

Colorado Legislative Council Staff Fiscal Note

**FINAL
FISCAL NOTE**

Drafting Number: LLS 14-0464	Date: June 24, 2014
Prime Sponsor(s): Rep. Garcia	Bill Status: Signed into Law
Sen. Crowder	Fiscal Analyst: Kelli Kelty (303-866-3518)

SHORT TITLE: PRESERVE & EXPAND AMTRAK INTERSTATE RAIL SERVICE

Fiscal Impact Summary*	FY 2014-2015	FY 2015-2016
State Revenue Cash Funds	Gifts, Grants, and Donations. See State Revenue section.	
State Expenditures Cash Funds	\$5,279 \$5,279	\$6,159 \$6,159
FTE Position Change	0.1 FTE	0.1 FTE
Appropriation Required: \$5,279 - Department of Transportation (FY 2014-15)		

Summary of Legislation

The bill creates the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Commission (commission) in the Colorado Department of Transportation (CDOT). The commission is comprised of five members representing different groups and agencies, including the rail industry, tourist industry, and citizens of southeast Colorado. In addition, the commission has two appointed representatives of CDOT and Amtrak who advise the commission but are not voting members. Commission members must be appointed no later than September 1, 2014, and serve without compensation, but will receive reimbursement for expenses.

The charge of the commission is to oversee efforts by state and local governments, and cooperate with Kansas and New Mexico, Amtrak, and the Burlington Northern and Santa Fe Railway (BNSF) to ensure continuation of existing Amtrak southwest chief rail line service in the state. The commission will also seek expansion of service to include a stop in Pueblo and explore the benefits of adding a stop in Walsenburg.

In addition, the bill creates the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund (fund). The fund consists of monies, including but not limited to any gifts, grants, or donations received by the state from the federal government, local governments, public-private partnerships, or any other person, and all monies appropriated by the General Assembly, or funds resulting from any voter-approved ballot measure. The commission may expend moneys from the fund to cover administrative and staffing costs and the costs for any necessary studies.

The commission is repealed July 1, 2017.

State Revenue

The bill authorizes the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance cash fund to accept gifts, grants, and donations, for the purposes of this bill. At this time, a source of funding has been identified and committed by the Pueblo Area Council of Governments for the expenses of the members of the commission.

State Expenditures

The bill will increase cash fund expenditures for member reimbursement and administrative and staffing expenses, as shown in Table 1. FY 2014-15 reimbursement expenses are prorated due to the bill's effective date. These costs are detailed below and displayed in Table 1.

Table 1. Expenditures Under HB14-1161		
Cost Components	FY 2014-15	FY 2015-16
Personal Services and Operating	\$4,399	\$4,399
FTE	0.1 FTE	0.1 FTE
Non-Legislative Member Expense Reimbursement	880	1,760
TOTAL	\$5,279	\$6,159

Commission members serve without compensation but receive reimbursement for expenses. The fiscal note assumes each member would claim an average of \$88 in expenses per meeting. Based on this estimate, total expense reimbursement for non-legislative members is estimated at \$1,760, based on four meetings per year. Due to the bill's effective date, the fiscal note assumes that the commission will only meet twice in FY 2014-15.

Although a representative of CDOT will be required to serve as a non voting advisor to the commission, the fiscal note assumes that this requirement can be absorbed within existing resources and will not require additional appropriations.

Effective Date

The bill was signed into law by the Governor on May 14, 2014, and takes effect August 6, 2014, assuming no referendum petition is filed.

State Appropriations

For FY 2014-15, this bill requires a cash fund appropriation of \$5,279 from the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance fund, and an allocation of 0.1 FTE to the CDOT.

State and Local Government Contacts

Local Affairs
Regional Transportation District

Transportation
Counties and Municipalities