Regional Transportation Authority Background

Agenda

- Super Majority Voting Requirement
- RFTA Funding History
- Questions

Photos by: Jennifer Balmes, Creative Communications Specialist

Regional Transportation Authority Background

Super Majority Voting Requirement

- During the development of the Roaring Fork Transportation Authority (RFTA) Intergovernmental Agreement (IGA), differing up valley versus down valley perspectives had to be overcome.
  - Down Valley governments felt upper valley governments should provide more housing for its workforce – didn't feel they had a responsibility for paying for the exportation of their workforce to up valley jobs that paid more.
  - Up Valley governments felt their jobs were helping to stimulate local economies throughout the region.
- Ultimately, there was a realization that every community imports a significant segment of its workforce from some other community and, as a result, a commuter culture had been spawned that was contributing to significant highway congestion and pressures on limited parking supplies.
- However, upper valley governments were concerned that a new regional governance structure could result in a reallocation of their resources and services.
- Conversely, lower valley governments were concerned that their contributions of dedicated sales taxes to the Authority could be allocated primarily to serving upper valley needs.
- Finally, when the RFTA IGA was finalized during the summer of 2000, a 2/3rd's Super Majority voting requirement was the key to overcoming trust issues.

Regional Transportation Authority Background

Super Majority Voting Requirement

Section 3.09. Resolutions and Voting.

All actions of the Board shall be by resolution, which may be written or oral. Except as otherwise provided in Section 3.10 hereof, resolutions of the Board shall be adopted upon the affirmative vote at a meeting open to the public of at least two-thirds of the Directors then in office who are eligible to vote thereon voting (which, if all Initial Signatories become Initial Members and no Director is ineligible to vote, will be five of the seven initial Directors). The Authority shall provide at least 48 hours' written notice of meetings to each Director and Alternate Director and to the Governing Body of each Member. Notwithstanding any other provision hereof, a Director shall disqualify himself or herself from voting on any issue with respect to which he or she has a conflict of interest, unless he or she has disclosed such conflict of interest in compliance with sections 18-8-308 and 24-18-101 et seq., Colorado Revised Statutes, as amended.

Regional Transportation Authority Background

Super Majority Voting Requirement

- The 2/3rds Super Majority voting requirement meant that it would take representatives from five of seven member jurisdictions to constitute a quorum and to pass any resolutions of the Board.
- This also meant that when all seven representatives of the Board were present, three member representatives could veto any resolutions of the Board.
  - If three lower valley representatives didn't agree with a resolution they could veto it.
  - If three upper valley representatives didn't agree with a resolution they could veto it.
- However, if only six members of the Board were present at a meeting, two members could veto the will of the majority or, if only five members of the Board were present, one member could veto the will of the majority.
  - While a Super Majority voting requirement represents a higher bar for passing resolutions of the Board, decisions require more consensus-building and, once made, are more difficult to undo.
  - Example: A vote to suspend the winter season closure of the Rock Bottom Ranch Trail section failed for a lack of a Super Majority. The decision to have a seasonal closure on this section of the Rio Grande Trail had involved considerable public and wildlife agency input, resulting in an ongoing wildlife monitoring program. Several years later, some Board members wanted year-round access to this section of the Rio Grande Trail and made a motion to suspend the closure. Others, however, wanted to preserve the winter habitat for elk, deer, bears, foxes, mountain lions, coyotes, etc. The motion failed due to a lack of a Super Majority.

Super Majority Voting Requirement

When New Castle joined RFTA in 2004 and Silt also had the issue on the ballot, due to similar trust issues, the RFTA Formation IGA was amended in August 2004 so that no matter how many members the RFTA Board might have in the future, three members of the Board would be able to veto the will of the majority:

- ❑

AMENDMENT TO AGREEMENT

Amendment of Article III of Agreement. The text of Article III of the Agreement is amended to read as follows:

Section 3.09. Resolutions and Voting. All actions of the Board shall be by resolution, which may be written or oral. Except as otherwise provided in Section 3.10 hereof, resolutions of the Board shall be adopted upon the affirmative vote at a meeting open to the public of a minimum of two-thirds of the Directors then in office who are eligible to vote thereon voting. In addition to the minimum two-thirds rule, a resolution of the Board shall be approved only when at least two less than the total number of members vote for such resolution. The Authority shall provide at least 48 hours' written notice of meetings to each Director and Alternate Director and to the Governing Body of each Member. Notwithstanding any other provision hereof, a Director shall disqualify himself or herself from voting on any issue with respect to which he or she has a conflict of interest, unless he or she has disclosed such conflict or interest in compliance with sections 18-8-308 and 24-18-101 et seq., Colorado Revised Statutes, as amended.

