

Eagle Valley Transportation Authority

Community update and discussion about
proposed Intergovernmental Agreement

May 3, 2022 | Town of Vail



BEAVER CREEK
METROPOLITAN
DISTRICT



Regional Transportation Authorities (RTAs)

- RTA is a public entity that allows two or more local governments—including counties, cities, town and metro districts—to work together to address regional transportation issues
- RTA transportation services may include transit, air, roadway and other services
- RTAs are governed by a board of appointed elected officials representing the partner governments and must follow open meeting and fiscal accountability and transparency laws
- RTA creation must be approved by local voters
 - RTAs can also seek voter approval to collect tax revenue and issue bonds

Background

- In early 2020, Eagle County business community engaged local governments to find better ways to address transportation needs for workforce, residents and visitors
- Looking at the Roaring Fork Transit Authority (RFTA) and other examples, conversation turned toward feasibility of Regional Transportation Authority (RTA) to enhance and expand transit and transportation services across this region
- COVID-19 pandemic put this conversion on hold
- Eagle County; the towns of Avon, Eagle, Gypsum, Minturn, Red Cliff and Vail; and Beaver Creek Metro District—along with business and nonprofit partners—have renewed collaborative work toward improving regional transportation

RTA Formation Participants

- Collaborative process between local governments
 - Support and input from stakeholders, including employers, nonprofits, metro districts, community members
- Began formally in fall 2021 with approval of Memorandum of Understanding
 - Agreement that was approved by eight local governments that set tasks (IGA and service goals), membership, financial resources and oversight
- **Formation Committee**—Elected officials representing each community; responsible for IGA, future ballot language, tax/funding amounts
- **Technical Committee**—Government staff, transit directors, business partners, others who are working on service goals, cost estimates and other tasks
- **Stakeholder Committee**—Community members who provide diverse backgrounds to help offer feedback and additional points of view on transit needs

Reasons to Consider an RTA

- Eagle County's population is growing, our resorts have continued to be world class destinations and visitors continue to visit to this region
 - Growth provides economic opportunities for many, but also strains our region's housing and transportation systems
- As we emerge from the pandemic, it's time to work on collaborative solutions to increase transit and transportation options
 - Doing this will support our workforce; help Eagle County residents get to work, home and school safely; and for visitors to enjoy their Eagle County experience
- Transportation is a regional issue requiring a truly regional solution
- RTA can support our shared climate goals and prepare our communities for the next 10 to 20 years

RTA Timeline

- April/May:** Public hearings by local governments on IGA
- April/May:** Benchmark public survey
- May/June:** First phase of public engagement
- May 27:** RTA IGA referred to CDOT for review and comment (90 days comment period)
- August:** Local governments to consider final version of IGA and resolution to refer to election
- August:** Second phase of public engagement
- Sept. 9:** Last day to refer ballot question to Nov. 2022 election
- Sept. to Nov.** Campaign phase
- Nov. 8:** Election day

