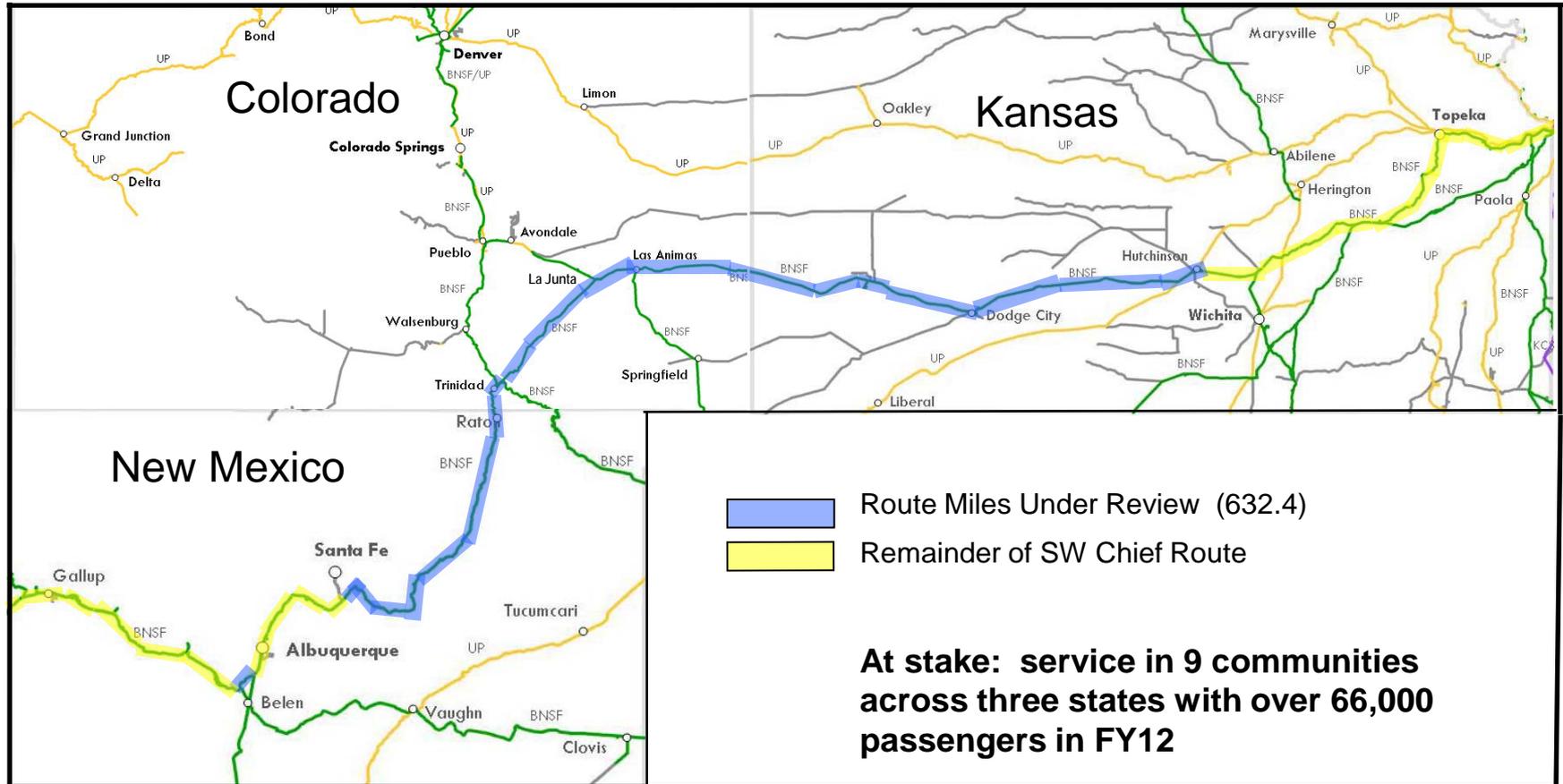




Southwest Chief Routing

**Ray Lang
Chief, State Government Relations
November 11, 2013**

Current Southwest Chief Route



Current Southwest Chief Route - Kansas



Current Route in Question

<u>Affected Communities</u>	<u>FY 11 Boardings & Alightings</u>	<u>FY12 Boardings & Alightings</u>	<u>Change</u>
Hutchinson	5,185	5,239	1% growth
Dodge City	5,149	5,174	.5% growth
Garden City	7,511	7,887	5% growth



