



## 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 and the NMGO! vanpool program.
- ♦ In cooperation with the Rio Metro Regional Transit District, manages NMRX railroad and NM Rail Runner commuter rail.
- ♦ 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.
- ♦ Coordinates with railroads on NMDOT projects with railroad impacts

### New Mexico Rail Runner Express Facts

In FY 2024, Rail Runner:

- A Rail Runner passenger traveling between downtown Albuquerque and downtown Santa Fe saves \$1,490 monthly by choosing Rail Runner over driving alone in their private vehicle.
- Reduced traffic congestion by removing an estimated 18.7 million vehicle miles of travel from our busiest highways during the busiest commute hours; and
- Reduced gasoline consumption by 255,000 gallons.

### Transit in NM Facts

In FY 2024, Transit in NM:

- Accounted for 10.7 million trips;
- Reduced 76.1 million vehicle miles traveled;
- Eliminated 27,420 tons of CO<sub>2</sub> emissions; and
- Reduced gasoline consumption by 3.0 million gallons.

### Rural Transit Facts

In Federal FY 2024, Rural Transit:

- Accounted for 1,244,824 trips;
- Reduced 8.3 million vehicle miles traveled;
- Eliminated 3,978 tons of CO<sub>2</sub> emissions; and
- Reduced gasoline consumption by 403,000 gallons.

### NMGo! Vanpool Facts

In FY 2024, the NMGo! vanpool program:

- Provided 138,137 trips;
- Reduced 6.6 million vehicle miles traveled;
- Eliminated 3,115 tons of CO<sub>2</sub> emissions; and
- Reduced gasoline consumption by 315,919 gallons.

### NMDOT Park and Ride Facts

In FY 2024, NMDOT Park and Ride:

- The average passenger saved \$705 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 6.5 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced CO<sub>2</sub> emissions by 3,144 tons; and
- Reduced gasoline consumption by 324,112 gallons.

## New Mexico Statewide Transit System Characteristics

<u>Service</u>	<u>NMDOT District</u>	<u>Service Type ①</u>	<u>Funding Sources ②</u>	<u>FY 2023 Ridership ③</u>	<u>FY 2024 Ridership ③</u>
<b>NMDOT Park and Ride</b>	1,3,4,5	FR	State Funding, 5311(f)	142,144	165,893
<b>Rail Runner</b>	3,5	CR	RTD, Section 5307/5337	545,885	593,671
<b>NMGo! Vanpool</b>	Statewide		CMAQ	126,506	138,137
<b>Bernalillo County</b>					
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	9,146,004	7,316,511
Cornucopia Adult Day Service	3		Section 5310		
LifeRoots	3		Section 5310		
Mandy's Farm	3		Section 5310		
Manzano del Sol Village/Evangelical Lutheran	3		Section 5310		
Good Samaritan Society					
PB&J Family Services	3		Section 5310		
Pueblo of Isleta Elder Care	3		Section 5310		
Share Your Care, Inc.	3		Section 5310		
Therapeutic Living Services	3		Section 5310		
<b>Chaves County</b>					
City of Roswell - Roswell Transit	2	FR/DR	Section 5311	109,498	125,022
<b>Cibola County</b>					
Village of Milan - Rockin' 66 Express	6	FR	Section 5311	11,526	11,526
Pueblo of Laguna - Shaa'srk'a Transit	6	FR/MFR/DR	Section 5311	1,905	3,191
<b>Curry County</b>					
City of Clovis - Clovis Area Transit	2	DR	Section 5311	36,943	40,518
<b>Doña Ana County</b>					
Ben Armer Health Center/Hatch Area Me	1		Section 5310		
La Casa, Inc.	1		Section 5310		
Las Cruces - Roadrunner Transit	1	FR/DR	Section 5307	623,853	811,731
Progressive Residential Services	1		Section 5310		
South Central RTD ④	1	FR/DR	Section 5311/5310/5307	101,627	132,818
Tresco, Inc.	1				
<b>Eddy County</b>					
City of Carlsbad - Municipal Transit	2	FR/DR	Section 5311	28,924	33,706
<b>Grant County</b>					
South West RTD ④	1	FR/MFR/DR	Section 5311	66,110	73,484
<b>Lea County</b>					
City of Hobbs - Hobbs Express	2	FR/DR	Section 5311	47,901	57,443

