

New Mexico Rail Runner Express: System and Project Updates

Transportation Infrastructure Revenue Subcommittee

Santa Fe, NM

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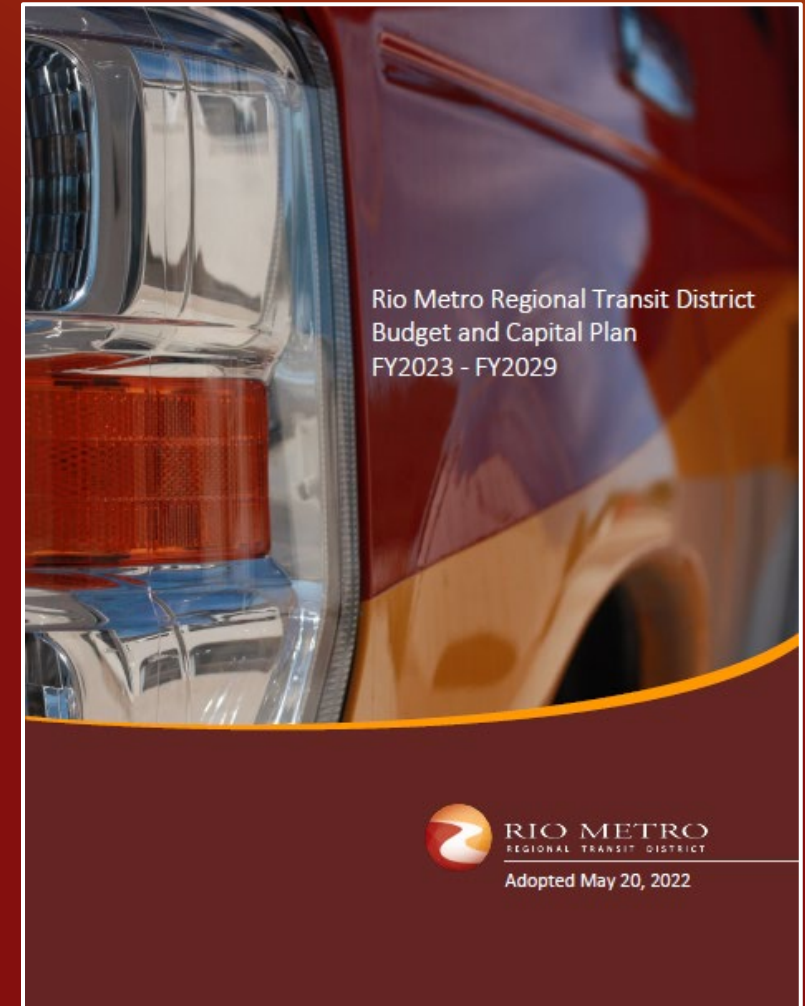
- ▶ 100 mile rail corridor, primarily “single track”
- ▶ Track used by Rail Runner, Amtrak and BNSF
- ▶ 9 locomotives and 22 passenger cars
- ▶ 22 trips per day
- ▶ Over 60 bus connections from Socorro to Taos
- ▶ July 2006 - June 2022 Ridership: 13,090,700
- ▶ Passenger Miles FY 22: 15,877,155



Budget and Capital Plan

3

- ▶ Includes rail and transit
- ▶ Adopts current year budget
- ▶ Six-year budget look ahead
- ▶ Maintenance and capital priorities
- ▶ NM Infrastructure and Capital Program priorities
- ▶ Developed with / accepted by the NMDOT
- ▶ Available at: www.riometro.org



Budget and Capital Plan

Rio Metro is in a strong financial position to advance capital project that will improve service. In FY 23:

- ▶ \$93.7m in revenues
 - ▶ 58% federal formula and covid relief funds (CARES, ARPA)
 - ▶ 13% federal discretionary (STP-U, CRISI)
 - ▶ 19% locally adopted County Regional Transit GRT (RMRTD and NCRTD)
 - ▶ 10% fares, trackage fees, etc.
- ▶ \$71.3m in expenditures
 - ▶ 47% for O&M includes new, recurring \$5m cost of PTC O&M
 - ▶ 50% for Capital projects
 - ▶ 3% for debt service (NM SIB loan for PTC)

Capital Projects: Current Year

5

Centralized Traffic Control / Main 2 Extension (\$17.0m)

- ▶ Located on the congested corridor in Albuquerque, the project adds double track, communications, signals and crossing improvements. Will:
- ▶ reduce travel time up to 7 minutes,
- ▶ reduce delays due to train meets, and
- ▶ increase scheduling flexibility.



