



***Southwest Chief* Routing**

**Kansas Legislature
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Situation



- BNSF has shifted through freight traffic from the current route of the *Southwest Chief* to its parallel “Transcon” route
- Local freight, coal, and commuter traffic remain on some portions of the current route
- Although BNSF traffic patterns are subject to change, there are no prospects for routine through freight traffic to resume on the *Chief’s* current route
- BNSF requires lesser track speeds and ride quality on the line for its remaining purposes
- This will make the current 700-mile Newton-Albuquerque route unsuitable for through passenger service

Situation



- Alternatives include funding maintenance on the current route, or re-routing the *Chief* to the “Transcon” main line
- Both Amtrak and BNSF railroads are committed to work with the affected communities to find a solution to the issue, with Amtrak and BNSF saying the current route is the best for the *Southwest Chief*.
- Many communities and others have made investments in their stations and in otherwise supporting the service – and those efforts are recognized and appreciated.

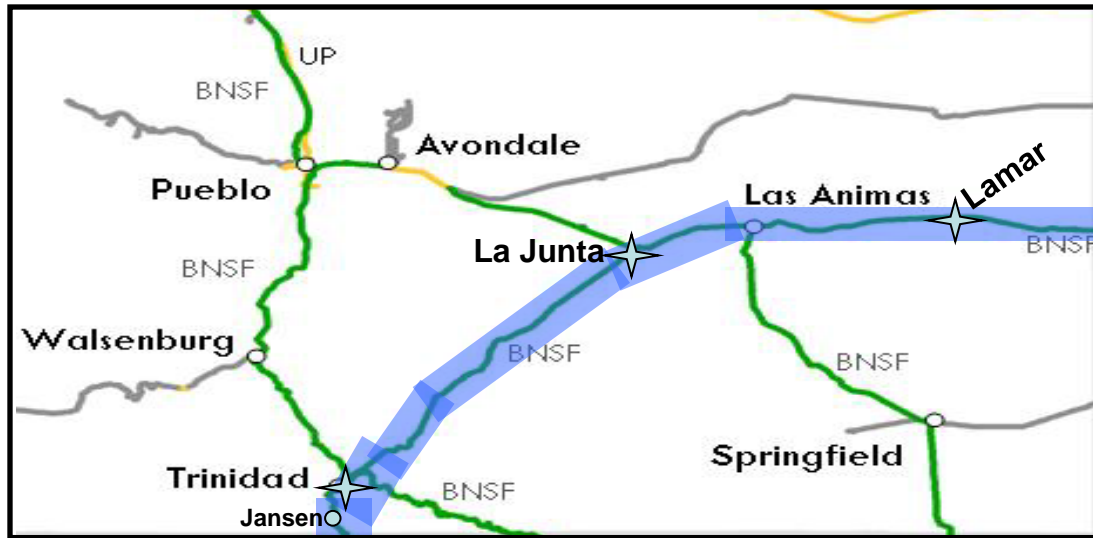
Current Southwest Chief Route - Kansas



Current Route in Question

<u>Affected Communities</u>	<u>FY12 Boardings & Alightings</u>
Hutchinson	5,239; up from 5,185 in FY11
Dodge City	5,174; up from 5,149 in FY11
Garden City	7,887; up from 7,511 in FY11

Current Southwest Chief Route - Colorado



Current Route in Question

<u>Affected Communities</u>	<u>FY12 Boardings & Alightings</u>
Lamar	1,936; up from 1,840 in FY11
La Junta	6,566; down from 6,653 in FY11
Trinidad	4,770; up from 4,535 in FY11

Current *Southwest Chief* Route – New Mexico



Current Route in Question

<u>Affected Communities</u>	<u>FY12 Boardings & Alightings</u>
Raton	16,292; down from 16,749 in FY11
Las Vegas	5,653; up from 4,952 in FY11
Lamy	12,589; up from 12,579 in FY11



Preserving the Current Route

- Maintaining passenger service on the current route will involve annual maintenance and capital costs, plus one-time major capital needs
 - Annual maintenance costs are estimated at \$10 million and must be funded starting January 2016 *at the latest*
 - One-time capital needs are in the \$100 million range and must be funded within the next 10 years
 - If capital costs are not funded through a one-time grant, they must be funded over time through increases in the annual cost
 - Cost estimates are based on Amtrak analysis of data provided by BNSF

Preserving the Current Route



- As Amtrak cannot absorb these costs on its own, one solution is equal cost-sharing among the five affected parties: Amtrak, BNSF, Kansas, Colorado and New Mexico
 - About \$2 million per party per year, with a 20-year commitment
 - Plus \$100 million in one-time capital within 10 years



Preserving the Current Route

Other funding possibilities

- Existing federal grant programs
 - Address the one-time capital costs
 - Passenger capital grants may require a non-federal match and a 20-year commitment to operate the passenger service
 - Highly competitive and subject to future federal appropriations
- Legislation in Congress
 - Last year, the Senate passed S. 1813 (known as “MAP-21”)
 - Section 35107 of the bill would create a Federal grant program that could be used for the capital costs of preserving long-distance Amtrak routes, including the *Southwest Chief*
 - Amtrak or states could apply for the grants, which would not require a match
 - Would be subject to future federal appropriations
 - Would need to be re-filed in this Congress

