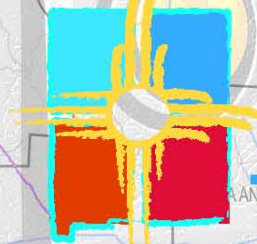


# New Mexico Statewide Public Transportation Plan

November  
2010



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

**NMDOT Transit and Rail Division**

## Table of Contents

Executive Summary.....	<b>1</b>
I. Introduction.....	<b>3</b>
II. NMDOT Guiding Principles.....	<b>4</b>
III. Background.....	<b>7</b>
A. The State of Public Transportation in New Mexico.....	7
B. The State Public Transportation Plan.....	11
(i) Key Assumptions.....	9
IV. Benefits of Public Transportation Services.....	<b>11</b>
V. Overview of Existing Public Transportation Services.....	<b>15</b>
(i) Large Urban Cities (5307).....	19
(ii) Rural and Small Urban Areas (5311).....	21
(iii) Transportation for Elderly Persons and Persons With Disabilities (5310).....	23
(iv) Job Access and Reverse Commute Program (5316).....	25
(v) New Freedom Program (5317).....	26
(vi) Public Transportation on Indian Reservations (5311(c)).....	27
(vii) Park and Ride Program.....	27
(viii) Vanpool Program.....	32
(ix) Carpool Program.....	33
(x) NM Rail Runner Express.....	33
VI. Coordinated Transportation Activities Within the State of New Mexico.....	<b>35</b>
A. Coordination Plans.....	35
B. Connections with Rail Runner Express.....	37
C. Santa Fe Call Center.....	37
VII. Regional Transit Districts (RTDs).....	<b>38</b>
VIII. Needs Analysis, Performance Measures and Project Prioritization.....	<b>44</b>
A. Needs Analysis.....	44
B. Performance Measures.....	48
C. Project Prioritization.....	49
IX. Strategic Public Transportation Plan.....	<b>58</b>
X. Institutional and Policy Issues.....	<b>62</b>
XI. Funding Sources.....	<b>62</b>



## Executive Summary

The New Mexico Statewide Public Transportation Plan (SPTP) is the New Mexico Department of Transportation's (NMDOT) first statewide strategic public transportation plan, focused primarily on rural and intercity public transportation service. The SPTP has two purposes:

1. Identify public transportation usage, demand and needs, with a focus on rural and intercity public transportation; and
2. Provide clear and concise public transportation performance measures to identify and prioritize projects across the State.

The modes and systems covered by the SPTP include rural public transportation, intercity passenger bus and commuter rail systems. Except for intercity travel that originates outside the metropolitan areas that receive Federal funding, including the Mid-Region Council of Governments (MRCOG), the Santa Fe Metropolitan Planning Organization (SFMPO), the Las Cruces MPO (LCMPO), and the Farmington MPO (FMPO), the transit needs of the large metropolitan areas are not addressed in this SPTP.

The SPTP has been designed to fit within NMDOT's existing planning framework and builds from the goals and strategies established in NMDOT's Guiding Principles and Long-Range Transportation Plan (LRTP).

### Plan Phases

The study was conducted in two phases – a needs analysis phase and a project prioritization phase. The needs analysis phase developed an overall estimate of total, unconstrained transportation needs for each mode and system. The project prioritization phase translated these needs into concrete and feasible public transportation projects and prioritized them using performance measures. The plan also provides policy recommendations to help NMDOT improve public transportation planning.

During the needs analysis phase, three key project objectives were addressed for each of the transportation modes and systems evaluated as part of the SPTP:

1. **System inventory** – What is the baseline level of service being provided today?
2. **System demand** – How much ridership or use is being made of each mode/system and the services within each mode? How much is expected in the future, given expected growth in population and employment?
3. **System need** – How much service is required to provide for non-discretionary trips, such as trips to work, the grocery store, the doctor's office, or other similar purposes?

The second phase of the project addressed a final objective:

4. **Project prioritization** – What projects and policies should NMDOT pursue to best improve the statewide public transportation system?

### Needs Analysis

Need is a concept that describes something essential. In public transportation analysis, needed trips include those for work, shopping, healthcare and other similar purposes. For the SPTP, needs were identified as the number of trips that are needed or the total investment needed in a mode or system. Table 1, (page 4) presents an estimate of the total rural public transportation trips needed using the 'mobility gap' methodology. This methodology compares the trip-making

rates of households with and without vehicles. Using this method, only around 5 percent of the state's total rural public transportation needs have or will be met in the future at current investment levels. However, it is unrealistic to think that any state would meet 100 percent of the public transportation needs across its transportation system. Instead, the state should set goals to meet some percentage of the gap and develop projects and policies in line with this goal.

**Table 1 – Current and Future Rural Public Transportation Demand and Needs**

	2004	2015	2025
Rural Trips Needed	21,173,865	24,298,017	26,340,039
Rural Demand (for Existing Service)	993,606	1,195,026	1,358,415
Percent of Need Met by Existing Services	4.7%	4.9%	5.2%

Source: Cambridge Systematics, Inc., 2006

### Project Prioritization

The second goal of the project involved an analysis of new public transportation project priorities to address the needs identified. Specific projects were identified and prioritized using a series of performance measures. Performance measures were developed to be consistent with the planning guidelines established in earlier NMDOT planning processes, including the NMDOT Long-Range Transportation Plan. These guidelines were also used to identify a set of evaluation factors:

- **Accessibility** – Do residents of an area have access to services?
- **Minimum needs/public transportation dependence** – Are public transportation dependent populations provided at least the minimum service to meet needs?
- **Cost effectiveness/economic development** – How much does it cost to provide new service? Does the service improve the economic competitiveness of an area or otherwise support economic development?
- **Mobility/connectivity** – Are there commuting options along major corridors? Are the regions of the State appropriately knit together?

The SPTP examines public transportation services provided throughout New Mexico, from familiar services such as scheduled fixed-route service and demand responsive service to intercity bus and commuter rail transportation. The plan examines demographic and socio-economic growth; provides analyses for the addition of potential new services; and presents recommendations that may act as a blueprint for continuing and increasing public transportation services statewide.

The SPTP is guided by NMDOT transportation principles developed as a vision for developing a comprehensive, sustainable and integrated public transportation system for all citizens of New Mexico. This plan is based on a strategy that establishes a hierarchy of services, with funding mechanisms and local/regional partnerships, and a state managed regional commute program.

As a result, NMDOT will have a clear understanding of the challenges of public transportation throughout the State of New Mexico. With this document, NMDOT will have an excellent basis for obtaining Federal funding for the continued development of a comprehensive public transportation network required throughout the State of New Mexico.

## I. Introduction

This document represents the results of research, analyses and development of recommendations for NMDOT regarding statewide public transportation needs. This study's effort and report are specifically designed around the following premises:

- The study approach and results are aligned with the NMDOT Guiding Principles.
- The analysis and recommendations encompass public transportation needs for all 33 counties.
- The study approach considers interregional transportation needs.
- An outreach to key stakeholders is used.
- An inventory of existing services is viewed as essential background to plan development.
- The study approach and recommendations develop several levels of public transportation investment that can be considered by NMDOT and local communities.

The preparation of this SPTP represents an example of a significant shift in emphasis within NMDOT toward the development of a balanced, public transportation system. This shift is driven by a number of events that have occurred in New Mexico over the last few years that will have a dramatic and lasting effect on the future of all modes of transportation throughout the State:

- NM Park and Ride began service in May 2003 with nine buses on three routes. Today, this service is the fifth largest public transportation system in New Mexico, based on ridership.
- On July 1, 2003, New Mexico's Department of Highways and Transportation became the New Mexico Department of Transportation, and adopted Guiding Principles for achieving its changed mission.
- In July 2003, State legislation was enacted authorizing the formation of Regional Transit Districts (RTDs).
- Beginning in October of 2003, Governor Richardson's Investment Partnership (GRIP) has provided a vision for passenger bus and rail components that are unprecedented in the delivery of alternative transportation infrastructure and opportunities.
- NM Rail Runner Express commuter rail service began in July 2006. Today, this service links Belen, Los Lunas, Albuquerque, Bernalillo and Santa Fe and carries over 1 million passengers a year.
- In 2007, NMDOT developed a Coordinated Public Transit - Human Services Transportation Plan that establishes goals and objectives for improving efficiencies in services statewide.

## II. NMDOT Guiding Principles

A driving force behind the development of the SPTP is the NMDOT Guiding Principles, adopted by the Department in 2003. These principles act as a blueprint to guide the Department toward achieving a balanced system of public transportation services with a full array of modal elements, and seamless connections between the individual modal elements.

Quoting from the Guiding Principles document:

*“Our Guiding Principles integrate and advance the business practices of the NMDOT...”*

These principles support the direction of Governor Bill Richardson, and represent a fundamental policy change within the Department. While the specific language for each principle is being refined over time, the Department is committed to the seven principles shown below. The key elements are followed by an explanation of how public transportation generally, and this plan specifically, can help advance the Department’s progress toward achieving the vision espoused in the Principles.

### Multimodal Transportation

- The highly successful Park and Ride program provides general public transportation to 14 communities in the north-central and south-central areas of the New Mexico and two communities in Texas.
- Non-urban and urban human services transportation provide opportunities statewide for those residents who have limited mobility.
- The establishment of the Rail Runner Express service serving the north-central area of the state creates a transportation alternative in the congested middle-Rio Grande corridor.
- Funding of human services transportation programs creates a safety net of human services transportation in almost 90% of the state’s counties.
- Promoting carpool and vanpool programs creates options to single occupancy vehicles in the state’s largest metropolitan areas.

### Partnership with Tribal Governments

- Assisting Tribal Governments in accessing the newly created Public Transportation on Indian Reservations (Section 5311(c)) program will bring new Federal dollars to the State to be used exclusively by the Tribes.
- Providing grant application and administrative support to the Tribal Governments expands their ability to access federal grants.

### Environmental Responsibility

- NM Park and Ride contributed to reducing carbon dioxide emissions (a Greenhouse Gas) in the state by 7,019 tons in FY08.
- The Park and Ride program also reduced gasoline consumption by 383,968 gallons in FY10.

## Partnership with Local Governments

- In keeping with FTA guidance for Section 5310, 5316 and 5317 programs, the NMDOT Transit & Rail Division has developed six (6) Coordinated Public Transit – Human Services Transportation Plans based on the State’s Regional Planning Organization (RPO) boundaries. The Plans contain goals and objectives for improving efficiencies and expanding levels of public transportation services in all regions of the state.
- The Transit & Rail Division participates with local governments in selecting public transportation projects using the RPO process, which meets federal and state regulations and guidelines for transportation planning in rural areas. Through shared planning, decision making and strategic resource allocation, both the state and local governments can advance their agendas and improve mobility and quality of life for their constituents.
- The Guiding Principles and the development of this SPTP help lay the foundation for strengthening the partnership between the state and local governments.
- Following the State Legislature’s authorization of legislation enabling local governmental entities to create RTDs, the state has provided over \$1.2 million in funds to help create four RTDs. The RTD formation is the basis on which the local and regional service improvements will be coordinated and local matching funds raised for public transportation budgets. This legislation enables member jurisdictions of RTDs to levy a gross receipts tax dedicated to funding public transportation services, upon voter approval within a jurisdiction.

## Safety and Security

- Public transportation services are among the first resources to be called upon in an emergency if evacuation of a community is required due to natural or man-made disaster.

## Efficient use of Public Resources

- Local governments in New Mexico have the primary responsibility for the delivery of public transportation services. Because of limited state funding for public transportation projects, local governments provide matching funds to leverage FTA funding. The fact that local governments have prioritized public transportation service as a worthy use of scarce local resources attests to the importance of public transportation programs in communities statewide.
- Investment in public transportation represents efficient and effective use of scarce financial and non-financial public resources. By providing attractive travel alternatives and encouraging more frequent use of public transportation, both state and local governments can help foster sustainable development and land use, show leadership in the area of environmental stewardship, preserve the livability of neighborhoods, make positive contributions to energy conservation goals, and help to contain the growth in vehicle miles and demand for more highway capacity.
- Strategic investments in public transportation facilities and services support current economic development initiatives and help spur additional economic growth, and over the longer term provide an expanded tax base to help support future public transportation projects.
- In FY08, NM Park and Ride reduced traffic congestion by removing an estimated 14.5 million vehicle miles of travel from the State’s highways during the busiest commute hours and reduced pavement maintenance costs on these high-traffic corridors.
- The RTD legislation facilitates the coordination and consolidation of services, and matching financial contributions that are required to obtain Federal transit grants.