Capital Projects: Current Year

6

On Board Wi-Fi:

- ▶ Provide free Wi-Fi to Rail Runner passengers, staff and for operational and emergency purposes. Provides redundancy for PTC.
- ▶ Adding additional towers along the corridor (to a total of 96) and upgrading radios to 5.0 gigahertz frequency to create a mesh network.
- ▶ Test phase will begin this fall / winter with hopes of going live in 2022



Capital Maintenance: Current Year

7

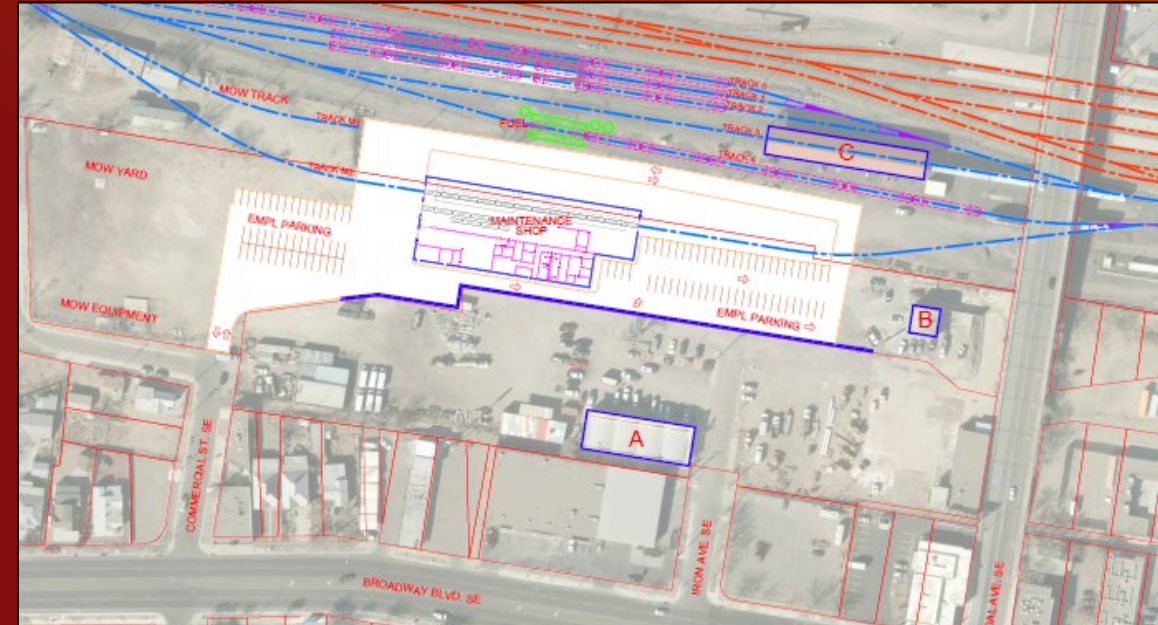
Capital Maintenance:

- ▶ Station IT refresh
- ▶ Locomotive mid-life overhauls
- ▶ Passenger car improvements
- ▶ Rail grinding, etc.



Rail Capital: NMRX O&M Facility

- ▶ New operations and maintenance facility for the Rail Runner (+-32,000 sf.)
- ▶ Completed:
 - ▶ Initial design and cost estimates
 - ▶ Environmental (ESA, NEPA, Section 106)
 - ▶ Appraisal / pre-property acquisition
- ▶ Total cost: \$51.0m
 - ▶ \$3.0m in FY2023
 - ▶ \$48.0m in FY2024 – FY2027
- ▶ Submitted RAISE (\$25m funding request) and Congressionally Directed Spending applications



Capital Projects: 2024 - 2029

Ross and Broadway Sidings

- ▶ The result of an engineering study that identified rail and station infrastructure needed to improve service and capacity
- ▶ Both projects will reduce Rail Runner conflicts with Amtrak and BNSF, resulting in reduced delays and travel times for the Rail Runner.
- ▶ Projects will also result in increased freight and cargo capacity in the corridor and facilitate the development of a intermodal facility in the South Valley (Bern. Co.)
- ▶ Additional improvements identified for out years



