

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.
- ◆ Administers the permitting program for requests to allow infrastructure projects to cross or use NMDOT-owned railroad property.

Transit in NM Facts

In FY 2018, Transit in NM:

- Accounted for over 14.2 million trips;
- Reduced 94.9 million vehicle miles traveled;
- Eliminated 45,374 tons of CO₂ emissions; and
- Reduced gasoline consumption by 4.6 million gallons.

Rural Transit Facts

In FY 2018, Rural Transit:

- Accounted for 1,571,378 trips;
- Reduced 8.1 million vehicle miles traveled;
- Eliminated 3,926 tons of CO₂ emissions; and
- Reduced gasoline consumption by 404,770 gallons.

New Mexico Rail Runner Express Facts

In FY 2018, 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 14.1 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced CO₂ emissions by 6,100 tons; and
- Reduced gasoline consumption by 710,000 gallons.

NMDOT Park and Ride Facts

In FY 2018, 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 7.7 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced CO₂ emissions by 3,711 tons; and
- Reduced gasoline consumption by 382,601 gallons.

New Mexico Statewide Transit System Characteristics

Service	NMDOT District	Service Type*	Funding Sources**	FY 2017 Ridership***	FY 2018 Ridership (Est.)***
NMDOT Park and Ride	1,3,4,5	FR	State Funding, 5311(f)	247,100	240,117
Rail Runner	3,5	CR	RTD, Section 5307/5337	835,438	787,539
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	10,152,655	9,945,470
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	154,374	161,840
Cibola County					
Village of Milan - Carrot Express	6	DR	Section 5311	10,250	15,560
Pueblo of Laguna -Shaa'srk'a Transit	6	FR/MFR/DR	Section 5311	8,536	8,940
Curry County					
City of Clovis-Clovis Area Transit	2	DR	Section 5311	62,271	67,138
Doña Ana County					
Ben Archer Health Center/Hatch Area Medical	1		Section 5310		
Las Cruces-Road Runner Transit	1	FR/DR	Section 5307	804,812	614,005
Progressive Residential Services	1		Section 5310		
South Central RTD++	1		Section 5311	18,846	30,178
Tresco, Inc.	1		Section 5310		
Eddy County					
City of Carlsbad-Municipal Transit	2	FR/DR	Section 5311	41,120	41,533
Mature Diversity	2		Section 5310		
Grant County					
South West Regional Transit District^	1	DR/MFR/FR	Section 5311	94,784	108,800
Life Quest	1		Section 5310		
Lea County					
City of Hobbs-Hobbs Express	2	FR/DR	Section 5311	60,471	57,603
Lincoln County					
City of Ruidoso Downs—Lincoln County Transit	2	DR	Section 5311	7,442	7,200
Los Alamos County					
Los Alamos—Atomic City Transit	5	FR/MFR/DR	Section 5310/5311	464,273	441,543
McKinley County					
A:Shiwi Transit—Pueblo of Zuni	6	MFR	Section 5311	44,739	39,190
Community Pantry—Gallup Express	6	FR/MFR	Section 5311	66,493	88,870
Coyote Canyon Rehabilitation Center	6		Section 5310		
Presbyterian Medical Services	6		Section 5310		

Service	NMDOT District	Service Type*	Funding Sources**	FY 2017 Ridership***	FY 2018 Ridership (Est.)***
McKinley County					
Navajo Transit System	6	FR	Section 5311	49,512	22,950
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	107,927	116,297
Rio Arriba County					
North Central Regional Transit District	5	FR/DR	Section 5310/5311	283,147	213,091
Las Cumbres Community Services	5		Section 5310		
Ohkay Owingeh	5		Section 5311	11,918	11,920
Roosevelt County					
City of Portales	2	DR	Section 5311	11,924	12,463
San Juan County					
City of Farmington-Red Apple Transit	5	FR/MFR/DR	Section 5307	127,099	117,636
Presbyterian Medical Services	5		Section 5310		
San Miguel County					
City of Las Vegas-Meadow City Express	4	DR	Section 5311	19,579	18,646
Sandoval County					
Rio Metro Regional Transit District†	3	FR/DR	Section 5310/5311	67,326	45,300
Santa Fe County					
City of Santa Fe-Santa Fe Trails	5	FR/DR	Section 5307	998,377	960,332
Presbyterian Medical Services	5		Section 5310		
Socorro County					
City of Socorro	1	DR	Section 5311	13,133	12,600
Taos County					
Town of Red River-Miners Transit	5	DR	Section 5311	39,786	40,540
Dreamtree Project	5		Section 5310		
Ensuenos Y Los Angelitos	5		Section 5310		
Union County					
Golden Spread Rural Frontier Coalition	4	DR	Section 5311	13,327	9,176
Valencia County					
La Vida Felicidad	3		Section 5310		