## Economic Vitality

- Public transportation services provide the vital link many residents need to access job opportunities.
- Tens of millions of dollars in Federal transit funding are being apportioned and allocated to New Mexico each year. Without public transportation programs in the State, these funds would not otherwise be available.
- RPOs provide a public forum and serve as an advisory board to prioritize the public transportation applications in their respective areas.
- Public transportation supports affordable expanded travel options and compact, efficient and sustainable land use patterns. These factors make public transportation a significant component in the effort to achieve efficient use of public assets and resources.
- The Department can maximize the benefits of public transportation by partnering with local governments and by emphasizing public transportation investments that support and promote economic development.



Source: NMDOT

### III. Background

#### A. The State of Public Transportation in New Mexico

In 2009, there were 81 public, tribal and non-profit operators providing public transportation services in the State of New Mexico. There were 15.2 million public transportation riders statewide in 2008 – a 3.8% increase over the previous year. Only five counties (Catron, De Baca, Guadalupe, Harding and Quay), of the 33 in the State, had no public transportation service of any kind in 2009. However, the level of services offered does not meet the potential demand in all counties.

In FFY 2009 local and tribal governments spent in excess of \$32 million to support the operation of public transportation programs in their communities. Together, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) contributed an additional \$10.9 million directly to local programs and \$10.6 million to subgrantees through NMDOT. In addition, NMDOT's Park and Ride service had an annual budget of \$4.5 million in state funding and farebox revenues and New Mexico Rail Runner Express operations were funded in the amount of \$11.7 million from Federal CMAQ (Congestion Mitigation and Air Quality) funds and state/local contributions. In total, over \$69 million was spent in 2009 for local and regional public transportation throughout the State.

It is important that local and tribal governments, and NMDOT, sustain this investment in public transportation resources in coming years. Federal programs made over \$22 million available to New Mexico for public transportation programs in FY09 alone. Oftentimes, the challenge is to raise the local match for these Federal funds, particularly in small urban and rural areas. Additional Federal funds, with no local match requirement, will be available to the Pueblos through the Public Transportation on Indian Reservations provision of the Federal legislation.

By enacting legislation allowing the establishment of RTDs, the New Mexico Legislature has provided local communities with institutional and financial tools that will help them meet the growing demand for public transportation services. The RTD legislation provides the means for cities, counties, and pueblos to collectively plan, manage, operate and fund public transportation services to meet the needs of their residents.

The New Mexico Department of Transportation's Transit and Rail Division has developed the New Mexico State Transit Accounting and Ridership System (STARS) to help transit systems statewide manage and utilize ridership related data.

Ridership in the past two years shows a steady pattern of growth in all types of service. From 2006 to 2008, transit ridership in the City of Albuquerque, the State's largest transit system, grew by nearly 33 percent. Ridership in the other large urban areas, Santa Fe, Las Cruces and Farmington, rose by an average of 30 percent during the same period. Similar growth has occurred in the rural systems where ridership increased by 25% statewide in the past two years. The Park and Ride program saw ridership gains of 28% between 2006 and 2008.

Reasons for increased public transportation usage may include the increased number of elderly New Mexicans; a growth in low-income households, particularly in rural areas, which may preclude individuals and families from owning and operating an automobile; low density rural land use; the rising cost of gasoline; the poor economy in general; and increased levels of regional travel demand for work trips. Longer distance trips have been met by the Park and Ride, Vanpool and Carpool programs. Table 2 and Figure 1, on page 10, highlight the most significant county connecting pairs of journey-to-work trips.

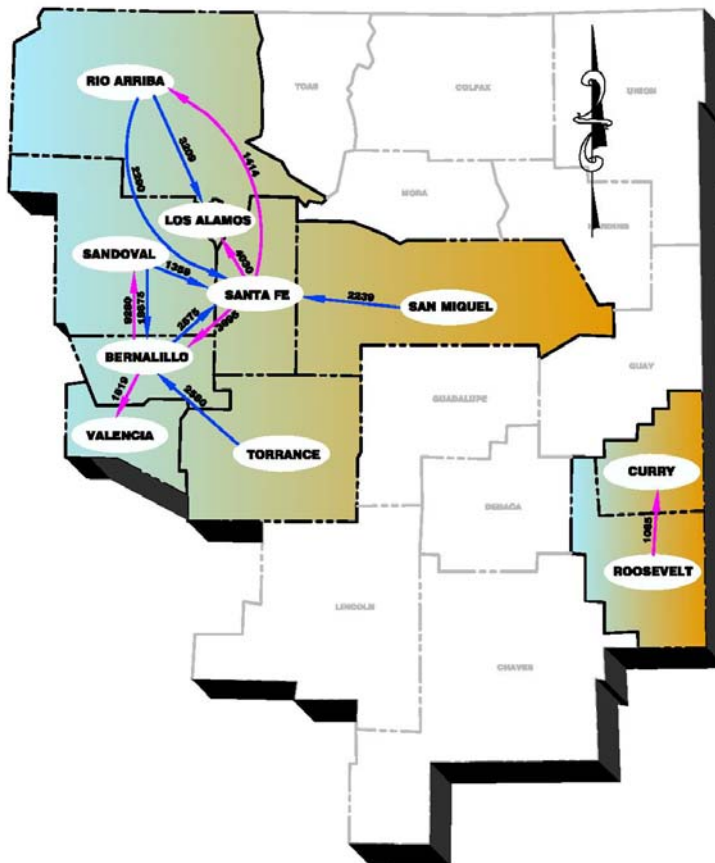
Table 2 – County Pairs With Over 1,000 Daily (Directional) Work Trips

		Destination County						
		Bernalillo	Curry	Los Alamos	Rio Arriba	Sandoval	Santa Fe	Valencia
County of Origin	Bernalillo					9,280	2,575	1,819
	Rio Arriba			3,209			2,290	
	Roosevelt		1,085					
	Sandoval	19,875					1,359	
	San Miguel						2,239	
	Santa Fe	3,695		4,030	1,414			
	Torrance	2,580						

Source: 2000 Census: Journey to Work

Figure 1, below, represents the inter-county travel patterns highlighted in Table 2. Serving these growing demands has put strains on the fiscal and physical assets of the local systems. The State has four (4) urban transit systems and 24 rural public transportation systems that make up the major program operators. NMDOT has provided federal funds for the acquisition of 167 vehicles since 2003 for elderly and disabled services and manages the Park and Ride service mentioned earlier. Over 630 public transportation vehicles are operated by local and regional providers in New Mexico.

Figure 1: Inter-county Travel Patterns: Over 1,000 Daily



Source: Cambridge Systematics, Inc., 2006

## B. The State Public Transportation Plan

## (i) Key Assumptions

New Mexico will continue to experience growth in population and in the populace that increases travel demand. Table 3, below, shows comparative data for the past two census periods.

Table 3 – New Mexico Growth Experience

Subject	1990	2000	Percent Change
Population	1,515,069	1,819,046	20.1%
Avg. Persons per Household	2.73	2.63	-3.7%
Avg. Vehicles/Household	1.82	1.80	-1.1%
Elderly (65+)	163,062	212,225	30.1%
Households Without Auto	37,538	45,686	21.7%
Households Below Poverty	65,042	68,178	4.8%
Mode of Travel to Work			
Drove Alone	74.6%	75.8%	1.6%
Carpooled	15.2%	14.8%	-2.6%
Public Transportation	1.0%	0.8%	-20.0%
Bicycle/Walk	4.2%	3.4%	-19.0%
Motorcycle/Other	1.3%	1.0%	-23.1%
Work at Home	3.7%	4.2%	13.5%
Mean Travel Time to Work (min.)	19.1%	21.9%	14.7%

Source: Census 2000

A key assumption of the SPTP is that it focuses on “public transportation services” as defined below.

- The plan is consistent with and supportive of the NMDOT Guiding Principles.
- “Public transportation service” is defined to include:
  - fixed-route, scheduled transit service (including fixed-route with deviation);
  - demand responsive service;
  - intercity bus (such as Greyhound; and Texas, New Mexico and Oklahoma Coaches, Inc. (TNMO/Greyhound));
  - Rail Runner Express commuter rail service;
  - Park and Ride facilities and services;
  - shuttle services - including services operated to major destinations such as airports, tourist attractions, and local collector/distributor services that complement fixed-route transit;
  - ridesharing/vanpooling including information/referral services;

○

- human services transportation (typically operated by non-profit agencies for a specific clientele such as elderly, low income, persons with disabilities, etc.);
  - Job Access and Reverse Commute services;
  - transportation coordination/brokerage services; and
  - intermodal connections between any of the above services, and between any of the above services and other modes including highways and passenger rail facilities and services.
- 
- The scope of the plan includes the 33 counties and seven planning districts.
  - Transportation services should be coordinated and maximized to avoid inefficient duplication of services and achieve seamless transportation services for riders.
  - The plan assumes that each of the State's 33 counties should have some form of public transportation service available to its residents. It recognizes that in the least populated counties the extent of "public transportation service" may be a transportation information/ referral service or "help line" that residents could call to get information on travel options.
  - Analyses and recommendations are driven by identified needs and are not constrained by what could be accomplished within existing funding programs and levels of financial resources.

## IV. Benefits of Public Transportation Services

There are four (4) primary benefits of a comprehensive public transportation services program in the State of New Mexico. **First**, these services provide a basic level of mobility for those who for reasons of age, health or income levels must have an alternative to a private automobile to carry out their daily activities. The growing number of elderly people in the overall population has impacts in almost every market in the state. Together with young members of the population that are not old enough to drive, the elderly are demanding new services in order to continue to make use of community facilities. Table 4, below, highlights these factors in terms of their impact on the New Mexico market.

**Table 4 – Statewide Demographics Indicators, 2000**

	New Mexico	U.S. Average
Population	1,819,046	281,421,906
Elderly (+65)	11.7%	12.4%
Young (<18)	28.0%	25.7%
Households without Auto	6.7%	3.9%
Households below Poverty	14.5%	9.2%

Source: Census 2000

For individual users, the mobility and improved access that public transportation services offer may be the most important benefit of increasing those services in New Mexico. By offering choices to individuals that have access to an auto, and by meeting the basic travel necessities of persons without a personal transportation option, public transportation contributes to an improved quality of life. For many individuals public transportation represents an avenue to life-enriching activities and opportunities that exist throughout the community such as employment sites, shopping areas, recreational areas, educational facilities, etc. For others, public transportation services provide access to even more basic needs including transportation to life-sustaining services such as dialysis, chemotherapy, or other critical health services. Without public transportation, many participating and contributing members of the community could become wards of government programs or social service agencies that rely heavily on public funding. By investing in the mobility and access that public transportation services afford, public funding can be applied proactively to creating positive outcomes for individuals and the community rather than being forced to reactively respond to urgent public needs.

The young, elderly, and persons with mobility limitations are particularly dependent on public transportation services to meet their travel needs. Based on information produced by the American Public Transportation Association (APTA), 20% of current public transportation users could not have made their trip without public transportation; 70% do not have access to an automobile to make the trip; one-third have yearly household incomes of less than \$15,000, which was less than the poverty level for a family of four in 2000; and nearly 94% of public assistance recipients rely on public transportation as their only means of transportation.

Many transportation services geared toward persons with disabilities and unemployed persons have demonstrated that public transportation is a crucial link in allowing these individuals to

become and to remain gainfully employed. After Pennsylvania initiated a pilot public transportation program targeting persons with disabilities in non-urban areas, ridership studies indicated that over 50% of program trips were work related. New Mexico's Job Access and Reverse Commute (JARC) and Rural and Small Urban Areas programs directly address the transportation needs of many of the persons that fit the demographic described in the APTA research. As a result of convenient and affordable local travel options provided through these two programs, more New Mexico residents can access jobs, obtain necessary goods and services, and enjoy an improved quality of life through broader and more frequent participation in community activities.

Commuters also benefit from the provision of public transportation. For example, the 92 daily departures under the Park and Ride program sponsored by NMDOT to the communities of Santa Fe, Pojoaque, Espanola, Los Alamos, Albuquerque, Moriarty, Las Vegas, Las Cruces and White Sands help to alleviate congestion along key highway corridors, reduce vehicle emissions, create an expanded labor pool for employers and improve access to jobs, education centers and services for many New Mexico residents.

