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FISCAL IMPACT REPORT

ORIGINAL DATE 02/03/10

SPONSOR Roch LAST UPDATED HB HJM30

SHORT TITLE Study State Railroad Museum in Tucumcari SB

ANALYST Varela

APPROPRIATION (dollars in thousands)

Appropriation		Recurring or Non-Rec	Fund Affected
FY10	FY11		
	NFI		

(Parenthesis () Indicate Expenditure Decreases)

ESTIMATED ADDITIONAL OPERATING BUDGET IMPACT (dollars in thousands)

	FY10	FY11	FY12	3 Year Total Cost	Recurring or Non-Rec	Fund Affected
Total		Indeterminate		Indeterminate		

(Parenthesis () Indicate Expenditure Decreases)

SOURCES OF INFORMATION

LFC Files

Responses Received From

Department of Cultural Affairs (DCA)

SUMMARY

Synopsis of Bill

House Joint Memorial requests the Department of Cultural Affairs to study the feasibility of designating the historic Tucumcari Railroad Depot as the State Railroad Museum.

FISCAL IMPLICATIONS

This joint memorial requests a feasibility study that would take some DCA staff time to research the depot building and its condition, possible collections for the proposed museum, as well as future budget and management requirements. It must be noted that adding another museum to New Mexico's state-funded and operated museum system would create need for general funds at a time of shrinking budgets and furloughed staff.

DCA notes that the feasibility study may anticipate a future appropriation for opening and maintaining the building and the exhibitions that might be part of the museum. This would necessitate both initial state investment and on-going general funds for the operations of the museum and maintenance on the building.

SIGNIFICANT ISSUES

DCA reports that the New Mexico History Museum in Santa Fe tells the general story of railroads in New Mexico. Railroad stories are also currently being told at the Lamy Railroad and History Museum south of Santa Fe, the Las Cruces Railroad Museum, and in towns such as Columbus and Belen.

This joint memorial emphasizes the lack of representation of the Union Pacific and the Southern Pacific. The question arises – is there a need to establish company-specific museums and/or sites. Certainly, the interpretation and representation of railroad history in New Mexico is very important. However, this subject matter is already reasonably well represented in existing museums across the state.

According to DCA, the railroad (Atchison, Topeka, and Santa Fe Railroad) arrived in New Mexico in 1878 and expanded throughout the territory and state over the next four decades. Railroads played an important role in New Mexico history, changing the region's demographics, facilitating participation in the national and international economy in terms of imports and exports, and spawning new communities with the expansion of rail networks.

Like many other towns impacted by the railroad, Tucumcari saw an enormous increase in population and prosperity. While most points in New Mexico were never served by more than one railroad, Tucumcari – like Santa Fe, Deming, Raton, and a few others – was served by several: Rock Island (1901), El Paso & Southwestern, Amarillo and Memphis, and Dawson Railway.

Built in 1926, the Tucumcari Railroad Depot represents a later stage in the development of railroads in New Mexico, but one that is important in understanding the rise of tourism in New Mexico.

PERFORMANCE IMPLICATIONS

The DCA has as part of its mission assistance to developing museums in New Mexico communities.

The joint memorial stipulates that the City of Tucumcari will supply funding for restoring the building using state economic development funds. The legislation does not specifically address ownership of the depot or what entity would be responsible for management and operation of such a state railroad museum.