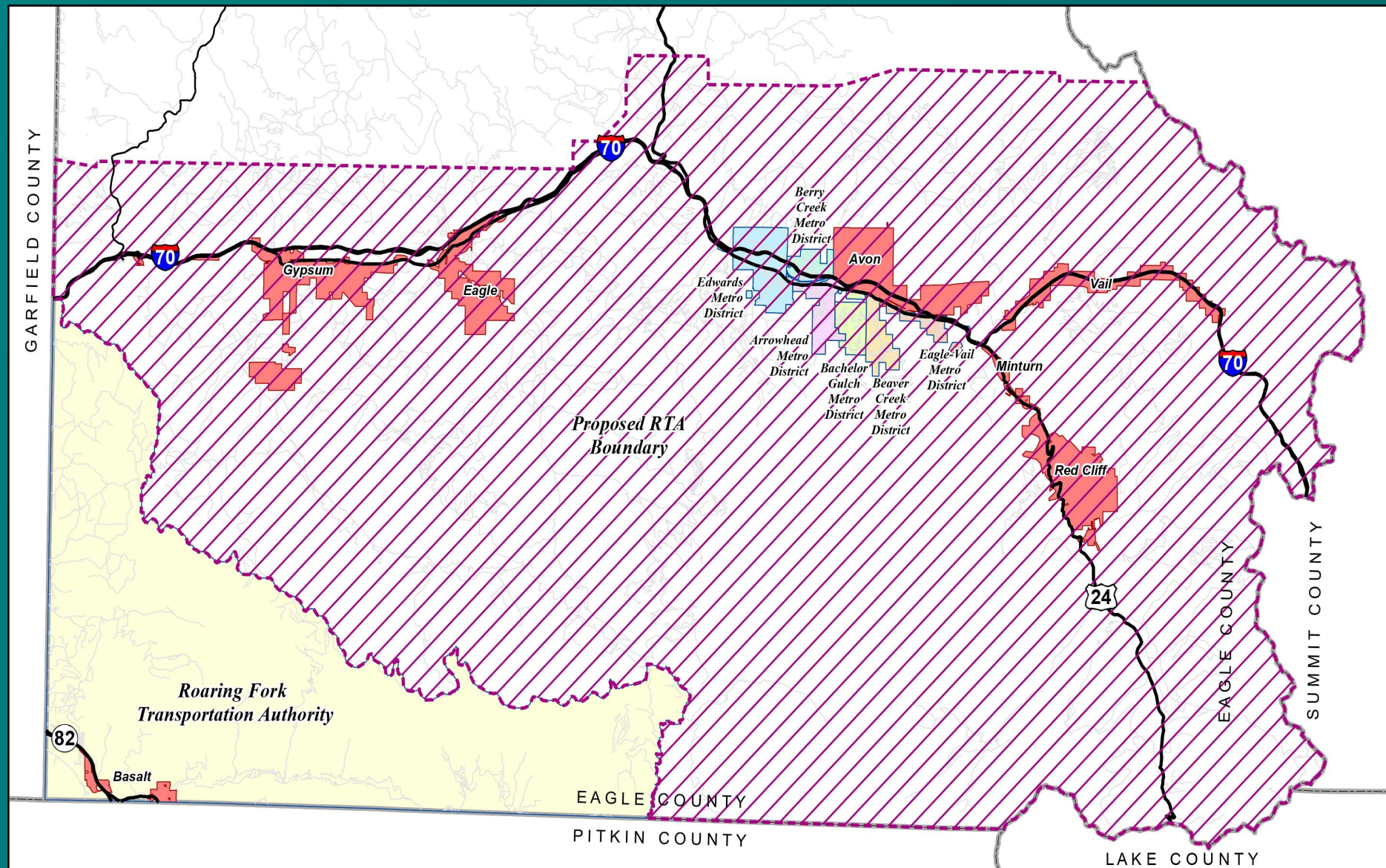
Establishing an RTA

- Creation of an RTA is a formal process defined in state law
- Local governments involved must 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
- “Charter” 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
- IGA process requires two separate public hearings to be held in each jurisdiction considering adopting the IGA
 - Feedback from council and public will be shared with the RTA formation committee to help address local community needs and concerns

Intergovernmental Agreement (IGA)

- IGA establishes a Board of Directors that consists of one elected official from each member entity
 - Action by the Board must be approved by a two-thirds majority of the Board, except for certain more procedural actions, such as setting meetings
 - Each member also appoints an alternative director who also is an elected official and participates when the primary member is unavailable
- Contemplates funding for RTA, including:
 - 0.5% sales and use tax within the boundaries of authority
 - Pledging Eagle County's existing 0.5% transportation sales tax (to be used on ECO Transit services)
 - Potential 1% Visitor Benefit Tax within the boundaries of the Authority
 - Discretionary member contributions
 - Federal and State grants

Proposed RTA Boundaries



Intergovernmental Agreement (IGA)

- Provides RTA all available statutory powers and specific responsibilities, including:
 - Assuming ECO Transit services (subject to a transition plan to be developed)
 - Annual short- and long-term transportation planning for the Eagle Valley
 - State and federal coordination for grant funding and regional transit
 - Contracting for transit services and build transportation infrastructure
 - Maintaining regional trails and pedestrian infrastructure
 - Supporting increased commercial air service
- Operating and funding specific initial projects, including:
 - Developing a fare-free transit zone with expanded service, to include portions of Avon, Vail, Minturn and Beaver Creek
 - Increasing other current ECO Transit service, including on Highway 6, Dotsero, and Leadville
 - Implementing new transit routes , including an Eagle-Gypsum circulator and additional peak workforce commute hour express service
 - Accelerating zero-emission transition

Intergovernmental Agreement (IGA)

