

TRANSIT AND RAIL DIVISION

- ◆ Supports the development of transit and ridesharing as viable transportation choices in New Mexico.
- ◆ Administers federal transit grant funding and programs and provides technical and coordination assistance to public and private non-profit public transit systems.
- ◆ Administers federal transit grants and planning funds used by the state's larger municipalities and MPOs for public transit-related programs.
- ◆ Manages the NMDOT Park and Ride intercity bus service.
- ◆ In cooperation with the Rio Metro Regional Transit District, manages Rail Runner service.
- ◆ Conducts and participates in transit and rail planning activities.
- ◆ Assists local governments to establish Regional Transit Districts (RTDs) and assists the RTDs to plan, coordinate and implement service.
- ◆ Administers the NMDOT's railroad grade crossing safety improvement program.

New Mexico Rail Runner Express Facts

In FY 2020, Rail Runner:

- A Rail Runner passenger traveling between downtown Albuquerque and downtown Santa Fe saves \$1,149 monthly by choosing Rail Runner over driving alone in their private vehicle.
- Reduced traffic congestion by removing an estimated 9.3 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced CO₂ emissions by 3,988 tons; and
- Reduced gasoline consumption by 459,634 gallons.

Transit in NM Facts

In FY 2020, Transit in NM:

- Accounted for 13.9 million trips;
- Reduced 92.9 million vehicle miles traveled;
- Eliminated 44,415 tons of CO₂ emissions; and
- Reduced gasoline consumption by 4.5 million gallons.

Rural Transit Facts

In Federal FY 2019, Rural Transit:

- Accounted for 1,703,365 trips;
- Reduced 8.8 million vehicle miles traveled;
- Eliminated 4,256 tons of CO₂ emissions; and
- Reduced gasoline consumption by 438,768 gallons.

NMGo! Vanpool Facts

In State FY 2020, the NMGo! vanpool program for small urban areas (Farmington, Las Cruces, Los Lunas, Santa Fe):

- Accounted for 104,861 trips;
- Reduced 5.0 million vehicle miles traveled
- Eliminated 2,365 tons of CO₂ emissions; and
- Reduced gasoline consumption by 239,817 gallons.

NMDOT Park and Ride Facts

In FY 2020, NMDOT Park and Ride:

- The average passenger saved \$601 monthly by choosing Park and Ride over driving alone in their private vehicle (assumes 64-mile round trip, 54 cents per mile private vehicle operating and ownership cost, \$90 monthly pass)
- Reduced traffic congestion by removing an estimated 5.8 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced CO₂ emissions by 2,719 tons; and
- Reduced gasoline consumption by 281,533 gallons.

New Mexico Statewide Transit System Characteristics

Service	NMDOT District	Service Type*	Funding Sources**	FY 2019 Ridership***	FY 2020 Ridership***
NMDOT Park and Ride	1,3,4,5	FR	State Funding, 5311(f)	232,830	175,979
Rail Runner	3,5	CR	RTD, Section 5307/5337	763,828	516,018
Bernalillo County					
Adelante Development Center	3		Section 5310		
ARCA	3		Section 5310		
Casa Angelica	3		Section 5310		
City of Albuquerque-ABQ Ride	3	FR/DR	Section 5307	9,945,470	9,818,663
Cornucopia Adult Day Service	3		Section 5310		
LifeRoots	3		Section 5310		
Mandy's Farm	3		Section 5310		
PB&J Family Services	3		Section 5310		
Pueblo of Isleta Elder Care	3		Section 5310		
San Felipe Pueblo	3		Section 5310		
Santa Ana Pueblo	3		Section 5310		
Share Your Care, Inc.	3		Section 5310		
Therapeutic Living Services	3		Section 5310		
Chaves County					
City of Roswell-Pecos Trails	2	FR/DR	Section 5311	163,792	161,733
Cibola County					
Village of Milan - Carrot Express	6	DR	Section 5311	15,560	19,452
Pueblo of Laguna -Shaa'srk'a Transit	6	FR/MFR/DR	Section 5311	9,133	5,000
Curry County					
City of Clovis-Clovis Area Transit	2	DR	Section 5311	62,271	68,972
Doña Ana County					
Ben Archer Health Center/Hatch Area Medical	1		Section 5310		
Las Cruces-Road Runner Transit	1	FR/DR	Section 5307	614,005	604,668
NMGo! Vanpool ****	1	VAN	CMAQ		104,861
Progressive Residential Services	1		Section 5310		
South Central RTD	1		Section 5311	30,718	35,124
Tresco, Inc.	1		Section 5310		
Eddy County					
City of Carlsbad-Municipal Transit	2	FR/DR	Section 5311	41,526	44,207
Grant County					
South West Regional Transit District^	1	DR/MFR/FR	Section 5311	99,221	96,287
Life Quest	1		Section 5310		
Hidalgo County					
Mature Diversity	1		Section 5310		
Lea County					
City of Hobbs-Hobbs Express	2	FR/DR	Section 5311	57,603	57,661
Lincoln County					
City of Ruidoso Downs—Lincoln County Transit	2	DR	Section 5311	3,604	N/A++
Los Alamos County					
Los Alamos—Atomic City Transit	5	FR/MFR/DR	Section 5310/5311	441,543	458,861
McKinley County					
A:Shiwi Transit—Pueblo of Zuni	6	MFR	Section 5311	39,893	44,347
Gallup Express	6	FR/MFR	Section 5311	89,233	98,799
Coyote Canyon Rehabilitation Center	6		Section 5310		
Presbyterian Medical Services	6		Section 5310		

