



Amtrak Fact Sheet, Fiscal Year 2017

State of New Mexico

Amtrak Service & Ridership

Amtrak operates three National Network trains through New Mexico:

- The *Southwest Chief* (daily Chicago-Albuquerque-Los Angeles)
- The *Sunset Limited* (tri-weekly Orlando-New Orleans-El Paso-Los Angeles via Deming)*
- The *Texas Eagle* (daily Chicago-Dallas-San Antonio, tri-weekly through car service via the *Sunset Limited* to Los Angeles, via Deming and Lordsburg)

* Sunset Limited service suspended east of New Orleans.

During FY17 Amtrak served the following New Mexico locations:

<u>City</u>	<u>Boardings + Alightings</u>
Albuquerque	75,926
Deming	1,469
Gallup	15,739
Lamy (Santa Fe)	10,768
Las Vegas	4,487
Lordsburg	742
Raton	15,122
Total New Mexico Station Usage:	124,253

Procurement

Amtrak spent \$937,758 on goods and services in New Mexico in FY17.

Employment

At the end of FY17, Amtrak employed 51 New Mexico residents. Total wages of Amtrak employees living in New Mexico were \$4,590,651 during FY17.

Station Features

- **Raton:** Each summer, the Philmont Boy Scout Ranch hosts over 22,000 scouts and others, with about 20% arriving via Amtrak. This is about half the usage of the Raton station.

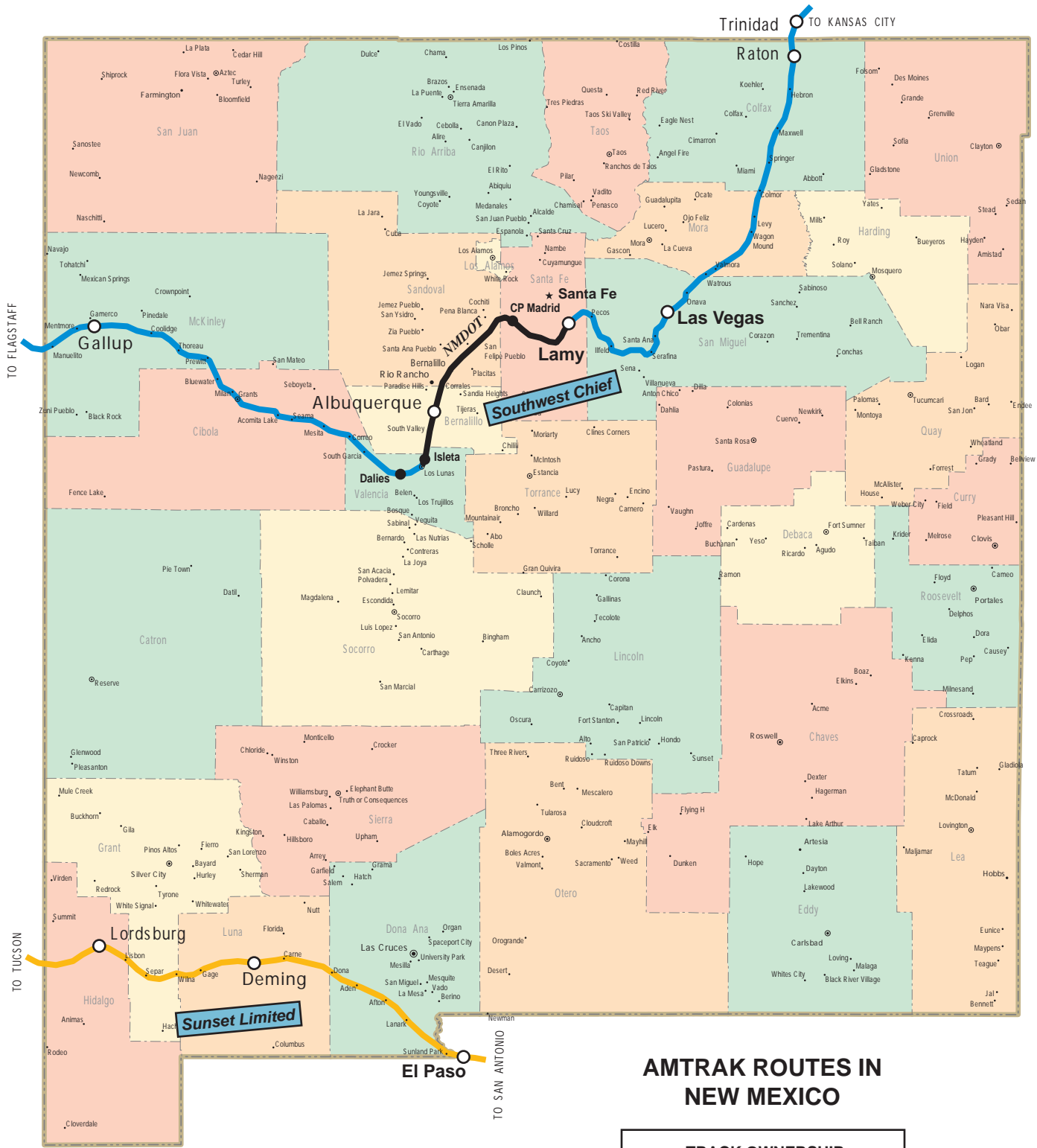
Southwest Chief route

The present route of the *Southwest Chief* in Kansas, Colorado and New Mexico could be altered if sufficient capital funding is not found to modernize the line. Amtrak has been working with the states and communities that would be affected and has informed them of the situation, which results from changing freight traffic patterns, and that effort has produced significant results so far.

In September of 2014, through the TIGER VI program, the U.S. Department of Transportation awarded a \$12.5-million TIGER grant to the Kansas Department of Transportation to begin the process of modernizing the BNSF La Junta subdivision used by the *Southwest Chief*. Combined with matching funds from Amtrak (\$4 million), BNSF Railway (\$3 million), Kansas DOT (\$2 million), and the cities and counties of southeastern Colorado (\$250,000), almost \$22 million was allocated towards the requisite rail infrastructure upgrades in Kansas and Colorado. The sum represented a significant down payment on this project and is part of a sustained effort by all stakeholders to keep the *Southwest Chief* on its current route.

In 2015, the U.S. Department of Transportation awarded an additional \$15.2-million Grant via TIGER VII to the City of La Junta, Colorado, to continue the rehabilitation of the *Southwest Chief* line. The funding was used to add approximately 39 miles of new rail and repair over 20 miles of roadbed on segments between Waldo, New Mexico, and Garden City, Kansas. Combined with matching funds from Amtrak (\$4 million), BNSF (\$2 million), and the states of Kansas, Colorado, and New Mexico (\$1 million, each), over \$24 million was allocated to upgrades and repairs via this grant award.

In 2017, Colfax County, New Mexico, submitted application under the TIGER IX program for \$18.3 million to continue the work needed in modernize the line. If successful, the application will be matched by \$9.3 million in funds from Amtrak, BNSF, Kansas DOT, Colorado DOT, and New Mexico DOT.



AMTRAK ROUTES IN NEW MEXICO

TRACK OWNERSHIP	
— Amtrak	— NS
— UP	— CP
— BNSF	— CN
— CSX	— Other