TOTAL RIDERSHIP
Percentage Decrease from FY 17: 2.68%

FY 17
14,628,665

FY 18
14,236,477

*FR-Fixed Route
MFR-Modified Fixed Route
DR-Demand Response
CR-Commuter Rail

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 2017 and 2018 (July 1 - June 30) for NM Rail Runner Express and NMDOT Park and Ride, and Federal Fiscal Years 2017 and 2018 (October 1 - September 30) for FTA Sections 5307 and 5311.

^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.

++ South Central RTD began Section 5311 service in Doña Ana County in FY17.



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 2018, 22 sub-grantees, spanning 22 counties across the state of New Mexico, received Section 5311 funding.

Ridership: 1,571,378 annual passengers trips (October 1, 2017 to September 30, 2018)

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 18 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.

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, 2018 to September 30, 2019 a total of \$21,683,272 will be used to fund this program— \$18,784,165 of Section 5311 funds: \$10,406,744 in federal funds and \$8,377,421 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.

For program year October 1, 2017, to September 30, 2018, federal (Section 5311 and Section 5339) and local program funds totaling \$20,682,206 were used to fund Administration, Operations, and Capital expenditures for Rural Public Transit programs.

Rural Public Transit (5311) Facts

- There are 343 buses and vans in service.
- 1,571,378 passenger trips took place in FFY 2018. This is a 4.2% decrease from FFY 17.

County(s)	NMDOT District	Subgrantee - Transit Name	Total Number of Vehicles in Fleet	FFY18 Ridership (Estimated)	FFY18 Total Funding Expended for 5311 and 5339
Chaves	2	City of Roswell - Pecos Trails Transit	15	161,840	\$1,527,261.00
Cibola	6	Pueblo of Laguna - Shaa'srk'a Transit	4	8,940	\$264,728.10
Cibola	6	Village of Milan-Carrot Express	5	15,560	\$302,431.60
Curry	2	City of Clovis - Clovis Area Transit System (CATS)	16	67,138	\$896,176.00
Doña Ana	1	South Central RTD	9	30,178	\$727,125.00
Eddy	2	City of Carlsbad - Municipal Transit System	17	41,533	\$684,074.09
Grant (also Hidalgo and Luna Counties)	1	Grant County - Corre Caminos, South West RTD	14	108,800	\$1,053,996.00
Lea	2	City of Hobbs - Hobbs Express	13	57,603	\$902,286.37
Lincoln	2	Ruidoso Downs - Mountain Transit	8	7,200	\$273,664.57
Los Alamos	5	Los Alamos County - Atomic City Transit	21	441,543	\$3,134,065.00
McKinley	6	Community Pantry - Gallup Express	10	88,870	\$374,392.07
McKinley	6	Navajo Nation - Navajo Nation Transit System	42	22,950	\$798,230.41
McKinley	6	Pueblo of Zuni - A:Shiwi Transit	6	39,190	\$460,188.00
Otero	2	Zia Therapy Center - Z Trans	14	116,297	\$1,221,651.00
Rio Arriba (also Santa Fe, Los Alamos and Taos Counties)	5	North Central Regional Transit District (NCRTD)	69	213,091	\$4,659,646.57
Rio Arriba	5	Ohkay Owingeh - Po'pay Messenger	5	11,920	\$191,293.00
Roosevelt	2	City of Portales - Portales Area Transit System	5	12,463	\$320,129.22
San Miguel	4	City of Las Vegas - Meadow City Express	8	18,646	\$318,803.93
Sandoval and Valencia Counties	3,6	Rio Metro Regional Transit District (RMRTD)	42	45,300	\$1,826,000.00
Socorro	1	City of Socorro - Public Transportation System	9	12,600	\$238,564.30
Taos	5	Town of Red River - Miner's Transit	4	40,540	\$159,608.19
Union	4	Golden Spread Rural Frontier Coalition (Clayton)	7	9,176	\$342,891.51
		TOTAL	343	1,571,378	\$20,682,206