Service	NMDOT District	Service Type*	Funding Sources**	FY 2019 Ridership***	FY 2020 Ridership***
McKinley County					
Navajo Transit System	6	FR	Section 5311	14,174	39,568
Tohatchi Area of Opportunity & Service	6		Section 5310		
Zuni Entrepreneurial Enterprises (ZEE)	6		Section 5310		
Otero County					
Zia Therapy Center, Inc. +	2	FR/DR	Section 5310/5311	116,297	125,933
Rio Arriba County					
North Central Regional Transit District	5	FR/DR	Section 5310/5311	213,091	293,600
Las Cumbres Community Services	5		Section 5310		
Ohkay Owingeh	5		Section 5311	11,920	13,618
Roosevelt County					
City of Portales	2	DR	Section 5311	12,463	14,291
San Juan County					
City of Farmington-Red Apple Transit	5	FR/MFR/DR	Section 5307	117,636	126,378
Presbyterian Medical Services	5		Section 5310		
San Miguel County					
City of Las Vegas-Meadow City Express	4	DR	Section 5311	18,646	17,498
Sandoval County					
Rio Metro Regional Transit District ++	3	FR/DR	Section 5310/5311	45,300	43,060
Santa Fe County					
City of Santa Fe-Santa Fe Trails	5	FR/DR	Section 5307	960,332	884,670
Presbyterian Medical Services	5		Section 5310		
Socorro County					
City of Socorro	1	DR	Section 5311	13,037	12,257
Taos County					
Town of Red River-Miners Transit	5	DR	Section 5311	38,761	41,936
Dreamtree Project	5		Section 5310		
Ensuenos Y Los Angelitos	5		Section 5310		
Union County					
Golden Spread Rural Frontier Coalition	4	DR	Section 5311	9,176	11,161
Valencia County					
La Vida Felicidad	3		Section 5310		
TOTAL RIDERSHIP				FY 19	FY 20
Percentage Decrease from FY 19: 1.7%				14,181,063	13,934,602

*FR-Fixed Route
MFR-Modified Fixed Route
DR-Demand Response
CR-Commuter Rail
VAN-Small Urban Area Vanpool Program

Section 5310 services are Demand Response unless otherwise noted.

**Section 5310 programs are for capital expenses and are typically not funded for consecutive years. Therefore, ridership numbers are not reported in this publication.

***Ridership is based on State Fiscal Years 2019 and 2020 (July 1 - June 30) for NM Rail Runner Express and NMDOT Park and Ride, and Federal Fiscal Years 2018 and 2019 (October 1 - September 30) for FTA Sections 5307 and 5311.

****NMGo! Vanpool is funded with Congestion Mitigation and Air Quality funds and serves the designated small urban areas of Farmington, Las Cruces, Los Lunas, and Santa Fe. Ridership is for State Fiscal Year 2020.

^Southwest Regional Transit District (SWRTD) serves Grant, Luna, and Hidalgo Counties.

+Rio Metro Regional Transit District (RMRTD) provides rural transit services in Valencia and Sandoval Counties.

++In October 2018, Zia Therapy Center, Inc. became the operator of public transportation service in Lincoln County.



RURAL PUBLIC TRANSIT FTA Section 5311 Program

The Federal Transit Administration (FTA) Rural Public Transit Program assists states and localities in developing and expanding transit services in rural areas with populations of less than 50,000. In 2019, 21 sub-grantees, spanning 29 counties across the state of New Mexico, received Section 5311 funding.

Ridership: Annual passengers trips (October 1, 2018 to September 30, 2019)

Equipment: The smaller transit systems typically operate 8-15 passenger vans while the larger systems utilize 22-32 passenger buses. 207 vehicles have been purchased by Section 5311 sub-grantees from FY10 to FY18.

Types of Services:

Fixed Route - travels a set route at scheduled times. There are 13 rural transit systems with fixed route service.

Demand-Response - offers rides on demand with a next day notice for transportation. There are 17 rural transit systems with demand response service.

Modified Fixed are routes that will deviate from their schedule with advanced notice. There are 5 rural transit systems with modified fixed route service.

A rural transit system can offer more than one type of service.

Fares: Fares range from free to \$5.00 per one-way trip, depending on miles traveled.

Governance: The FTA allocates New Mexico's Section 5311 funding to NMDOT as the primary *grantee*. The NMDOT then conducts an annual application process by which it awards and administers funds to *sub-grantees* (e.g. public, tribal or non-profit entities) that qualify.

Budget Requirements: Sub-grantees are responsible for providing all required local match funds for grants they are awarded. There are four Section 5311 budget categories.

Capital expenses include the acquisition, construction and improvement of public transit facilities and equipment needed for a safe and efficient public transportation system.

Administrative expenses include expenses such as salaries; marketing expenses; insurance premiums; office supplies; occupancy and facilities costs, and equipment rental.

Operating expenses are those costs directly related to system operations.

Planning expenses include the costs associated with planning, research, and technical assistance. The program reimburses actual expenditures for each category on a monthly basis.

Funding Requirements: An 80/20 Federal/Local Match is required for Administrative, Capital, and Planning expenses, and a 50/50 match is required for Operating expenses.

For program year October 1, 2019, to September 30, 2020, federal (Section 5311 and Section 5339) and local program funds totaling \$24,322,887 will be used to fund Administration, Operations, and Capital expenditures for Rural Public Transit programs.

For program year October 1, 2018 to September 30, 2019 a total of \$21,537,754 was used to fund this program— \$18,638,647 of Section 5311 funds: \$10,319,442 in federal funds and \$8,319,205 in local matching funds and \$2,899,107 in Section 5339 State of Good Repair funds: \$2,319,286 in federal funds and \$579,821 in local matching funds.

