



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 2025, 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 19 million vehicle miles of travel from our busiest highways during the busiest commute hours; and
- Reduced gasoline consumption by 266,209 gallons; and,
- Reduced CO₂ emissions by 1,632 tons.

Transit in NM Facts

In FY 2025, Transit in NM:

- Accounted for 11.3 million trips;
- Reduced 105.9 million vehicle miles traveled;
- Eliminated 42,488 tons of CO₂ emissions; and
- Reduced gasoline consumption by 4.5 million gallons.

Rural Transit Facts

In Federal FY 2025, Rural Transit:

- Accounted for 1,290,707 trips;
- Reduced 8.6 million vehicle miles traveled;
- Eliminated 3,438 tons of CO₂ emissions; and
- Reduced gasoline consumption by 417,855 gallons.

NMGo! Vanpool Facts

In FY 2025, the NMGo! vanpool program:

- Provided 243,316 trips;
- Reduced 11.6 million vehicle miles traveled;
- Eliminated 4,640 tons of CO₂ emissions; and
- Reduced gasoline consumption by 556,463 gallons.

NMDOT Park and Ride Facts

In FY 2025, NMDOT Park and Ride:

- The average passenger saved \$713 monthly by choosing Park and Ride over driving alone in their private vehicle (assumes 67-mile round trip, 65 cents per mile private vehicle operating and ownership cost, \$90 monthly pass)
- Reduced traffic congestion by removing an estimated 6.7 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced CO₂ emissions by 2,679 tons; and
- Reduced gasoline consumption by 334,641 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 2024 Ridership ③</u>	<u>FY 2025 Ridership ③</u>
NMDOT Park and Ride	1,3,4,5	FR	State Funding, 5311(f)	165,893	171,282
Rail Runner	3,5	CR	RTD, Section 5307/5337	593,671	605,643
NMGo! Vanpool	Statewide		CMAQ	138,137	243,316
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	7,316,511	7,678,231
Cornucopia Adult Day Service	3		Section 5310		
LifeRoots	3		Section 5310		
Mandy's Farm	3		Section 5310		
Manzano del Sol Village	3		Section 5310		
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		
Chaves County					
City of Roswell - Roswell Transit	2	FR/DR	Section 5311	125,022	129,365
Cibola County					
Village of Milan - Rockin' 66 Express	6	FR	Section 5311	11,526	12,340
Pueblo of Laguna - Shaa'srk'a Transit	6	FR/MFR/DR	Section 5311	3,191	3,565
Curry County					
City of Clovis - Clovis Area Transit	2	DR	Section 5311	40,518	45,292
Doña Ana County					
Ben Archer Health Center/Hatch Area Med	1		Section 5310		
La Casa, Inc.	1		Section 5310		
Las Cruces - Roadrunner Transit	1	FR/DR	Section 5307	811,731	825,973
Progressive Residential Services	1		Section 5310		
South Central RTD ④	1	FR/DR	Section 5311/5310/5307	132,818	165,644
Tresco, Inc.	1				
Eddy County					
City of Carlsbad - Municipal Transit	2	FR/DR	Section 5311	33,706	33,319
Grant County					
South West RTD ④	1	FR/MFR/DR	Section 5311	73,484	76,552
Lea County					
City of Hobbs - Hobbs Express	2	FR/DR	Section 5311	57,443	52,379