**Second**, a significant benefit of public transportation services is the ability to relieve congestion on the most crowded streets and highways in the State, particularly during peak travel hours. It has proven impossible in cities across the country to build enough street space to handle unconstrained single occupant automobile travel. In New Mexico the opportunity to simply build more lane miles of highway or city streets are severely constrained by geography, land ownership and available funding. Geographic barriers to highway expansion are obvious on most of the State Highway system, and Pueblo lands abutting many miles of New Mexico's highways restrict widening plans. These factors, together with the sheer magnitude of the costs of highway construction, lead to the conclusion that alternative modes of travel are critical to accommodate growth. The Rail Runner Express project and the Park and Ride system are examples of building corridor capacity without adding lane miles to the highway network.

It is noteworthy that several factors resulted in a significant increase in transit ridership over a 10 year period (Figure 2, below). In the Albuquerque Metropolitan Statistical Area, ABQ Ride implemented a "bus rapid transit" system known locally as Rapid Ride which serves three major routes. Implementation of the NM Rail Runner Express added commuter rail ridership between Albuquerque and Belen, and then to Santa Fe. The NMDOT NM Park & Ride bus service, expansion of Los Lunas Transit Valencia County and the start of Sandoval Easy Express and Socorro shuttle to Belen also resulted in increased use.

**Figure 2:**  
Albuquerque MSA Transit Ridership

Fiscal Year (July-June)	ABQ Ride	NM Rail Runner Exp.	All Other*
1999-2000	6,377,327	0	6,452
2000-2001	8,439,507	0	8,065
2001-2002	7,619,093	0	18,746
2002-2003	7,801,883	0	21,600
2003-2004	7,823,498	0	56,070
2004-2005	7,876,527	0	122,187
2005-2006	8,751,698	0	167,814
2006-2007	9,579,900	488,243	189,086
2007-2008	10,595,445	541,607	268,484
2008-2009	10,957,888	1,088,571	197,402*

Source: City of Albuquerque, 2010

\* Change from prior year reflects extension of NM RR Express to Santa Fe.

**Third**, the environmental benefits of public transportation usage are well documented. Air quality and energy conservation are the two primary indicators in this field. Vehicle emissions account for about 50% of air pollution nationwide, while public transportation use annually prevents the emission of 126 million pounds of hydrocarbons and 156 million pounds of oxides of nitrogen. Although air quality concerns in New Mexico may not be on the same scale as more densely populated urban states, it is important for all states and localities to demonstrate leadership and serve as role models on environmental stewardship. Investing in public transportation will also help in the nation's continuing struggle with energy supplies. For every 10,000 drivers that leave their single-occupant auto in favor of using public transportation, the nation annually reduces fuel consumption by approximately 2.7 million gallons. Individuals also benefit directly through reduced transportation costs, especially with the rampant inflation in fuel prices and inconveniences related to constrained supplies over the last few years. High fuel prices and long lines at the pump are increasingly adding to consumer costs, both in direct financial outlays and lost time.

The most recent statistics for the NM Park and Ride program indicates that the increase in annual ridership has resulted in significant reductions in vehicle miles traveled, Greenhouse Gas emissions and gallons of fuel consumed (see Table 5, below). By applying the APTA model to this market segment, the additional public transportation users represent a savings of 10 million gallons of fuel and corresponding reductions in harmful emissions.

**Table 5 – Vehicle Travel Reductions – NM Park and Ride Program**

	<b>Vehicle Miles Traveled</b>	<b>Carbon Dioxide Emissions</b>	<b>Gasoline Consumption</b>
<b>SFY 2008 Annual Reductions</b>	14.5 million miles	7,019 tons	723,500 gallons

Source: NMDOT Transit & Rail Division, 2009

There are, of course, a variety of side benefits to a balanced transportation system. Public transportation can be an important tool for local communities to meet their transportation and community development goals. Many communities, alarmed at the rate of land consumption and the cost of providing public infrastructure for developing areas, have embarked on “smart growth” and “sustainable land-use” initiatives. Public transportation can help alleviate the need for increased investment in more highway lanes; support more compact development patterns; be an important part of redevelopment efforts; help preserve the character of smaller communities; and represent an attractive marketing tool for state and local officials as they attempt to retain current jobs and attract new employers and investors in economic development projects.

According to APTA, every \$10 million invested in public transportation capital projects yields approximately 300 jobs; the same amount invested in public transportation operations produces approximately 600 jobs; and public transportation investment generates up to a 6:1 return on investment of public dollars. Over the long term, investments in public transportation frequently lead to an increase in the local tax base as the taxable value of properties in close proximity to public transportation hubs and rail stations command higher prices than other areas that are not served by public transportation.

Other economic benefits that can be realized through improved public transportation services include savings in other public programs such as human services, healthcare and education. Examples would be social service caseworkers being freed to focus on their primary responsibilities when they might otherwise be called upon to transport clients; and the potential to reduce education costs by providing public transportation passes to students near bus lines in lieu of running additional dedicated school buses. Strategic investments in public



transportation can also mitigate the need for additional highway lanes in heavily congested corridors. The New Mexico Department of Transportation's Transit and Rail Division has developed the New Mexico State Transit Accounting and Ridership System (STARS) to help transit systems statewide manage and utilize ridership related data.

Public transportation availability has also become an important factor in industrial/business relocation decisions. Business leaders have been the driving force behind public transportation initiatives in many communities. It is no coincidence that almost half of the nation's Fortune 500 companies are headquartered in public transportation-intensive metropolitan areas. While New Mexico is certainly different than many of the east and west coast metropolitan areas, effectively planned and operated public transportation services can still have a meaningful impact on the labor pool available to employers.

Individuals without cars become potential employees, and research has shown that employees that arrive at the workplace via public transportation often demonstrate greater reliability and less absenteeism and turnover. Many employers also elect to provide incentives for employees to utilize public transportation for work trips as a means of cutting the cost of employer-provided parking.

Public transportation capital projects can create both construction jobs and permanent jobs for the persons that are employed in the public transportation supply industries and also for the individuals that staff facilities and operate vehicles. Better public transportation service also means that the potential market for a business's goods and services is enhanced since more persons have access to their locations and products.

**Fourth**, public transportation plays an important role in emergency situations. New Mexico's rural public transportation systems are an integral component of the necessary infrastructure to respond to hazards, threats and emergencies of all kinds. These threats and emergencies include accidents and serious incidents, acts of nature, attacks on infrastructure, exposure to hazardous materials, criminal acts, and domestic or international terrorism. The destruction wrought by Hurricane Katrina and other recent acts of nature such as wildfires, tornadoes, flooding, and severe winter weather has brought a new awareness for the role that New Mexico's rural public transportation network can play in incident management. The NMDOT Transit & Rail Division has developed a Safety, Security and Emergency Preparedness Plan (SSEPP) template for the rural public transportation agencies to help communities prepare for any emergency.

## Conclusion

The statewide transportation system is expected to accomplish far more than just providing public transportation for the least cost. Public transportation is to provide mobility for all in a community who cannot drive; reduce congestion during peak periods; conserve energy by reducing single occupancy vehicle usage; reduce air pollution; and enhance economic development. Yet public transportation cannot be expected to solve all these problems and meet all these objectives in a vacuum. Federal, state and local policies regarding these various objectives, as well as those that pertain to funding must be coordinated. The State has provided an institutional framework (RTD legislation) for these program elements to be coordinated and consolidated in each region.

There are direct and indirect benefits of a balanced transportation system in which public transportation plays a significant role. Population growth throughout the State, the aging population and the cost of gasoline alone are factors that support a strong public transportation initiative. The benefits will accrue in each community and on a statewide basis as a result.

## V. Overview of Existing Public Transportation Services

New Mexico's existing transportation system, like most throughout the country, has capacity issues and myriad of choices and options to accommodate a growing and more mobile population. Given existing growth trends, traffic congestion delays are expected to increase over the next 20 years in urban areas, intercity travel routes and non-urban areas. Providing for New Mexico's future mobility needs requires a more efficient transportation system that reduces delays caused by congestion, provides travel options and integrates transportation services.

Public transportation services in New Mexico are delivered by a variety of public and private operators at the local, regional and state levels. All public transportation agencies, except for Albuquerque, receive funding through NMDOT to provide public transportation services including both fixed-route and demand responsive services. All public transportation systems are compliant with the accessibility requirements outlined in the Americans with Disabilities Act (ADA). Accessible fixed-route service, combined with complementary paratransit service, provides basic mobility for the general public and for persons with special transportation needs such as the elderly and persons with disabilities. In addition, there are numerous private for-profit and non-profit agencies that operate transportation services for specific client group needs. While these services may not be open to the general public, they are an important component of the total transportation system and are included in the scope of this study.

While public transportation programs in New Mexico are currently supported predominantly with Federal funds and corresponding local matching funds, noteworthy exceptions are the Park and Ride program, which is funded primarily with state funds; and the Rail Runner Express, which is primarily funded by a gross receipts tax in the counties in which the service is provided. The following transit/rail programs are operated in New Mexico:

- Large Urban Cities (Section 5307)
- Rural and Small Urban Areas (Section 5311)
- Transportation for Elderly Persons and Persons With Disabilities (Section 5310)
- Job Access and Reverse Commute Program (Section 5316)
- New Freedom Program (Section 5317)
- Public Transportation on Indian Reservations (Section 5311(c))
- NM Park and Ride
- Vanpool Program
- Carpool Program
- NM Rail Runner Express

The Transit & Rail Division also provides services to public transportation providers throughout the state including, but not limited to: training and technical assistance; interpretation of federal and state guidelines; drug and alcohol program administration; grant application assistance and grant administration; National Transit Database reporting; the New Mexico State Transit Accounting and Ridership System (NMSTARS); and a Statewide Price Agreement for vehicle procurement.

Today, New Mexico communities spend tens of millions per year on a broad spectrum of public transportation services. These funds "match" Federal transit grant funds to make up the public transportation budget. Figure 3, on pages 18-21, outlines the characteristics of these systems. This is a snapshot of the situation in Fiscal Years 2008 and 2009 by County.

Figure 3: Transit System Characteristics Fiscal Years 2008 and 2009

Service	NMDOT District	Service Type*	Funding Sources**	FY 2008 Ridership***	FY 2009 Ridership***
<b>New Mexico Park and Ride</b>	1,3,4,5	FR	State Funding, 5311(f)	370,315	316,220
<b>Rail Runner Express</b>	3,5	CR	State Funding, CMAQ	541,547	1,081,719
<b>Bernalillo County</b>					
Adelante Development Center	3		Section 5310 & 5316		500
Alta Mira	3		Section 5310		
ARCA	3		Section 5310		
Barrett Foundation	3		Section 5310		
City of Albuquerque - ABQ Ride	3	FR/DR	Section 5307	11,042,799	10,760,341
Cornucopia Adult Day Services	3		Section 5310		
Easter Seals	3		Section 5310		
Go Fors Too, Inc.	3		Section 5310		
Jewish Family Services	3		Section 5310		
Pueblo of Isleta	3		Section 5310		
PB&J Family Services	3		Section 5310		
Presbyterian Medical Services	3		Section 5310		
Share Your Care, Inc.	3		Section 5310		
St. Martin's Hospitality Center	3		Section 5310		
Transitional Living Services	3		Section 5310		
<b>Chaves County</b>					
City of Roswell - Pecos Trails	2	FR/MFR/DR	Section 5311 & 5316	212,547	200,241
<b>Cibola County</b>					
Village of Milan	6	DR	Section 5311	1,340	3,611
Laguna Pueblo - Shaa'srk'a Transit	6	FR/MFR/DR	Section 5311	9,256	7,843
Laguna Rainbow Corporation	6		Section 5310		
<b>Colfax County</b>					
Village of Angel Fire - Magic Bus	4	FR/DR	Section 5311 & 5310	30,180	29,451
<b>Curry County</b>					
City of Clovis - Clovis Area Transit	2	DR	Section 5311	63,554	57,419
City of Clovis - Older Adults Dept.	2		Section 5310		
<b>Doña Ana County</b>					
Ben Archer Health Center	1	DR	Section 5316	9,590	10,335
Families and Youth, Inc.	1		Section 5310		
Las Cruces - Road Runner Transit	1	FR/DR	Section 5307	722,589	690,307
Tresco, Inc.	1		Section 5310		

Figure 3 - Transit System Characteristics Fiscal Years 2008 and 2009 (Continued)