Current Southwest Chief Route - Colorado

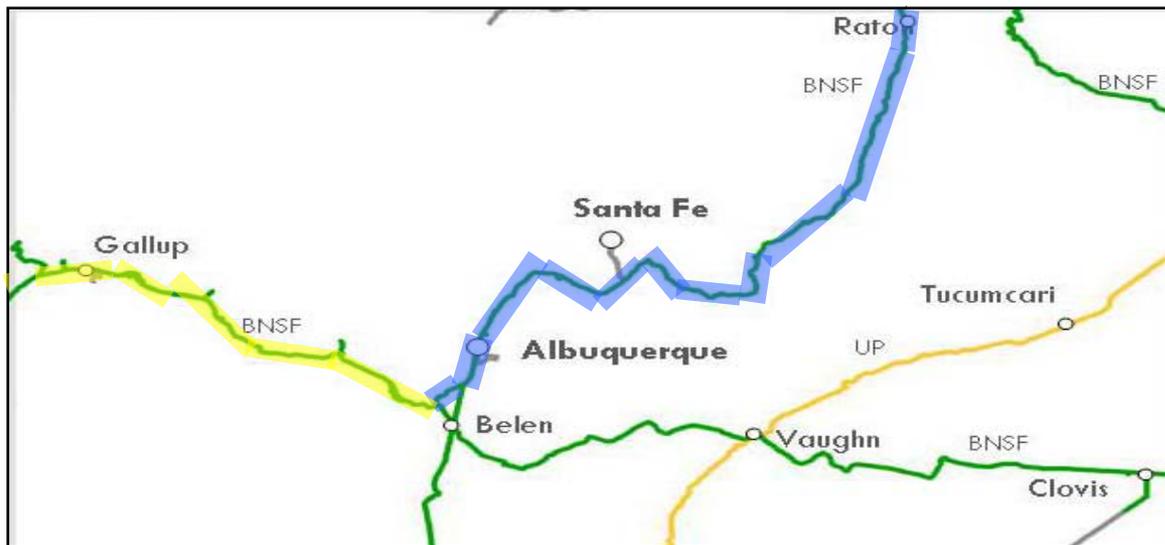


Current Route in Question

<u>Affected Communities</u>	<u>FY11 Boardings & Alightings</u>	<u>FY12 Boardings & Alightings</u>	<u>Change</u>
Lamar	1,840	1,936	5% growth
La Junta	6,653	6,566	1% decline
Trinidad	4,535	4,770	5% growth



Current Southwest Chief Route – New Mexico



Current Route in Question

<u>Affected Communities</u>	<u>FY11 Boardings & Aightings</u>	<u>FY12 Boardings & Aightings</u>	<u>Change</u>
Raton	16,749	16,292	2% growth
Las Vegas	4,952	5,653	14% growth
Lamy	12,579	12,589	steady

Kansas Infrastructure Needs



Hutchinson, KS to
Colorado Line
(244 miles)