Ross Siding Preliminary Design

Capital Projects: Pass Through

Partner Agency Pass-Through Projects				
Project	Agency	Source	Total Project Cost*	FY2023 Estimated Pass-Through
8th Street Crossing (A301786)	NMDOT	130	\$125,300	\$125,300
Albuquerque Rail Trail (A302231,32,33)	City of Albuquerque	Local	\$4,500,000	Future Year
Avenida Bernalillo Crossing (A301780)	NMDOT	130	\$756,500	\$756,500
Balloon Fiesta Park Access	City of Albuquerque	Capital Outlay	\$7,500,000	Future Year
Bridge AB0853.61	TBD	TBD	\$500,000	Future Year
Gabaldon Road/Los Lentos Road/Luscombe Lane Quiet Zone	Valencia County	Capital Outlay	\$1,200,000	\$474,624
Lucero Avenue Crossing (A301781)	NMDOT	130	\$609,203	\$609,203
Marquette Avenue Crossing (A301631)	City of Albuquerque	Local	\$3,000,000	\$809,163
NM 314/Courthouse Road Intersection (A300191)	NMDOT	HSIP; STP-F	\$6,055,000	\$213,705
Positive Train Control, Madrid to Lamy	Amtrak	TBD	\$6,000,000	\$6,000,000
Rail Corridor Pedestrian Safety, Phase 2 (A302111)	Town of Bernalillo	HSIP	\$3,386,148	\$739,477
Rio Bravo Blvd./2nd Street Intersection (A300942)	Bernalillo County	COVID Sup.; STP-U	\$5,840,824	Future Year
Rio Bravo Blvd. Gap Widening (A300945)	Bernalillo County	STP-U	\$5,750,000	Future Year
Santo Domingo Multi-Use Trail Segment 2 (A301544)	Pueblo of Santo Domingo	TAP-F; TAP-R	\$1,372,105	\$100,984
Southwest Chief Improvements CRISI	NMDOT	CRISI	\$11,500,000	\$4,600,000
Southwest Chief Improvements TIGER IX	NMDOT	TIGER	\$6,150,000	\$1,908,503
Woodward Road Improvements (A300161)	Bernalillo County	STP-F; STP-U	\$4,782,642	\$405,567
			Estimated FY2023 Pass-Through	\$16,743,026
*Cost of entire project per TIP/eSTIP, not just rail-related improvements				

Transit Asset Management

The Budget and Capital Plan is informed by Rio Metro's Transit Asset Management plan:





- ▶ Adopted September 2018 and updated and re-adopted September 2022. Includes:
 - ▶ Asset Inventory: vehicles, facilities and infrastructure
 - ▶ Condition Assessments: Visual inspections of facilities, maintenance and repairs, and age based
 - ▶ Lifecycle Cost Models: informs replacement/ major repairs activity and ties to budget
 - ▶ Performance Targets: Set each year based on the status of assets at the close of the last fiscal year

Plan at a Glance

PERFORMANCE MEASURES AND TARGETS



ROLLING STOCK

Rolling stock performance is measured by the percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB).*

Vehicle Type	Useful Life Benchmark (ULB)	Total # of Vehicles	# of Vehicles that Meet or Exceed ULB (FY 2021)	% of Vehicles that Meet or Exceed ULB (FY 2021)	FY 2021 Performance Target	FY 2022 Performance Target
 Cutaway (CU)	8, 10	37	13	35%	35%	35%
 Minivan (MV)	7	3	1	33%	33%	33%
 Commuter Rail Locomotive (RL)	39	9	0	0%	0%	0%
 Commuter Rail Passenger Coach/Cabs (RP)	39	22	0	0%	0%	0%


EQUIPMENT

Equipment performance is measured by the percentage of non-revenue service vehicles (by type) that meet or exceed the useful life benchmark (ULB).*

Vehicle Type	Useful Life Benchmark (ULB)	Total # of Vehicles	# of Vehicles that Meet or Exceed ULB (FY 2021)	% of Vehicles that Meet or Exceed ULB (FY 2021)	FY 2021 Performance Target	FY 2022 Performance Target
 Automobile	8	6	3	50%	50%	50%
 Trucks and other Rubber-Tired Vehicles	8	16	7	44%	44%	19%



INFRASTRUCTURE

Infrastructure performance is measured by the percentage of track segments (by mode) that have performance restrictions.