Rural Public Transit (5311) Facts

- There are 348 buses and vans in service.
- 1,703,365 passenger trips took place in FFY 2019. This is a 9.8% increase from FFY 18.

County(s)	NMDOT District	Subgrantee - Transit Name	Total Number of Vehicles in Fleet	FFY19 Ridership	FFY19 Total Funding Expended for 5311 and 5339
Chaves	2	City of Roswell - Pecos Trails Transit	16	161,733	\$1,741,963
Cibola	6	Pueblo of Laguna - Shaa'srk'a Transit	4	5,000	\$200,572
Cibola	6	Village of Milan-Carrot Express	5	19,452	\$298,229
Curry	2	City of Clovis - Clovis Area Transit System (CATS)	16	68,972	\$952,889
Doña Ana	1	South Central RTD	9	35,124	\$737,966
Eddy	2	City of Carlsbad - Municipal Transit System	18	44,207	\$852,561
Grant (also Hidalgo and Luna Counties)	1	Grant County - Corre Caminos, South West RTD	14	96,287	\$1,083,622
Lea	2	City of Hobbs - Hobbs Express	13	57,661	\$972,444
Los Alamos	5	Los Alamos County - Atomic City Transit	21	458,861	\$3,962,221
McKinley	6	Gallup Express	10	98,799	\$476,181
McKinley	6	Navajo Nation - Navajo Nation Transit System	42	39,568	\$854,667
McKinley	6	Pueblo of Zuni - A:Shiwi Transit	8	44,347	\$385,051
Otero	2	Zia Therapy Center - Z Trans	22	125,933	\$1,250,886
Rio Arriba (also Santa Fe, Los Alamos and Taos Counties)	5	North Central Regional Transit District (NCRTD)	69	293,600	\$4,406,656
Rio Arriba	5	Ohkay Owingeh - Po'pay Messenger	5	13,618	\$195,700
Roosevelt	2	City of Portales - Portales Area Transit System	5	14,291	\$320,129
San Miguel	4	City of Las Vegas - Meadow City Express	8	17,498	\$355,582
Sandoval and Valencia Counties	3,6	Rio Metro Regional Transit District (RMRTD)	42	43,060	\$1,664,188
Socorro	1	City of Socorro - Public Transportation System	10	12,257	\$304,271
Taos	5	Town of Red River - Miner's Transit	4	41,936	\$153,394
Union	4	Golden Spread Rural Frontier Coalition (Clayton)	7	11,161	\$368,582
		TOTAL	348	1,703,365	\$21,537,754



**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
FTA SECTION 5310 PROGRAM**

The Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program funds assist in meeting the transportation needs of elderly citizens and individuals with disabilities. The program provides capital assistance to help meet these transportation needs.

Ridership: 518,398 annual trips were reported for the program year October 1, 2018 - September 30, 2019. Currently, 29 sub-grantees report ridership. Between 2009 and 2019, a total of 324 vehicles have been purchased under the Section 5310 program.

Equipment: The smaller systems typically operate 6-15 passenger vans equipped with lifts/ ramps while the larger systems may utilize 22-32 passenger modified buses.

Types of Services: Demand Response rides are provided on demand to service to the subgrantee’s specific clientele.

Fares: No fares are charged in most cases.

Governance: States apply for funds on behalf of local private non-profit agencies and certain public bodies. The FTA allocates New Mexico’s Section 5310 funding to NMDOT as the primary *grantee*. The NMDOT then conducts an application process by which it awards and administers funds to *sub-grantees* including public, tribal or non-profit entities that qualify.

Budget Requirements: NMDOT provides funding for vehicle purchases, small capital projects, capital equipment purchases, and operating assistance (for special projects). Sub-grantees are required to submit quarterly ridership status reports for vehicles purchased with Section 5310 funding. Sub-grantees are responsible for providing all required local match funds for grants they are awarded.

Funding Requirements: FTA requires a 80/20 federal/local match for capital purchases, and a 50/50 federal/local match for operating. Funded projects must be derived from the locally-developed, Coordinated Public Transit — Human Services Transportation Plan. The Plans were updated in September 2019 and are available to view at http://dot.state.nm.us/en/Transit_Rail.html

For the program year October 1, 2019 to September 30, 2020 a total of \$1,709,041 will be used to fund this program—\$1,367,233 of Section 5310 federal funds and \$341,808 of local match.

For the program year October 1, 2018 to September 30, 2019 a total of \$1,671,865 was used to fund this program—\$1,337,492 of Section 5310 federal funds and \$334,373 of local match.

County Served	NMDOT District	FY09-FY19 5310 Subgrantees Awarded	# of Vehicles Awarded
Bernalillo	3	Adelante Development Center	53
	3	ARCA	32
	3	Casa Angelica	1
	3	Cornucopia Adult Day Service	6
	3	Jewish Family Services	2
	3	LifeRoots	10