<u>Service</u>	<u>NMDOT District</u>	<u>Service Type ①</u>	<u>Funding Sources ②</u>	<u>FY 2024 Ridership ③</u>	<u>FY 2025 Ridership ③</u>
Los Alamos County					
Los Alamos County - Atomic City Transit	5	FR/MFR/DR	Section 5311/5310	253,646	217,621
McKinley County					
Gallup Express	6	FR/MFR	Section 5311	39,233	54,535
Coyote Canyon Rehabilitation Center	6				
Navajo Nation	6	FR/MFR	Section 5311	26,395	29,662
Presbyterian Medical Services	6				
Pueblo of Zuni - A:Shiwi Transit	6	MFR	Section 5311	9,777	12,247
Tohatchi Area of Opportunity and Service	6				
Zuni Entrepreneurial Enterprises	6				
Otero County					
Zia Therapy Center/Ztrans	2	FR/DR	Section 5311/5310	102,133	103,855
Rio Arriba County					
Las Cumbres Community Services	5				
North Central RTD ④	5	FR/MFR/DR	Section 5311/5310/5307	116,228	138,853
Ohkay Owingeh	5		Section 5311	8,344	8,113
Rio Arriba County	5				
Santa Clara Pueblo	5				
Roosevelt County					
City of Portales	2	DR	Section 5311	5,877	4,306
San Juan County					
City of Farmington - Red Apple Transit	5	FR/MFR/DR	Section 5307	83,669	91,140
Life Circle NM	5				
Presbyterian Medical Services	5				
San Miguel County					
City of Las Vegas - Meadow City Express	4	DR	Section 5311	18,061	15,256
Sandoval County					
Rio Metro RTD ④	6	FR/DR	Section 5311/5310	121,231	132,035
San Felipe Pueblo	3				
Santa Ana Pueblo	3				
Santa Fe County					
City of Santa Fe - Santa Fe Trails	5	FR/DR	Section 5307	369,535	371,570
Presbyterian Medical Services—Santa Fe	5				
Santa Fe Recovery Center	5				
Socorro County					
City of Socorro	1	DR	Section 5311	8,196	8,712

<u>Service</u>	<u>NMDOT District</u>	<u>Service Type ①</u>	<u>Funding Sources ②</u>	<u>FY 2024 Ridership ③</u>	<u>FY 2025 Ridership ③</u>
Taos County					
Dreamtree Project	5				
Ensuenos Y Los Angelitos	5				
Rocky Mountain Youth Corps	5				
Town of Red River - Miners Transit	5	DR	Section 5311	50,197	38,584
Union County					
Golden Spread Rural Frontier Coalition ⑤	4	DR	Section 5311/5310	7,798	8,472
Valencia County					
La Vida Felicidad	3		Section 5310		
				FY 2024	FY 2025
				TOTAL RIDERSHIP Percentage	10,723,971
				Change from FY 24:	5.16%

① FR-Fixed Route

MFR-Modified Fixed Route

DR-Demand Response

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 2024 and 2025 (July 1 - June 30) for NM Rail Runner Express, NMGo! and NMDOT Park and Ride, and Federal Fiscal Years 2024 and 2025 (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, San Miguel, 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 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 2025, 20 subrecipients, spanning 29 counties across the state of New Mexico, received Section 5311 funding.

Ridership: 1,288,736 annual passengers trips (October 1, 2024 to September 30, 2025)

Equipment: The smaller transit systems typically operate 8-15 passenger vans while the larger systems utilize 22-32 passenger buses. 384 vehicles have been purchased by Section 5311 subrecipients from FY09 to FY25.

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, 2025, to September 30, 2026, federal (Section 5311 and Section 5339) and local program funds totaling \$32,292,248 have been awarded to fund Administration, Operations, and Capital expenditures for Rural Public Transit programs.

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.

Rural Public Transit (5311) Facts

- There are 365 buses and vans in service.
- In FFY 25, there were 1,290,707 passenger trips. This is an 3.69% increase from FFY 24.

County(ies)	NMDOT District	Subrecipient - Transit Name	Total Number of Vehicles in Service	FFY25 Ridership	FFY25 Total Expended Funding
Chaves	2	City of Roswell- Roswell Transit	13	129,365	\$1,716,605
Cibola	6	Pueblo of Laguna-Shaa'srk'a Transit	7	3,565	\$10,522
Cibola	6	Village of Milan- Rockin' 66 Express	5	12,340	\$260,893
Curry	2	City of Clovis- Clovis Area Transit System (CATS)	12	45,292	\$865,404
Doña Ana	1	South Central Regional Transit District (SCRTD)	25	165,644	\$1,666,643
Eddy	2	City of Carlsbad- Municipal Transit System	18	33,319	\$937,488
Grant (also Hidalgo and Luna Counties)	1	Grant County- Corre Caminos, South West RTD	12	76,552	\$891,729
Lea	2	City of Hobbs- Hobbs Express	11	52,379	\$982,235
Los Alamos	5	Los Alamos County- Atomic City Transit	27	217,621	\$3,768,303
McKinley	6	Gallup Express	18	54,535	\$693,967
McKinley	6	Navajo Nation- Navajo Nation Transit System	53	29,662	\$286,484
McKinley	6	Pueblo of Zuni- A:Shiwi Transit	4	12,247	\$306,135
Otero	2	Zia Therapy Center- Z Trans	23	103,855	\$1,705,216
Rio Arriba (also Santa Fe, Los Alamos, and Taos Counties)	5	North Central Regional Transit District (NCRTD)	62	138,853	\$6,656,225
Rio Arriba	5	Ohkay Owingeh- Po'pay Messenger	6	8,113	\$0
Roosevelt	2	City of Portales- Portales Area Transit System	5	4,306	\$83,150
San Miguel	4	City of Las Vegas- Meadow City Express	7	15,256	\$426,252
Sandoval and Valencia Counties	3,6	Rio Metro Regional Transit District (RMRTD)	37	132,035	\$1,799,843
Socorro	1	City of Socorro - Public Transportation System	6	8,712	\$294,228
Taos	5	Town of Red River- Miners Transit	4	38,584	\$241,029
Union	4	Golden Spread Rural Frontier Coalition (Clayton)	10	8,472	\$364,543
		TOTAL	365	1,290,707	\$23,956,894

