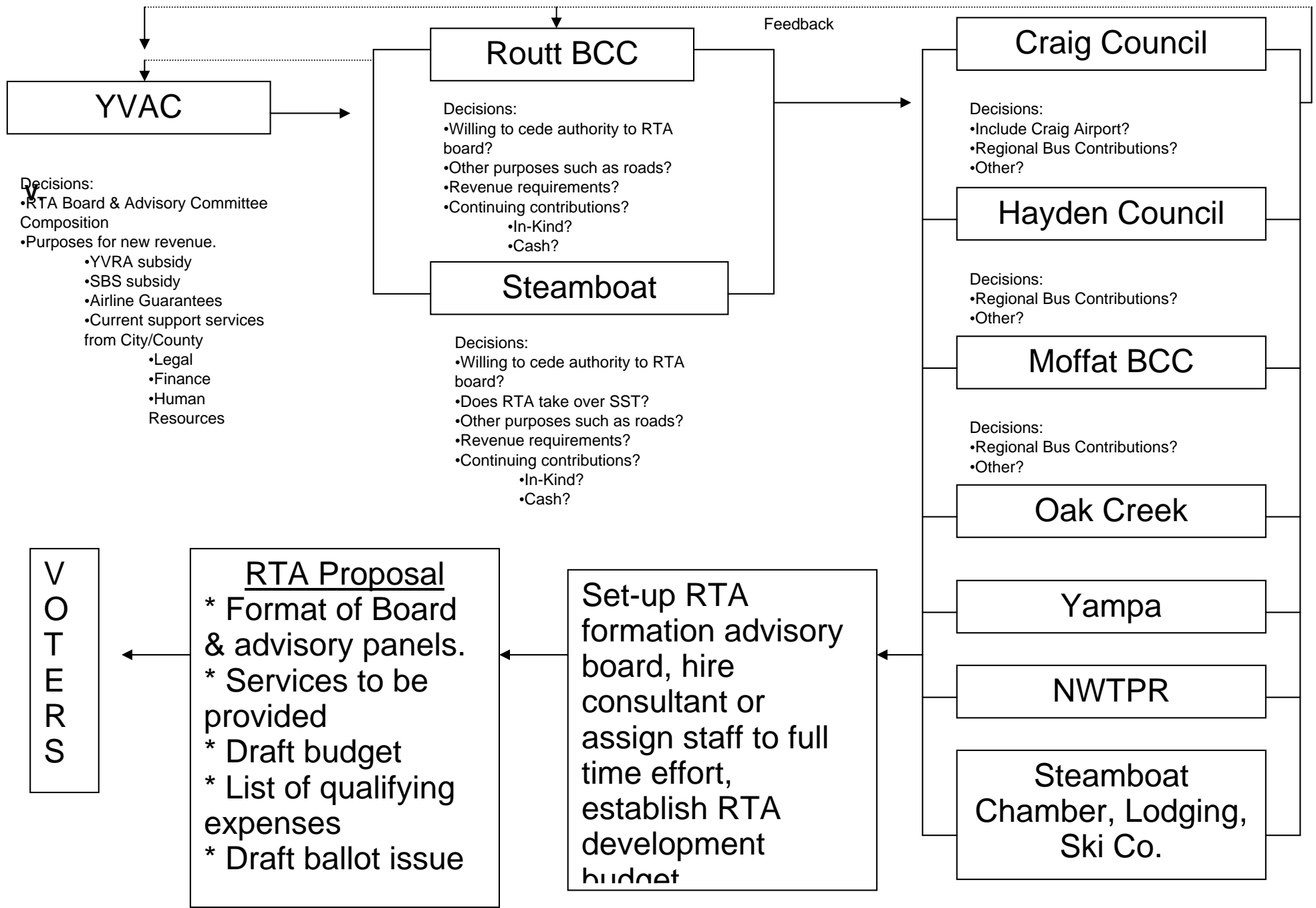
Proposed Expenditure: None at this time.

Funding Source: N/A

IV. BACKGROUND INFORMATION:

The RTA legislation was provided with the last packet and is therefore not attached to this communication. Please email gkrawzoff@steamboatsprings.net if you would like a copy of this legislation.

The complex process of actually forming an RTA may be diagramed as follows:



LEGAL ISSUES:

None.

VI. CONFLICTS OR ENVIRONMENTAL ISSUES:

None.

VII. SUMMARY AND ALTERNATIVES:

This discussion should help YVAC members determine whether they would recommend forming a Yampa Valley Rural Transportation Authority (YV RTA) to own and manage the Yampa Valley Regional Airport, the Steamboat Springs Airport, and, if desired, the Craig Airport.