County Served	NMDOT District	FY09-FY19 5310 Subgrantees Awarded	# of Vehicles Awarded
Bernalillo	3	Mandy's Farm	10
	3	PB & J Family Services, Inc.	6
	3	Pueblo of Isleta	9
	3	San Felipe Pueblo	2
	3	Santa Ana Pueblo	1
	3	Share Your Care	12
	3	Therapeutic Living Services	2
Doña Ana	1	Ben Archer Health Center/Hatch Area Medical	10
	1	La Clinica de Familia	3
	1	Progressive Residential Services	8
	1	South Central Regional Transit District	1
	1	Tresco, Inc.	52
Eddy	2	Mature Diversity	1
Grant	1	Life Quest, Inc.	4
Los Alamos	5	Los Alamos County	5
McKinley	6	Coyote Canyon Rehabilitation Center	12
	6	Presbyterian Medical Services—Gallup	1
	6	Tohatchi Area of Opportunity and Services	4
	6	Zuni Entrepreneurial Services (ZEE)	7
Otero	2	Zia Therapy Inc.	10
Rio Arriba	5	Las Cumbres Learning Services, Inc.	9
	5	North Central Regional Transit District	7
	5	Rio Arriba County	2
	5	Santa Clara Pueblo	1
Sandoval	5	Rio Metro Regional Transit District	15
San Juan	5	Presbyterian Medical Services—San Juan	12
Santa Fe	5	Presbyterian Medical Services—Santa Fe	3
Taos	5	Dreamtree Project	2
	5	Ensuenos Y Los Angelitos	4
Valencia	3	La Vida Felicidad	5
TOTAL			324

August 2020



In order to increase mobility options for the general public, the New Mexico Department of Transportation provides Park & Ride intercity and shuttle transit service during weekday morning and evening peak time periods.

Under normal operations, each weekday NMDOT Park & Ride Provides 111 bus departures on eight fixed routes and three shuttle routes and 175,979 passenger trips provided in State Fiscal Year 2020, NMDOT Park & Ride is the State's fifth largest bus transit system. Total FY 2020 ridership was 24.4% less than FY 2019 ridership. This decrease in ridership can be attributed to the COVID-19 public emergency, which has resulted in the suspension of some routes due to the Governor's stay-at-home public health order and the temporary suspension of NM Rail Runner service. Prior to COVID-19, ridership had increased over the same period in the previous fiscal year. Ridership in June 2020 decreased by 74% from March 2020 (the last full month of data prior to COVID-19). NMDOT Park & Ride has served over 4 million passengers without any major safety incidents.

NMDOT Park & Ride Inter-City Routes and Average Daily Ridership (ADR) for State Fiscal Year 2020:

- Orange Route:** Santa Fe - Las Vegas, **58 ADR**, 3 round-trips & 1 one-way trip
 - Red Route:** Española - Pojoaque - Santa Fe, **40 ADR**, 2 round-trips & 6 one-way trips
 - Green Route:** Española - Los Alamos, **72 ADR**, 11 round-trips & 1 one-way trip
 - Blue Route:** Santa Fe - Pojoaque - Los Alamos, **216 ADR**, 9 round-trips & 4 one-way trips
 - Purple Route*:** Albuquerque - NM-599 Station - Los Alamos, **47 ADR**, 1 round-trip & 6 one-way trips
 - Turquoise Route**:** Moriarty - Edgewood - Sedillo - Albuquerque, **5 ADR**, 2 one-way trips
 - Gold Route:** Las Cruces - Anthony, TX - El Paso, TX, **159 ADR**, 6 round-trips & 8 one-way trips
 - Silver Route:** Las Cruces - White Sands Missile Range, **28 ADR**, 4 one-way trips
- * = COVID-19 service reduction (Albuquerque to NM-599 portion suspended)
 ** = COVID-19 service suspension



NMDOT Park & Ride Facts for FY 2020

- Low fares (averages 7 cents/mile)
- In FY 2020, the average passenger saved up to \$601 monthly by choosing Park & Ride over driving alone in their private vehicle (assuming 64-mile round trip, 54 cents per mile private vehicle operating and ownership cost, and a \$90 monthly pass)



Riders can track their NMDOT Park and Ride buses moving in real-time during service hours at <http://nmdotparkandride.transloc.com/>

NMDOT Park & Ride Santa Fe Shuttles

The Santa Fe Shuttles operate on all weekdays except designated state holidays. Shuttles are free for passengers with a valid NMDOT Park & Ride monthly pass, New Mexico Rail Runner Express boarding or monthly pass, or a Santa Fe Trails monthly pass. Other passengers are charged a \$1 fare for a one-way trip.

The **South Capitol Station Shuttle** meets three morning northbound arriving and three afternoon southbound departing New Mexico Rail Runner Express trains at the South Capitol Station, as well as most peak direction NMDOT Park & Ride Orange and Red Route buses.

The **NM-599 Station Shuttle** meets three morning northbound arriving and three afternoon southbound departing New Mexico Rail Runner Express trains at the NM-599 Station.

The **Purple Shuttle** meets the morning northbound Purple Route bus from Albuquerque at the NM-599 Station and proceeds to the South Capitol Station and the Santa Fe Depot.

NMDOT Park & Ride Santa Fe Shuttles and Average Daily Ridership (ADR)* for State Fiscal Year 2020:

South Capitol Station Shuttle: Rodeo Park - South Capitol, **17 ADR**, 6 one-way trips

NM-599 Station Shuttle: Santa Fe Place - NM-599 Station, **44 ADR**, 6 one-way trips