* partial year data

** did not receive funding in FY25

*** only submitted operating reimbursement requests



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: 448,735 annual trips were reported for the program year October 1, 2024 - September 30, 2025. Currently, 35 sub-grantees report ridership. Between 2012 and 2025, a total of 534 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.

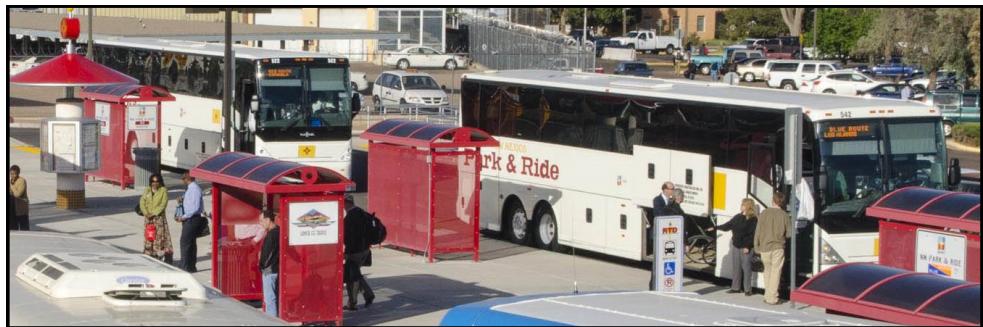
Funding Requirements: FTA requires a 80/20 federal/local match for capital purchases, and a 50/50 federal/local match for operating. Funded projects must be derived from the locally-developed, Coordinated Public Transit — Human Services Transportation Plan. The Plans were updated in September 2023 and 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, 2025 to September 30, 2026 a total of \$3,579,965 will be used to fund this program—\$2,863,972 of Section 5310 federal funds and \$715,993 of local match.

For the program year October 1, 2024 to September 30, 2025 a total of \$2,118,118 will be used to fund this program—\$1,694,495 of Section 5310 federal funds and \$423,623 of local match.

County Served	NMDOT District	FY12-FY25 5310 Subgrantees Awarded	# of Vehicles Awarded
Bernalillo	3	Adelante Development Center	84
	3	ARCA	40
	3	Casa Angelica	1
	3	Cornucopia Adult Day Service	10
	3	LifeRoots	15
	3	Mandy's Farm	14
	3	PB & J Family Services, Inc.	9
	3	Pueblo of Isleta	9
	3	Share Your Care	15
	3	Therapeutic Living Services	1
Doña Ana	3	Alta Mira Specialized Family Services, Inc.	1
	1	Ben Archer Health Center/Hatch Area Medical	4
	1	La Clinica de Familia	6
	1	La Casa, Inc.	3
	1	Progressive Residential Services	10
	1	South Central Regional Transit District	3
Los Alamos	1	Tresco, Inc.	71
	5	Los Alamos County	7
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.	13
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	27
	5	San Felipe Pueblo	2
	5	Santa Ana Pueblo	1
San Juan	5	Presbyterian Medical Services—San Juan	16
Santa Fe	5	Presbyterian Medical Services—Santa Fe	2
	5	Life Circle, NM	1
	5	Santa Fe Recovery Center	8
	5	City of Santa Fe	16
	5	Santa Fe Trails	4
	5	Assistance Dogs of the West	1
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	11
		Other Former Funding Recipients*	52
TOTAL			534