Service	NMDOT District	Service Type*	Funding Sources**	FY 2008 Ridership***	FY 2009 Ridership***
<b>Eddy County</b>					
City of Carlsbad - Municipal Transit	2	DR	Section 5311 & 5316	49,997	43,861
Southeast NM Community Action	2		Section 5310		
City of Carlsbad Mental Health	2		Section 5310		
Door of Opportunity/Lending Hands	2		Section 5310		
<b>Grant County</b>					
Southwest Regional Transit District <sup>^^</sup>	1	DR/MFR	Section 5311 & 5316	65,792	76,003
Life Quest	1		Section 5310		
Border Area Mental Health	1		Section 5310		
Fort Bayard Medical	1		Section 5310		
<b>Lea County</b>					
City of Hobbs - Hobbs Express	2	FR/DR	Section 5311	22,110	24,938
<b>Lincoln County</b>					
Village of Ruidoso	2		Section 5311	-	9,720
New Horizons	2		Section 5310		
<b>Los Alamos County</b>					
LA County - Atomic City Transit	5	FR/MFR/DR	Section 5311 & 5316	208,255	403,673
<b>Luna County</b>					
Cancer Support of Deming & Luna Counties	1		Section 5310		
Mature Diversity	1		Section 5310		
<b>McKinley County</b>					
Coyote Canyon Rehabilitation Center	6		Section 5310		
Disability Services Inc.	6		Section 5310		
Gallup	6		Section 5310		
Na'vizhoozhi Center, Inc. (NCI)	6	DR/MFR	Section 5310 & 5311	36,936	32,244
Navajo Transit System	6	FR	Section 5311	20,308	52,260
Ramah Navajo/Pinehill	6		Section 5310		
Tohatchi Area of Opportunity	6		Section 5310		
Zuni Entrepreneurial Enterprises	6	DR	Section 5310 & 5311	37,559	19,814
<b>Mora County</b>					
Mora Valley	4		Section 5310		
<b>Otero County</b>					
City of Alamogordo Seniors	2		Section 5310		
Alamogordo Counseling Center	2		Section 5310		
Zia Therapy Center, Inc.	2	DR/MFR	Section 5310, 5311, 5316	74,325	81,702

Figure 3 - Transit System Characteristics Fiscal Years 2008 and 2009 (Continued)

Service	NMDOT District	Service Type*	Funding Sources**	FY 2008 Ridership***	FY 2009 Ridership***
<b>Rio Arriba County</b>					
North Central Regional Transit District	5	DR/FR/MFR	Section 5310, 5311, 5316	38,419	79,572
Española Senior Citizen Center	5		Section 5310		
Las Cumbres	5		Section 5310		
<b>Roosevelt County</b>					
City of Portales	2	DR	Section 5311	10,929	14,385
<b>San Juan County</b>					
City of Farmington - Red Apple Transit	5	FR/MFR/DR	Section 5307	111,625	125,083
Good Samaritan Four Corners Village	5		Section 5310		
NW New Mexico Seniors	5		Section 5310		
<b>San Miguel County</b>					
City of Las Vegas - Meadow City Express	4	DR	Section 5311	14,974	17,137
Las Vegas Medical	4		Section 5310		
<b>Sandoval County</b>					
Sandoval County Easy Express (SEE)	6	FR	Section 5311 & 5316	23,211	44,357
Sandoval County Seniors Services	6		Section 5310		
<b>Santa Fe County</b>					
Ayudantes, Inc.	5		Section 5310		
City of Santa Fe - Santa Fe Trails	5	FR/DR	Section 5307 & 5316	745,092	818,072
<b>Sierra County</b>					
South Central Council of Governments	1	FR/DR	Section 5316	4,449	2,113
<b>Socorro County</b>					
City of Socorro	1	DR	Section 5311	7,278	10,359
Socorro Mental Health, Inc.	1		Section 5310		
<b>Taos County</b>					
The Dream Tree Project	5		Section 5310		
Rocky Mountain Services	5		Section 5310		
Taos County ARC	5		Section 5310		
Taos Group Home/Casa De Corazon	5		Section 5310		
Town of Red River - Miners Transit	5	DR	Section 5310 & 5311	24,466	22,433
Town of Taos - Chile Line	5	FR/MFR/DR	Section 5311	58,850	57,350
<b>Torrance County</b>					
Torrance County	3	FR/MFR	Section 5311 & 5316	6,250	15,475

**Figure 3 - Transit System Characteristics Fiscal Years 2008 and 2009 (Continued)**

<b>Figure 3 - Transit System Characteristics Fiscal Years 2008 and 2009 (Continued)</b>						
<b>Union County</b>						
Golden Spread Coalition	4	MFR/DR	Section 5311	4,064	6,654	
<b>Valencia County</b>						
City of Belen - Mid-Rio Grande RSVP	3	DR	Section 5311	5,112	4,774	
La Vida Felicidad	3		Section 5310			
Ser de NM Valencia	3		Section 5310			
Valencia Counseling Services	3		Section 5310			
Village of Los Lunas	3	DR	Section 5311 & 5316	29,973	35,942	
				<b>TOTAL RIDERSHIP</b>	<b>14,603,691</b>	<b>15,155,908</b>
				<b>% CHANGE FROM FY08</b>		<b>3.8%</b>

Source: NMDOT Transit & Rail Division, 2010

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

\*\*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 Year 2008 and 2009 (July 1 - June 30) for FTA Section 5316/JARC, NM Rail Runner Express, and NM Park and Ride, and Federal Fiscal Year 2008 and 2009 (October 1 - September 30) for FTA Sections 5307 and 5311.

^NCRD serves Taos, Los Alamos, and Santa Fe counties, and their member pueblos (Santa Clara; San Ildefonso; Pojoaque; Ohkay Owingeh; and Tesuque), as well as Rio Arriba County.

^^Southwest Regional Transit District (SWRTD) took over rural transit service in Grant Co. in FFY09 and also provides services for Luna County and Hidalgo County.

### (i) Large Urban Cities (5307)

Section 5307 funding is divided into two categories: 1) urbanized areas with a population greater than 200,000; and 2) urbanized areas with a population between 50,000 and 200,000. The City of Albuquerque (ABQ Ride) is the only 5307 program in the State in the former category, and, as such, partners directly with FTA for available funding. Santa Fe, Las Cruces and Farmington fall into the latter category, and NMDOT acts as the designated recipient for FTA funds on their behalf, with the local communities providing the required matching funds (see Table 6, below). The four large urban systems account for 87% of the statewide public transportation ridership (see Figure 5, page 23). These systems are characterized by fixed routes – operated with large buses on regular schedules – as well as ADA Complementary Paratransit service.

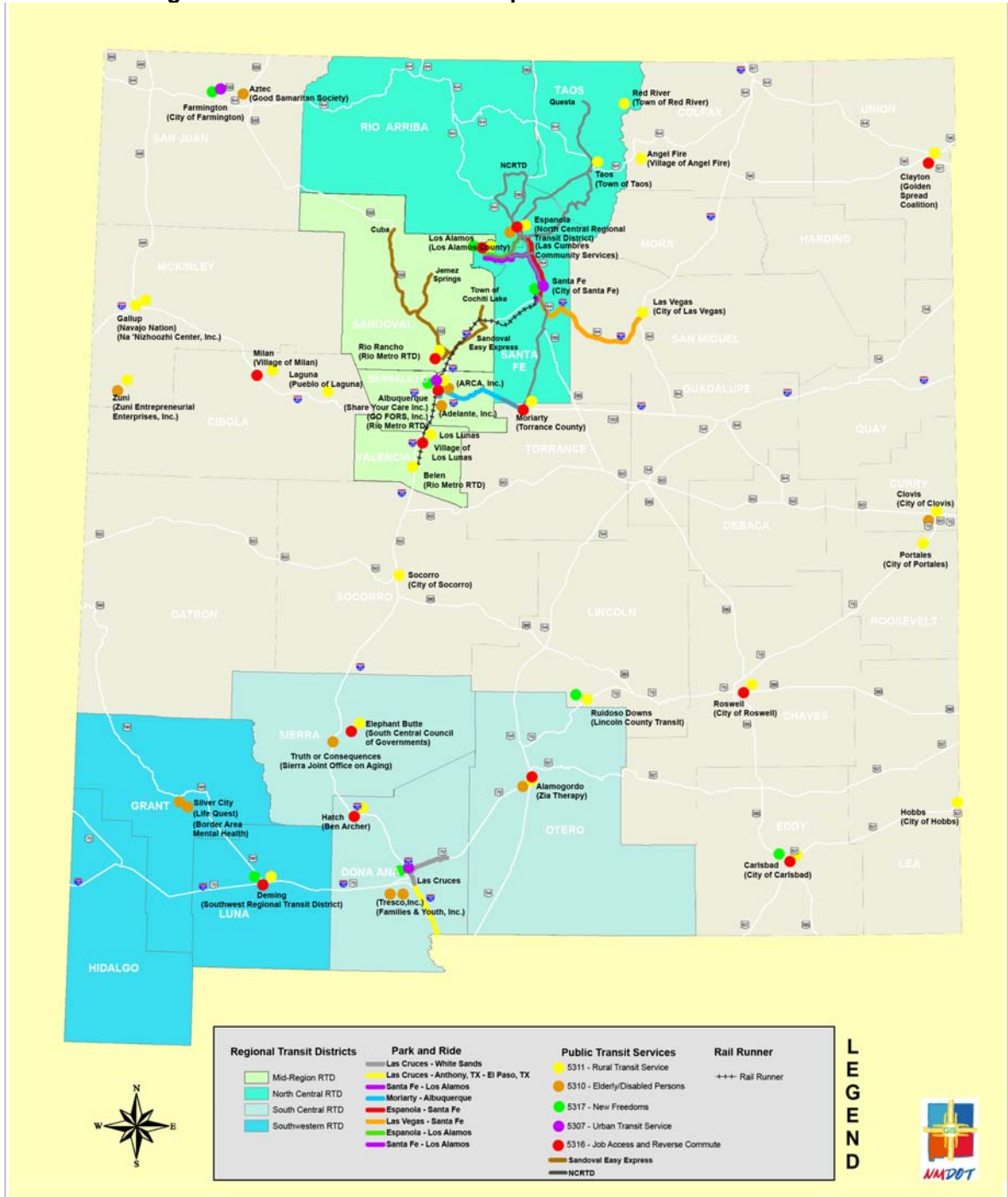
**Table 6 – Urban Systems in New Mexico**

City	Service Types	FY09 Ridership	FY09 Transit Budget	FY09 Section 5307 Apportionment
Albuquerque	Fixed Route & Paratransit	10,760,341	\$41,760,000	\$8,590,872
Santa Fe	Fixed Route & Paratransit	745,092	\$8,152,059	\$1,173,605
Las Cruces	Fixed Route & Paratransit	690,307	\$5,523,786	\$1,291,703
Farmington	Fixed Route & Paratransit	125,083	\$1,151,942	\$595,177

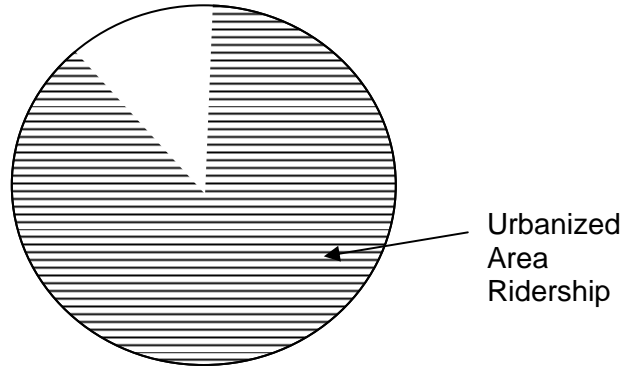
Source: NMDOT Transit & Rail Division, 2010

For all other public transportation systems in the State (see Figure 4, below), the NMDOT Transit & Rail Division serves as the applicant for FTA funding and then sub-grants the available funds to local public transportation providers. The required non-Federal matching funds are provided by local communities from a variety of sources. Information on each of these public transportation systems and the services that they provide is included on the following pages.

Figure 4 – Statewide Public Transportation Providers: 2009



**Figure 5 – Total Statewide Urban Transit Ridership**



(ii) Rural and Small Urban Areas (5311)

The Rural and Small Urban Areas (5311) Program assists states and localities in developing and expanding public transportation services in rural and small urban areas with populations of less than 50,000.