Regional Transportation Authority Background

Super Majority Voting Requirement

Safeguards: To ensure continuity of service in case there isn't a Super Majority vote on the annual budget:

Section 3.10. Special Rules Regarding Adoption of the Authority's Annual Budget.

Notwitstanding Section 3.09 hereof, if the Board fails to approve the Authority's annual budget by resolution adopted in accordance with Section 3.09 hereof by the end of the immediately preceding fiscal year of the Authority or any earlier date required by State law, until an annual budget is so adopted, the Authority's budget for such year shall be the prior year's budget, with adjustments approved by a majority of the Directors then in office who are eligible to vote thereon that, in the aggregate, do not exceed the sum of "inflation" and the Authority's "local growth" as determined in accordance with Article X, Section 20(2)(f) and (g) of the Colorado Constitution. The procedures set forth in this Section may be modified by bylaws or rules adopted in accordance with Section 3.12 hereof.

Regional Transportation Authority Background

Regional Transportation Authority Background

Adopted by Resolution 2002-09, June 13, 2002

ROARING FORK TRANSPORTATION AUTHORITY GUIDING PRINCIPLES:

1. It is our strategic intent to implement rapid transit, trail development and corridor management in the region through concerted, long-term consideration and planning.
2. Consistent with the above, the RTA Board will focus on long-term economic planning as one of its key responsibilities.
3. The Corridor Investment Study/Draft Environmental Impact Statement will be completed and used for educating the public and to create the basis for useful agreements about our future.
4. Our ultimate benefit is best measured from a regional perspective (rather than from a jurisdictional focus on benefits received and revenue paid).
5. The Board will either provide clarity and clear direction or ask the questions it needs answers to without micro-managing the Staff.
6. The RTA Board will endeavor to focus on high-level, strategic and policy issues and delegate authority and decision-making, as appropriate, to the Staff.
7. The Board will strive to view transportation issues within the context of other regional issues, such as mobility, affordable access, affordable housing, and land use.
8. Our attitude will demonstrate a willingness to think big, aim high, plan realistically and perform extraordinarily well.
9. All budgets should include ***total costs***, including capital replacement and depreciation.
10. The relationship between ***ridership*** and ***affordability*** should always be considered.

Regional Transportation Authority Background

RFTA Funding History

- 2000: 7 local governments (Aspen, Pitkin County, Snowmass Village, Basalt, Eagle County, Carbondale & Glenwood Springs) executed Intergovernmental Agreement (IGA) and placed RTA issue before their respective voters ----- and it passed in all jurisdictions!
- 2004: Town of New Castle, in the I-70 Corridor joined RFTA with a 0.4% RFTA sales and use tax levy. RFTA now has 8 member jurisdictions represented on its Board.
- 2004: Successful region-wide 0.2% sales tax increase election (funding used to expand transit service and construct Rio Grande Trail.
- 2008: Successful 0.4% sales tax increase and $44 million bonding authority election (funding for Bus Rapid Transit).
- 2018: Successful 2.65 Mill Levy Property Tax and $74.675 million bonding authority election (funding for Destination 2040 Plan).