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



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 and 171,282 passenger trips provided in State Fiscal Year 2025, NMDOT Park & Ride is the State's fifth largest bus transit system. Total FY 2025 ridership was 3.1% more than FY 2024 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 2025:

Orange Route:

Santa Fe - Las Vegas, **39 ADR**, 3 round-trips & 1 one-way trip

Red Route:

Española - Pojoaque - Santa Fe, **24 ADR**, 2 round-trips & 6 one-way trips

Green Route:

Española - Los Alamos, **33 ADR**, 11 round-trips & 1 one-way trip

Blue Route:

Santa Fe - Pojoaque - Los Alamos, **244 ADR**, 9 round-trips & 4 one-way trips

Purple Route:

Albuquerque - NM-599 Station - Los Alamos, **104 ADR**, 1 round-trip & 6 one-way trips

Gold Route:

Las Cruces - Anthony, TX - El Paso, TX, **144 ADR**, 6 round-trips & 8 one-way trips

Silver Route:

Las Cruces - White Sands Missile Range, **14 ADR**, 4 one-way trips



NMDOT Park & Ride Facts for FY 2025

- Low fares (averages 7 cents/mile)
- In FY 2025, the average passenger saved up to \$713 monthly by choosing Park & Ride over driving alone in their private vehicle (assuming 67-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 **Rodeo Park 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 **Santa Fe Place 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 2025:

Rodeo Park Shuttle:

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

Santa Fe Place Shuttle:

Santa Fe Place - NM-599 Station, **34 ADR**, 6 one-way trips

Purple Shuttle:

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

Anaya Complex Shuttle:

Anaya Complex - South Capitol Station, **22 ADR**, 6 one-way trips

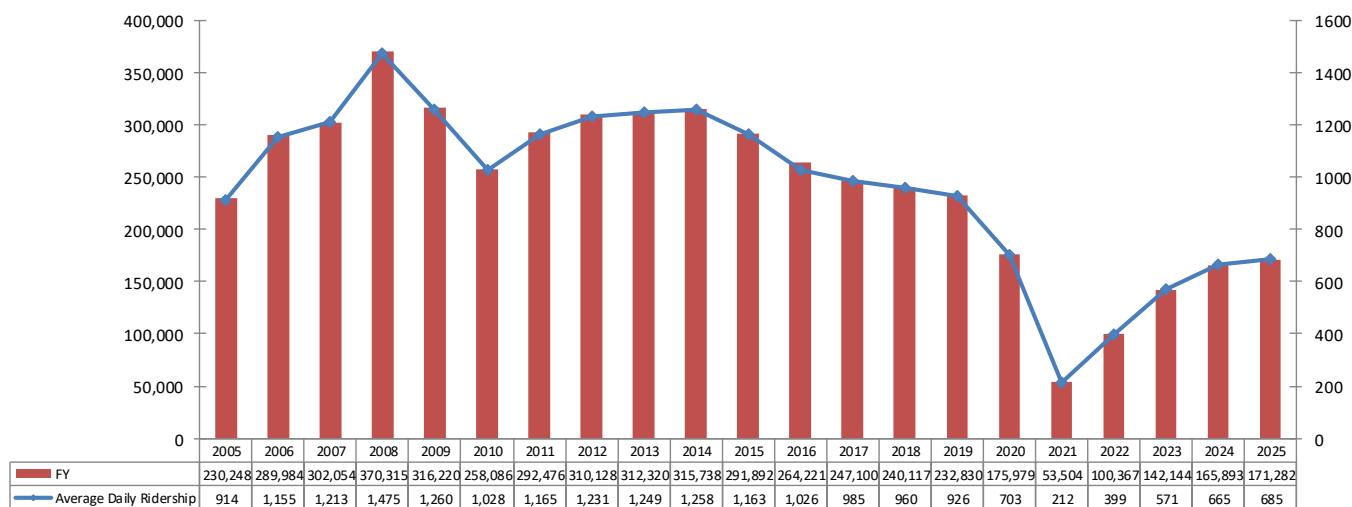
National Guard/Corrections Shuttle: National Guard/Corrections - NM-599, **11 ADR**, 6 one-way trips

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 FY25 budget for NMDOT Park & Ride included \$8.6 million of State funds, \$405,046 in fare-box 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 2005 to 2025
(State Fiscal Year is July 1 to June 30)



NMDOT Park & Ride

Passenger Pick-up and Drop-off Locations:

ALBUQUERQUE

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

- ◆ Espanola 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
- ◆ Sandoval Street
- ◆ 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
- ◆ Las Soleras
- ◆ 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 2025

- Reduced traffic congestion by removing an estimated 6.7 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- Reduced carbon dioxide emissions (a Greenhouse Gas) by 2,679 tons; and
- Reduced gasoline consumption by 334,641 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). 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 \$1,050,000 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 2025, the number of trips increased by 76% from the number of trips in June 2024.

