

VAIL HOMEOWNERS ASSOCIATION, INC.

Town of Vail Council Election – 2017

By today's definition, anyone who has served in elected or appointed positions for the past 20 years or so would be considered a member of the "new old guard". This group dealt with the development bubble leading up to the Great Recession and its aftermath. It is nearly 10 years since the onset of the Great Recession, and the Town of Vail revenue growth is stalling. It would be a reasonable expectation, and perhaps even desirable, to take up today's issues, rather than remain bound to those of the last 20 years.

Votes on the Town council are frequently split 4 to 3. A change in one of the four vacant seats is necessary to either retain or redirect the perspective and priorities of the Town Council. There are advantages to having widespread agreement on supporting at least one desirable candidate from among the "newbies" or from among the new old guard.

VHA does not make candidate recommendations; instead, we pose questions focused on the issues of the day. VHA for the past several Town Council elections has posed its questions to all Council candidates and received, to a person, responses to each question asked. It is up to each candidate whether to respond or not.

The candidates' responses are available at the Association's website or available by email upon request.

VHA Candidate Questions: 102417

Please tell us:

1. The qualifications and life experiences you would bring to the Vail Town Council?
2. What are your top five priorities for the next 5, 25 and 50 years to achieve on behalf of:
 - a. The community-at-large (includes non-resident homeowners and local residents),
 - b. The local voters (residents).
- 3a. How would you suggest the TOV approach the financing of an estimated nearly \$½ billion in deferred maintenance to replace the Vail Village/Lionshead parking structures and Town Hall building; also, should the parking capacity in the two main parking structures be expanded?
- 3b. How should your approach be financed? Totally through local taxes: property, sales, and others, i.e., user fees? What other types of financing options could be used? When does the local tax burden become so heavy as to be counter to the interest of both resident and non – resident tax payers.

As context, you may want to review the following links for VHA's analysis of the TOV's financial situation and the basis for the estimated cost of deferred maintenance for the aforementioned infrastructure.

<http://www.vailhomeowners.com/VHA%20Vail's%20Financial%20Future%20081917%20Final.pdf>

<http://www.vailhomeowners.com/Parking%20structure%20Research%20JFL%20072617abbreviated%20080217.pdf>

4. What do you foresee as potential pathways to incentivize economic growth for the TOV and the Vail community at large?
5. When do you foresee the circumstances existing under which every Town of Vail election is conducted by all mail-in balloting?

As context, you may want to review the following VHA analysis of voter participation rates for at-the-polls vs. all mail-in balloting.

<http://archive.constantcontact.com/fs179/1101935191883/archive/1118136766926.html>

6. What are Vail's most significant quality-of- life issues?

7. Do you believe that an environmental analysis, neighborhood master plan and site development plan should be provided for public review before a zoning, rezoning, or condemnation occurs?

As context, you may want to review the following links to VHA's analysis of the TOV's conduct with respect to these matters.

<http://www.vailhomeowners.com/VHA%20VR%20EV%20Housing%20Final%20082917.pdf>

<http://www.vailhomeowners.com/VHA%20Report%20May%202017%20Final%20050917.pdf>

<http://www.vailhomeowners.com/Looking%20at%20the%20bigger%20picture%20-%20Vails%20New%20Renaissance%20final%20032317%20.pdf>

8. Including existing residents, what is your estimate for the number of minimum wage workers that should be housed in the Town of Vail?

a. What priority should housing for minimum wage workers be given in the next 2 years?

9. What roles should the town and county bus systems play in providing access for the down-valley work force employed in Vail?

a. Should tax/fee based funding be reduced or expanded to fund the bus system?

b. What is an affordable ticket price for the rider?

c. What needs to be done to improve security and safety?

d. Is it too soon to talk about commuter train service between Gypsum and Vail?

As context, you may want to review the following link to VHA's analysis of the TOV's involvement with respect to these matters.

<http://www.vailhomeowners.com/VHA%20Transportation%20Master%20Plan%20Report%20Final%20021817docx.pdf>

10. What is your reaction to the following statement from a local resident that speaks to the effect of recent increases in local taxes and fees: "You can't make things more affordable by making them more expensive"?

[Access to Candidates Responses:](#)

<http://www.vailhomeowners.com/VHA%20TOV%20TC%20EL%20coverlayout%20for%20CC%20092017ab.pdf>

© Copyright 2017

Post Office Box 238 Vail, Colorado 81658

Telephone: (970) 827-5680 E-mail: vha@vail.net Web Site: www.vailhomeowners.com