Regional Transportation Authority Background

Formation of RFTA - Funding

RTA FUNDING PROPOSAL (IN 1999 DOLLARS) COMPARED WITH ESTIMATED 1999 REGIONAL TRANSIT INVESTMENT

A	B	C	D	E.	F.	G.
JURISDICTION	ESTIMATED PROPOSED RTA FUNDING SHARE	ESTIMATED IMPUTED RTA SALES TAX RATE	ESTIMATED % OF TOTAL RTA FUNDING	ESTIMATED ACTUAL 1999 REGIONAL SHARE*	EST % OF TOT ACTUAL 1999 REGIONAL FUNDING	ESTIMATED NET NEW REGIONAL SHARE**
ASPEN	$ 2,267,672	0.60%	34.78%	$ 1,983,047	46.14%	$ 284,625
SNOWMASS VILLAGE	$ 632,612	0.60%	9.70%	$ 561,004	13.05%	$ 71,608
PITKIN COUNTY	$ 1,315,055	1.20%	20.17%	$ 1,190,464	27.70%	$ 124,591
Upper Valley Subtotal	**$ 4,215,339**	**N/A**	**64.66%**	**$ 3,734,515**	**86.90%**	**$ 480,824**
BASALT***	$ 328,680	0.70%	5.04%	$ 222,000	5.17%	$ 106,680
EAGLE COUNTY	$ 45,229	0.50%	0.69%	$ 86,000	2.00%	$ (40,771)
CARBONDALE	$ 245,701	0.40%	3.77%	$ 44,866	1.04%	$ 200,835
GLENWOOD SPRINGS	$ 1,505,860	0.40%	23.10%	$ 210,116	4.89%	$ 1,295,744
GARFIELD COUNTY	$ 178,655	0.40%	2.74%	$ -	0.00%	$ 178,655
NEW CASTLE	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
SILT	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
RIFLE	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Lower Valley Subtotal	**$ 2,304,125**	**N/A**	**35.34%**	**$ 562,982**	**13.10%**	**$ 1,741,143**
TOTALS	**$ 6,519,464**	**N/A**	**100.00%**	**$ 4,297,497**	**100.00%**	**$ 2,221,967**

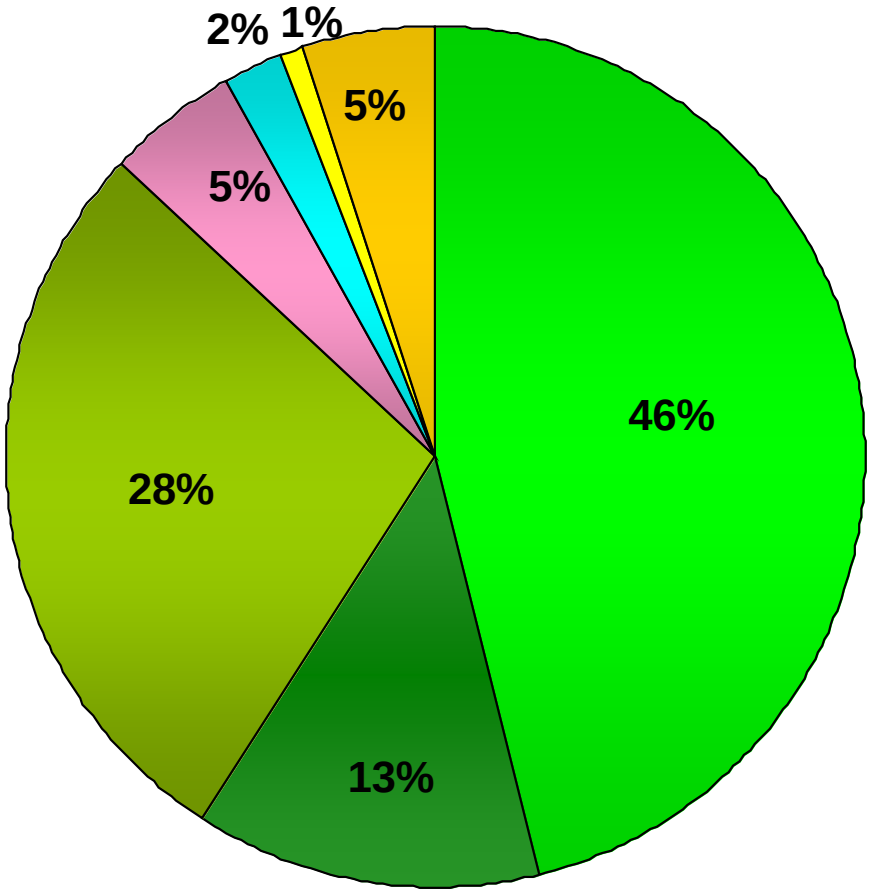
*Total estimated expenditures for RFTA operations and capital, plus contributions for RFRHA. Does not include reserve and interest contributed by City of Aspen & PitCo