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

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

- As of June 2025, NMGo! consists of 126 vanpools.
- In State Fiscal Year 2025, these vanpools provided 243,316 trips and:
 - Reduced 11.6 million miles of travel by taking cars off the road
 - Eliminated 4,640 tons of carbon dioxide from the air
 - Reduced gasoline consumption by 556,463 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 Montaño 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, Montaño, 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. Since April 2022, steep fare discounts for monthly pass purchases have been offered as a ridership incentive.

SYSTEM MAP



www.nmrailrunner.com | 866-795-RAIL (7245)

	ABQ Ride	Santa Fe Trails	Rio Metro	NCRTD	NM Park & Ride	Casino Shuttle	Other Bus/Shuttle
							
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 15 million passenger trips since service began on July 14, 2006. Rail Runner ridership is currently about 79% of prepandemic 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 2025, Rail Runner ridership was 45,005 and average weekday ridership was 1,894.

Rail Runner Benefits

In FY 2025, Rail Runner:

- ♦ Reduced traffic congestion by removing an estimated 19 million vehicle miles of travel from our busiest highways during the busiest commute hours;
- ♦ Reduced gasoline consumption by 266,209 gallons; and,
- ♦ Reduced CO2 emissions by 1,632 tons.

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 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	605,643	1,984

Rail Runner FY 2026 Budget

FY2026 Costs	
Operating and Maintenance	\$41,770,000
Capital	\$35,307,400
Debt Service	\$786,100
TOTAL	\$77,863,500
FY2026 Revenues	
Federal Grants	\$52,346,600
State and Local Funds (incl. GRT and trackage fees)	\$38,400,000
TOTAL	\$90,746,600
Carryover	
	\$12,883,100

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 2024 Program



The 2024 program obligated four new individual railroad grade crossing construction improvement projects and six new preliminary engineering (design) projects. Five other previous fiscal year construction projects had funding added to cover additional utility and temporary traffic control costs. These new projects, performed or 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 with new flasher signals and adding gate arms at NM 3 in Ribera, San Miguel County.
- ◆ Replacing existing obsolete crossing flasher signals with new flasher signals and adding gate arms at Bond Road, Village of Wagon Mound, Mora County.
- ◆ Replacement of crossing surface and adding new crossing signals and gate arms to a previously passive warning crossing (signs only) on County Road B27, Chapelle, San Miguel County.
- ◆ Replacement of existing obsolete flashing lights and adding gate arms on County Road C24, Romeroville, San Miguel County.
- ◆ Preliminary Engineering (design) for Marland Road in Hobbs, Lea County, to improve crossing signal reliability and crossing surface and approaches.
- ◆ Preliminary Engineering (design) for US 285 signal improvements near Lamy, Santa Fe County.
- ◆ Preliminary Engineering (design) for assessment of public crossings from Clovis to Lake Arthur on the Carlsbad Subdivision line.
- ◆ Preliminary Engineering (design) to add crossing signals at Farm Market Road near San Antonio, NM, Socorro County.
- ◆ Preliminary Engineering (design) for adding crossing signals to Airport Road and Golf Course Road near Tucumcari, Quay County.

As of December 2025, three of the four new construction projects were completed. The fourth is near completion. The five other previous fiscal year construction projects that had additional funding obligated in 2024 were also completed. The four preliminary engineering (design) projects are in progress with one nearing completion.

NMDOT's 2025 Program The 2025 program consists of five new individual railroad grade crossing improvement projects with a total estimated cost of \$2,483,183 as of December 2025.

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.

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 and is completing a 2025 update. This manual describes the NMDOT Section 130 Program, and NMDOT's procedures for railroad crossing assessments and Section 130 program/project de-velopment. 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) stand-ards. The manual is available for download at http://dot.state.nm.us/content/nmdot/en/Transit_Rail.html.