



Legislative Council Staff

Research Note

Version: Senate
Transportation
Date: 2/19/2016

Bill Number

House Bill 16-1067

Sponsors

Representative Mitsch Bush
Senator Donovan

Short Title

*Regional Transportation
Authority Mill Levy*

Research Analyst

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Status

This bill is currently pending before the Senate Transportation Committee. This research note reflects the reengrossed version of the bill.

Summary

This bill extends the authority of Regional Transportation Authorities (RTAs) to impose a property tax of five mills until January 1, 2029, if approved by voters. Under current law, they are permitted to levy this property tax until 2019.

Background

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

The following five RTAs have been organized and are currently operating in Colorado:

- Baptist Road Rural Transportation Authority;
- Gunnison Valley Transportation Authority;
- Pikes Peak Rural Transportation Authority;
- Roaring Fork Transportation Authority; and
- South Platte Valley Regional Transportation Authority.

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

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the boundaries of a municipality or county without the consent of the governing body of that 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 (CDOT).

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 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.

Transportation Legislation Review Committee. The Transportation Legislation Review Committee considered, but did not approve, a bill that would have extended the authority of RTAs to impose a property tax of five mills if approved by voters.

House Action

House Local Government Committee (February 10, 2016). At the hearing, representatives from the Roaring Fork Transportation Authority and the Colorado Association of Transit Agencies testified in favor of the bill. The committee referred the bill, unamended, to the House Committee of the Whole.

House second reading (February 16, 2016). The House passed the bill on second reading with no amendments.

House third reading (February 17, 2016). The House passed the bill on third reading with no amendments.