**Amount over and above all contributions to RFTA and RFRHA regional services in 1999

***Basalt share includes revenue from Eagle County .5 cent transit tax collected in its boundaries.

Regional Transportation Authority Background

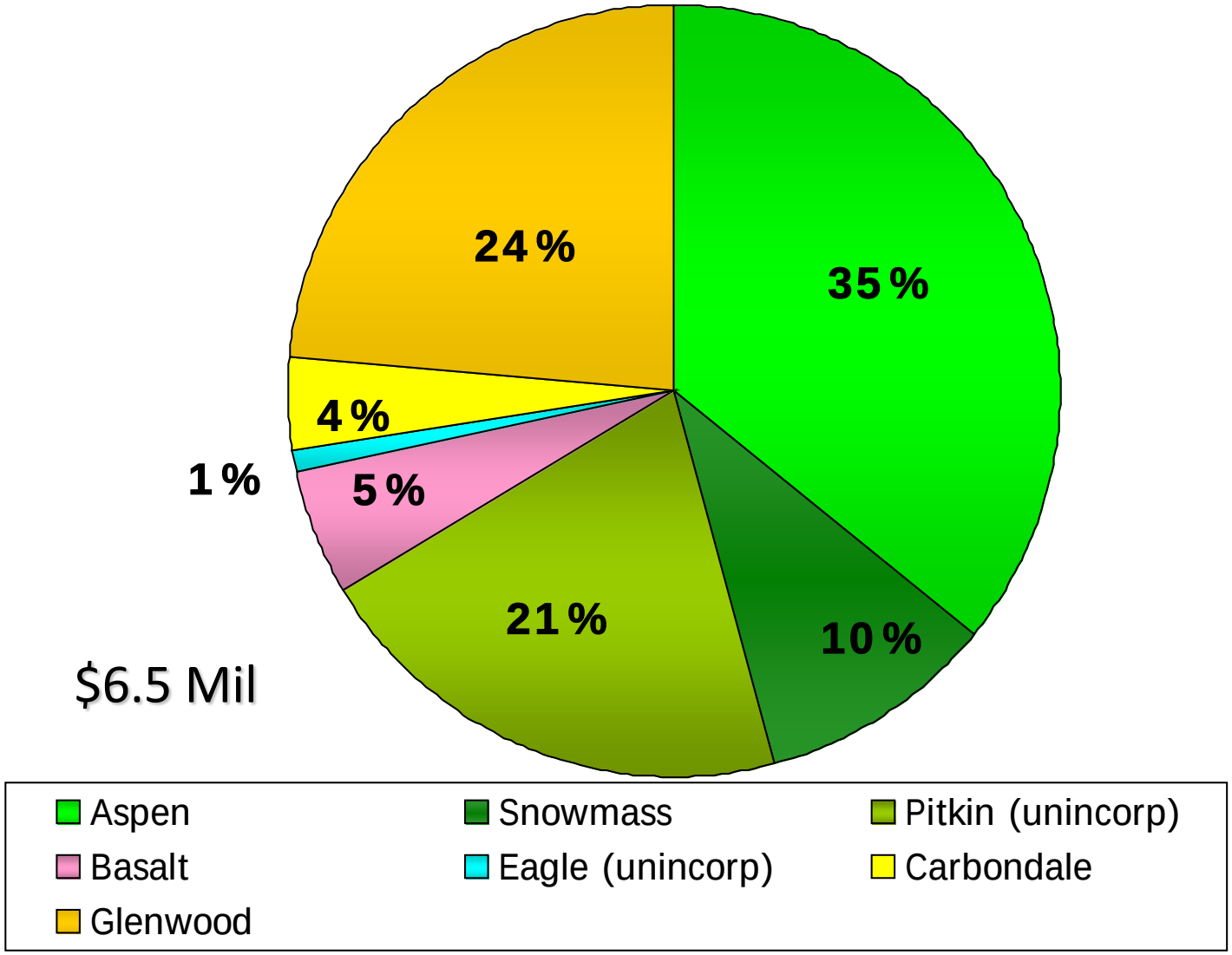
Pre-RTA Funding for Regional Transit



$4.3 Mil

- Aspen
- Snowmass
- Pitkin (unincorp)
- Basalt
- Eagle (unincorp)
- Carbondale
- Glenwood