Infrastructure Type	Total # Miles of Main Track Segments	Average # of Miles Under Performance Restriction (FY 2021)	Average % of Track Miles Under Performance Restriction (FY 2021)	FY 2021 Performance Target	FY 2022 Performance Target
 Commuter Rail (CR)	100.4	2.90	2.9%	5%	5%

FACILITIES

Facility performance is measured by the percentage of facilities (by group) that are rated less than '3' on the Transit Economic Requirements Model (TERM) scale.

Facility Type	Total # of Facilities	# of Facilities Below '3' on TERM Scale (FY 2021)	% of Facilities Below '3' on TERM Scale (FY 2021)	FY 2021 Performance Target	FY 2022 Performance Target
 Administrative and Maintenance Facility	6	2	33%	29%	33%
 Passenger and Parking Facility	17	0	0%	0%	0%

*Note: The useful life benchmark is the expected age at which the vehicle is retired/removed. Targets exclude retired vehicles.

Operating and Service

12

What changes which occurred in our ridership over the pandemic? What are the potential responses?

- ▶ Riders are riding less during Covid –
 - a 19% reduction in trips per month for monthly pass holders
 - 34% of work commuters are on remote / hybrid schedules
 - 21% of commuters rode more pre-covid
- ▶ But they expect to ride more - 54% of all riders and 46% of commuters expect to ride more often in 6 months
 - The “inconvenient schedule” is the number 1 factor discouraging riders from riding more
 - Covid concerns are a top reason some leisure riders “no longer” rider

Survey over current and past riders conducted in March 2022 (1,300 responses)



