



# Amtrak Fact Sheet Fiscal Year 2018 *State of Colorado*

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## Amtrak Service & Ridership

Amtrak operates two National Network trains through Colorado:

- The **California Zephyr** (daily Chicago-Omaha-Denver-Glenwood Springs-Salt Lake City-Reno-Sacramento-Emeryville/Bay Area)
- The **Southwest Chief** (daily Chicago-Kansas City-La Junta-Lamy/Santa Fe-Albuquerque-Flagstaff-Los Angeles)

During FY18 Amtrak served the following Colorado locations:

<b><u>City</u></b>	<b><u>Boardings &amp; Alightings</u></b>
<a href="#">Denver</a>	143,986
<a href="#">Fort Morgan</a>	3,445
<a href="#">Granby</a>	5,034
<a href="#">Grand Junction</a>	32,540
<a href="#">Glenwood Springs</a>	44,430
<a href="#">La Junta</a>	7,373
<a href="#">Lamar</a>	1,588
<a href="#">Trinidad</a>	5,635
<a href="#">Winter Park-Fraser</a>	10,006
<a href="#">Winter Park Resort</a> (seasonal)	13,033
<b>Total Colorado Station Usage:</b>	<b>267,070</b>

## Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order 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 Colorado with each service's host railroads and on-time performance (OTP) in FY18:

Service	Host Railroads	FY18 OTP
<b><i>California Zephyr</i></b>	BNSF and Union Pacific	<b>48.8%</b>
<b><i>Southwest Chief</i></b>	BNSF and New Mexico Department of Transportation	<b>47.0%</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 **63,844** members of the Amtrak Guest Rewards program in Colorado. This is a 14% increase from FY17.

### **New Service**

Amtrak began new, seasonal service between Denver and Winter Park Resort in January 2017. The partnership with the Winter Park Resort has resulted in the Amtrak Winter Park Express. This seasonal, weekend service marks the return of the “Ski Train” to Colorado and provides a car-free transportation alternative to this world-class ski resort. For the first year (2017), weekend and holiday train service ran from January through March, for a total of 26 round trips. In 2019, the third year of operations, a service increase to 33 rounds trips is scheduled-including the first two Fridays of each month of January, February, and March.

### **Station Improvements**

Denver: Union Station underwent a \$500-million redevelopment into a regional, intermodal transportation center. Amtrak moved into the redeveloped terminal in 2014. Union Station was built in 1894, significantly rebuilt in 1914, and purchased by the Regional Transportation District in 2002.

Winter Park Resort: With a funding partnership between Winter Park Resort/Interwest, Inc., the City of Denver, the City of Winter Park, and with a \$1.5-million grant from the Colorado Department of Transportation, the Winter Park Resort completed a 940-foot, heated, ADA-compliant platform at the resort location just beyond the west portal of the Moffatt Tunnel. The \$4-million station project includes the heated platform, walkways to/from the resort, lighting and signage. The Winter Park Ski resort is the only ski destination with its own direct train service and platform in North America. This facility is used for the seasonal Winter Park Express service between Denver and the Winter Park Resort.

### **Southwest Chief Route**

The present route of the ***Southwest Chief***, via Trinidad, La Junta, and Lamar, 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 patterns and that effort has produced significant results so far.