- IGA establishes key procedures for RTA moving forward:
 - Requires that each member hold an election to be included
 - As drafted, Avon, Beaver Creek, Eagle County and Vail must vote yes, or the RTA will not be formed and IGA will terminate
 - Provides pathway for members to leave RTA and for new members to join:
 - Members may withdraw by vote of the electors
 - Members may be added with Board approval and a vote of the electors within the boundaries of the new member
 - States that RTA may be terminated by unanimous agreement of the members, provided no bonds are outstanding
 - Allows IGA to be amended by unanimous vote of the member governments, minus one

RTA and IGA Feedback

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

EagleCountyRTA.org/feedback

Service Goals



RTA Service Goals

- Comprehensive, multi-modal transportation enhancement and optimization
 - **Benefit residents** with enhanced transit service
 - **Benefit eagle county businesses** that desire effective transit for employees
 - **Improve the visitor experience** to maintain economic competitiveness
 - Increase transit ridership to reduce reliance on single occupant vehicle use
 - Regional representation with a comprehensive, long-range planning view
- **Overall intent is to maintain, enhance and expand current ECO transit service**

RTA Service Goals

1. Enhance Existing Regional Transit Service

- Assume responsibility for existing transit service as currently provided by ECO Transit
- Develop and implement a fare-free transit zone with expanded service, which may include all or portions of Avon, Vail, Minturn and Beaver Creek, to better meet both visitor and workforce needs, reduce congestion, and limit parking demand
- Planning for more enhancements to ECO Transit routes be introduced as soon as equipment, staffing, and facilities allow

RTA Service Goals

2. Develop and Implement New Routes

- Within 12 months of Authority establishment:
 - Eagle-Gypsum Circulator Service
 - Limited Stop Express Service targeting peak workforce commute hours
- Explore feasibility of offering additional regional services that may be identified by the RTA

RTA Service Goals

3. Accelerate Conversion to Zero-Emission Operations

- Conversion of ECO's existing Highway 6 bus service to a zero-emission platform
 - Complete conversion to zero emission buses is anticipated to occur between 5 to 10 years (2028 to 2033)
- Development of zero-emission plans, timelines and budgets for additional routes and facilities as outlined in an initial RTA Transit Development Plan, to be created following RTA formation

RTA Service Goals

4. Invest in Transit-Related Facilities & Infrastructure

- Allocate a portion of available revenues to upgrade existing facilities to support planned service expansion
- Funds will be set aside in a capital improvement fund to support fleet replacement and future construction of essential transit-related and transit-supportive facilities

5. Support Local Air Service

- Pledge approximately \$1.2M per year to support expanded year-round air service for residents and visitors of Eagle County to replace existing Air Alliance contributions, returning funds back to local governments

RTA Service Goals

6. EGE Airport Interchange

- Provide financial support for the construction of an EGE Airport Interchange by committing matching funds to be combined with other local funds if there are sufficient state and federal grant funds awarded for the construction of the EGE Airport Interchange

7. Develop & Implement First-Last Mile Solutions

- Design, financially support and implement, with partnerships as appropriate, first and last mile improvements to enhance transit ridership, including park and ride facilities, bus stops, pedestrian crossings, e-bike sharing, on-demand microtransit, and community vanpool programs

RTA Service Goals

8. Support Regional Trail Planning

- Engage in regional trail planning, construction and maintenance with an emphasis on the provision of multi-modal linkages and first/last mile improvements to enhance transit ridership.

9. Lead Regional Transportation System Planning

10. Enhance Local, State, and Federal Coordination

11. Encourage Transportation Demand Management

Potential RTA Funding Sources

- Authorized Revenue Sources for RTA
 - up to 1 Cent Sales Tax
 - up to 2 Cent “Visitor Benefit Tax” (same as lodging tax or accommodations tax)
 - Ridership fares
 - Charges for Transit Services (may charge for transit service out of Transit Area)
 - Allowed by law but not currently under consideration
 - up to 5 Mill Property Tax
 - up to \$10 per Vehicle Registration Fee
 - **NOTE: Taxes require voter OK per TABOR**

Questions?

For more information:

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Community Engagement

- Community engagement and feedback are important parts of the RTA process
- Formation process includes a Stakeholder Committee of organizations and individuals that speak for the diverse community, business, nonprofit, educational, environmental, resident and other interests of the region
 - Stakeholder Committee meets regularly to provide feedback from a broader, non-transportation perspective
- Conducting polling, hosting events in spring and summer, visiting with local governments, boards and commissions