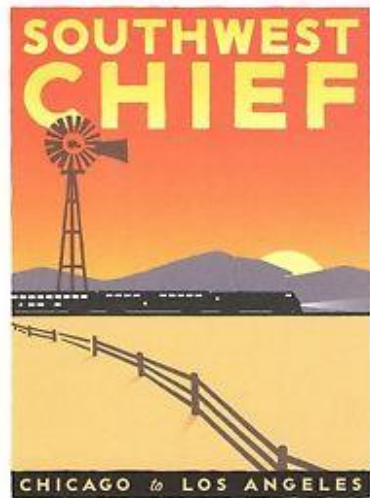


SOUTHWEST CHIEF COMMISSION



THE SOUTHWEST CHIEF RAIL LINE
ECONOMIC DEVELOPMENT, RURAL
TOURISM, AND INFRASTRUCTURE
REPAIR AND MAINTENANCE
COMMISSION

PURPOSE

- Established by HB 14-1161 in 2014
- Encourage Amtrak to continue its Southwest Chief Rail Line Service at all current Colorado stops,
- Expand such service to include a stop in Pueblo,
- Study the potential benefits of expanding such service to include a stop in Walsenburg, and
- Create a fund to receive moneys for future appropriations and funding sources.

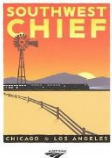
An Act



CHICAGO TO DENVER

CONCERNS

- 50- 65 year old jointed rail track in need of replacement, upgrade along 600 mile portion of Southwest Chief route, western Kansas-Colorado-eastern New Mexico
 - Approximately 200 route miles in each state part of impacted route
- BNSF, “host” railroad, only needed to maintain track to 30 MPH for its own freight business in western Kansas, eastern Colorado
- Amtrak as passenger railroad needed track quality for up to 79 mph
 - Maintain schedule requirements at Chicago, Los Angeles endpoints
- 2012 options to resolve difference between 30 mph and 79 mph:
 - Cancel the Amtrak service altogether
 - Reroute Southwest Chief from Colorado to Oklahoma and Texas
 - Work to find the funding for repairing the track and keeping the service in Colorado: initial estimated cost of \$97 million capital, \$110 million in on-going maintenance

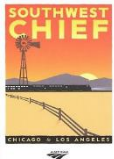


SUCCESSSES

- Partnerships: 35 partners in three states make a strong coalition!
 - 3 states / state Departments of Transportation
 - 1 willing private sector partner: BNSF Railway
 - 1 willing public passenger rail operator: Amtrak
 - 30 municipalities including cities and counties in KS, CO, NM
 - Advocates such as Colorado Rail Passenger Association (ColoRail)
- Funding Successes

	Miles of Track	Federal Funds (Millions)	Matching Funds	Total Funding
TIGER 6	48	\$12.4	\$9.3	\$21.7
TIGER 7	60	\$15.2	\$9.2	\$24.4

- Repair
 - TIGER 6 Track Work completed in June 2016
 - TIGER 7 Track Work scheduled to be completed in Oct/Nov 2016
 - BNSF Railway agreed to maintain track with new rail installed
 - 60 miles of repair, \$41 M needs remain, with <5 years to find funds



NEXT STEPS

- Pursue environmental “clearances” on last 60 miles to increase project readiness and grant competitiveness
- Evaluate service options to Pueblo
 - Spur-line or through-service between La Junta and Pueblo as start
 - Speed up service schedule in synch with track improvements
 - Pueblo to Trinidad, including Walsenburg as a second effort
 - Explore extending through service to Colorado Springs
- Pursue funding opportunities at local, state, multi-state, and federal levels...TIGER 9 or similar

