



Fiscal Note

Legislative Council Staff

Nonpartisan Services for Colorado’s Legislature

SB 26-150: MODERNIZING REGIONAL TRANSPORTATION DISTRICT

Prime Sponsors:

Sen. Ball; Jodeh
Rep. Froelich; Jackson

Fiscal Analyst:

Colin Gaiser, 303-866-2677
colin.gaiser@coleg.gov

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Fiscal note status: The fiscal note reflects the introduced bill.

Summary Information

Overview. The bill requires the Regional Transportation District (RTD) to contract with a third party to conduct a needs analysis on providing services to riders with disabilities, and modifies the election, size, and composition of the RTD board.

Types of impacts. The bill is projected to affect the following areas on an ongoing basis:

- Minimal State Workload
- Statutory Public Entity

Appropriations. No appropriation is required.

**Table 1
State Fiscal Impacts**

Type of Impact	Budget Year FY 2026-27	Out Year FY 2027-28
State Revenue	\$0	\$0
State Expenditures	\$0	\$0
Transferred Funds	\$0	\$0
Change in TABOR Refunds	\$0	\$0
Change in State FTE	0.0 FTE	0.0 FTE

Summary of Legislation

The bill creates requirements for the Regional Transportation District (RTD) and modifies the elections and composition of the RTD board.

Disability Services Study

On or before December 31, 2027, the RTD must contract with a third party to complete and submit to the General Assembly a comprehensive analysis and planning effort for providing service to riders with disabilities.

RTD Board Redistricting

By September 15, 2027, the bill requires the Office of Legislative Legal Services (OLLS) and the Legislative Council Staff (LCS) to apportion the composition of the RTD board so that five board members will represent a district on the basis of population and ridership numbers. The Independent Legislative Redistricting Commission will perform this redistricting after the federal census in 2030 and following each federal census thereafter. Members elected from newly drawn districts may serve up to two, four-year terms.

RTD Board Composition

The bill changes the composition of the RTD board. Under current law, the board consists of 15 elected board members. Beginning January 1, 2029, the bill requires that the current members' terms expire and the terms of nine new board members begin, with five of these members being elected and four being appointed by the Governor. The bill establishes requirements for the background and expertise of the appointees, requires the Denver Regional Council of Governments to provide a list of nominees for the board, and allows the Governor to remove an appointed member for causes that render the member unfit to serve on the board.

The bill also raises the salary for a board member elected in 2028 or later from \$12,000 to \$36,000 annually, with adjustments for inflation or deflation. A board chairperson will receive 150 percent of the salary of other board members.

Background

The General Assembly established RTD in 1969 to create, operate, and maintain a transit system in the RTD service area. The original RTD board consisted of 21 taxpaying electors. In 1980, a citizen-initiated ballot measure changed the composition of RTD's board to its current structure, a 15-member board of directors. Directors are elected for four-year terms and elections are staggered so that eight seats are open in one general election and seven in the next.

RTD is a political subdivision, similar to a special district. However, RTD is not a regional transportation authority. Current law gives RTD's board wide authority to operate and maintain the transportation system within its district boundaries, including the power to enter into contracts; borrow and invest money; purchase and maintain property; and levy taxes. The board is also charged with setting RTD policy, adopting the annual budget, and establishing RTD's short- and long-term transit goals.

The legislature plays a limited role in the administration of RTD; however, RTD is required to provide copies of its annual budget to the Transportation Legislation Review Committee, and other information, data, testimony, or audits as requested by the committee.

RTD currently serves 3.09 million people in 2,342 square miles of service area, including all or part of the following eight counties: Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and Weld. The district is funded through sales and use taxes within its region, fare revenue, and bonds. More information is available in RTD's most recent [Annual Comprehensive Financial Report](#).

State Expenditures

The bill minimally increases workload in the Legislative Department and the Governor's Office. The LCS and OLLS will be required to redistrict the RTD districts by September 15, 2027, while the Governor's Office of Boards and Commissions will be required to make the appointments under the bill. This workload can be accomplished within existing appropriations.

Statutory Public Entity

The bill increases costs for the RTD by between \$100,000 to \$175,000 in FY 2026-27 to contract with a third party to perform the required study on providing services to riders with disabilities.

Beginning in FY 2028-29, the bill increases annual costs by \$162,000 to raise salaries for RTD board members.

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

Personnel

Legislative Council Staff

Regional Transportation District

Legislative Legal Services

Transportation

Local Affairs