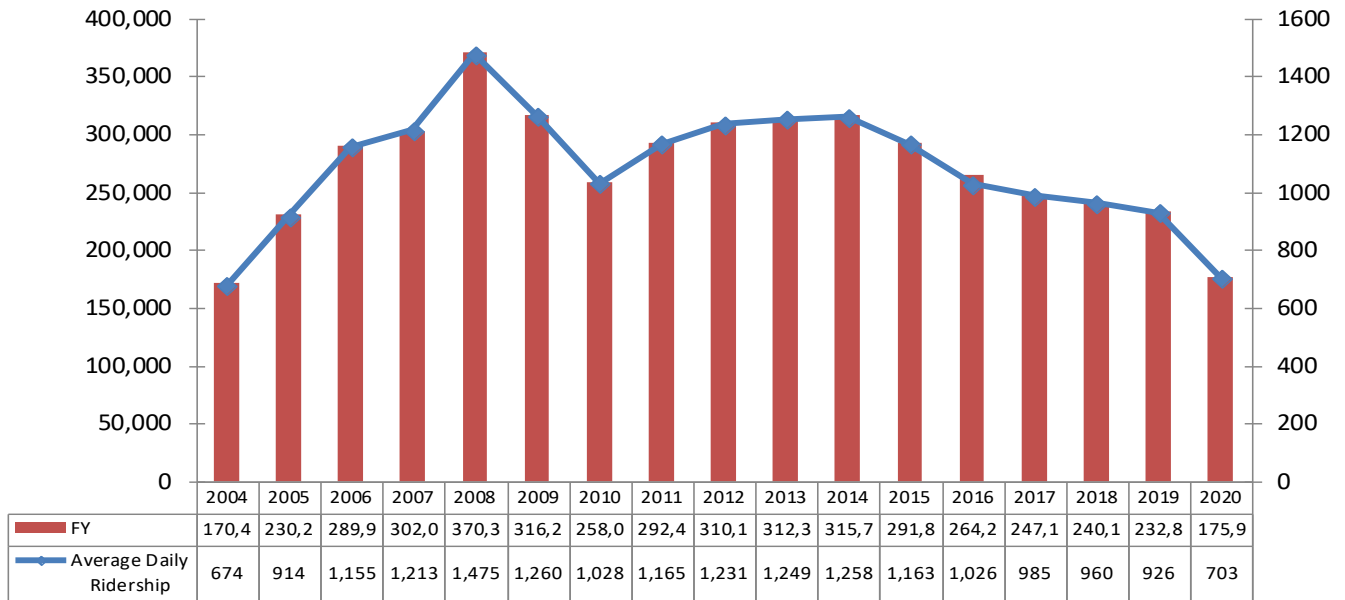
Purple Shuttle: NM-599 Station - Santa Fe Depot, **1 ADR**, 1 one-way trip

* All shuttles suspended during suspension of NM Rail Runner service due to COVID-19. ADR calculated on actual days of operation prior to service suspension.

Intercity fares: One way fares vary from \$2 or \$3 with monthly passes available for \$60 or \$90, depending on the route. A system-wide monthly pass is available for \$150 and allows unlimited trips on NMDOT Park & Ride and New Mexico Rail Runner Express.

Funding: The FY20 budget for NMDOT Park & Ride included \$5.17 million of State funds, \$1.16 million in Federal funds (includes \$383,799 in CARES Act funds), \$496,788 from El Paso County, \$84,977 from Rio Metro RTD, \$487,784 of fare revenues and \$18,150 in advertising revenues for State Fiscal Year 2020.

**NMDOT Park & Ride Total Annual Passenger Trips and Average Daily Ridership by State Fiscal Years 2005 to 2020
(State Fiscal Year is July 1 to June 30)**



Buses: NMDOT Park & Ride operates with 25 fifty-seven passenger buses, including two spare buses.

**NMDOT Park & Ride
Passenger Pick-up and Drop-off Locations:**

ALBUQUERQUE

- ◆ Alvarado Transit Center
- ◆ Eubank and Central
- ◆ Los Ranchos/Journal Center Station
- ◆ Montañño Transit Center
- ◆ Uptown Transit Center

ANTHONY, TEXAS

- ◆ Lowe's Big 8 Foods Lot

BERNALILLO

- ◆ Sandoval Co./US-550 Station

EDGEWOOD

- ◆ Edgewood Lot

EL PASO, TEXAS

- ◆ Downtown El Paso Transit Center
- ◆ Westside Transfer Center

ESPAÑOLA

- ◆ Española Transit Center

LAS CRUCES

- ◆ Ashley Lot
- ◆ New Mexico State University Lot
- ◆ Mesilla Valley Intermodal Transit Terminal

LAS VEGAS

- ◆ Las Vegas Lot
- ◆ New Mexico Highlands University Lot

LOS ALAMOS

- ◆ Mesa Public Library
- ◆ Los Alamos Medical Center
- ◆ Tech Area 3 (TA-3) Transit Center
- ◆ Ashley Pond
- ◆ Knecht Street

MORIARTY

- ◆ Moriarty Lot

POJOAQUE

- ◆ Pojoaque at Cities of Gold Casino Lot

ROWE

- ◆ Rowe Lot

SANTA FE

- ◆ Alta Vista Street
- ◆ Capitol Lot
- ◆ Santa Fe Lot
- ◆ Sheridan Avenue Transit Center
- ◆ South Capitol Station
- ◆ NM-599 Station

SAN JOSE

- ◆ San Jose Lot (Exit 319)

SEDILLO

- ◆ Sedillo Lot

WHITE SANDS MISSILE RANGE (WSMR)

- ◆ Las Cruces Gate
- ◆ Headquarters
- ◆ Building 1506
- ◆ Building 21080
- ◆ Building 1404
- ◆ Building 1408
- ◆ Building 426

NMDOT Park & Ride

Shuttle Passenger Pick-up and Drop-off Locations:

South Capitol Station Shuttle Stops:

- ◆ Alta Vista Street
- ◆ Pacheco Street
- ◆ St. Michael's Drive
- ◆ Rodeo Park Drive
- ◆ Hospital Drive
- ◆ San Mateo Road
- ◆ South Capitol Station

NM-599 Station Shuttle Stops:

- ◆ NM-599 Station
- ◆ Bisbee Court
- ◆ New Mexican Plaza
- ◆ Presbyterian Hospital & VA Clinic
- ◆ Cerrillos Road @ Cristos Road
- ◆ Santa Fe Place

Purple Shuttle Stops:

- ◆ NM-599 Station
- ◆ South Capitol Station
- ◆ Santa Fe Depot

More NMDOT Park & Ride Facts for FY 2020

- **R**educed traffic congestion by removing an estimated 5.8 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- **R**educed carbon dioxide emissions (a Greenhouse Gas) by 2,719 tons; and
- **R**educed gasoline consumption by 281,533 gallons.



