

1 A MEMORIAL

2 RECOGNIZING THE IMPORTANCE OF AMTRAK, THE NATIONAL RAILROAD
3 PASSENGER CORPORATION, AND ITS CONTRIBUTION TO NEW MEXICO'S
4 ECONOMY; ACKNOWLEDGING THE THREAT TO VIABILITY OF THE
5 SOUTHWEST CHIEF TRAIN; REQUESTING THAT THE NEW MEXICO
6 CONGRESSIONAL DELEGATION AND THE GOVERNOR SUPPORT THE
7 CONTINUED OPERATION OF THE SOUTHWEST CHIEF.

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9 WHEREAS, Amtrak, the national railroad passenger
10 corporation, a federally chartered corporation, provides
11 train service to millions of Americans each year and operates
12 two long-distance routes through New Mexico; and

13 WHEREAS, Amtrak's southwest chief train runs from
14 Chicago to Los Angeles and stops in New Mexico at Raton, Las
15 Vegas, Lamy, Albuquerque and Gallup; and

16 WHEREAS, the southwest chief carries passengers through
17 scenic landscapes not visible from highways and provides an
18 energy-efficient form of transportation; and

19 WHEREAS, many New Mexico residents who ride the
20 southwest chief depend on it as the only form of public
21 transportation between Raton and Albuquerque; and

22 WHEREAS, the southwest chief provides interstate
23 transportation for New Mexico residents and travelers
24 visiting New Mexico; and

25 WHEREAS, in federal fiscal year 2012, passengers boarded

1 and alighted the southwest chief in New Mexico at
2 Albuquerque, Lamy, Las Vegas and Raton more than one hundred
3 twelve thousand times; and

4 WHEREAS, each year, about four thousand four hundred boy
5 scouts who camp at the Philmont scout ranch travel on the
6 southwest chief, using the Raton station; and

7 WHEREAS, the southwest chief's presence in the region
8 enhances the state and local economies by attracting tourists
9 and employing New Mexicans; and

10 WHEREAS, the southwest chief's presence in the region
11 supports local businesses by requiring the purchase of goods
12 and services; and

13 WHEREAS, many New Mexico counties, including Bernalillo,
14 Colfax, Mora, San Miguel, Sandoval and Santa Fe, depend on
15 property tax revenues paid by the BNSF railway; and

16 WHEREAS, since 1970, the New Mexico legislature and New
17 Mexico business organizations, municipalities and counties
18 have supported Amtrak; and

19 WHEREAS, the BNSF railway company, formerly the
20 Burlington northern and Santa Fe railway company, owns and
21 leases to Amtrak most of the line on which the southwest
22 chief carries passengers in New Mexico; and

23 WHEREAS, capital funding is needed to modernize the
24 southwest chief line running from Hutchinson, Kansas, to
25 Albuquerque so that it meets required passenger-rail

1 standards; and

2 WHEREAS, the BNSF railway management has said that it
3 will not renew Amtrak's lease, which expires in January 2014
4 unless Amtrak pays to upgrade that line; and

5 WHEREAS, the United States congress has not provided for
6 a permanent funding stream to cover the costs of Amtrak's
7 infrastructure needs; and

8 WHEREAS, Amtrak's inability to secure adequate capital
9 funding for improvements imminently threatens the viability
10 of the southwest chief line from Raton to Albuquerque; and

11 WHEREAS, the southwest chief coalition, a group of
12 concerned citizens and elected officials from Colorado,
13 Kansas and New Mexico, has assembled in an effort to preserve
14 the southwest chief; and

15 WHEREAS, New Mexico governmental entities, including
16 Colfax county, Mora county, San Miguel county, Santa Fe
17 county, the city of Albuquerque, the city of Las Vegas, the
18 city of Raton, the city of Santa Fe, the town of Wagon Mound
19 and the New Mexico municipal league, have resolved to support
20 the southwest chief coalition's efforts;

21 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE OF THE
22 STATE OF NEW MEXICO that the New Mexico congressional
23 delegation and the governor be called upon to support the
24 continued viability of the southwest chief; and

25 BE IT FURTHER RESOLVED that copies of this memorial be

1 transmitted to the members of the New Mexico congressional
2 delegation; the governor; the New Mexico state transportation
3 commission; the legislatures and the governors of the states
4 of Colorado and Kansas; Amtrak; and the federal railroad
5 administration.

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