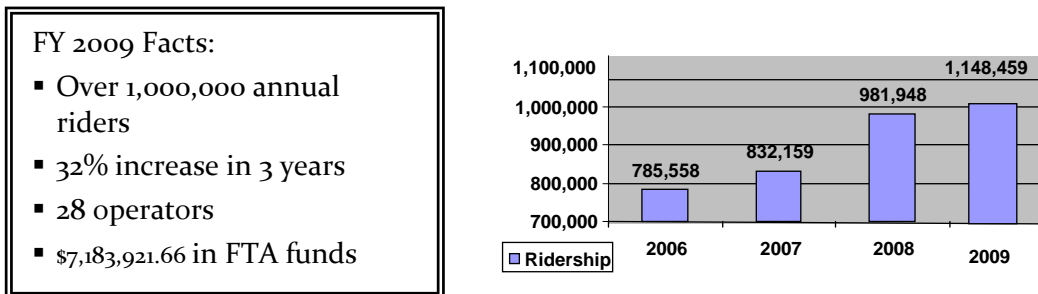
FTA allocates New Mexico’s Section 5311 funding to NMDOT as the primary *grantee*. NMDOT then conducts an annual application process by which it awards and administers funds to *subgrantees* (e.g. public, tribal or non-profit entities) that qualify.

There are four 5311 budget categories. *Capital* expenses include the acquisition, construction and improvement of public transportation 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; facilities and equipment rental; and the costs of administering drug and alcohol testing. *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.

An 80/20 federal/local match is required for Administrative, Capital and Planning expenses, and a 50/50 match is required for Operating expenses.

Figure 6, below, shows the 5311 annual ridership for the previous four years. Table 7, on page 24, lists the 5311 providers operating largely in rural areas of the State.

**Figure 6– Section 5311 Annual Ridership by Federal Fiscal Year, 2006-2009**



Source: NMDOT Transit and Rail Division, 2010



Table 7 Section 5311 Subgrantees

COUNTY	NMDOT District	SUB-GRANTEE	# OF 5311 FUNDED VEHICLES	FFY 09 RIDERSHIP	FFY 10 TOTAL FEDERAL FUNDING
Bernalillo	3	Rio Metro Regional Transit District (RMRTD)	0	n/a	\$537,587.67
Chaves	2	City of Roswell	5	198,906	\$667,420.00
Cibola	6	Laguna Pueblo	6	7,843	\$86,514.26
	6	Cibola-Milan-Grants Transit	4	3,611	\$134,170.00
Colfax	4	Village of Angel Fire	13	29,451	\$182,140.41
Curry	2	City of Clovis	11	57,419	\$471,444.91
Dona Ana	1	++Ben Archer	0	n/a	++\$0.00
Eddy	2	City of Carlsbad	11	42,186	\$298,996.77
Grant	1	SWRTD (Southwest Regional Transit District)***	7	73,110	\$499,584.00
Lee	2	City of Hobbs	7	24,938	\$243,188.78
Lincoln	2	City of Ruidoso Downs	+1	10,951	\$143,593.47
Los Alamos	5	Los Alamos County	9	253,573	\$638,056.10
McKinley	6	Na'nizhoozhi Center (NCI) (Gallup)	6	32,244	\$164,235.00
	6	Navajo Nation	6	52,260	\$330,777.16
	6	Zuni-ZEE	7	19,814	\$139,333.00
Otero	2	Zia Therapy Center	8	80,603	\$410,946.00
Rio Arriba(also Santa Fe, Los Alamos & Taos Counties*)	5	NCRTD (North Central Regional Transit District)	14	44,632	\$1,065,725.50
Roosevelt	2	City of Portales	1	14,385	\$82,319.20
Sandoval	6	Sandoval County	**n/a	34,267	+\$0.00
San Miguel	4	City of Las Vegas	5	17,137	\$140,233.20
Sierra	1	++SSCOG (South Central Council of Governments)	0	n/a	++\$0.00
Socorro	1	City of Socorro	3	10,359	\$86,614.77
Taos	5	Town of Red River	3	22,433	\$90,209.00
	5	Town of Taos	6	57,350	\$285,381.80
Torrance	5	Torrance County	5	13,617	\$130,842.16
Union	4	Golden Spread Coalition	3	6,654	\$101,567.66
Valencia	3	+City of Belen	1	4,774	+\$0.00
	3	Village of Los Lunas	6	35,942	\$253,040.84
<b>TOTAL</b>			<b>148</b>	<b>1,155,681</b>	<b>\$7,183,921.66</b>

\*NCRTD North Central Regional Transit District also provides service in their member Pueblos: Santa Clara; San Ildefonso; Pojoaque; Ohkay Owingeh; and Tesuque

\*\*Sandoval County contracts out service. Therefore, they do not own the vehicles used for this service.

\*\*\*SWRTD took over rural transit service in Grant Co. in FFY09 and also provides service for Luna County and Hidalgo County.

+Rio Metro Regional Transit District (RMRTD) and City of Ruidoso Downs started Section 5311 service in FFY09.

++Ben Archer and SSCOG start 5311 in FY10 as members, not as funded entities.

(iii) Transportation for Elderly Persons and Persons With Disabilities (5310)

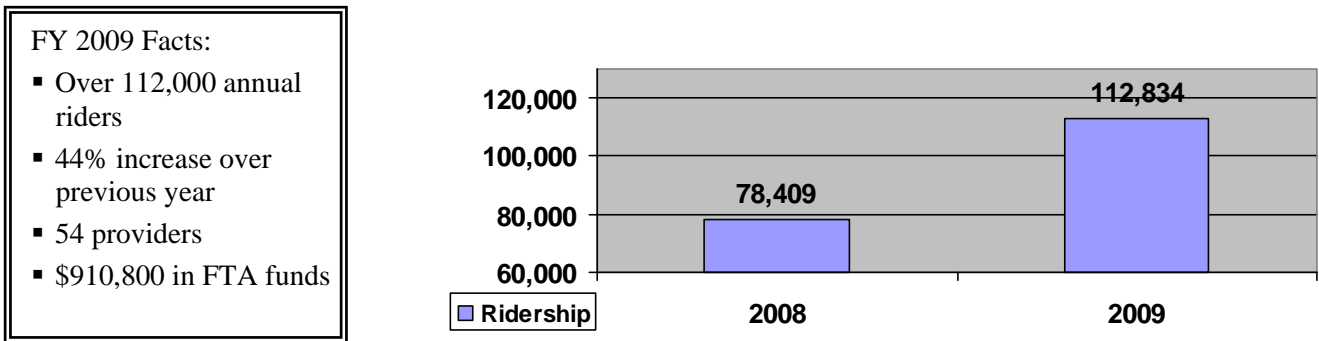
The FTA Section 5310 Program assists in meeting the transportation needs of elderly persons and persons with disabilities. The program provides capital assistance to help meet these transportation needs. States apply for funds on behalf of local private non-profit agencies and certain public bodies.

FTA allocates New Mexico’s 5310 funding to NMDOT as the primary *grantee*. NMDOT then conducts an application process by which it awards and administers funds to *sub-grantees* (public, tribal or non-profit entities) that qualify, and which provide the required local matching funds.

Only capital projects are eligible for funding. Most funds are used to purchase vehicles. Subrecipients are required to submit quarterly ridership status reports. FTA requires an 80/20 federal/local match. Funded projects must be derived from the locally-developed, Coordinated Public Transit—Human Services Transportation Plan.

During 2009, fifty-four (54) providers were delivering services with vehicles purchased under the 5310 Program. A breakdown of 5310 ridership is shown in Figure 7, below. Table 8 (pages 25-26) provides a list of 5310 service providers and vehicles provided from 2003-2009.

**Figure 7 – Section 5310 Annual Ridership by Federal Fiscal Year, 2008-2009**



Source: NMDOT Transit and Rail Division, 2009

**Table 8 – Section 5310 Subgrantees FY03-09**

County	NMDOT District	FY03 - FY09 Sub-grantees	# of Vehicles
Bernalillo	3	Adelante Development Center	19
	3	Alta Mira	1
	3	Barrett Foundation	1
	3	ARCA	6
	3	Go Fors, Inc. Too	6
	3	Jewish Family Services	2
	3	Pueblo of Isleta	1
	3	PB & J Family Services, Inc.	8
	3	Presbyterian Medical Services	1
	3	Share Your Care	4
Cibola	6	Laguna Rainbow	1
	4	Angel Fire	1

**Table 8 – Section 5310 Subgrantees FY03-09 (Continued)**

County	NMDOT District	Subgrantee	# of Vehicles
Curry	2	City of Clovis—Older Adults Department	2
Doña Ana	1	Tresco, Inc.	7
	1	Family and Youth, Inc.	4
Eddy	2	Door of Opportunity/Lending Hands, Inc.	2
	2	Carlsbad Mental Health	2
	2	Southeast NM Community Action Corp.	3
Grant	1	Life Quest	6
	1	Border Area Mental Health	3
	1	Fort Bayard Medical	2
Lincoln	2	New Horizons	2
	2	Ruidoso	1
Luna	1	Mature Diversity	1
McKinley	6	Coyote Canyon	6
	6	DSI	2
	6	Gallup	1
	6	Na'nizhoozhi Center	1
	6	Ramah Navajo	1
	6	Tohatchi Area of Opportunity & Service	10
	6	ZEE (Zuni)	7
Mora	4	Mora Valley	1
Otero	2	City of Alamogordo Seniors	1
	2	Alamogordo Counseling Center	2
	2	Zia Therapy Inc.	3
Rio Arriba	5	Española Senior Citizen Center	1
	5	Las Cumbres	3
	5	North Central Regional Transit District	8
Roosevelt	2	City of Portales	0
Sandoval	6	Sandoval County Senior Services	4
San Juan	5	NW New Mexico Seniors	1
San Miguel	4	Las Vegas Medical	2
Santa Fe	5	Ayudantes, Inc.	2
Socorro	1	Socorro Mental Health, Inc	1
Taos	5	Dream Tree	1
	5	Red River	0
	5	Rocky Mountain Services	5
	5	Taos County ARC	3
	5	Taos Group Home/Casa De Corazon	2
Valencia	3	Ser de NM Valencia	2
	3	Valencia Counseling Services	3
	3	Los Lunas	1
	3	La Vida Felicidad	2
		<b>TOTAL</b>	<b>164</b>

Source: NMDOT Transit and Rail Division, 2009

(iv) Job Access and Reverse Commute Program (5316)

The Job Access and Reverse Commute (JARC) grant program assists in developing and expanding public transportation services. “Job Access” projects develop transportation services that connect low income persons to jobs and other employment related services. “Reverse Commute” projects provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations.

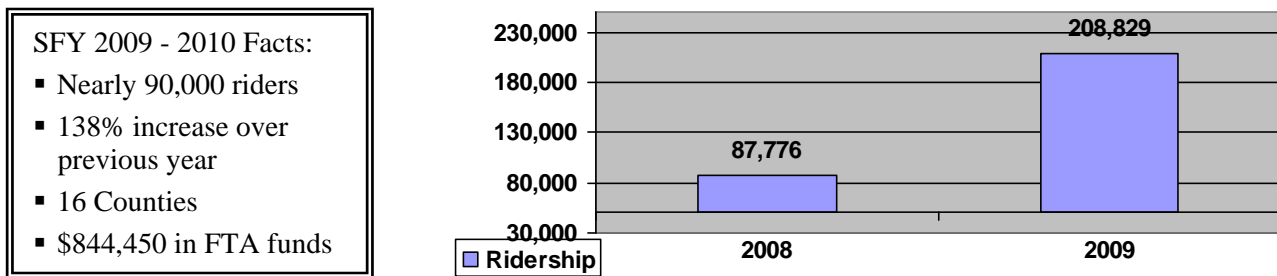
FTA allocates New Mexico’s JARC funding to NMDOT as the primary *grantee* in areas less than 200,000 in population. NMDOT then conducts an application process by which it awards and administers funds to *sub-grantees* (e.g. public, tribal, or non-profit entities) that qualify.

There are two JARC budget categories. *Capital* expenses include the acquisition, construction and improvement of public transportation facilities and equipment. *Operating* expenses are those costs directly related to system operations. The program reimburses actual expenditures for each category on a monthly basis.

FTA requires a 50/50 federal/state match for JARC funds, used for operating costs. A minimum 80/20 match is required for funding capital costs. The state match can consist of other federal non-US DOT funds, such as Transportation Assistance for Needy Families (TANF) funds, as well as state and local monies. In New Mexico, TANF funds are provided by the New Mexico Human Services Department; and administered by the Mid-Region Council of Governments, which determines the entities to whom the funds are distributed and how much. Funded projects must be derived from the locally-developed Coordinated Public Transit—Human Services Transportation Plan.

