



# Legislative Council Staff

## Research Note

Version: Final

Date: 2/21/2017

### Bill Number

House Bill 17-1018

### Sponsors

*Representatives Mitsch Bush &  
Liston  
Senator Gardner*

### Short Title

*Extend Voter Approval Window  
For Regional Transportation  
Authority Mill Levy*

### Research Analyst

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### Status

This research note reflects the final version of the bill which becomes effective August 9, 2017, assuming no referendum petition is filed.

### Background

Under Colorado law, municipalities and counties can join together in a "combination" to create regional transportation authorities (RTAs) to address transportation needs within a specific geographic region.

**RTA powers.** Colorado law grants RTAs authority, through a board, to finance, construct, operate, or maintain regional transportation systems within or outside their boundaries. However, an RTA is prohibited from constructing a transportation system outside of its boundaries, and within the boundaries of a municipality or county. If the proposed transportation system would alter the state highway system or the interstate highway system, these alterations must be approved in an intergovernmental agreement between the RTA and the Colorado Department of Transportation.

RTA boards may also create local improvement districts (LIDs) within the boundaries of the authority if petitioned by the owners of the property who will bear the majority of the proposed assessments. An RTA has authority to establish a LID unless the territory of the RTA overlaps the Regional Transportation District (RTD), in which case the RTD has the authority to establish a LID. Generally financed by special assessments levied against property within a district, LIDs may be used to finance, construct, operate, or maintain an RTA's transportation projects. A board may establish a LID after determining that an area within the authority's boundaries will be especially

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benefitted by construction of a transportation project.

**RTA financing.** Colorado law authorizes RTAs to establish, collect, and increase or decrease tolls, rates, and charges to finance a transportation system. RTAs may also levy sales taxes, impose an annual motor vehicle registration fee, levy a visitor benefit tax, impose a uniform mill levy, establish regional transportation activity enterprises, and issue bonds. RTAs may impose a uniform mill levy of up to five mills on all taxable property within the territory of the authority. Imposing such a levy does not affect the power of an authority to establish LIDs and impose special assessments.

## House Action

**House Transportation Committee (January 25, 2017).** At the hearing, representatives of the Roaring Fork Transportation Authority, the Pikes Peak Rural Transportation Authority, the Colorado Association of Transit Agencies, the Colorado Municipal League, the Colorado Communities for Climate Action, and the San Miguel Authority for Regional Transportation testified in support of the bill. The committee referred the bill to the House Committee of the Whole.

**House second reading (January 30, 2017).** The House adopted the House Transportation and Energy committee report. The House passed the bill on second reading with no amendments.

**House third reading (January 31, 2016).** The House passed the bill on third reading with no amendments.

## Senate Action

**Senate Local Government Committee (February 14, 2017).** At the hearing, representatives of the Roaring Fork Transportation Authority, the Pikes Peak Rural Transportation Authority, the Colorado Association of Transit Agencies, the Colorado Municipal League, Colorado Counties, Inc., the Colorado Communities for Climate Action, and the San Miguel Authority for Regional Transportation testified in support of the bill. The committee referred the bill to the Senate Committee of the Whole with the recommendation that it be placed on the consent calendar.

**Senate second reading (February 17, 2017).** The Senate passed the bill on second reading with no additional amendments.

**Senate third reading (February 21, 2017).** The Senate passed the bill on second reading with no additional amendments.