<u>Service</u>	<u>NMDOT District</u>	<u>Service Type ①</u>	<u>Funding Sources ②</u>	<u>FY 2023 Ridership ③</u>	<u>FY 2024 Ridership ③</u>
<b>Los Alamos County</b>					
Los Alamos County - Atomic City Transit	5	FR/MFR/DR	Section 5311/5310	264,333	253,646
<b>McKinley County</b>					
Gallup Express	6	FR/MFR	Section 5311	43,229	39,233
Coyote Canyon Rehabilitation Center	6				
Navajo Nation	6	FR/MFR	Section 5311	24,899	26,395
Presbyterian Medical Services	6				
Pueblo of Zuni - A:Shiwi Transit	6	MFR	Section 5311	11,615	9,777
Tohatchi Area of Opportunity and Service	6				
Zuni Entrepreneurial Enterprises	6				
<b>Otero County</b>					
Zia Therapy Center/Ztrans ⑤	2	FR/DR	Section 5311/5310	89,874	102,133
<b>Rio Arriba County</b>					
Las Cumbres Community Services	5				
North Central RTD ④	5	FR/MFR/DR	Section 5311/5310/5307	119,643	116,228
Ohkay Owingeh	5		Section 5311	7,754	8,344
Rio Arriba County	5				
Santa Clara Pueblo	5				
<b>Roosevelt County</b>					
City of Portales	2	DR	Section 5311	11,816	5,877
<b>San Juan County</b>					
City of Farmington - Red Apple Transit	5	FR/MFR/DR	Section 5307	69,108	83,669
Life Circle NM	5				
Presbyterian Medical Services	5				
<b>San Miguel County</b>					
City of Las Vegas - Meadow City Express	4	DR	Section 5311	15,381	18,061
<b>Sandoval County</b>					
Rio Metro RTD ④	6	FR/DR	Section 5311/5310	44,977	121,231
San Felipe Pueblo	3				
Santa Ana Pueblo	3				
<b>Santa Fe County</b>					
City of Santa Fe - Santa Fe Trails	5	FR/DR	Section 5307	380,705	369,535
Presbyterian Medical Services—Santa Fe	5				
Santa Fe Recovery Center	5				
<b>Socorro County</b>					
City of Socorro	1	DR	Section 5311	9,150	8,196

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<u>Service</u>	<u>NMDOT District</u>	<u>Service Type ①</u>	<u>Funding Sources ②</u>	<u>FY 2023 Ridership ③</u>	<u>FY 2024 Ridership ③</u>
<b>Taos County</b>					
Dreamtree Project	5				
Ensuenos Y Los Angelitos	5				
Rocky Mountain Youth Corps	5				
Town of Red River - Miners Transit	5	DR	Section 5311	50,182	50,197
<b>Union County</b>					
Golden Spread Rural Frontier Coalition ⑥	4	DR	Section 5311/5310	8,450	7,798
<b>Valencia County</b>					
La Vida Felicidad	3		Section 5310		

<b>TOTAL RIDERSHIP</b>	<b>FY 2023</b>	<b>FY 2024</b>
	<b>12,139,942</b>	<b>10,723,971</b>
<b>Percentage Change from FY 23:</b>	<b>-11.66%</b>	

- ① FR-Fixed Route  
MFR-Modified Fixed Route  
DR-Demand Repose  
CR-Commuter Rail  
VAN-Vanpool
- ② Section 5310 services are demand-response unless otherwise noted.  
Section 5310 programs are for capital expense and are typically not funded for consecutive years.  
Therefore, ridership numbers are not reported.
- ③ Ridership is based on State Fiscal Years 2023 and 2024 (July 1 - June 30) for NM Rail Runner Express, NMGo! and NMDOT Park and Ride,  
and Federal Fiscal Years 2023 and 2024 (October 1 - September 30) for FTA Sections 5307 and 5311.
- ④ RTDs can serve more than one county.  
North Central RTD also serves Los Alamos, Mora, San Juan, Santa Fe, Taos, and Torrance counties.  
South Central RTD also serves Sierra County and the City of El Paso TX.  
South West RTD also serves Luna County.  
Rio Metro RTD also serves Bernalillo and Valencia counties.
- ⑤ Ztrans also serves Lincoln County.
- ⑥ Golden Spread Rural Frontier Coalition provides occasional trips to Colfax and Harding counties.



## 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 2024, 21 subrecipients, spanning 29 counties across the state of New Mexico, received Section 5311 funding.