**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. Under the federal transportation funding law, Moving Ahead for Progress in the 21st Century Act (MAP-21), the Section 5317 New Freedom Program has been consolidated into the Section 5310 program.

Ridership: 233,108 annual trips were reported for the program year October 1, 2016 - September 30, 2017 (last year available). Currently, 29 sub-grantees report ridership. Between 2009 and 2018, a total of 295 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 Plan was completed in May 2015 and is available to view at http://dot.state.nm.us/en/Transit_Rail.html

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

For the program year October 1, 2017 to September 30, 2018 a total of \$2,450,947 was used to fund this program—\$1,960,757 of Section 5310 federal funds and \$490,190 of local match.

County Served	NMDOT District	FY09-FY18 5310 Subgrantees Awarded	# of Vehicles Awarded
Bernalillo	3	Adelante Development Center	50
	3	ARCA	30
	3	Casa Angelica	1
	3	Cornucopia Adult Day Service	6
	3	Jewish Family Services	2
	3	LifeRoots	7

County Served	NMDOT District	FY09-FY18 5310 Subgrantees Awarded	# of Vehicles Awarded
Bernalillo	3	Mandy's Farm	7
	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	Progressive Residential Services	8
	1	Tresco, Inc.	48
Eddy	2	Mature Diversity	1
Grant	1	Life Quest, Inc.	4
Los Alamos	5	Los Alamos County	5
McKinley	6	Coyote Canyon Rehabilitation Center	10
	6	Presbyterian Medical Services—Gallup	1
	6	Tohatchi Area of Opportunity and Services	2
	6	Zuni Entrepreneurial Services (ZEE)	5
Otero	2	Zia Therapy Inc.	10
Rio Arriba	5	Las Cumbres Learning Services, Inc.	8
	5	North Central Regional Transit District	7
	5	Santa Clara Pueblo	1
Sandoval	5	Rio Metro Regional Transit District	14
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			295



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.

With 111 bus departures daily on eight fixed routes and three shuttle routes and 240,117 passenger trips provided in State Fiscal Year 2018, NMDOT Park & Ride is the State's fifth largest bus transit system. Total FY 2018 ridership was 2.8% less than FY 2017 ridership. This decrease in ridership can be attributed to an extended period of significantly lower fuel prices as compared to previous years. 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 2018:

- Orange Route:** Santa Fe - Las Vegas, **68.6 ADR**, 3 round-trips & 1 one-way trip
- Red Route:** Española - Pojoaque - Santa Fe, **51.5 ADR**, 2 round-trips & 6 one-way trips
- Green Route:** Española - Los Alamos, **116.8 ADR**, 11 round-trips & 1 one-way trip
- Blue Route:** Santa Fe - Pojoaque - Los Alamos, **289.4 ADR**, 9 round-trips & 4 one-way trips
- Purple Route:** Albuquerque - NM-599 Station - Los Alamos, **103.4 ADR**, 1 round-trip & 6 one-way trips
- Turquoise Route:** Moriarty - Edgewood - Sedillo - Albuquerque, **6.9 ADR**, 2 one-way trips
- Gold Route:** Las Cruces - Anthony, TX - El Paso, TX, **205.2 ADR**, 6 round-trips & 8 one-way trips
- Silver Route:** Las Cruces - White Sands Missile Range, **35.9 ADR**, 4 one-way trips



NMDOT Park & Ride Facts for FY 2018

- **L**ow fares (averages 7 cents/mile)
- **I**n FY 2018, 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 2018:

South Capitol Station Shuttle: Rodeo Park - South Capitol, **39.7 ADR**, 6 one-way trips
NM-599 Station Shuttle: Santa Fe Place - NM-599 Station, **43.2 ADR**, 6 one-way trips
Purple Shuttle: NM-599 Station - Santa Fe Depot, **0.5 ADR**, 1 one-way trip

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 FY18 budget for NMDOT Park & Ride included \$5.6 million of State funds, \$300,000 in Federal funds, \$420,180 from El Paso County, \$120,116.83 from Rio Metro RTD, \$666,185.70 of fare revenues and \$10,600 in advertising revenues for State Fiscal Year 2018 (July 2017- June 2018).