Post-RTA Funding for Regional Transit



Regional Transportation Authority Background

RFTA Funding History

Jurisdiction	2000 Effective RTA Tax Rate	2000 Actual RFTA Tax Rate	2004 Effective RTA Tax Rate	2004 Actual RFTA Tax Rate	2008 Effective RTA Tax Rate	2008 Actual RFTA Tax Rate
Pitkin County	1.24%	0.00%	1.405%	0.00%	1.805%	0.40%
Aspen	0.60%	0.00%	0.765%	0.00%	1.165%	0.40%
Snowmass Village	0.60%	0.00%	0.765%	0.00%	1.165%	0.40%
Combined PitCo Jurisdiction	0.72%	0.00%	0.887%	0.00%	1.452%	0.40%
Basalt	0.70%	0.20%	0.900%	0.40%	1.300%	0.80%
Eagle County	0.50%	0.00%	0.700%	0.20%	1.100%	0.60%
Carbondale	0.40%	0.50%	0.600%	0.70%	1.000%	1.00%
Glenwood Springs	0.40%	0.40%	0.600%	0.60%	1.000%	1.00%
New Castle	0.00%	**N/A**	0.400%	0.40%	0.800%	0.80%

Regional Transportation Authority Background

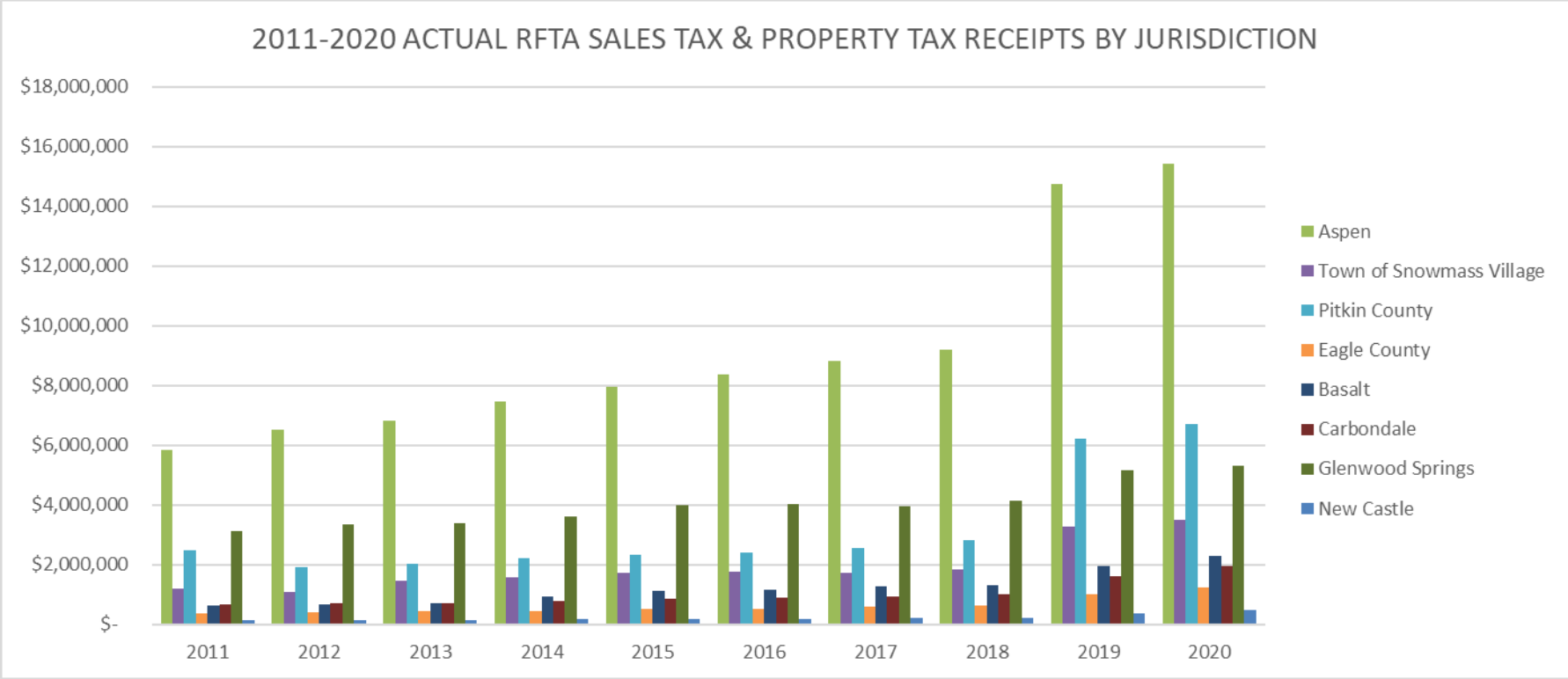
RFTA Funding History

2018 Est. RFTA 2.65 Mill Property Tax Revenue by Jurisdiction

Jurisdiction	$ Amount	% of Total
New Castle	$ 122,291	1.37%
Glenwood Springs	$ 576,450	6.45%
Carbondale	$ 338,838	3.79%
Eagle County	$ 227,862	2.55%
Basalt	$ 402,596	4.50%
Subtotal	**$ 1,668,037**	**18.66%**
Snowmass Village	$ 1,132,205	12.67%
Pitkin county	$ 2,225,654	24.90%
Aspen	$ 3,912,455	43.77%
Subtotal	**$ 7,270,314**	**81.34%**
Total	**$ 8,938,351**	**100.00%**

Regional Transportation Authority Background

RFTA Funding History



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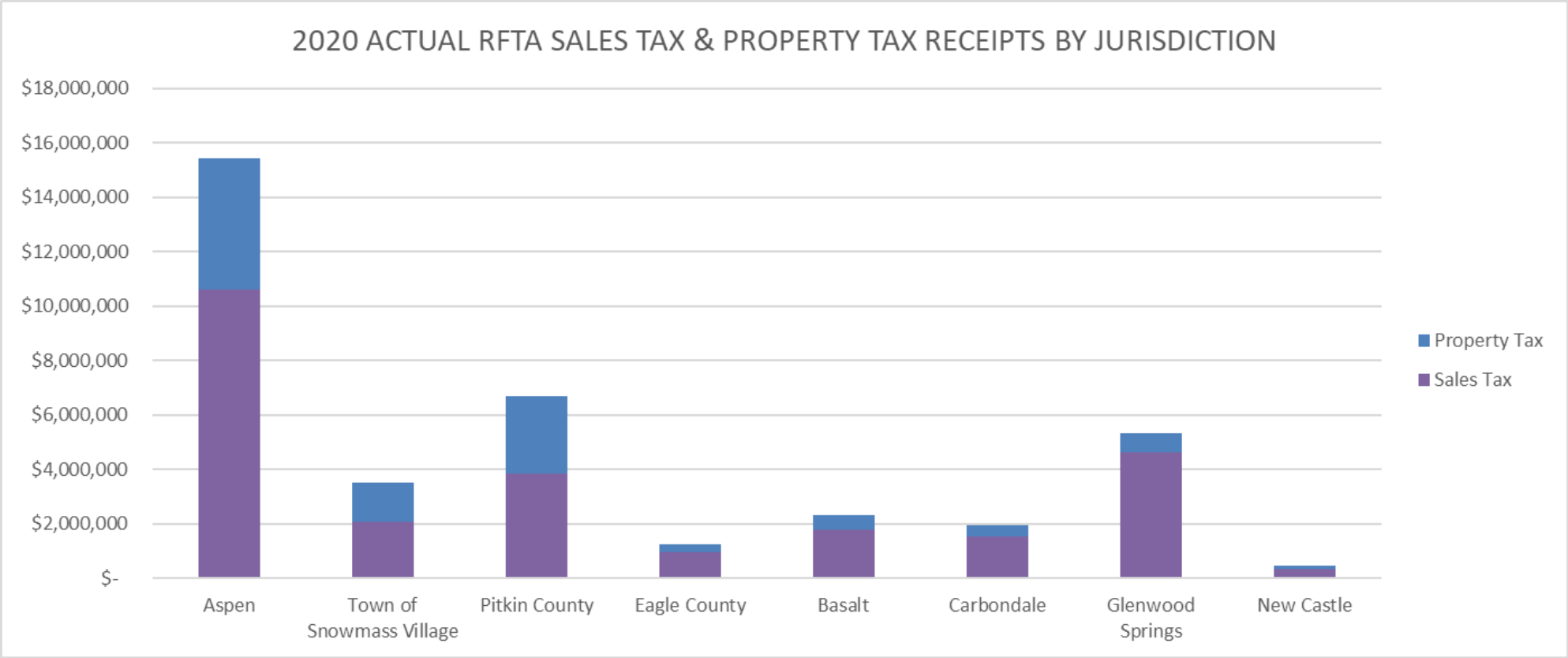
RFTA Funding History