**Ridership:** 1,244,824 annual passengers trips (October 1, 2023 to September 30, 2024)

**Equipment:** The smaller transit systems typically operate 8-15 passenger vans while the larger systems utilize 22-32 passenger buses. 362 vehicles have been purchased by Section 5311 subrecipients from FY09 to FY24.

### 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 - routes that will deviate from 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 subrecipients (e.g. public, tribal, or non-profit entities) that qualify.

**Budget Requirements:** Subrecipients 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, 2024, to September 30, 2025, federal (Section 5311 and Section 5339) and local program funds totaling \$31,221,638 have been awarded to fund Administration, Operations, and Capital expenditures for Rural Public Transit programs.

For program year October 1, 2023 to September 30, 2024, federal (Section 5311 and Section 5339) and local program funds totaling \$30,059,498 were awarded to fund Administration, Operations, and Capital expenditures for Rural Public Transit Programs.

### Rural Public Transit (5311) Facts

- There are 357 buses and vans in service.
- In FFY 24, there were 1,224,824 passenger trips. This is a 12.6% increase from FFY 23.

County(ies)	NMDOT District	Subrecipient - Transit Name	Total Number of Vehicles in Service	FFY24 Ridership	FFY24 Total Expended Funding
Chaves	2	City of Roswell- Roswell Transit	12	125,022	\$1,511,775
Cibola	6	Pueblo of Laguna- Shaa'srk'a Transit	6	3,191	\$199,111 *
Cibola	6	Village of Milan- Rockin' 66 Express	7	11,526	\$247,350
Curry	2	City of Clovis- Clovis Area Transit System (CATS)	20	40,518	\$647,104 *
Doña Ana	1	South Central Regional Transit District (SCRTD)	17	132,818	\$1,484,569
Eddy	2	City of Carlsbad- Municipal Transit System	20	33,706	\$1,029,421
Grant (also Hidalgo and Luna Counties)	1	Grant County- Corre Caminos, South West RTD	11	73,484	\$991,990
Lea	2	City of Hobbs- Hobbs Express	15	57,443	\$902,131
Los Alamos	5	Los Alamos County- Atomic City Transit	20	253,646	\$3,315,754
McKinley	6	Gallup Express	15	39,233	\$626,700
McKinley	6	Navajo Nation- Navajo Nation Transit System	70	26,395	\$606,541 *
McKinley	6	Pueblo of Zuni- A:Shiwi Transit	12	9,777	\$215,401
Otero	2	Zia Therapy Center- Z Trans	21	102,133	\$1,300,880
Rio Arriba (also Santa Fe, Los Alamos, and Taos Counties)	5	North Central Regional Transit District (NCRTD)	52	116,228	\$5,859,742
Rio Arriba	5	Ohkay Owingeh- Po'pay Messenger	4	8,344	\$163,856
Roosevelt	2	City of Portales- Portales Area Transit System	1	5,877	\$145,156
San Miguel	4	City of Las Vegas- Meadow City Express	7	18,061	\$311,492 *
Sandoval and Valencia Counties	3,6	Rio Metro Regional Transit District (RMRTD)	28	121,231	\$1,752,466
Socorro	1	City of Socorro - Public Transportation System	6	8,196	\$269,994
Taos	5	Town of Red River- Miners Transit	4	50,197	\$226,039
Union	4	Golden Spread Rural Frontier Coalition (Clayton)	9	7,798	\$416,968
<b>TOTAL</b>			<b>357</b>	<b>1,244,824</b>	<b>\$22,224,439**</b>

\* partial year data

\*\* may not sum to total due to rounding.

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## 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:** 409,071 annual trips were reported for the program year October 1, 2023 - September 30, 2024. Currently, 34 sub-grantees report ridership. Between 2012 and 2024, a total of 517 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 2023 and are available to view at <https://www.dot.nm.gov/planning-research-multimodal-and-safety/modal/transit-rail/transit-bureau/>

For the program year October 1, 2024 to September 30, 2025 a total of \$2,118,119 will be used to fund this program—\$1,694,495 of Section 5310 federal funds and \$423,624 of local match.

For the program year October 1, 2023 to September 30, 2024 a total of \$1,822,392 was used to fund this program—\$1,779,086 of Section 5310 federal funds and \$43,306 of local match.

