

January 25, 2016

Chairman Max Tyler
 Honorable Members of the House Transportation and Energy Committee
 Colorado State Capitol
 200 East Colfax
 Denver, Colorado 80203

Dear Chairman Tyler and Honorable Members:

In 2009, the Roaring Fork Transportation Authority (RFTA) and the Pikes Peak Regional Transportation Authority asked the Legislature to consider adding a property tax authorization to the Regional Transportation Authority (RTA) Law. The Legislature approved the amendment to authorize a uniform mill levy of up to 5 mills, with voter approval, but included a sunset provision on January 1, 2019. RFTA is seeking an amendment to the RTA Law that would extend the 5 mill property tax authorization to January 1, 2029.

RFTA, which is comprised of eight member jurisdictions, is the regional public transit agency serving communities in the Colorado State Highway 82 corridor from Glenwood Springs to Aspen, and the I-70 corridor from Glenwood Springs to Rifle, an area encompassing roughly 70 linear miles. RFTA is the second largest transit agency in Colorado and the largest rural transit agency in the United States.

Between 1976, when transit service first began in the region, to 2014, RFTA bus ridership has grown from approximately 312,000 trips per year to nearly 5 million, a 1400% increase. In September 2013, RFTA implemented VelociRFTA, the nation's first rural Bus Rapid Transit system. According to on-board surveys conducted from 2006 to 2014, over 60% of RFTA commuter bus trips are for work-related purposes and nearly 50% of RFTA's ridership has an annual household income of \$35,000 or less.

Capital funding has been challenging, with the price of one fully-equipped commuter coach, capable of operating on Compressed Natural Gas, rising to over \$730,000 in 2015. Every 12 to 15 years, RFTA must replace over 80 buses in its fleet. State and Federal capital funding grants are unpredictable and inadequate to enable timely fleet replacement, while maintaining transit service operations to meet growing demand. Additional dedicated local capital funding is essential to support RFTA's long-term capital replacement needs, so that vital public transit services aren't negatively impacted.

Robust local and regional transit services with adequate dedicated capital funding are critical to the state's mobility, economy, and quality of life. RFTA and other Regional Transportation Authorities need the ability to plan for and seek voter approval of modest property increases to support their capital replacement needs beyond the current sunset on this authorization. For this reason, I encourage the House Transportation and Energy Committee to support this worthwhile and much needed Bill Concerning Extension for a Regional Transportation Authority to Impose a Uniform Mill Levy on all Taxable Property within its boundaries.

Sincerely,

Robin Waters

Robin Waters
 President/CEO

HISTORIC DOWNTOWN • WILLITS TOWN CENTER • MIDVALLEY CENTERS
 BASALT BUSINESS CENTER • ORCHARD PLAZA • EL JEBEL • OLD SNOWMASS
 The Red Caboose • Lions Park behind Town Hall
 PO Box 514, Basalt, CO 81621
 Phone 970.927.4031 • Fax 970.927.2833 • www.BasaltChamber.com





Town of New Castle Administration
450 W. Main Street Phone: (970) 984-2311
PO Box 90 Fax: (970) 984-2716
New Castle, CO 81647 www.newcastlecolorado.org

January 14, 2016

Chairman Max Tyler
Honorable Members of the House Transportation and Energy Committee
Colorado State Capitol
200 East Colfax
Denver, Colorado 80203

Dear Chairman Tyler and Honorable Members:

In 2009, the Roaring Fork Transportation Authority (RFTA) and the Pikes Peak Regional Transportation Authority asked the Legislature to consider adding a property tax authorization to the Regional Transportation Authority (RTA) Law. The Legislature approved the amendment to authorize a uniform mill levy of up to 5 mills, with voter approval, but included a sunset provision on January 1, 2019. RFTA is seeking an amendment to the RTA Law that would extend the 5 mill property tax authorization to January 1, 2029.

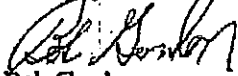
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Sincerely,


Bob Gordon
Mayor



HOUSE BILL 16-1067 – Official County Position

Approved by the Eagle County Board of Commissioners on January 19, 2016

House Bill 16-1067: Authorization for Extension for a Regional Transportation Authority to Impose a Uniform Mill Levy Within its Territory

Sponsor(s): Mitsch Bush (House) / Donovan (Senate)

County Position: SUPPORT

Policy Principle(s): Supports new and existing revenue streams for transportation and transit needs of Colorado; Supports initiatives and programs that provide multi-modal funding opportunities.

Description:

House Bill 16-1067 would extend the authorization for a regional transportation authority to impose a uniform mill levy of up to 5 mills on all taxable property within its territory from the current sunset of January 1, 2019 to January 1, 2029. The current authority that exists was authorized by the Legislature in 2009.

County Comments:

The Roaring Fork Transportation Authority (RFTA) serves communities along the Highway 82 corridor between Glenwood Springs and Aspen. This includes Eagle County communities of Basalt, El Jebel and other unincorporated areas. RFTA also serves the I-70 corridor from Glenwood Springs to Rifle, which connects several other communities. With nearly 5 million trips per year and the nation's first rural Bus Rapid Transit system (VelociRFTA), RFTA provides crucial transit services that support the workforce, employers and overall economic activity in the Roaring Fork Valley and beyond.