JARC ridership for State Fiscal Years (SFY, July 1 to June 30) 2008-2009 is summarized in Figure 8, below, and a list of SFY 2009 Section 5316 subgrantees is shown in Table 9 (page 28).

**Figure 8 – Section 5316 Annual Ridership by State Fiscal Year, 2007-2008**



- SFY 2009 - 2010 Facts:
- Nearly 90,000 riders
  - 138% increase over previous year
  - 16 Counties
  - \$844,450 in FTA funds

Source: NMDOT Transit and Rail Division, 2009

Table 9 – Section 5316 Subgrantees

County	NMDOT District	Sub-grantee	# of JARC-funded Vehicles	FY09 Ridership	FY10 JARC funding
Bernalillo	3	^Adelante Development Corp.	^0	500	\$0.00
Chaves	2	City of Roswell	2	1,335	\$13,200.00
Cibola	6	City of Milan	0	0	\$37,500.00
Doña Ana	1	Ben Archer Health Center	3	617	\$95,998.00
Eddy	2	City of Carlsbad	4	1,675	\$30,690.00
Grant	1	Southwest Regional Transit District (SWRTD) +	0	2,893	\$44,347.50
Los Alamos	5	Los Alamos County	0	150,100	\$175,000.00
Otero	2	Zia Therapy Center, Inc.	3	1,099	\$19,800.00
Rio Arriba (also Santa Fe, Los Alamos and Taos Counties*)	5	North Central Regional Transit District (NCRTD)	3	34,940	\$162,500.00
Sandoval	6	^Sandoval County	^0	10,090	\$143,339.00
Sierra	1	South Central COG	3	2,113	\$47,000.00
Torrance	3	Torrance County	2	1,858	\$23,100.00
Valencia	3	Village of Los Lunas	2	1,609	\$51,975.00
		<b>Total</b>	<b>22</b>	<b>208,829</b>	<b>\$844,449.50</b>

Source: NMDOT Transit and Rail Division, 2010

^ Adelante and Sandoval County contract out service. Therefore, they do not own vehicles used for this service.

\* North Central Regional Transit District also provides service in their member Pueblos: Santa Clara; San Ildefonso; Pojoaque; Ohkay Owingeh; and Tesuque.

\*\* Southwest Regional Transit District (SWRTD) took over service for Grant Co. in FY09 and also provides service in Luna County and Hidalgo County.

(v) New Freedom Program (5317)

The New Freedom Program assists with providing new public transportation services and public transportation alternatives beyond those required by ADA, including transportation to and from jobs and employment support services.

FTA allocates New Mexico's Section 5317 funding to NMDOT as the primary *grantee*. NMDOT then conducts an application process by which it awards and administers funds to *sub-grantees* (e.g. public, tribal, or non-profit entities) that qualify. Albuquerque, Las Cruces, Santa Fe and Farmington apply directly to FTA.

There are three New Freedom budget categories. *Capital* expenses include the acquisition, construction and improvement of public transportation facilities and equipment. *Administrative* expenses include salaries; marketing expenses; insurance premiums; office supplies; facilities and equipment rental; standard overhead rates; and planning. *Operating* expenses are those costs directly related to system operations. The program reimburses actual expenditures for each category on a monthly basis.

FTA requires a 50/50 federal/state match for Section 5317 funds used for operating costs. An 80/20 match is required for funding capital costs. Ten percent (10%) of the apportionment can be used for administration and planning with no match required. Funded projects must be derived from the locally-developed, Coordinated Public Transit—Human Services Transportation Plan.

As indicated in Table 10, below, FFY09 is the first year in which 5317 funds have been applied for in New Mexico.

**Table 10 – Section 5317 Subgrantees**

County	NMDOT District	Sub-grantee	# of 5317-funded Vehicles	FFY09 Ridership	FFY10 Total Federal Funding
Los Alamos	5	City of Los Alamos	*	*	\$103,560.00
Lincoln	2	City of Ruidoso Downs	1	0	\$86,000.00
Eddy	2	City Carlsbad	*	*	\$11,937.50
Grant	1	Southwest Regional Transit District (SWRTD)	1	1,261	\$25,000.00
<b>TOTAL</b>			<b>2</b>	<b>1,261</b>	<b>\$226,497.50</b>

Source: NMDOT Transit & Rail Division, 2009

(vi) Public Transportation on Indian Reservations (5311(c))

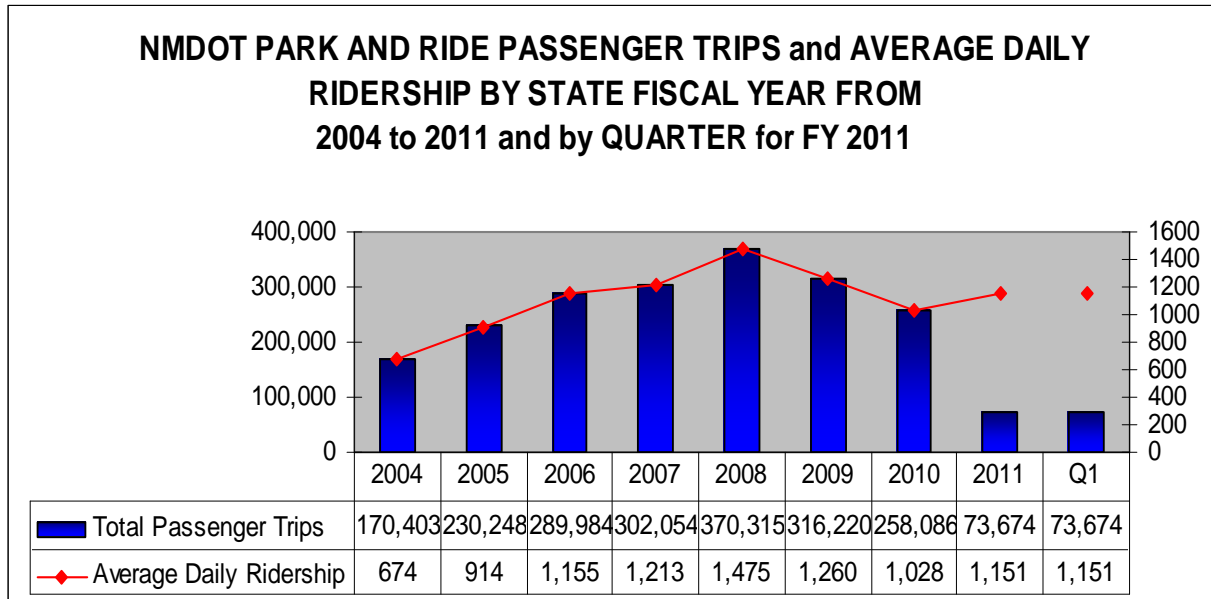
The new Tribal Transit Program is funded as a takedown under the Section 5311 program. Under this program, Federally-recognized Indian tribes are eligible direct recipients of FTA funding. Based upon an annual national competitive selection process, FTA awards Tribal Transit grants directly to eligible Indian tribes. There are no matching requirements for these FTA funds.

Recipients of the Tribal Transit Program may use these funds for any purpose that is eligible under Section 5311. Eligible purposes under Section 5311 include planning, capital and operating assistance for rural public transportation services, and support for rural intercity bus service.

(vii) Park and Ride Program

In order to increase mobility options for the general public, NMDOT manages the operation of intercity bus service during the weekday morning and evening peak periods. With 131 bus departures daily on eight routes and two shuttles and 258,086 passenger trips provided in FY 2010, New Mexico Park and Ride is the State's fifth largest bus transit system. Total FY 2010 ridership was 22% less than FY 2009 ridership due to the discontinuation of the Purple Route between Albuquerque and Santa Fe. This discontinuation was associated with the December, 2008 initiation of NM Rail Runner Express service between Albuquerque and Santa Fe (see Figure 9, page 30). Ridership in FY-11 is projected to increase as the result of ridership increases on the Gold Route.

Figure 9 - Park and Ride Passenger Trips and Average Daily Ridership SFY 04-11



Source: NMDOT Transit & Rail Division, 2010

Park and Ride routes (see Figures 10, 11 and 12, page 31), along with their Average Daily Ridership (ADR) through the First Quarter of State Fiscal Year 2011, are:

- Santa Fe and Las Vegas: The **Orange Route**, 89.0 ADR, 2 round-trips.
- Española, Pojoaque, and Santa Fe: The **Red Route**, 80.7 ADR, 7 round-trips.
- Española and Los Alamos: The **Green Route**, 195.5 ADR, 16 round-trips.
- Santa Fe, Pojoaque, and Los Alamos: The **Blue Route**, 255.7 ADR, 8 round-trips.
- NM 599 Station and Los Alamos: The **Purple Route**, 153.7 ADR, 4 round-trips.
- Las Cruces/New Mexico State University and White Sands Missile Range: The **Silver Route**, 54.4 ADR, 2 round-trips.
- Moriarty and Albuquerque/Sandia National Lab: The **Turquoise Route**, 33.6 ADR, 2 round-trips.
- Las Cruces, Anthony, TX and El Paso: The **Gold Route**, 148.0 ADR, 9.5 round-trips. This route is partially funded by the Texas Department of Transportation through the County of El Paso.

The South Capitol Shuttle, which connects with Rail Runner Express and Park and Ride at the South Capitol Station in Santa Fe, began service in December 2008 to coincide with the opening of this station. The NM 599 Station Shuttle, which connects the Rail Runner Express station to Santa Fe Place and local bus service on Santa Fe Trails, began operating in June 2009. These shuttles provide fixed-route shuttle service in Santa Fe between major employment sites and Park and Ride pick-up/drop-off locations which are not served by Santa Fe Trails Transit.

Figure 10 – Northern New Mexico Routes

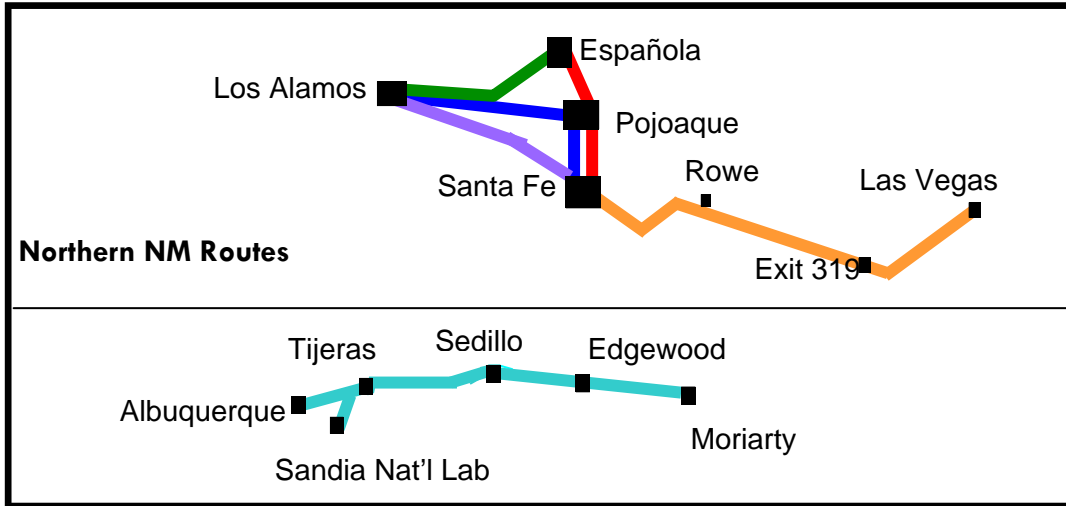


Figure 11 – Silver Route

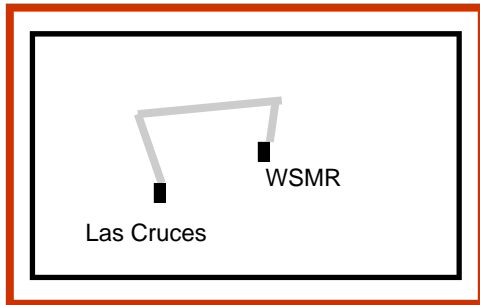
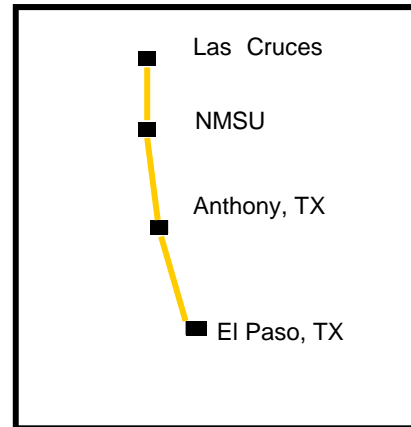


Figure 12 – Gold



Source for Figures 10, 11,12: NMDOT Transit & Rail Division, 2009

NM Park and Ride Lots and Stops

**ALBUQUERQUE** Park and Ride has five stops in Albuquerque.

Alvarado Transit Center Stop - This stop is located in downtown at First Street and Central Avenue. Connections to NM Rail Runner Express and ABQ Ride, as well as ABQ Rapid Ride are made here. The Amtrak and TNM&O (interstate bus) stations are located on the same block. Paid parking is available across the street in a parking deck accessed from 2nd Street. The Turquoise Route serves this stop.