<b>County Served</b>	<b>NMDOT District</b>	<b>FY12-FY24 5310 Subgrantees Awarded</b>	<b># of Vehicles Awarded</b>
Bernalillo	3	Adelante Development Center	83
	3	ARCA	39
	3	Casa Angelica	1
	3	Cornucopia Adult Day Service	8
	3	LifeRoots	15
	3	Mandy's Farm	13
	3	PB & J Family Services, Inc.	7
	3	Pueblo of Isleta	9
	3	Share Your Care	15
	3	Therapeutic Living Services	1
Doña Ana	1	Ben Archer Health Center/Hatch Area Medical	4
	1	La Clinica de Familia	6
	1	La Casa, Inc.	2
	1	Progressive Residential Services	10
	1	South Central Regional Transit District	3
	1	Tresco, Inc.	71
Los Alamos	5	Los Alamos County	6
McKinley	6	Coyote Canyon Rehabilitation Center	18
	6	Presbyterian Medical Services—Gallup	1
	6	Tohatchi Area of Opportunity and Services	6
	6	Zuni Entrepreneurial Services (ZEE)	15
Otero	2	Zia Therapy Inc.	12

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<b>County Served</b>	<b>NMDOT District</b>	<b>FY12-FY24 5310 Subgrantees Awarded</b>	<b># of Vehicles Awarded</b>
Rio Arriba	5	Las Cumbres Learning Services, Inc.	10
	5	North Central Regional Transit District	12
	5	Rio Arriba County	2
	5	Santa Clara Pueblo	1
Sandoval	5	Rio Metro Regional Transit District	26
	5	San Felipe Pueblo	2
	5	Santa Ana Pueblo	1
San Juan	5	Presbyterian Medical Services—San Juan	16
	5	Life Circle NM	1
Santa Fe	5	Presbyterian Medical Services—Santa Fe	2
	5	Santa Fe Recovery Center	8
	5	Santa Fe Trails	15
Taos	5	Dreamtree Project	2
	5	Ensuenos Y Los Angelitos	3
	5	Rocky Mountain Youth Corps	2
Union	4	Golden Spread Rural Frontier Coalition	1
Valencia	3	La Vida Felicidad	4
Statewide		Manzano del Sol Village/Evangelical Lutheran Good Samaritan Society	11
		Other Former Funding Recipients*	53
<b>TOTAL</b>			<b>517</b>

\* Indicates organizations that have received federal funding in the past but no longer have active NMDOT grant agreements.

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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 120 bus departures on seven fixed routes and five shuttle routes. NMDOT Park and Ride provided 165,893 passenger trips in State Fiscal Year 2024., NMDOT Park & Ride is the State's fifth largest bus transit system. Total FY 2024 ridership was 16.7% more than FY 2023 ridership. This increase in ridership can be attributed to continued easing of COVID-19 public emergency restrictions.

#### NMDOT Park & Ride Inter-City Routes and Average Daily Ridership (ADR) for State Fiscal Year 2024:

<b>Orange Route:</b>	Santa Fe - Las Vegas, <b>47 ADR</b> , 3 round-trips & 1 one-way trip
<b>Red Route:</b>	Española - Pojoaque - Santa Fe, <b>28 ADR</b> , 2 round-trips & 6 one-way trips
<b>Green Route:</b>	Española - Los Alamos, <b>43 ADR</b> , 11 round-trips & 1 one-way trip
<b>Blue Route:</b>	Santa Fe - Pojoaque - Los Alamos, <b>230 ADR</b> , 9 round-trips & 4 one-way trips
<b>Purple Route:</b>	Albuquerque - NM-599 Station - Los Alamos, <b>95 ADR</b> , 1 round-trip & 6 one-way trips
<b>Gold Route:</b>	Las Cruces - Anthony, TX - El Paso, TX, <b>134 ADR</b> , 6 round-trips & 8 one-way trips
<b>Silver Route:</b>	Las Cruces - White Sands Missile Range, <b>17 ADR</b> , 4 one-way trips



#### NMDOT Park & Ride Facts for FY 2024

- Low fares (averages 7 cents/mile)
- In FY 2024, the average passenger saved up to \$705 monthly by choosing Park & Ride over driving alone in their private vehicle (assuming 66-mile round trip, 65 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 <https://nmparkandride.transloc.com/routes>

## 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.

The **Anaya Complex Shuttle** meets three morning northbound arriving and three afternoon southbound departing New Mexico Rail Runner Express trains at the South Capitol Station.