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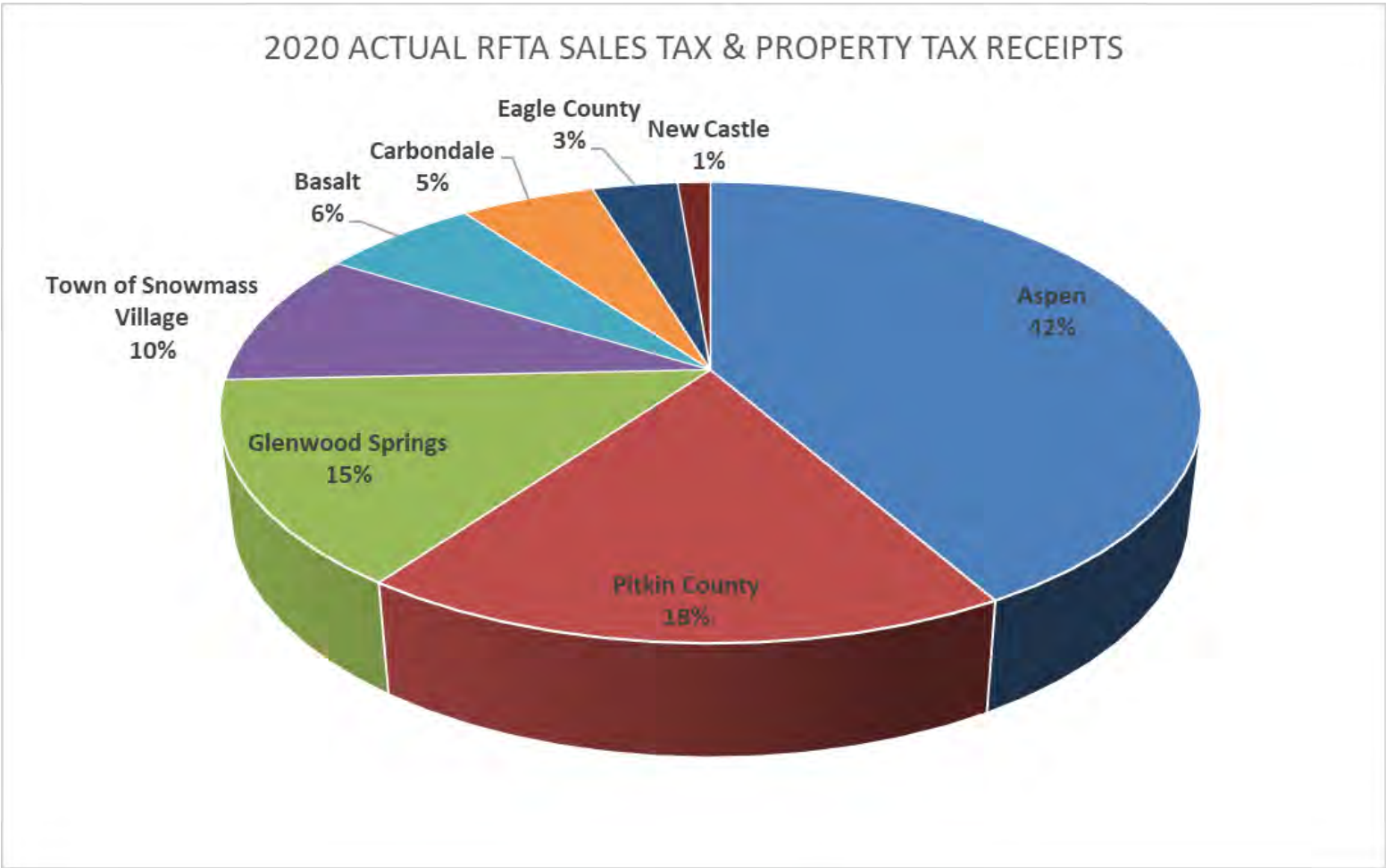
RFTA Funding History



QUESTIONS???