In January 2019, NMDOT Transit and Rail Division launched a new program to encourage vanpooling in New Mexico cities designated as Small Urban Areas. Those cities are Farmington, Las Cruces, Los Lunas, and Santa Fe. (Albuquerque is considered a Large Urban Area). The program, called NMGo!, is funded with Congestion Mitigation and Air Quality (CMAQ) funds. NMGo! encourages people to join or create vanpools by offering up to a 33% discount on the usual monthly vanpool fee.

Vanpooling is a valuable transportation option for people who cannot use public transportation due to lack of service in their area or lack of scheduled service when they need to travel, such as weekends. The goal of NMGo! is to encourage and sustain vanpooling as a way to alleviate traffic congestion and improve air quality.

The American Automobile Association estimates that solo driving costs the average person about 59 cents per mile in vehicle ownership and operating costs. On average, NMGo! vanpoolers will pay about six cents per mile each month.

NMDOT has currently committed 3 years of CMAQ funding totaling \$1,296,000 for the NMGo! program. The prospective budget is \$1,728,000 for five years. After that time, there is a potential for the program to be eligible for Federal Transit Administration Section 5307 funding on an ongoing annual basis to sustain the program.

Prior to COVID-19, ridership in FY 2020, vanpool trips had been steadily increasing month by month since the launch of the program in January 2019. In June 2020, the number of trips decreased by 16.5% from the number of trips in March 2020 (the last full month of data prior to COVID-19).

More information on the NMGo! program is available at the following link:

<https://www.commutewithenterprise.com/nmgo>

- As of June 2020, NMGo! consists of 51 vanpools.
- In State Fiscal Year 2020, these vanpools provided 104,861 trips and:
 - Reduced 5.0 million miles of travel by taking cars off the road
 - Eliminated 2,365 tons of carbon dioxide from the air
 - Reduced gasoline consumption by 239,817 gallons

NEW MEXICO RAIL RUNNER EXPRESS COMMUTER RAIL SERVICE

Phase I service began on July 14, 2006, initially providing service between Bernalillo and Albuquerque, and expanded to Los Lunas on December 11, 2006 and to Belen on February 2, 2007. Phase II service to Santa Fe began on December 17, 2008. Service to Kewa Station began February 22, 2010. Service to Sandia Station began August 29, 2011. Service to Montañito Station began April 7, 2014. Service to Zia Road Station began on April 24, 2017.

Rail Runner service was suspended beginning March 16, 2020 due to the COVID-19 pandemic.

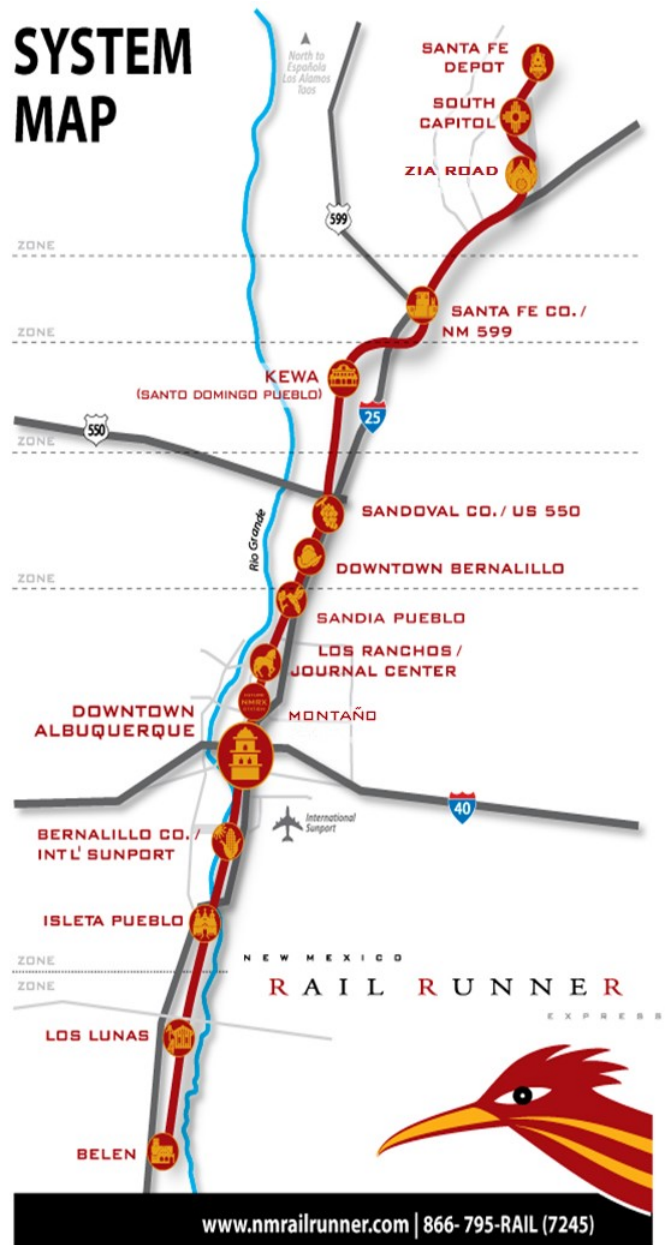
Equipment: 22 passenger cars, each containing about 150 seats, with bicycle and wheelchair accommodations are used in service. There are nine locomotives in the fleet. Train trips use two, three, four or five passenger cars.