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

### NMDOT Park & Ride Santa Fe Shuttles and Average Daily Ridership (ADR)\* for State Fiscal Year 2024:

**Rodeo Park Shuttle:**

Rodeo Park - South Capitol, **11 ADR**, 6 one-way trips

**Santa Fe Place Shuttle:**

Santa Fe Place - NM-599 Station, **32 ADR**, 6 one-way trips

**Purple Shuttle:**

NM-599 Station - Santa Fe Depot, **0 ADR**, 1 one-way trip

**Anaya Complex Shuttle:**

Anaya Complex - South Capitol Station, **16 ADR**, 6 one-way trips

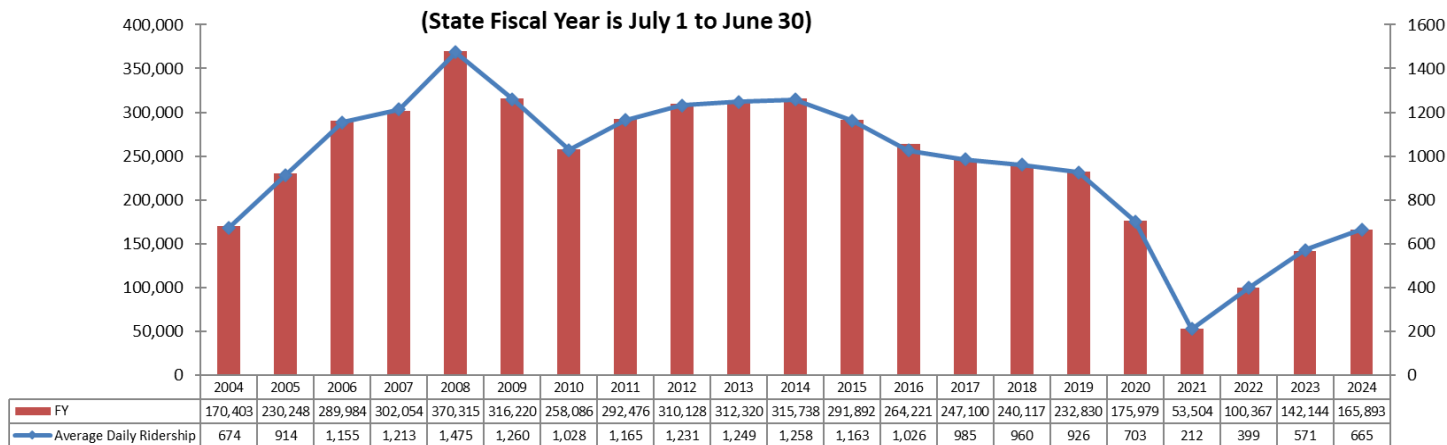
**National Guard/Corrections Shuttle:** National Guard/Corrections - NM-599, **13 ADR**, 6 one-way trips

**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 FY24 expenditures for NMDOT Park & Ride included \$7.7 million of State funds, \$953,504 in Federal funds, \$443,452 in farebox revenue, and funds from service agreements with El Paso County and Rio Metro.

**Buses:** NMDOT Park & Ride operates with 24 fifty-seven passenger buses, including 4 spare buses.

**NMDOT Park & Ride Total Annual Passenger Trips and Average Daily Ridership by State Fiscal Years 2004 to 2024**



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

### **ALBUQUERQUE**

- ◆ Alvarado Transit Center
- ◆ Los Ranchos/Journal Center Station
- ◆ Montañño Transit Center

### **ANTHONY, TEXAS**

- ◆ Lowe's Big 8 Foods Lot

### **BERNALILLO**

- ◆ Sandoval Co./US-550 Station

### **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

### **POJOAQUE**

- ◆ Pojoaque at Cities of Gold Casino Lot

### **ROWE**

- ◆ Rowe Lot

### **SANTA FE**

- ◆ Alta Vista Street
- ◆ Capitol Lot
- ◆ Santa Fe Lot
- ◆ Sheridan TC
- ◆ South Capitol Station
- ◆ NM-599 Station

### **SAN JOSE**

- ◆ San Jose Lot (Exit 319)

### **WHITE SANDS MISSILE RANGE (WSMR)**

- ◆ NMSU
- ◆ Ashley
- ◆ Las Cruces Gate
- ◆ Headquarters
- ◆ Building 1506
- ◆ Building 21080
- ◆ Building 1404
- ◆ Building 1408
- ◆ Building 426
- ◆ Building 335