Operating and Service Plan

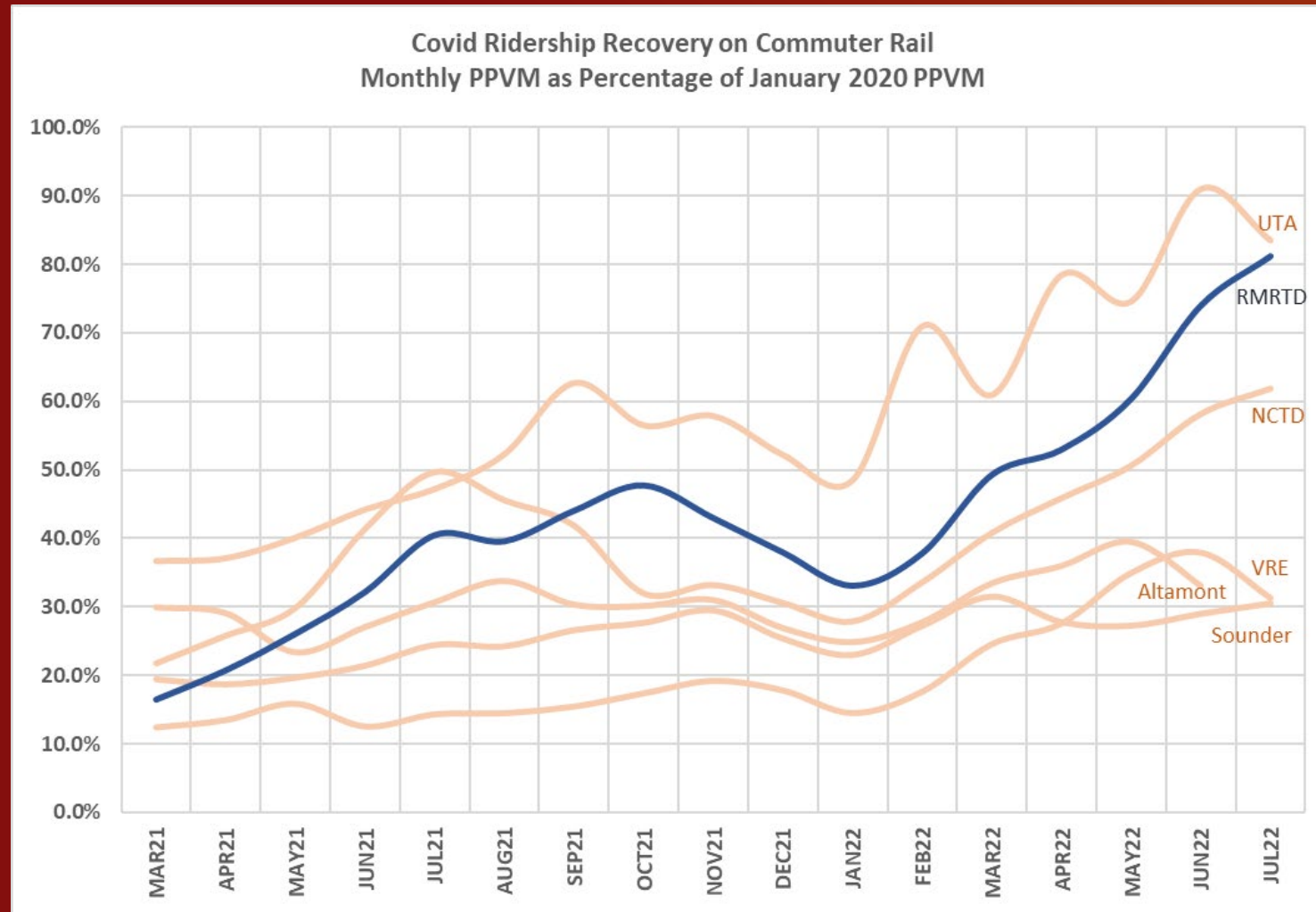
13

Goal: to capture past and future passengers as the shift from remote / hybrid to on site work occurs, and as recreation and tourism travel increases