KS Portion Under Review 

Maintenance and Capital Needs

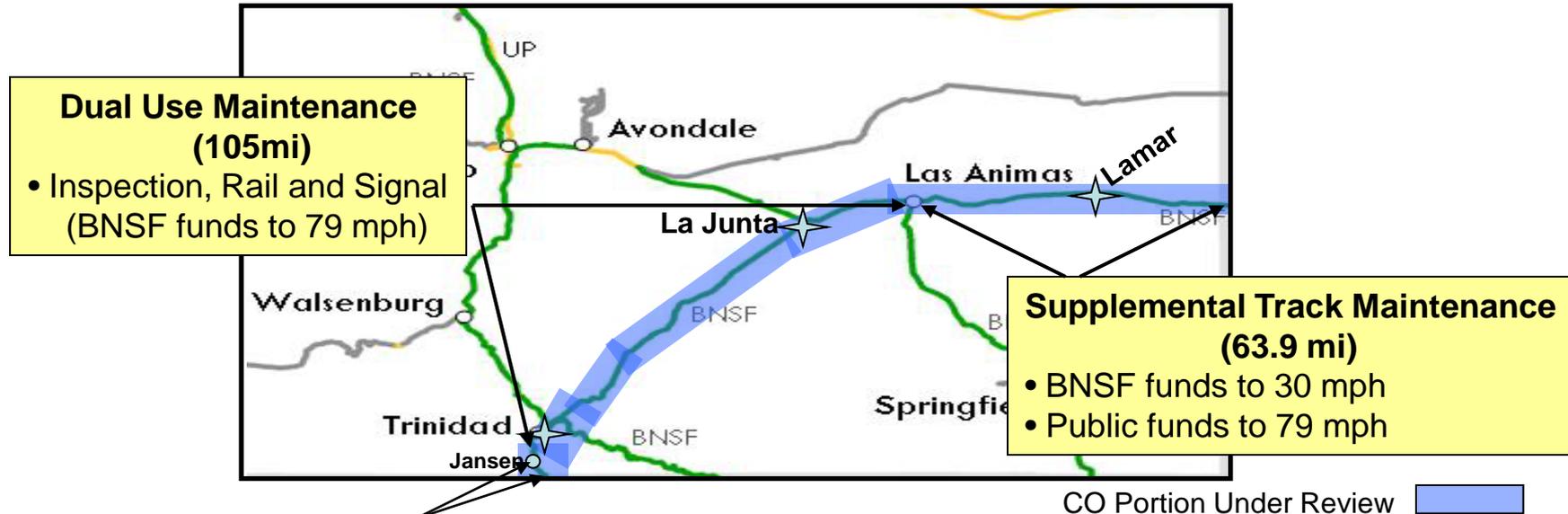
- 244 miles of supplemental track maintenance
 - BNSF funds to 30mph
 - Public supplements to 79mph
- 244 miles of rail relay (rail, turnouts crossings) needed within the next ten years
- Once rail relay completed, supplemental track maintenance will not be needed