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

### **RODEO PARK SHUTTLE STOPS:**

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

### **SANTA FE PLACE SHUTTLE STOPS:**

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

### **ANAYA COMPLEX SHUTTLE STOPS:**

- ◆ South Capitol Station
- ◆ Cerrillos Road @2nd Street
- ◆ Cerrillos Road @ Chama Ave
- ◆ Anaya Complex

### **NATIONAL GUARD/CORRECTIONS SHUTTLE:**

- ◆ Santa Fe County Justice Center
- ◆ Parole Board
- ◆ Department of Corrections Admin
- ◆ National Guard
- ◆ NM-599 Station

### **PURPLE SHUTTLE STOPS:**

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

### More NMDOT Park & Ride Facts for FY 2024

- **R**educed traffic congestion by removing an estimated 6.5 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- **R**educed carbon dioxide emissions (a Greenhouse Gas) by 3,144 tons; and
- **R**educed gasoline consumption by 324,112 gallons.



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE



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). In 2023, the program expanded statewide. The program, called NMGo!, is funded with Congestion Mitigation and Air Quality (CMAQ) funds. NMGo! encourages people to join or create vanpools by offering 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 1 year of CMAQ funding totaling \$721,107 for the NMGo! Program.

Prior to COVID-19, vanpool trips had been steadily increasing month by month since the launch of the program in January 2019. In June 2024, the number of trips increased by 9.19% from the number of trips in June 2023.

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

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

- As of June 2024, NMGo! consists of 83 vanpools.
- In State Fiscal Year 2024, these vanpools provided 138,137 trips and:
  - Reduced 6.6 million miles of travel by taking cars off the road
  - Eliminated 3,115 tons of carbon dioxide from the air
  - Reduced gasoline consumption by 315,919 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.

Following a temporary service shutdown and subsequent period with limited weekday-only service during the COVID-19 pandemic, Rail Runner resumed full service on May 24, 2021. On August 1, 2022, Rail Runner added two daily round trips between Albuquerque and Santa Fe from Monday through Saturday.

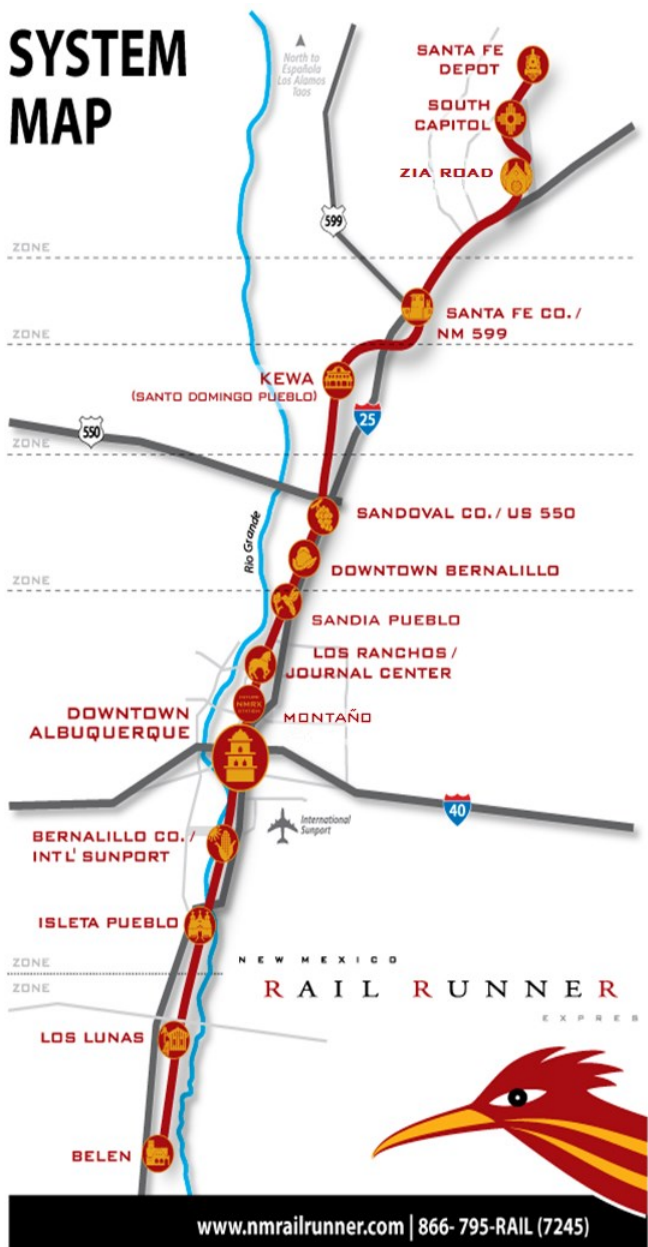
**Equipment:** 22 passenger cars, each containing about 150 seats, with bicycle and wheelchair accommodations are used in service. There are nine locomotives in the fleet. Train trips use two, three, or four passenger cars.





