



Amtrak Fact Sheet Fiscal Year 2021 State of Colorado

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated over four trains per day in Colorado, as part of the following routes:

- **Long Distance**
 - California Zephyr* (daily San Francisco Bay Area-Reno-Salt Lake City-Denver-Omaha-Chicago)
 - Southwest Chief* (daily Los Angeles-Flagstaff-Albuquerque-Topeka-Chicago)

Stations Served

During FY 2021, Amtrak served the following locations in Colorado.

City (Code)	Ridership
Denver (DEN)	61,216
Fort Morgan (FMG)	1,614
Glenwood Springs (GSC)	22,968
Granby (GRA)	2,305
Grand Junction (GJT)	14,995
La Junta (LAJ)	3,525
Lamar (LMR)	673
Trinidad (TRI)	3,733
Winter Park/Fraser (WIP)	3,500
Total Colorado Station Usage:	114,529

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. 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 customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>California Zephyr</i>	BNSF, Union Pacific	37.6%
<i>Southwest Chief</i>	BNSF, New Mexico DOT	36.3%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 85,131 members listing an address in Colorado. This is a 6.0% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Colorado, Amtrak spent \$14,971,801, broken down in the following locations:

City	Amount (\$)
Denver	3,101,431
Englewood	130,508
La Junta	535,737
Lakewood	6,827,816
Longmont	3,493,683
Pueblo	330,852
Westminster	149,113

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 58 Colorado residents. Total FY 2021 wages were \$1.54 billion, of which Colorado residents earned \$5,733,988.

Additional Information

The main routes that run through the state of Colorado include the *California Zephyr* and the *Southwest Chief*. In addition, an extensive network of Thruway Motorcoach services links communities, which have no direct rail access, to the Amtrak system.

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across

the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

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 roundtrips. In 2019, the third year of operations, a service increase to 33 rounds trips was scheduled – including the first two Fridays of each month of January, February, and March. For the fourth season in 2020, service was increased, again, to a total of 36 Round-trip with operations on all Fridays, Saturdays, and Sundays during the first two months of the year.

Station Improvements

Granby: Amtrak plans to modify the station to ensure ADA compliance. This will include: an accessible route from the public right of way to the platform and parking area; ADA-compliant parking spaces with painted striping, signage, and bollards; a new platform with associated ramps, stairs, railings, and signage; and providing platform city identifier signs and ADA-required signage for parking.

Fort Morgan: In 2019, Phase 1 of a two-phase project was completed by Amtrak to ensure that the station was keeping up with ADA regulations. This included updating the entrances to the station, along with the station’s restrooms and parking area. Phase 2 will soon be underway by Amtrak and is projected to finish in FY 2024. Changes include a new platform for the station with associated ramps, stairs, railings, and signage.

Glenwood Springs: In 2019, Phase 1 of a two-phase project was completed by Amtrak to ensure that the station was keeping up with ADA regulations. This included updating the entrances to the station, along with the station’s restrooms and parking area. Phase 2 will soon be underway by Amtrak and is projected to finish in FY 2024. Changes include a new platform for the station with associated ramps, stairs, railings, and signage.

La Junta: In FY 2017, Phase 1 of a two-phase project was completed by Amtrak to ensure that the station was keeping up with ADA regulations. This included updating the entrances to the station, along with the station’s restrooms and parking area. Phase 2 will soon be underway by Amtrak and is projected to finish in FY 2024. Changes include a new platform for the station with associated ramps, stairs, railings, and signage.

Lamar: Amtrak is currently in the design stages of modifying the station's platform to ensure ADA compliance. This will include a new platform with associated ramps, stairs, railings, and signage for the station. This project is projected to be completed in FY 2024.

Trinidad: Amtrak is currently in the design stages of modifying the station's platform to ensure ADA compliance, as well as the station's parking area. This project is projected to begin in FY 2023.

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 an ADA-compliant platform at the resort location just beyond the west portal of the Moffatt Tunnel. The \$4 million station project includes a 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.