Eubank at Central - This stop is located on Eubank at intersection of Central Ave. The Turquoise Route serves this stop.

Eubank at Research Dr. - This flag stop is located on Eubank at intersection of Research Dr. This is a flag stop -- bus stops only if passenger is at stop and waves down the bus driver. The Turquoise Route serves this stop.

Sandia National Laboratory - There are six stops in the Lab: K Avenue at 20th; Building 1008; Tech Area 1; Tech Area 4; DOE; and Building 811. The Turquoise Route serves these stops. All passengers must present valid military clearance and identification badge prior to entering Sandia Lab.

Uptown Transit Center - This stop is located at Americas Parkway and Uptown Blvd. NE, northwest of I-40 at Louisiana Blvd. Use Exit 162 from I-40. The Turquoise Route serves this stop. This stop provides access to ABQ Ride and ABQ Rapid Ride.



**ANTHONY, TX** This lot is located at 2000 Antonio Street in Anthony, Texas, one-quarter mile west of I-10, on the north side of Antonio Street in the parking lot of the Lowes Super Eight store. Dedicated parking is available for 18 private vehicles. The Gold Route serves this stop.

**EDGEWOOD** This lot is located one mile west of the intersection of NM 344 and NM 333/US 66 at the Good Shepherd Lutheran Church (on the southeast corner of NM333 and Entrada del Norte). Use exit 187 from I-40. The Turquoise Route serves this stop.

**EL PASO, TX** Park and Ride has two stops in El Paso.

The Downtown El Paso Stop is located at the Bert Williams Downtown Transit Center, 601 Santa Fe Street, on the west side of Santa Fe Street, between West 3<sup>rd</sup> Avenue and Father Rahm Avenue, in downtown El Paso. No dedicated parking is available at this stop. The Gold Route serves this lot. This stop provides access to City of El Paso transit buses.

The West Side El Paso Stop is located at The West Side Transit Center, 7535 Remcon Circle, on the north side of Remcon Circle, off North Mesa Street, in El Paso. No dedicated parking is available at this lot. The Gold Route serves this lot. This stop provides access to City of El Paso transit buses.

### **ESPAÑOLA**

The Española Lot is located on the north side of Paseo de Oñate, 0.2 mile west of Riverside (US84/285). The lot contains 128 parking spaces. The Green and Red Routes serve this stop. This stop provides access to the North Central Regional Transit District's buses.

**LAS CRUCES** Park and Ride has three stops in Las Cruces.

The Las Cruces Lot is located at 3299 Del Rey Blvd in the Ashley Furniture Home Store parking lot located. Parking for private vehicles is available. The Silver Route serves this lot.

The NMSU Lot is located east of the Pan American Center on the southeast corner of Triviz Dr. and Payne St. This lot has unlimited parking. The Silver and Gold Routes serve this lot.

The Las Cruces Terminal Stop is located at 604 West Amador, on the north side of Amador Avenue between Main Street and Water Street. There is no dedicated parking at this stop. The Gold Route serves this stop.

**LAS VEGAS** This lot is located at the NMDOT District 4 Office, at the south end of Grand Avenue. From Interstate 25 take Exit 343 west and turn south onto Grand Avenue. There are 150 parking spaces. The Orange Route serves this location.

**LOS ALAMOS** Park and Ride has three stops in Los Alamos.

The Central/20th Stop is located on Central Avenue in front of Mesa Public Library and parking is available in the library lot. The Purple, Blue and Green Routes serve this location.

The Los Alamos Hospital Stop is located at 3917 West Rd. The pick-up and drop-off is on Trinity Drive on the north side of the hospital. The Blue and Green Routes serve this location.

The TA-3 Lot is located at Los Alamos National Laboratories. Access is from East Jemez Road, one block east of Diamond Drive, on the south side. There are 500 parking spaces. Transfers can be made to LANL/KSL transportation and Atomic City Transit. The Purple, Blue and Green Routes serve this stop.

**MORIARTY** This lot is located south of NM 333 in the Moriarty Business Park. From NM 333 take Camino Oriente south and go east on Industrial Loop Rd. There are 115 parking spaces. The Turquoise Route serves this location.

**POJOAQUE** This stop is located at the Buffalo Thunder Hotel and Resort on Highway 284/85. The Blue and Red Routes serve this stop.

**SANTA FE** Park and Ride has 20 stops in Santa Fe.

The Alta Vista Stop is located on the north and south sides of Alta Vista Street, just west of St. Francis. This stop is served by the Blue, Red, and Orange Routes, and the South Capitol Station Shuttle.

The District 5 Lot is located on Jaguar, west of Cerrillos. It is a fenced lot on NMDOT property on the south side of Jaguar. The 599 Shuttle serves this lot, and the Blue Route provides limited service to this lot.

The PERA Stop is located on the Northeast corner of Paseo De Peralta and Old Santa Fe Trail. The boarding area is near the middle of the parking lot on the west side of the old PERA building. The Blue, Red, and Orange Routes stop here.

The Santa Fe Lot is located west of St. Francis Drive on Calle Mejia, 1/4-mile north of the intersection of Alamo Drive and Calle Mejia. The Blue Route serves this location.

The Sheridan/Palace Stop is a pick up and drop off point only (no vehicle parking) on Sheridan, just south of Marcy. It is also the north transfer point for Santa Fe Trails buses. The Blue and Red Routes serve this stop.

The South Capitol Station Lot is located 50 yards northeast of the NMDOT General Office Building on Pen Road between Alta Vista and Cordova, and is a transfer point for the Santa Fe South Capitol Shuttle, NM Park and Ride (Blue, Red, Purple, and Orange Routes), NM Rail Runner Express, Santa Fe Trails Routes #2 and #4, and NCRTD. The eight South Capitol Station Shuttle stops are:

- South Capitol Station - See information above.
- Alta Vista Stop – See information above.
- San Mateo Stop - North and south sides of W. San Mateo Rd, between Pacheco St. and St. Francis Dr.
- Hospital Stop - East and west sides of Hospital Dr., west of St. Vincent's Hospital.
- Galisteo Stop - North and south sides of St. Michaels Dr., east of Galisteo St.
- ARK/Pollon Stop - East and west sides of Pacheco St., between its intersection with St. Michaels Dr. and the Smith's Grocery Store.
- Rodeo Business Park Stop - East and west side of Rodeo Park Dr. E, between Rodeo Rd. and Vivigen Way
- Department of Public Safety/DOT District 5/Jaguar Stop - NM Department of Public Safety at 4491Cerrillos Rd. near the intersection with Jaguar Rd.

The NM 599 Station Lot is located at the intersection of NM 599 and I-25 and is a transfer point for the NM 599 Station Shuttle, NM Park and Ride Purple Route, NCRTD shuttle, and the NM Rail Runner Express. The NM 599 Station Shuttle connects with Santa Fe Trails at the Santa Fe Place mall. The seven 599 Station Shuttle stops are:

- NM599 Station – See information above
- Public Service Company of New Mexico - the stop is located on PNM property at the northeast corner of the intersection of NM 14 and Fireplace Road.
- Rancho Viejo - The stop is located on Bisbee Court approximately 100 feet west of Rancho Viejo Boulevard on the south side of Bisbee Court.
- New Mexican Plaza - The stop is located on Plaza la Prensa, west of the Santa Fe New Mexican building, between the PERA and New Mexico Income Support Division Offices.
- Jaguar - The stop is located near the intersection of Jaguar Road and Cerrillos on the south side of Jaguar 500 feet west of Cerrillos.
- Camino Entrada - The stop located 1/4 mile north of Camino Cristo on the east and west sides of Camino Entrada
- Santa Fe Place - The stop is located at the transit center in the parking lot on the south side of Santa Fe Place.

**ROWE** The Rowe lot is located at the New Mexico Department of Transportation Rowe Patrol Yard on NM State Road 63 near the 307 Interchange.

**SAN JOSE** The San Jose (Exit 319) lot is located at the northeast corner of the Exit 319 interchange with I-25 adjacent to the convenience store. The Orange Route serves this lot.

**SEDILLO** The Sedillo lot is located on NM 333 just west of Exit 181 off Interstate 40. From the Interstate take Exit 181 and go west 0.5 mile west on NM 333 (US 66). The lot is on the north side of NM 333. There are 75 spaces at this lot. The Turquoise Route serves this lot.

**TIJERAS** The Tijeras lot is located 1/3 mile east of the intersection of NM 14 and NM 333/US 66 at the Tijeras City Hall. Use Exit 175 from I-40. Go east on NM 333, right on Pedro Garcia and then left on Camino Municipal. The Turquoise Route serves this lot.

**WHITE SANDS MISSILE RANGE (WSMR)** The Silver Route serves WSMR. The five WSMR stops are: The Las Cruces Gate; Post Headquarters; Building 1506; Building 1404; Building 882. All passengers must present valid military clearance and identification badge prior to entering WSMR.

#### (viii) Vanpool Program

Vanpooling is a voluntary commuter ridesharing arrangement, using vans or small buses which provide transportation to a group of people traveling directly from their homes or a pre-arranged meeting place to their regular places of work, and in which the commuter/driver does not receive compensation beyond reimbursement for his or her costs of providing the service.

There are five operators of vanpools in New Mexico. Safe Economical Commuting Alternative (SECA) is the largest with 33 vans and more than 400 subscribed riders as seen in Table 11 below. SECA generally serves the Albuquerque region and points located throughout the north. More information can be found at [www.seca-vanpools.org](http://www.seca-vanpools.org) or by calling 505-410-1742. Mesilla Park Vanpool, Socorro-Albuquerque Vanpool, Socorro-Los Lunas Vanpool Express, and Shiprock Hospital Vanpool (Farmington) are the four other operators, who each utilize one van. Assistance with vanpool coordination and information in the Albuquerque area can also be obtained through ABQ RIDE Vanpool Now Program 505-243-RIDE.

**Table 11 – SECA Routes, Vans and Number of Riders**

Routes	# Vans	# Riders
Albuquerque to Santa Fe	9	125
Albuquerque to Los Alamos	2	28
Albuquerque to Nat'l Guard	8	114
Albuquerque to Socorro	1	14
Moriarty to Santa Fe	1	15
Penasco to Los Alamos	1	7
Rio Rancho to Santa Fe	3	38
Rio Rancho to Los Alamos	3	38
Rio Rancho to Nat'l Guard	2	33
Santa Fe to Los Alamos	1	14
Taos to Nat'l Guard	1	13
Taos to Santa Fe	1	10
<b>Total</b>	<b>33</b>	<b>449</b>

Source: NMDOT Transit & Rail Division, 2009

## (ix) Carpool Program

Carpooling is an arrangement by which two or more people voluntarily share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together. Fifteen (15) percent of New Mexico workers carpool to work based on Census 2000. This compares to national carpool data that reflects ten (10) percent of worktrips are made by carpool. Carpool and ride matching services can be obtained through the following contacts:

- Albuquerque: ABQ RIDE Carpool 505-243-RIDE and [www.cabq.gov/transit/carpool.html](http://www.cabq.gov/transit/carpool.html)
- Las Cruces and Southern New Mexico: 1-800-CARPOOL and [www.erideshare.com](http://www.erideshare.com)
- Santa Fe: Santa Fe Trails Ridefinders 505-988-RIDE

## (x) NM Rail Runner Express

Phase I service of the New Mexico Rail Runner Express began on July 14, 2006, initially providing service between Bernalillo and Albuquerque. Service was 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.

**EQUIPMENT:** A total of 22 passenger cars, each containing about 150 seats, with bicycle and wheelchair accommodations, are used in service. Nine locomotives are in the fleet. Train trips use two to five passenger cars on each run.

**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 Mid-Region Council of Governments (MRCOG). The program is administered by MRCOG, under the terms of four Memoranda of Agreement with NMDOT.

