



Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

Fiscal Note

Drafting Number:	LLS 21-0474	Date:	March 24, 2021
Prime Sponsors:	Rep. Gray; Sullivan Sen. Winter; Bridges	Bill Status:	House Trans. & Local Govt.
		Fiscal Analyst:	Will Clark 303-866-4720 Will.Clark@state.co.us

Bill Topic: REGIONAL TRANSPORTATION DISTRICT OPERATION

Summary of Fiscal Impact:

<input type="checkbox"/> State Revenue	<input type="checkbox"/> TABOR Refund
<input type="checkbox"/> State Expenditure	<input checked="" type="checkbox"/> Local Government
<input type="checkbox"/> State Transfer	<input checked="" type="checkbox"/> Statutory Public Entity

This bill removes several restrictions and requirements related to the powers of the Regional Transportation District (RTD). It will impact revenue and expenditures for RTD, a statutory public entity, on an ongoing basis, and may increase local government revenue and expenditures.

Appropriation Summary: No appropriation is required.

Fiscal Note Status: This fiscal note reflects the introduced bill.

Summary of Legislation

This bill removes several requirements and restrictions related to powers of the Regional Transportation District (RTD), as detailed below.

Contract vehicle services. The bill allows RTD to enter into contracts with nonprofit organizations and local governments for provision of vehicle services. With the exception of fixed route bus services, the 58 percent cap on contract vehicle services is removed.

Fares. The bill repeals the requirement that 30 percent of RTD's operating costs be covered by fare revenue. RTD is required to include information on annual operating costs, ridership numbers, and operating costs divided by ridership as a measure of the cost efficiency of its services in its annual financial reporting.

Parking and facilities. The bill removes restrictions on the ability of RTD to charge fees for parking at its facilities. The bill also repeals a limitation on the use of RTD transfer facilities for retail, commercial, residential, or other uses that would reduce the availability of public parking or result in a competitive disadvantage to a private business near the facility engaged in similar services.

Statutory Public Entity

Starting in FY 2021-22, this bill is expected to increase revenue to RTD by allowing it to charge more customers for parking and to generate additional revenue from retail, commercial, and residential services at transfer facilities. The bill may affect RTD expenditures by shifting how it contracts for vehicle services. The bill will also allow RTD greater flexibility in terms of the percentage of its operating costs covered by fares. Any future change in revenue or expenditure will be determined by the RTD board of directors conditional on the passage of this legislation.

Local Government

To the extent that local governments contract with RTD for vehicle services, revenue and expenditures will increase for that jurisdiction.

Effective Date

The bill takes effect 90 days following adjournment of the General Assembly sine die, assuming no referendum petition is filed.

State and Local Government Contacts

Counties	Information Technology	Local Affairs
Municipalities	Regional Transportation District	Revenue
Transportation		