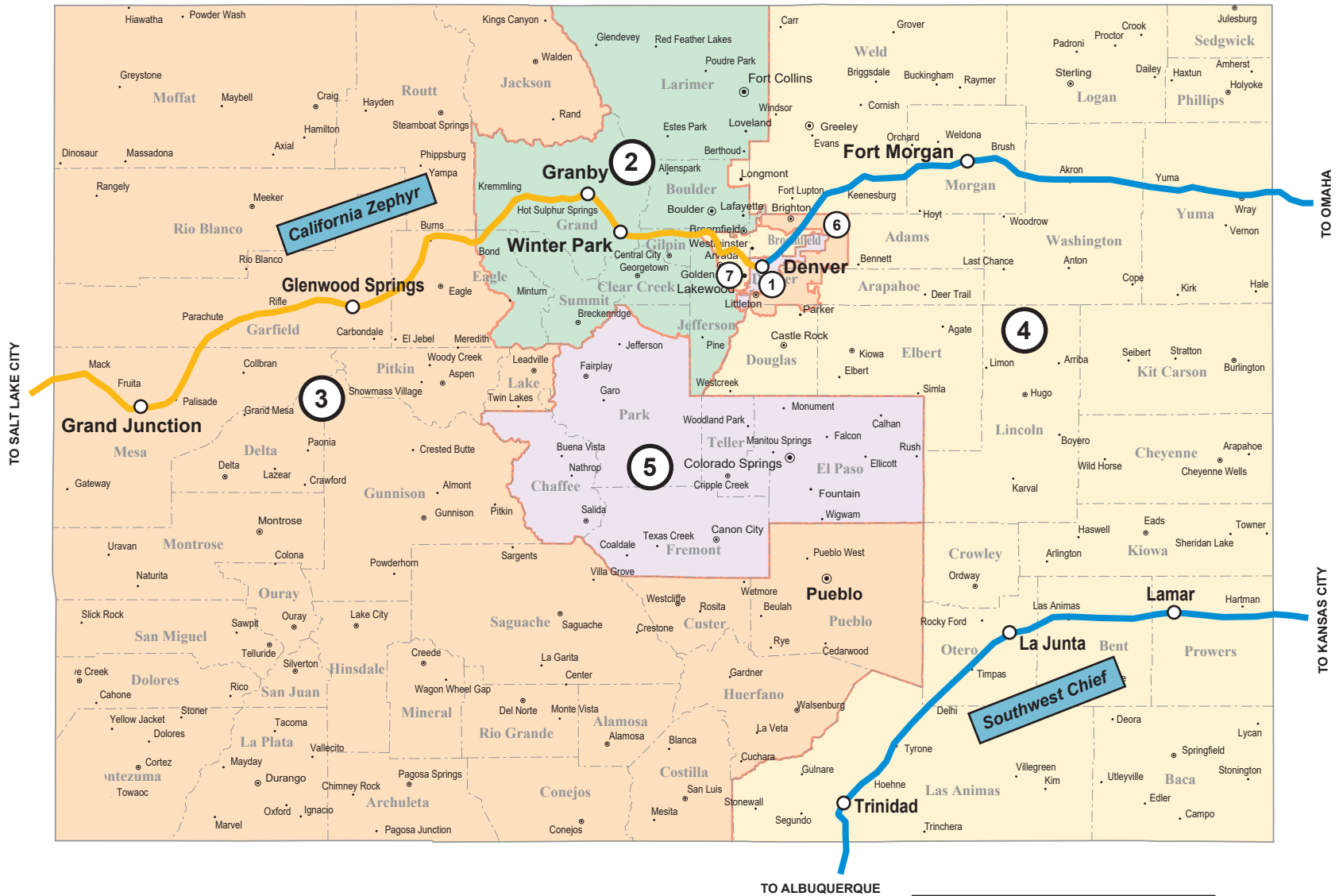
Southwest Chief Route

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 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. In 2020, the Commission rigorously continues its work on the potential Front Range passenger service with numerous community and legislative initiatives. Between 2016 and 2020, Amtrak has committed \$15.8 million in direct funding for the route of the *Southwest Chief*, and an additional \$12.8 million in matching funds to previously awarded federal grants.

AMTRAK ROUTES IN COLORADO



① Congressional District

TRACK OWNERSHIP	
—	Amtrak
—	UP
—	BNSF
—	CSX
—	NS
—	CP
—	CN
—	Other