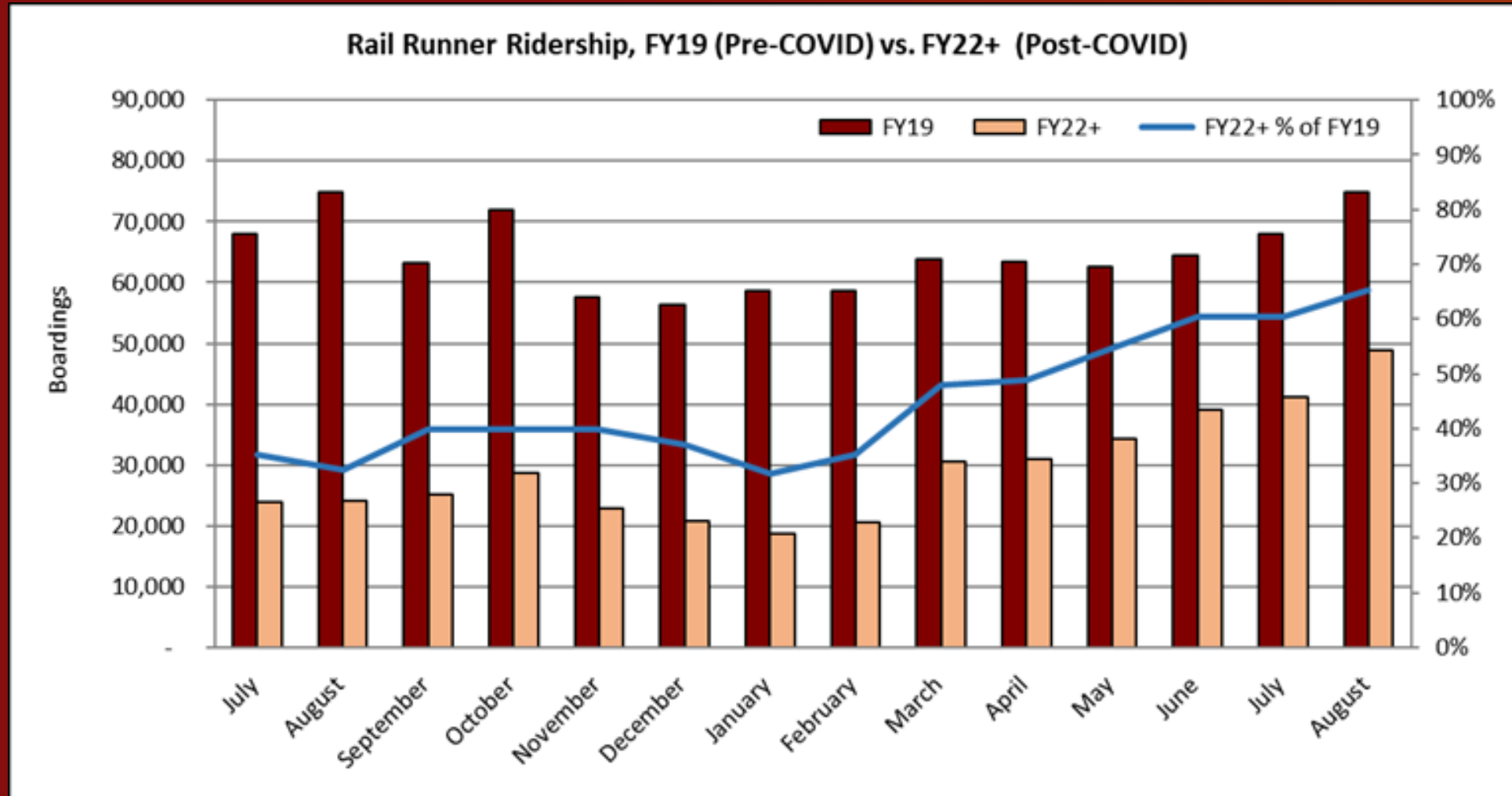
- ▶ Since August 1:
 - Pilot service increase:
 - Weekdays: Additional trains in the a.m. and p.m. service gaps
 - Saturdays: Two additional NB and SB trains.
 - Fares: discounted 75% through the end of the year