Work and Cost Data provided by BNSF

Hutchinson, Dodge City and Garden City generated 17,845 riders in FY 12

Colorado Infrastructure Needs



Capital Needs

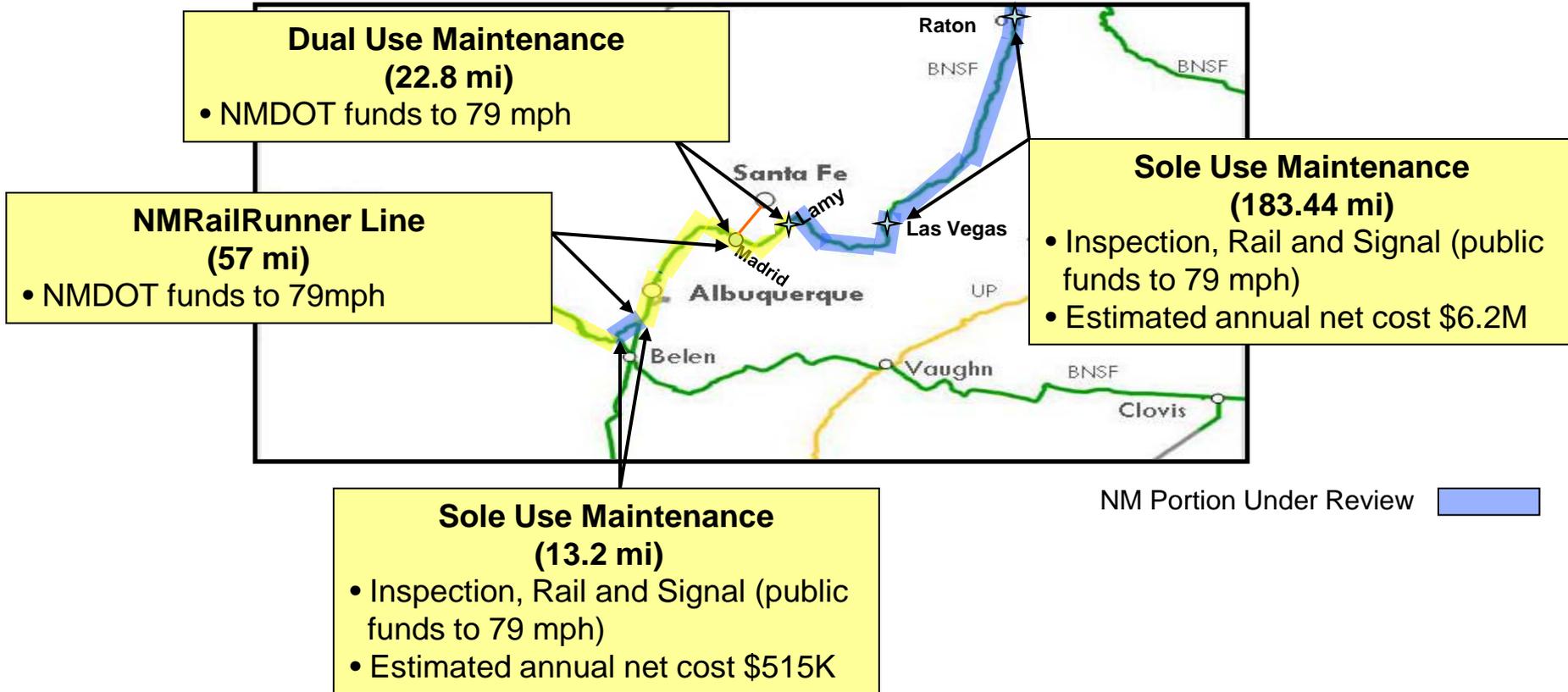
- Once rail relay completed, supplemental track maintenance will not be needed
- BNSF will pay for bridgework and has lowered costs from sole use to supplemental with opening of coal mine at Jansen, CO in mid-2011



Work and Cost Data provided by BNSF

Lamar, Trinidad and La Junta generated 13,272 riders in FY 12

New Mexico Infrastructure Needs



Work and Cost Data provided by BNSF

Raton, Las Vegas and Lamy generated 34,534 riders in FY 12

Southwest Chief Route – State Summary

(Costs in 2011 Dollars)



	Estimated Annual Net Cost, Ten Year Average*	Estimated Capital Needs over Ten Years
Kansas		
Supplemental Track Maintenance	\$1,120,000	
Relay Rail (minus salvage)		\$58,400,000
Subtotal	\$1,120,000	\$58,400,000
Colorado		
Supplemental Track Maintenance	\$275,000	
Sole Use Track Maintenance	\$640,000	
Relay Rail (minus salvage)		\$30,300,000
Subtotal	\$915,000	\$30,300,000
New Mexico		
Sole Use Track Maintenance	\$6,727,000	
Bridge/Structures		\$3,800,000
Subtotal	\$6,727,000	\$3,800,000
TOTAL		\$92,500,000
Annual cost after Jan 2016, in 2011 dollars	\$8,762,000	
If all track in KS and CO not returned to 79 mph	-\$1,395,000	
If BNSF accepts its maintenance	-\$7,367,000	



*Annual capital and maintenance costs minus current Amtrak payments to BNSF for maintenance

Economic impacts



- This route is a significant transportation asset
 - Once gone, it will be essentially irreplaceable
- Rail has efficiency advantages for many bulk cargoes:
 - Coal
 - Gas
 - Oil
- If circumstances changed, levels of online business could change very rapidly, for both Amtrak and BNSF (e.g., Williston, ND oil boom)
- Even in its current state, this line is an asset to
 - Online communities
 - BNSF Railway
 - States and the region
- Over the past few decades, loss of rail service correlates to significant local economic impacts:
 - Towns and cities losing railroads averaged 40% less industrial output than those that retained service
 - Tended to grow more slowly
 - Effect found predominantly in rural areas