RFTA is working to address long-term capital planning and funding, especially in regards to bus fleet replacement. With one fully-equipped commuter coach capable of running on compressed natural gas costing close to \$730,000 in 2015, the challenge is apparent when considering RFTA must replace over 80 busses every 12 to 15 years. This bill would provide a revenue option to discuss with voters that would help address these capital needs beyond the current authorization sunset of January 1, 2019.

Eagle County supports revenue options for local voters and local communities to consider in order to fund desired levels of services. This bill would present RFTA with an option to discuss with voters to address the increasing costs of bus replacements and other capital needs of running a transit system that supports economic activity in a key corridor of the State of Colorado.

Eagle County respectfully requests your YES vote on HB 16-1067.



Gunnison Valley Rural Transportation Authority

Scott Truex, Executive Director
P.O. Box 39, Crested Butte, CO 81224
Phone: 970.275.0111
FAX: 970.349.6626
Email: struex@gunnisonvalleyrta.org

October 12, 2015

To: Roaring Fork Transportation Authority
2307 Wulfsohn Road
Glenwood Springs, Colorado 81601

In 2009, the Roaring Fork Transportation Authority (RFTA) and the Pikes Peak Regional Transportation Authority asked the Legislature to consider adding a property tax authorization to the Regional Transportation Authority (RTA) Law. The Legislature approved the amendment to authorize a uniform mill levy of up to 5 mills, with voter approval, but included a provision that will require the property tax authorization to sunset on January 1, 2019.

So far, neither RFTA nor PPRTA have asked voters to approve a RTA property tax mill levy for their programs and services. Currently, RFTA is performing due diligence to determine whether a property tax mill levy request should be made to voters in its region sometime between 2016 and 2019.

Last week, RFTA asked the Transportation Legislative Review Committee to sponsor an amendment to the RTA Law that would extend the 5 mill property tax authorization until January 1, 2029, if not indefinitely. The TLRC asked that RFTA contact the other 4 Regional Transportation Authorities in Colorado to verify there were no unforeseen objections to this extension. The extension would allow for a property tax to be taken to the voters for approval at a local level and would not obligate any RTA to do so.

The Gunnison Valley Transportation Authority concurs that the extension may be beneficial to our financing options and does not conflict with any plans or strategies identified for future successes.

Sincerely,

A handwritten signature in black ink that reads "Scott A. Truex". The signature is written in a cursive style with a horizontal line at the end.

Scott Truex
Executive Director,
Gunnison Valley Transportation Authority



15 SOUTH 7TH STREET
COLORADO SPRINGS, CO 80905
P: (719) 955-0473
F: (719) 471-1226
www.PikesPeakRTA.com

February 2, 2016

Chairman Max Tyler and Honorable Members of the House Transportation and Energy
Committee
200 East Colfax
Denver, Colorado 80203

In 2009, the Roaring Fork Transportation Authority (RFTA) and the Pikes Peak Regional Transportation Authority asked the Legislature to consider adding a property tax authorization to the Regional Transportation Authority (RTA) Law. The Legislature approved the amendment to authorize a uniform mill levy of up to 5 mills, with voter approval, but included a provision that will require the property tax authorization to sunset on January 1, 2019.

So far, none of the Colorado RTAs have asked voters to approve a RTA property tax mill levy for their programs and services. Currently, RFTA is performing due diligence to determine whether a property tax mill levy request should be made to voters in its region sometime between 2016 and 2019.

RFTA is seeking an amendment to the RTA Law that would extend the 5 mill property tax authorization until January 1, 2029, if not indefinitely. The extension would allow for a property tax to be taken to the voters for approval at a local level and would not obligate any RTA to do so.

At its October 14, 2015 meeting, the Pikes Peak RTA Board discussed this legislative issue and decided that a bill to extend the sunset provision to January 1, 2029 would not conflict with any of our Board's plans for the future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dennis Hisey', is written over a faint, illegible printed name.

Dennis Hisey, Board Chair

Pikes Peak Rural Transportation Authority



January 14, 2016

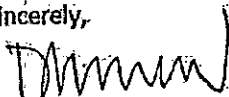
Chairman Max Tyler
Honorable Members of the House Transportation and Energy Committee
Colorado State Capitol
200 East Colfax
Denver, Colorado 80203

Dear Chairman Tyler and Honorable Members:

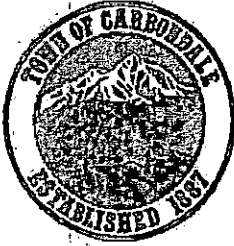
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Sincerely,


Debbie Braun
President & CEO
Aspen Chamber Resort Association

425 Rio Grande Place, Aspen, Colorado 81611
T 970 925 1940 F 970 920 1173



TOWN OF CARBONDALE

.511 Colorado Avenue
Carbondale, CO 81623
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January 28, 2016

Chairman Max Tyler
Honorable Members of the House Transportation and Energy Committee
Colorado State Capitol
200 East Colfax
Denver, Colorado 80203

Dear Chairman Tyler and Honorable Members:

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Between 1976, when transit service first began in the region, to 2014, RFTA bus ridership has grown from approximately 312,000 trips per year to nearly 5 million, a 1400% increase. In September 2013, RFTA implemented VelociRFTA, the nation's first rural Bus Rapid Transit system. According to on-board surveys conducted from 2006 to 2014, over 60% of RFTA commuter bus trips are for work-related purposes and nearly 50% of RFTA's ridership has an annual household income of \$35,000 or less.