Ridership: US Commuter Rail Ridership



Ridership: Rail Runner

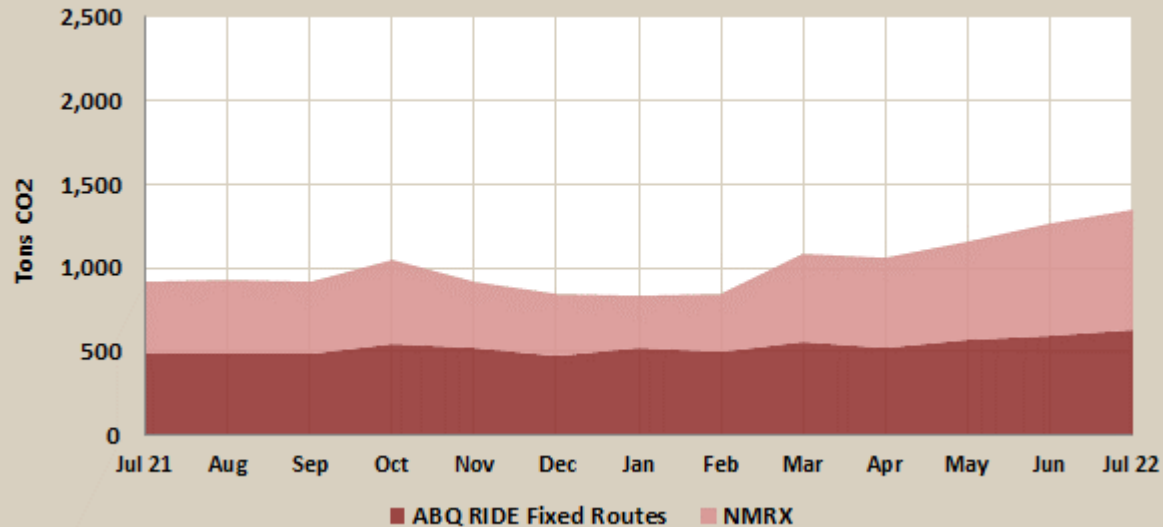


FY 22 total: 320,000

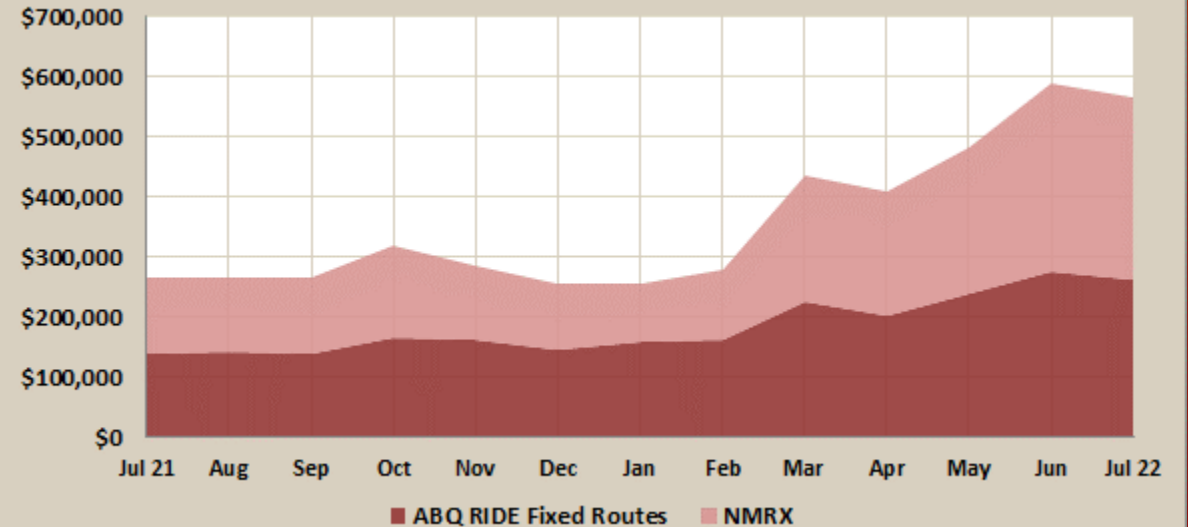
Passenger miles traveled 15,877,000

Rail Runner: CO2 and Fuel Savings

Total Monthly Passenger CO2 Reductions



Total Monthly Passenger Fuel Savings



Community and Economic Development

17


- ▶ Partnering with local community and economic development opportunities:
 - ▶ Day of the Tread Bike Ride
 - ▶ Tour of the Rio Grande Valley
 - ▶ Burning of Zozobra
 - ▶ Santa's Village

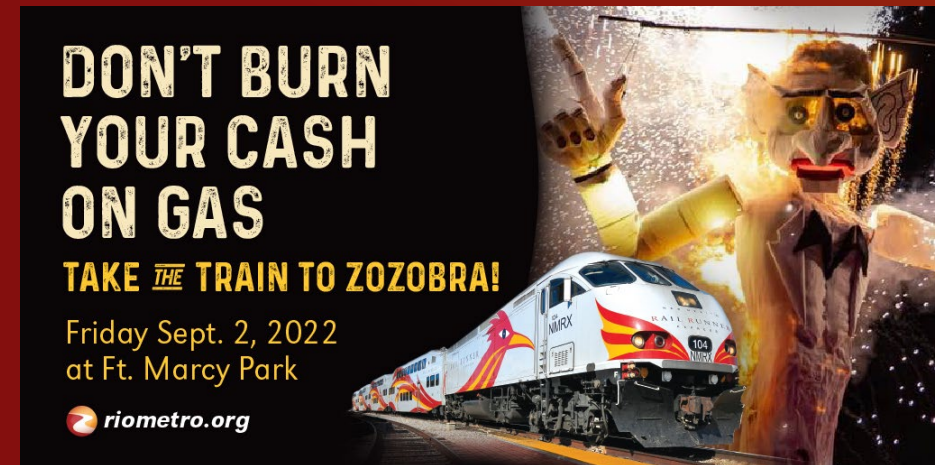


**DON'T BURN
YOUR CASH
ON GAS**

TAKE THE TRAIN TO ZOZOBRA!

Friday Sept. 2, 2022
at Ft. Marcy Park

 riometro.org



System and Project Updates

18

Now and looking forward...

- ▶ Maintaining all assets in a state of good repair
- ▶ Upgrading assets for the future conditions
- ▶ Completing improvements to:
 - ▶ Enhance passenger service and experience
 - ▶ Increase passenger and freight capacity
 - ▶ Improve efficiency
- ▶ Modifying operations to
 - ▶ Increase travel options and flexibility
 - ▶ Capture the returning work, recreation and tourism travel



Thank you

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