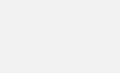
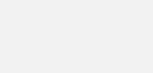
Operations: The trains and the 100 miles of rail-road property, owned by NMDOT, are operated and maintained by Herzog Transit Services Inc. under contract to the Rio Metro RTD. The program is administered by the Rio Metro RTD under the terms of an Agreement with NMDOT.

Schedule/Stations: The 15 current stations in service are: Belen, Los Lunas, Isleta Pueblo, the Bernalillo County/International Sunport, Sandia Pueblo, Downtown Albuquerque, Montañito, Los Ranchos/Journal Center, Downtown Bernalillo, U.S. 550/Sandoval County, Kewa Pueblo, NM 599, Zia Road, Santa Fe South Capitol and Santa Fe Depot/Rail Yard. Rail Runner currently operates 22 train trips on weekdays, 11 train trips on Saturdays, and seven train trips on Sunday.

Fares: A zone fare structure is used. There are six fare zones, with fares based on the number of zones in which a passenger travels. For example, \$10 is charged for a roundtrip between Albuquerque and Santa Fe (5 zones); \$11 between Santa Fe and Belen (6 zones); \$4 between Belen and Albuquerque (2 zones); and \$9 between Bernalillo and Santa Fe (4 zones). Discounted fares (usually half price) are provided for students (with a valid student ID), seniors age 62 and older and persons with disabilities. Children 10 and under ride free. Rail Runner tickets are sold on the trains and online. They are honored on the ABQRide, Rio Metro RTD, and Santa Fe Trails bus systems, as well as the Santa Fe Pick-Up and South Capitol Shuttle services in Santa Fe, for no additional fare. An NMDOT Park and Ride system-wide monthly pass (\$150 per month) is also honored on the Rail Runner for travel on any part of the system. Additional Rail Runner fare discounts can be obtained by purchasing passes online at www.nmrailrunner.com. Systemwide fare increases were implemented in May 2012.

SYSTEM MAP



							
Santa Fe Depot		●		●	●	●	●
South Capitol		●		●	●		●
Zia Road							
Santa Fe County / NM 599		●		●	●		●
Kewa Pueblo			●			●	
U.S. 550 / Sandoval County			●		●	●	●
Downtown Bernalillo							
Sandia Pueblo						●	
Los Ranchos / Journal Center	●		●		●		
Montaño	●				●		
Downtown Albuquerque	●		●		●		●
Bernalillo County	●		●				
Isleta Pueblo			●			●	
Los Lunas			●				
Belen			●				●

Transit Connections: Rail Runner serves as the spine of a regional transit network that includes Socorro, Taos, Los Alamos, Las Vegas, and Cuba. There are transit connections at most Rail Runner stations to local and regional bus services and commuter, casino, and university shuttles. At the Downtown Albuquerque station, located adjacent to the Alvarado Transportation Center, connections can be made to Greyhound bus service, Amtrak's Southwest Chief, UNM Campus and Hospital shuttles, as well as many ABQ Ride bus routes. ABQRide provides connections to the International Sunport from both the Downtown Albuquerque and Bernalillo County stations. Other notable connections include NCRD bus routes from Santa Fe stations to Taos and Los Alamos and the Socorro Shuttle from the Belen Rail Runner station.

Ridership: Rail Runner has carried a total of 12.7 million passenger trips since service began on July 14, 2006. In February 2020, the last full month before service was suspended, total monthly Rail Runner ridership was 57,351 and average weekday ridership was 2,493.

Rail Runner Benefits

In FY 2019, Rail Runner:

- ◆ Reduced traffic congestion by removing an estimated 13.7 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- ◆ Reduced carbon dioxide emissions (a Greenhouse Gas) by 5,900 tons; and
- ◆ Reduced gasoline consumption by 680,000 gallons.

Rail Runner Rider Savings

- ◆ A Rail Runner passenger traveling between downtown Albuquerque and downtown Santa Fe saves \$1,149 monthly by choosing Rail Runner over driving alone in their private vehicle.

Rail Runner Annual Ridership

	Total Riders	Average Weekday Riders
FY 2007	485,150	1,801
FY 2008	541,547	1,900
FY 2009	1,081,719	3,420
FY 2010	1,239,805	3,995
FY 2011	1,219,461	4,088
FY 2012	1,191,654	4,077
FY 2013	1,089,358	3,673
FY 2014	1,083,536	3,662
FY 2015	997,299	3,358
FY 2016	887,152	2,983
FY 2017	835,438	2,814
FY 2018	787,539	2,643
FY 2019	763,417	2,593
FY 2020	516,018	2,509

FY 2020 Operating Budget*: \$27.2 million

FY 2020 Operating Revenues*:

\$2.2 million	BNSF Railroad and Amtrak payments (their proportionate share of the maintenance cost for the track and facilities between Belen and Lamy)
\$2.0 million	Farebox revenue
\$9.5 million	Federal Grant funds
\$13.5 million	Gross Receipts Tax revenue provided by the Rio Metro Regional Transit District and the North Central Regional Transit Districts
\$0	State Funds

* Budget and revenue approved for FY 2020

Numbers do not include COVID-19 impacts

August 2020

Highway-Rail Grade Crossing Improvements: FHWA—NMDOT Section 130 Program

Each State receiving U.S. Federal Highway Administration (FHWA) funding is required to establish a “Highway-Railroad Grade Crossing Safety Improvement Program.” The program establishes priorities for addressing highway-railroad grade crossing hazards and guides the implementation and evaluation of remedial measures for railroad grade crossing safety. In setting priorities, the States are directed to consider and rank the dangers posed by highway grade crossings. Having developed a program, each State must evaluate its effectiveness and costs and file annual reports with FHWA.

