



## Amtrak Fact Sheet Fiscal Year 2021 State of New Mexico

### Amtrak Service & Ridership

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

- **Long Distance**
  - Southwest Chief** (daily Los Angeles-Flagstaff-Albuquerque-Topeka-Chicago)
  - Sunset Limited** (thrice weekly Los Angeles-Maricopa-El Paso-San Antonio-Houston-New Orleans-Orlando) [Currently suspended east of New Orleans]
  - Texas Eagle** (daily Chicago-St. Louis-Little Rock-Dallas-San Antonio with thrice weekly through car service on the **Sunset Limited** to Los Angeles)

### Stations Served

During FY 2021, Amtrak served the following locations in New Mexico.

City (Code)	Ridership
Albuquerque (ABQ)	25,821
Deming (DEM)	989
Gallup (GLP)	5,084
Lamy (LMY)	3,771
Las Vegas (LSV)	1,830
Lordsburg (LDB)	519
Raton (RAT)	8,472
<b>Total New Mexico Station Usage:</b>	<b>46,486</b>

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 New Mexico with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

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

Service	Host Railroad (s)	FY21 OTP
<i>Sunset Limited</i>	BNSF, Union Pacific	27.1%
<i>Texas Eagle</i>	BNSF, Canadian National, Union Pacific, Trinity Railway Express	52.0%

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 32,634 members listing an address in New Mexico. This is a 4.7% 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 New Mexico, Amtrak spent \$496,374, broken down in the following locations:

City	Amount (\$)
Santa Fe	366,151

**Employment & Wages**

At the end of FY 2021, Amtrak employed 17,055 people, including 48 New Mexico residents. Total FY 2021 wages were \$1.54 billion, of which New Mexico residents earned \$4,991,008.

**Additional Information**

The main route that runs through the state of New Mexico includes 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.

### **Station Improvements**

**Deming:** 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 2023.

**Las Vegas:** 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.

**Lordsburg:** 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 2023.

**Raton:** Each summer, the Philmont Boy Scout Ranch hosts over 22,000 scouts and others, with about 20% arriving via Amtrak. This is about half the usage of the Raton station.

### **Southwest Chief Route**

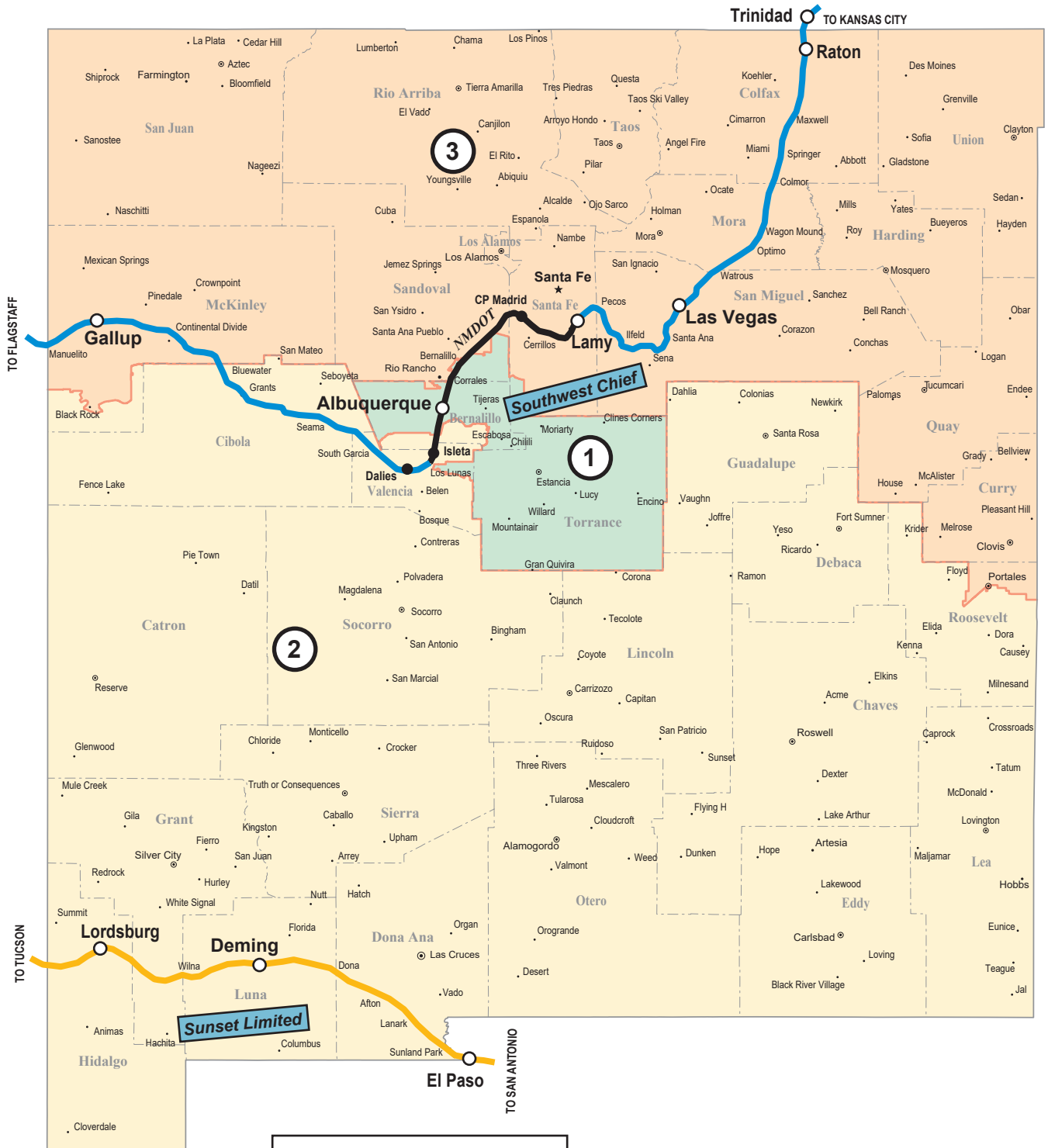
The route of the *Southwest Chief* in Kansas, Colorado, and New Mexico could be altered if sufficient capital funding is not found to modernize the line. Amtrak has been working with states and communities that would be affected and has informed them of the situation, which results from changing freight traffic patterns. That effort has produced significant results so far.

In September of 2014, through the TIGER VI program, the U.S. Department of Transportation awarded a \$12.5 million TIGER grant 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 and Colorado. The sum represented a significant down payment on this project and is 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 Grant via TIGER VII 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 via this grant award.

In 2017, Colfax County, New Mexico, submitted application under the TIGER IX program for \$18.3 million to continue the work needed in modernize the line. The application will be matched by \$9.3 million in funds from Amtrak, BNSF, Kansas DOT, Colorado DOT, and New Mexico DOT. In 2018, the U.S. Department of Transportation awarded TIGER grant to Colfax County New Mexico in the amount of \$16 million. This grant will build upon the previous two (2) awards (in Colorado and Kansas) and provide funding for similar improvements to remaining sections of rail in Kansas, Colorado, and New Mexico.

# AMTRAK ROUTES IN NEW MEXICO



TRACK OWNERSHIP	
<span style="color: purple;">—</span>	Amtrak
<span style="color: orange;">—</span>	UP
<span style="color: blue;">—</span>	BNSF
<span style="color: red;">—</span>	CSX
<span style="color: green;">—</span>	NS
<span style="color: lightgreen;">—</span>	CP
<span style="color: purple;">—</span>	CN
<span style="color: black;">—</span>	Other

**1** Congressional District