



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 serve without compensation, but receive reimbursement for expenses. The bill also created the fund that consists of monies including, but not limited to, gifts, grants, or donations received by the state from the federal government, local governments, public-private partnerships, or any other person; all moneys appropriated by the General Assembly; and funds resulting from any voter-approved ballot measure. The commission is repealed July 1, 2017.

### **State Expenditures**

This bill increases state General Fund expenditures by \$8.91 million in FY 2015-16. The funds pass through the Colorado Department of Transportation (CDOT) to the Southwest Chief Rail Line Economic Development, Rural Tourism, and Infrastructure Repair and Maintenance Fund. The Transportation Commission does not include this fund in its revenue reports or budget allocation plans, therefore there is no fiscal impact to the CDOT.

### **Local Government Impact**

Local governments in southeastern Colorado, specifically Lamar, La Junta, and Trinidad, are expected to benefit from efforts to continue passenger rail service in southeastern Colorado. To the extent that Pueblo and Walsenburg are developed into Southwest Chief stops, those municipalities are also expected to benefit from these efforts.

### **Effective Date**

The bill takes effect upon signature of the Governor, or upon becoming law without his signature.

### **State Appropriations**

For FY 2015-16, the CDOT requires a General Fund appropriation of \$8.91 million.

### **State and Local Government Contacts**

Agriculture  
Local Affairs

Counties  
Transportation

Economic Development