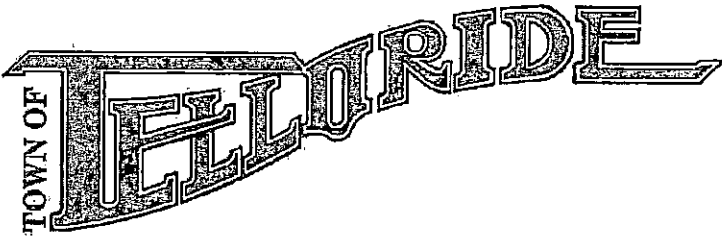
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needed to support RFTA's long-term capital replacement needs, so that public transit services aren't negatively impacted.

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Sincerely,


Stacey Bernol
Mayor



Office of the Mayor
Sean Murphy, Mayor

January 8, 2016

Chairman Max Tyler
Honorable Members of the House Transportation and Energy Committee
Colorado State Capitol
200 East Colfax
Denver, Colorado 80203

Dear Chairman Tyler and Honorable Members:

In 2009, the Roaring Fork Transportation Authority (RFTA) and the Pikes Peak Regional Transportation Authority asked the Legislature to consider adding a property tax authorization to the Regional Transportation Authority (RTA) Law. The Legislature approved the amendment to authorize a uniform mill levy of up to 5 mills, with voter approval, but included a provision that will require the property tax authorization to sunset on January 1, 2019. RFTA is seeking an amendment to the RTA Law that would extend the 5 mill property tax authorization until January 1, 2029.

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The success of RFTA is directly attributed to its ability to meet a rapidly increasing demand for services within the region. Between 1976, when transit service first began in the region, to 2014, RFTA bus ridership has grown from approximately 312,000 trips per year to nearly 5 million, a 1400% increase. In September 2013, RFTA implemented VelociRFTA, the nation's first rural Bus Rapid Transit service. According to on-board surveys conducted in 2014, approximately 70% of RFTA commuter bus trips are for work-related purposes. Nearly 50% of RFTA's ridership has an annual household income of \$35,000 or less.

Capital funding remains a significant challenge. State and Federal capital funding grants are unpredictable and inadequate to enable RFTA to replace its fleet on a timely basis, while maintaining transit service operations for which there is growing demand. Additional dedicated local capital funding is essential to support RFTA's long-term capital replacement needs, so that vital public transit services aren't negatively impacted.

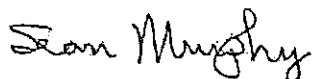
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The Town of Telluride supports this legislation. In its formative stages of implementing a new regional transportation authority in conjunction with the Town of Mountain Village and San Miguel County -- an effort which has been in play for several years -- we have identified *ad valorem* tax revenues as a likely means to meet our regional transportation needs into the future, subject to voter approval.

The Town Council of the Town of Telluride encourages the House Transportation and Energy Committee to support this worthwhile and much needed Bill Concerning Extension for a Regional Transportation Authority to Impose a Uniform Mill Levy on all Taxable Property within its boundaries. Thank you.

Sincerely,



Sean Murphy, Mayor
Town of Telluride

February 8, 2016



THE CITY OF ASPEN
OFFICE OF THE MAYOR

Chairman Max Tyler
Honorable Members of the House Transportation and Energy Committee
Colorado State Capitol
200 East Colfax
Denver, Colorado 80203

Dear Chairman Tyler and Honorable Members:

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Sincerely,

A handwritten signature in black ink, appearing to read "S. Skadron", written over a vertical line that separates the signature from the typed name below.

Steve Skadron, Mayor
City of Aspen, Colorado



January 22, 2016

Chairman Max Tyler
Honorable Members of the House Transportation and Energy Committee
Colorado State Capitol
200 East Colfax
Denver, Colorado 80203

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Glenwood Springs Chamber Resort Association

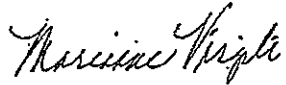
802 Grand Avenue / PO Box 1238 | GLENWOOD SPRINGS, CO 81602

Phone: 970.945-5002/ Fax: 970.945.1531 | marianne@glenwoodchamber.com / www.glenwoodchamber.com

Page 2
RFTA

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Sincerely,



Marianne Virgili, IOM, CCE
President & CEO