



## Fiscal Note

### Legislative Council Staff

Nonpartisan Services for Colorado's Legislature

## HB 25-1110: RAILROAD CROSSING MAINTENANCE COSTS

---

**Prime Sponsors:**

Rep. Winter T.; Duran  
Sen. Pelton B.

**Fiscal Analyst:**

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

**Published for:** House Trans., Hous. & Local Gov.**Drafting number:** LLS 25-0320**Version:** Initial Fiscal Note**Date:** February 13, 2025**Fiscal note status:** The fiscal note reflects the introduced bill.

---

### Summary Information

**Overview.** The bill requires the Public Utilities Commission to establish rules on the allocation of costs for the maintenance of existing railroad crossings.

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

- State Expenditures
- Local Government

**Appropriations.** No appropriation is required.

---

**Table 1**  
**State Fiscal Impacts**

<b>Type of Impact</b>	<b>Budget Year FY 2025-26</b>	<b>Out Year FY 2026-27</b>
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 requires the Public Utilities Commission (PUC) in the Department of Regulatory Agencies to adopt rules requiring the total cost to maintain an existing railroad crossing be shared equally between the railroad and the road authority. If the applicable road authority is a local government, the railroad is responsible for costs to maintain the portion of the crossing between the ends of the railroad ties, while the local government is responsible for costs to maintain the portion outside the ends of the railroad ties.

## Background

---

There are a total of 1,745 public at-grade railroad crossings across the state, with a majority on local and county roads.

## State Expenditures

---

### Public Utilities Commission

The bill increases workload for the PUC to conduct rulemaking on maintenance costs for railroad crossings. This can be accomplished within existing resources.

### Department of Transportation

Assuming that CDOT will continue to maintain, in partnership with the railroads, approximately 70 at-grade railroad crossings, expenditures will be unchanged. CDOT may need to adjust current agreements regarding railroad crossing maintenance to match the language in the bill. Any workload increase can be accomplished with existing resources.

## Local Government

---

The bill may affect expenditures for some local governments depending on how much these local governments currently spend on railroad crossing maintenance and how the responsibilities of maintenance are distributed. For instance, a local government currently paying for maintenance of the track itself at a railroad crossing will no longer be financially responsible for such maintenance. Additionally, some local governments may see a workload increase to adjust agreements on railroad crossing maintenance.

## **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

Local Affairs

Municipalities

Public Safety

Regulatory Agencies

Transportation

---

The revenue and expenditure impacts in this fiscal note represent changes from current law under the bill for each fiscal year. For additional information about fiscal notes, please visit the [General Assembly website](#).