



# Amtrak Fact Sheet Fiscal Year 2018 *State of New Mexico*

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## Amtrak Service & Ridership

Amtrak operates three National Network trains through New Mexico:

- The **Southwest Chief** (daily Chicago-Kansas City-Albuquerque-Flagstaff-Los Angeles)
- The **Sunset Limited** (three weekly trips New Orleans-Houston-San Antonio-Deming-Tucson-Los Angeles)
- 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 FY18 Amtrak served the following New Mexico locations:

<u>City</u>	<u>Boardings &amp; Alightings</u>
<a href="#">Albuquerque</a>	65,539
<a href="#">Deming</a>	1,388
<a href="#">Gallup</a>	14,775
<a href="#">Lamy (Santa Fe)</a>	9,731
<a href="#">Las Vegas</a>	4,630
<a href="#">Lordsburg</a>	733
<a href="#">Raton</a>	7,392
<b>Total New Mexico Station Usage:</b>	<b>104,188</b>

## Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains "preference" over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in New Mexico with each service's host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
<b>Southwest Chief</b>	BNSF and New Mexico Department of Transportation	<b>47.0%</b>
<b>Sunset Limited</b>	BNSF and Union Pacific	<b>30.3%</b>
<b>Texas Eagle</b>	BNSF, Canadian National, Union Pacific, and Trinity Railway Express	<b>39.7%</b>

“On-time performance” represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

**Amtrak Guest Rewards**

At the end of FY18, there were **26,196** members of the Amtrak Guest Rewards program in New Mexico. This is a 11.6% increase from 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**

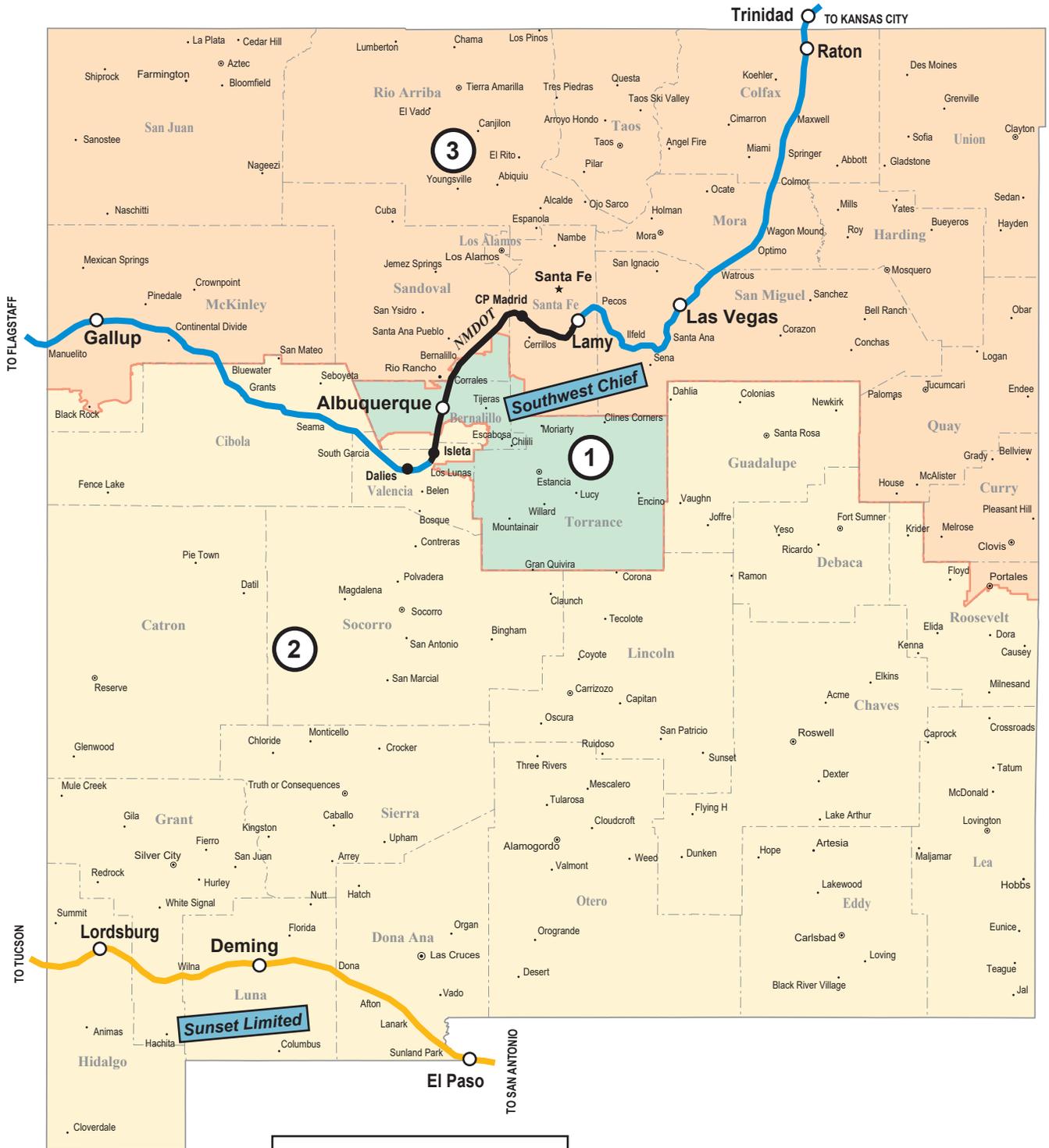
The present route of the **Southwest Chief** in Kansas, Colorado and New Mexico could be altered if enough capital funding is not found to modernize the line. Amtrak has been working with the states and communities that would be affected and has informed them of the situation, which results from changing 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. The application will be matched by \$9.3 million in funds from Amtrak, BNSF, Kansas DOT, Colorado DOT, and New Mexico DOT. In 2018, the U.S. Department of Transportation awarded TIGER grant to Colfax County New Mexico in the amount of \$16 million. This grant will build upon the previous two (2) awards (in Colorado and Kansas) and provide funding for similar improvements to remaining sections of rail in Kansas, Colorado, and New Mexico.

# AMTRAK ROUTES IN NEW MEXICO



TRACK OWNERSHIP	
<span style="color: purple;">—</span> Amtrak	<span style="color: green;">—</span> NS
<span style="color: orange;">—</span> UP	<span style="color: lightgreen;">—</span> CP
<span style="color: blue;">—</span> BNSF	<span style="color: purple;">—</span> CN
<span style="color: red;">—</span> CSX	<span style="color: black;">—</span> Other

**1** Congressional District