Buses: NMDOT Park & Ride operates with 24 fifty-seven passenger buses, including four spare buses.

**NMDOT Park & Ride Total Annual Passenger Trips and Average Daily Ridership by State Fiscal Years 2005 to 2018
(State Fiscal Year is July 1 to June 30)**



**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
- ◆ Trinity & 7th
- ◆ Entrada Drive Cul-de-sac

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
- ◆ Jaguar Lot
- ◆ Camino Entrada
- ◆ Santa Fe Place

Purple Shuttle Stops:

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

More NMDOT Park & Ride Facts for FY 2018

- **R**educed traffic congestion by removing an estimated 7.7 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- **R**educed carbon dioxide emissions (a Greenhouse Gas) by 3,757 tons; and
- **R**educed gasoline consumption by 387,383 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 Montañó Station began April 7, 2014. Service to Zia Road Station began on April 24, 2017.

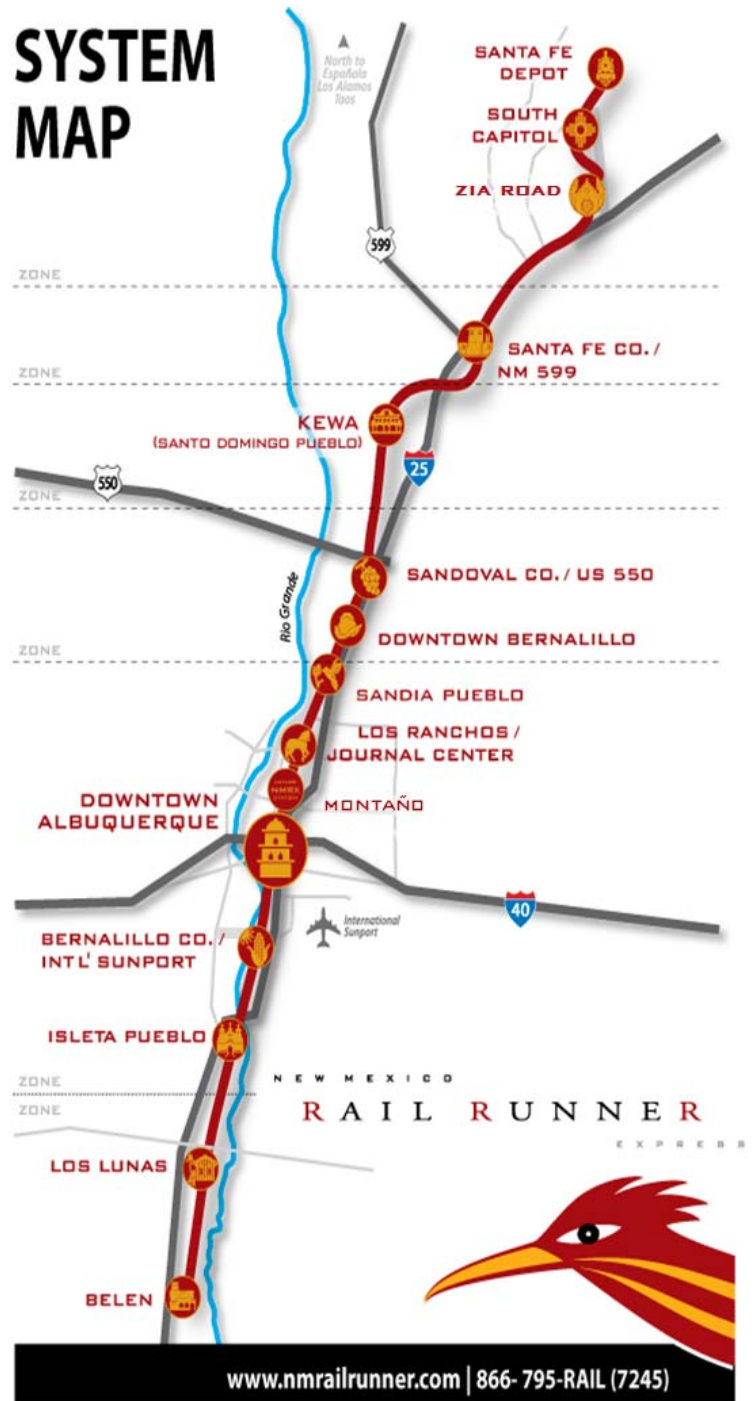
Equipment: 22 passenger cars, each containing about 150 seats, with bicycle and wheelchair accommodations are used in service. There are nine locomotives in the fleet. Train trips use two, three, four or five passenger cars.