NMDOT’s 2019 Program



The 2019 program obligated 12 individual railroad grade crossing construction improvement projects. These projects, constructed by the railroad that owns or maintains the track at each crossing and reimbursed by the Section 130 Program, consists of the following:

- ◆ Replacement of existing obsolete flasher lights with cantilevers and addition of gate arms at a NM 31 crossing east of Carlsbad, Eddy County
- ◆ Replacement of existing obsolete flasher lights with cantilevers and addition of gate arms, and replacement of the crossing surface at the NM 360 crossing east of Carlsbad, Eddy County
- ◆ Upgrade of crossing signals at the West County Road crossing in Hobbs, Lea County
- ◆ Replacement of existing obsolete flasher lights and gate arms at the Carter Road crossing in Loving, Eddy County
- ◆ Addition of new flasher lights and gate arms and replacement of a crossing surface at the Monument Road crossing near Hobbs, Lea County
- ◆ Replacement of obsolete flasher lights and addition of gate arms at the Country Club Road crossing in Roswell, Chaves County
- ◆ Replacement of a crossing surface at the Billy Walker Road crossing near Hobbs, Lea County
- ◆ Addition of flasher lights and gate arms at the Salopek Road crossing near Mesilla Park, Dona Ana County
- ◆ Addition of flasher lights and gate arms at a Santa Fe Rail Trail multi-use trail crossing in Santa Fe, Santa Fe County
- ◆ MUTCD upgrade of crossing signage on 90 passive warning grade crossings between Clovis and Loving
- ◆ Upgrade of existing obsolete crossing signals at four crossings in Hobbs, Lea County
- ◆ Replacement of worn out crossing surfaces (four tracks) on the E. Grand Avenue in Artesia, Eddy County

As of August of 2020, eleven of the twelve construction projects have been completed. The remaining one is in process since its funding was split between the 2019 and 2020 programs.

NMDOT’s 2020-2024 Program The 2020—2024 program consists of forty-two (42) individual railroad grade crossing improvement projects with an estimated cost of \$8,862,638.00 as of August 2020. These projects include one or combination of the following: (i) addition of automatic warning flasher lights and gate arms where only signs presently exist to provide warning (converting a crossing from passive to active warning), (ii) replacement of existing obsolete active warning signals, and (iii) the replacement of hazardous and worn-out grade crossing surfaces that are considered beyond their useful life expectancy.

Section 130 Program Requirements

FHWA policies and procedures have rigid requirements for the approval of Section 130 Program funds for safety improvements at highway-rail grade crossings. For example, the State must maintain a current and accurate inventory of all public crossings within the State. The New Mexico railroad crossing inventory is web-based, providing users such as railroads, local agencies, and other stakeholders in highway-rail safety, immediate access to physical features, operational characteristics and accidents at each of New Mexico's 730 public road grade crossings. The Federal Railroad Administration (FRA) relies upon the New Mexico inventory as the official database for the State's participation in the USDOT Highway-Rail Crossing National Inventory.

FHWA policy for Section 130 authorization requires States to have adopted an approved method for prioritizing grade crossings for safety improvement projects. With the development of the current inventory database, the Rail Bureau ensures that all data elements included in the USDOT Accident Prediction Model are included.

Diagnostic Evaluations (field evaluations) are conducted for Section 130 highway-rail crossing projects. The NMDOT Rail Bureau participates with railroads and representatives of other public agencies in the identification and evaluation of all crossings included in Section 130 highway-rail crossing safety improvement programs. The Rail Bureau conducts field trips throughout the State and also meets with railroads, local agencies, citizens, city councils and other stakeholders to identify and prioritize candidates for program projects.

Project Selection

The Rail Bureau uses several factors to select individual Section 130 projects, one of which are crossings identified by the FRA Accident Prediction Model as having the highest probability of a motor vehicle/train crash. The Accident Prediction Model assigns an accident prediction index to all public highway-rail grade crossings in New Mexico. Other factors include conditions observed in the field as well as accident history and safety concerns noted by local agencies, citizens, railroads, mayors, city councils, pueblo governors, county commissioners and NMDOT district offices. Once developed, an annual project list may be subject to adjustment to fit budgetary constraints.

NMDOT Section 130 Program Procedures and Guidelines Manual

The NMDOT Rail Bureau released its "Section 130 Federal-Aid Highway-Rail Grade Crossing Safety Improvement Program Procedures and Guidelines Manual" in December of 2014. This manual describes the NMDOT Section 130 Program, and NMDOT's procedures for railroad crossing assessments and Section 130 program/project development. The manual also includes guidelines for railroad crossing standards — however, in many cases railroads will have their own grade crossing construction standards which will meet or exceed federal, state, and Manual on Uniform Traffic Control Devices (MUTCD) standards. The manual is available for download at http://dot.state.nm.us/content/nmdot/en/Transit_Rail.html.

The Federal Highway Administration (FHWA) also released its third edition of the Highway-Rail Crossing Handbook in late 2019 and is available on the FHWA and Federal Railroad Administration website. This handbook provides recommended practices and options for safety engineering treatments at railroad grade crossings, and is regularly used by the Rail Bureau in the development of projects.