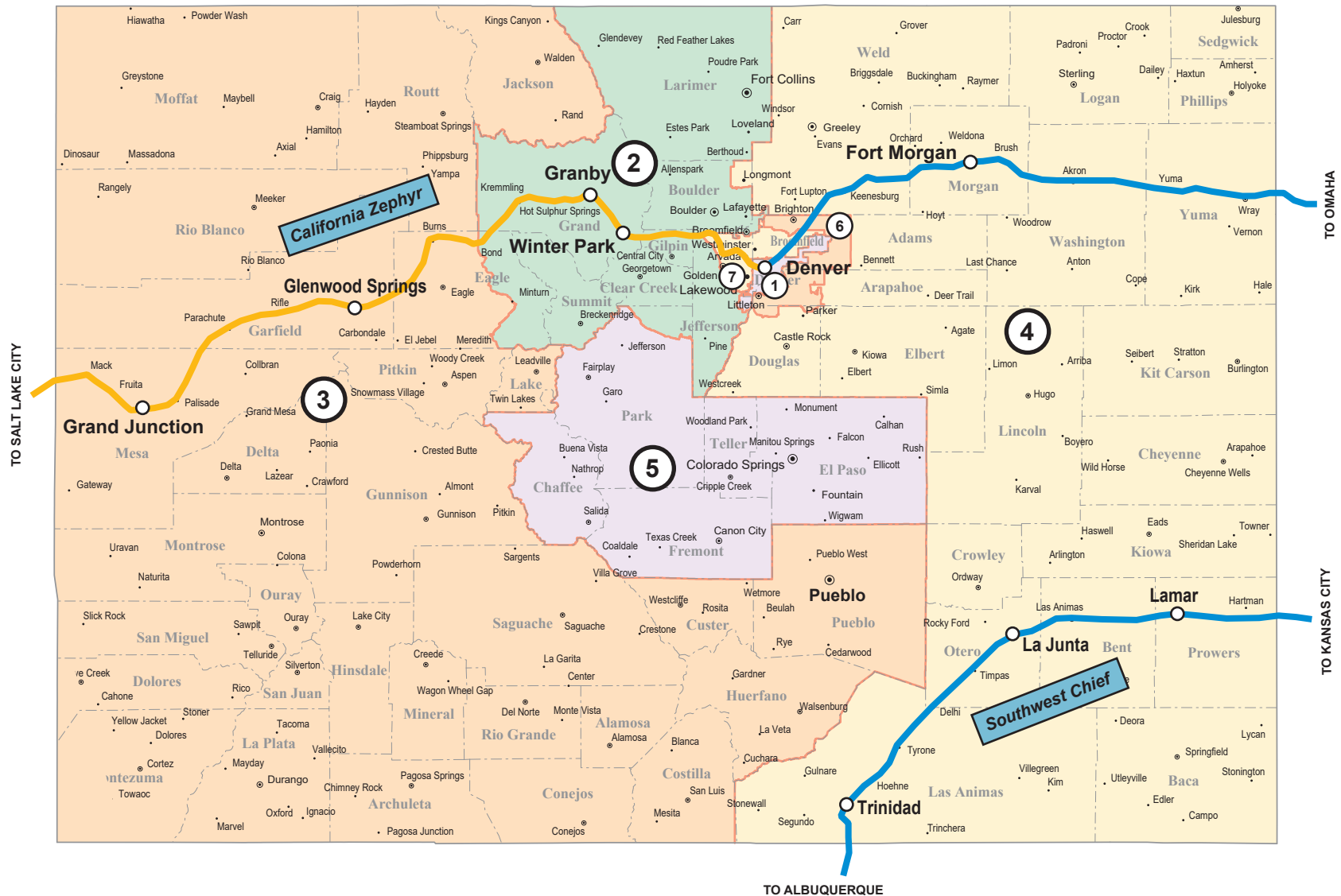
In September 2014, through the TIGER VI program, the U.S. Department of Transportation awarded \$12.5 million to the Kansas Department of Transportation to begin the process of modernizing the BNSF La Junta Subdivision, used by the ***Southwest Chief***. Combined with matching funds from Amtrak (\$4 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. The sum represented a significant down payment on this project and will be 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 TIGER grant 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 in this round of funding.

In 2018, the U.S. Department of Transportation awarded a TIGER grant to Colfax County, New Mexico in the amount of \$16 million. This grant will build upon the previous two (2) awards and provide funding for similar improvements to remaining sections of rail in Kansas, Colorado, and New Mexico.

The Colorado Legislature passed a bill in 2014 to create a commission to oversee the state's efforts to preserve and expand service on the ***Southwest Chief*** through Colorado. That commission is spearheading the effort to secure future state and federal funds to make additional track improvements in Colorado. In 2017, the Legislature renewed the commission existing authority, and augmented its role to explore the possibility of Front Range rail service—addressing a critical transportation issue along the I-25 corridor. Shortly after in 2018, the Legislature appropriated \$2.5 in transportation funds to the Commission to begin planning, community outreach, and other start-up costs associated with future Front Range passenger rail service in the State.

# AMTRAK ROUTES IN COLORADO



① Congressional District

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