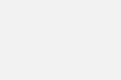
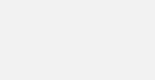
Operations: The trains and the 100 miles of rail-road property, owned by NMDOT, are operated and maintained by Herzog Transit Services Inc. under contract to the Rio Metro RTD. The program is administered by the Rio Metro RTD under the terms of an Agreement with NMDOT.

Schedule/Stations: The 15 current stations in service are: Belen, Los Lunas, Isleta Pueblo, the Bernalillo County/International Sunport, Sandia Pueblo, Downtown Albuquerque, Montañó, 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 NCRTD 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 11.7 million passenger trips since service began on July 14, 2006. In October 2018, total monthly Rail Runner ridership was 72,022 and average weekday ridership was 2,740.

Rail Runner Benefits

In FY 2018, Rail Runner:

- ◆ Reduced traffic congestion by removing an estimated 14.1 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- ◆ Reduced carbon dioxide emissions (a Greenhouse Gas) by 6,100 tons; and
- ◆ Reduced gasoline consumption by 710,000 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	4,082
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 Operating Budget: \$26.2 million

FY 2019 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)
\$2.2 million	Farebox revenue
\$8.6 million	Federal Grant funds
\$13.2 million	Gross Receipts Tax revenue provided by the Rio Metro Regional Transit District and the North Central Regional Transit Districts
\$0	State Funds

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 2018 Program

The 2018 program obligated nine (9) individual railroad grade crossing improvement projects and one preliminary engineering project. 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:

- ◆ Addition of new cantilever flasher light structures to improve warning visibility, addition of gate arms, and replacement of crossing surface at NM 248 crossing north of Eunice, Lea County
- ◆ Upgrade of existing flasher light signals and replacement of crossing surface at West County Road in Hobbs, Lea County
- ◆ Addition of flasher light cantilevers and gate arms and replacement of crossing surface at Monument Road near Hobbs, Lea County.
- ◆ Addition of new flasher light masts and gate arms and replacement of crossing surface at Cooper Cemetery Road near Jal, Lea County
- ◆ Addition of new flasher light masts and gate arms and replacement of crossing surface at Whitworth Road in Jal, Lea County
- ◆ Addition of new flasher light masts and gate arms at Ojo De La Vaca near Canoncito, Santa Fe County
- ◆ Replacement of crossing surface at Cherry Lane crossing, Carlsbad, Eddy County
- ◆ Replacement and upgrade of obsolete flasher light masts and gate arms at Carter Road near Loving, Eddy County
- ◆ Addition of new flasher light masts and gate arms and replacement of crossing surface at Roosevelt County Road AV near Melrose, Roosevelt County
- ◆ Establishment of preliminary engineering agreement for state-wide crossing evaluation costs on Union Pacific lines within New Mexico

As of November 2018, six of the nine construction projects have been completed.

NMDOT’s 2019-2022 Program The 2019—2022 program consists of thirty-four (34) individual railroad grade crossing improvement projects with an estimated cost of \$5,556,559.00 as of November 2018. The majority of these projects are located in the Southeastern portion of New Mexico and include one or both of the following: (i) addition of automatic warning flasher lights and gate arms where only signs presently exist to provide warning (converting crossing from passive to active warning), and (ii) the replacement of hazardous and worn-out grade crossing surfaces that are considered to be 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 grade road 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.

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 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.