**Operations:** The trains and the 100 miles of railroad 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 26 train trips on weekdays, 15 train trips on Saturdays, and nine train trips on Sunday.

**Fares:** A zone fare structure is used, with base fares last adjusted in 2012. 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 under 10 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](http://www.nmrailrunner.com). Since April 2022, steep fare discounts for monthly pass purchases have been offered as a ridership incentive.

## **SYSTEM MAP**



	 <b>ABQ Ride</b>	 <b>Santa Fe Trails</b>	 <b>Rio Metro</b>	 <b>NCRTD</b>	 <b>NM Park &amp; Ride</b>	<b>Casino Shuttle</b>	<b>Other Bus/Shuttle</b>
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 14.5 million passenger trips since service began on July 14, 2006. Rail Runner ridership is currently about 80% of pre-pandemic levels. 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. In November, 2024, Rail Runner ridership was 43,884 and average weekday ridership was 1,830.

### Rail Runner Benefits

In FY 2024, Rail Runner:

- ◆ Reduced traffic congestion by removing an estimated 18.7 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- ◆ Reduced gasoline consumption by 255,000 gallons.

### Rail Runner Rider Savings

- ◆ A Rail Runner passenger traveling between downtown Albuquerque and downtown Santa Fe saves \$1,490 monthly by choosing Rail Runner over driving alone in their private vehicle.

#### **Rail Runner Annual Ridership (last 10 years)**

	Total Riders	Average Weekday Riders
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 2021	40,924	447
FY 2022	319,589	1,062
FY 2023	545,885	1,780
FY 2024	593,671	1,947

#### **FY 2025 Operating Budget\*: \$35.74 million**

#### **FY 2025 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)
\$1.5 million	Farebox revenue
\$20.18 million	Federal Grant funds
\$11.86 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 2025*



New Mexico DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

## Highway-Railroad 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 2023 Program



The 2023 program obligated four new individual railroad grade crossing construction improvement projects and two new preliminary engineering (design) projects. One other project had additional funding obligated that was split with the previous 2022 program year. 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:

- ◆ Replacing existing obsolete crossing flasher signals and adding additional signals at Greene Street in Carlsbad, Eddy County.
- ◆ Replacement of a grade crossing surface and replacing existing obsolete crossing flasher signals with new flasher signals and adding gate arms at NM 18 near Eunice, Lea County.
- ◆ Replacement of a grade crossing surface at Vanadium Street in Bayard, Grant County.
- ◆ Replacement of a grade crossing surface at NM 207 in Eunice, Lea County.
- ◆ Preliminary Engineering (design) for 2nd Street in Gallup, McKinley County, to improve pedestrian safety.
- ◆ Preliminary Engineering (design) for 3rd Street in Gallup, McKinley County, to improve pedestrian safety.

As of December 2024, three of the four construction projects were completed. The fourth project is currently under construction with expected completion in January 2025. The two preliminary engineering (design) projects are in progress.

**NMDOT's 2024-2025 Program** The 2024—2025 program consists of seventeen (17) new individual railroad grade crossing improvement projects and five (5) projects previously programmed that are receiving additional funding, with a total estimated cost of \$5,580,000 as of December 2024. Railroad Company cost-shares on four projects account for an additional \$900,000. 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, (iii) the replacement of hazardous and worn-out grade crossing surfaces that are considered beyond their useful life expectancy, and (iv), permanent grade crossing closure and removal.

January 2025



## **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 (road, pedestrian, station 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 710 public 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. The Rail Bureau is involved in a multi-year effort to obtain actual (physical) counts at each public grade crossing throughout New Mexico.

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 visits 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](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.