**STATIONS:** The current stations in service (and their opening dates) are: Belen (2/2/07), Los Lunas (12/11/06), Isleta Pueblo (11/25/08), the Bernalillo County/International Sunport (4/20/07), Downtown Albuquerque (7/14/06), Los Ranchos/Journal Center (7/14/06), Downtown Bernalillo (4/27/07), U.S. 550/Sandoval County (7/14/06), Kewa Pueblo (3/22/10) NM 599 (8/1/09), Santa Fe South Capitol (12/17/08) and Santa Fe Depot/Rail Yard (12/17/08). The Sandia Pueblo, Zia Road and St. Francis Drive Stations are not yet in service.

**SCHEDULE:** On weekdays, 24 train trips are operated. On Saturdays, 10 train trips are operated and Sunday service is run with four trains.

**TRANSIT CONNECTIONS:** ABQ Ride provides bus service, including Rapid Ride express service, to many destinations from the Alvarado Transportation Center located adjacent to the Rail Runner Express station platform in Downtown Albuquerque. Key destinations served from this point include UNM; TVI; Albuquerque International Sunport; Presbyterian, Lovelace and UNM hospitals; and Old Town. Downtown Albuquerque is also served by the free “Downtown Get Around” or “D Ride”.

ABQ Ride Route 151 provides bus service to and from the Los Ranchos/Journal Center station for residents of Albuquerque’s Westside and the south side of Rio Rancho, as well as important employment destinations such as the Journal Center, Cottonwood Mall and Intel. ABQ Ride Route 222 service connects the Bernalillo County/International Sunport Rail Runner Express station and the Albuquerque International Sunport and Kirtland Air Force Base.

The Socorro Shuttle connects with the Belen station. Sandoval Easy Express connects the U.S. 550/Sandoval station with northern Rio Rancho, Cochiti Pueblo, the Call Center area of Rio Rancho and the Sandoval County Judicial Complex.

Santa Fe Trails, NM Park and Ride, and NCRTD all connect with the Santa Fe South Capitol station. NM Park and Ride provides service to Los Alamos and a local shuttle into the City of Santa Fe from the 599 station. Santa Fe Trails and the NCRTD also provide limited local connections from the 599 station. Both Santa Fe Trails and the Santa Fe Pick-Up serve the Santa Fe Depot/Rail Yard station.

**FARES:** A zone fare structure is used, as shown in Figure 13, below. There are six fare zones, with fares based on the number of zones in which a passenger travels. Rail Runner Express tickets are sold on the trains and online, and fare discounts can be obtained by purchasing passes online. Discounted fares (usually half price) are provided for students with a valid student ID, seniors 65 years of age and older, and persons with disabilities.

Figure 13 - NM Rail Runner Express Zones



## VI. Coordinated Transportation Activities Within the State of New Mexico

### A. Coordination Plans

FTA requires that rural and small urban projects funded from Sections 5310, 5316 and 5317 programs be derived from and consistent with a Coordinated Public Transit – Human Services Transportation Plan. The NMDOT Transit & Rail Division has developed six (6) Coordination Plans based on the State’s Regional Planning Organization (RPO) boundaries (see Figure 14, p. 38). Where MPO and RPO boundaries fall within one another, the Plan was completed for the MPO as well as the RPO. Mid-Region MPO has developed the Coordination Plan for its four-county area. The seven Coordination Plans for New Mexico are:

- Northern Pueblos Regional Planning Organization / Santa Fe Metropolitan Planning Organization Coordination Plan
- Northeast Regional Planning Organization Coordination Plan
- Northwest Regional Planning Organization / Farmington Metropolitan Planning Organization Coordination Plan
- South Central Regional Planning Organization / Las Cruces Metropolitan Planning Organization / El Paso Metropolitan Planning Organization Coordination Plan
- Southeast Regional Planning Organization Coordination Plan
- Southwest Regional Planning Organization Coordination Plan
- Mid-Region Council of Governments Coordination Plan

The purpose of these plans is to 1) present an overview of the federally-funded public transportation programs in the respective RPO; 2) analyze the existing distribution of public transportation services; 3) compare the distribution of public transportation needs to the distribution of services, and produce a clear picture of existing and future gaps in service; and 4) provide a list of strategies to establish or improve public transportation services.

In general, most of New Mexico is characterized by higher concentrations of both service and service needs in more urban areas, and more dispersed need and less service in rural areas. In addition, although most of the state appears to have “medium” public transportation needs, its overall need is increasing. The overall increase in need is occurring because the population is growing; the number of elderly persons is growing faster than the population; and the special needs transportation population groups are generally growing at a growth rate of 1% to 3% annually.

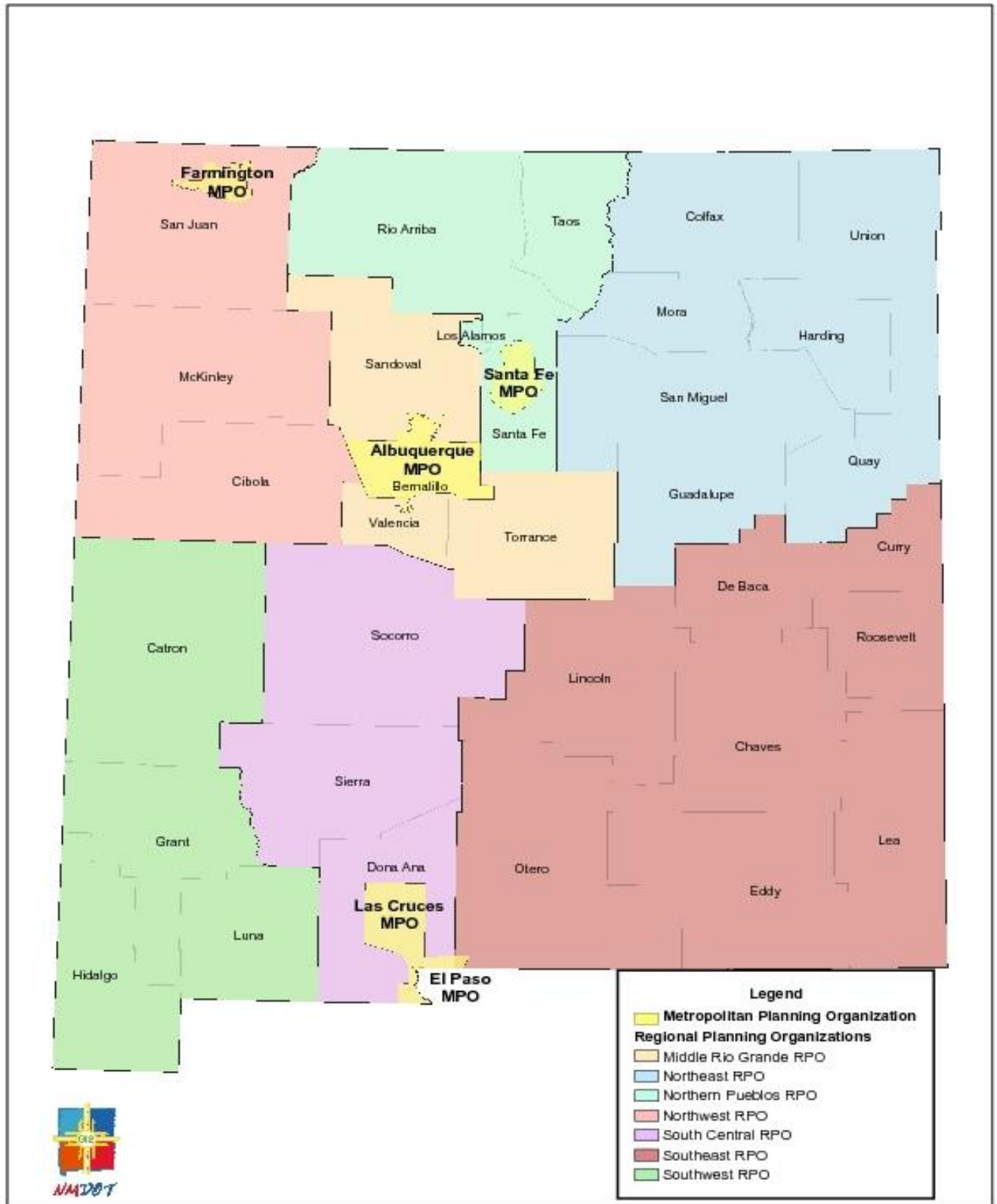
Some of the reasonable strategies and recommendations in the plans include:

- Prioritize public transportation service to areas with higher concentrations of special needs populations
- Focus on increasing service to elderly persons at a rate at least proportional to the growth in their numbers
- Route new or additional service to un-served or underserved populations
- Seek opportunities to expand or leverage Federal funding with other funding sources to increase service to smaller towns and rural areas
- Encourage collaboration between existing services.

The Coordination Plans and their respective appendices are located electronically at <http://nmshtd.state.nm.us/main.asp?secid=15246>.

**Figure 14 – Regional and Metropolitan Planning Organizations in New**

Mexico



## B. Connections with Rail Runner Express

As shown in “Transit Connections” on page 35, considerable service investment has been made by state, regional and local/tribal transportation providers to coordinate bus and van services with the arrival/departure of scheduled trains at the 11 Rail Runner Express stations in operation as of December 2008. NM Park and Ride, NCRTD, ABQ Ride, Santa Fe Trails, and other city and county providers all contribute to the regional nature of public transportation, particularly along the I-25 corridor between Belen and Santa Fe where Rail Runner Express operates. These services extend existing public transportation connections; connect at least two or more modes of public transportation; and provide improved regional mobility.

Fittingly, NM Rail Runner Express has been likened to the “backbone” of public transportation services in New Mexico, operating as it does on the main north/south corridor in the state. In turn, NM Park and Ride branches out to the east and west from its connections with Rail Runner Express along the I-25 corridor. Similarly, the local/tribal providers that connect with both Park and Ride and Rail Runner Express contribute to a concentrated network of public transportation services, particularly in the northern part of the state.

All state, regional and local and tribal connections to each Rail Runner Express station are available electronically at [http://www.nmrailrunner.com/bus\\_connections.asp](http://www.nmrailrunner.com/bus_connections.asp).

## C. Santa Fe Call Center

NMDOT sponsors a call center, housed at Santa Fe Trails, which provides comprehensive customer information on transit services and connections in the Santa Fe area, including Santa Fe Trails, Santa Fe Pick-Up, NM Park and Ride, NM Rail Runner Express, NCRTD and Taos Express.

The Call Center can be reached by telephone at 505-955-2001, and by e-mail at [santafetrails@santafenm.gov](mailto:santafetrails@santafenm.gov).



## VII. Regional Transit Districts (RTDs)

This section examines the RTD organizational structure for the Statewide Public Transportation Plan. Though the RTD concept is relatively new to New Mexico, other states have used this institutional arrangement to provide better coordination among multiple political entities and to deliver public transportation services. The RTD is an organizational/institutional arrangement that is being used successfully in many areas of the country. Though more common in urbanized areas, rural communities have also embraced the RTD as an approach to more efficiently and effectively provide transportation services to their constituents. The RTD, as an organizational model, is very similar, whether it operates in an urban or rural environment.

The largest benefit of the RTD model is the consolidation and coordination of service that results from the planning and delivering of public transportation for a larger area under a single umbrella. Public transportation providers are often criticized for not addressing the needs of their customers. Complaints, such as poor service coordination, opaque fare policies and a lack of customer information, have often been leveled at public transportation agencies. Each RTD can provide a single centralized number and web site for information in their overall service area, a unified fare policy and a clear delineation of the types of public transportation services available. Concentrating support staff in a single office covering a wider area has the potential to ensure coverage for dispatching and other duties.

Though the RTD model addresses these issues, it may be on the financial side that the RTD concept provides rural areas with the greatest benefit. Smaller, rural public transportation providers face many challenges in providing transportation services to their residents. First, the greater distances between rural residents require providers to travel longer distances to provide service. In addition, the longer distances tied with a smaller pool of potential public transportation riders can skew operating costs, making rural public transportation service seem more expensive when measured using typical metrics. Finally, funding is often a problem for smaller providers. States generally rely on the following local sources for funding public transportation programs:

- General fund,
- Gas tax,
- Motor vehicle sales tax,
- Bond proceeds,
- Registration/title/license tax, and
- General sales tax.

Rural areas face natural limits for raising revenue due to their smaller population and typically lower incomes. Federal transit funding programs often require the grantee to provide a local contribution or match for every Federal dollar. An RTD for a rural area can collectively pool financial resources from member communities.

### New Mexico's Experience

In 2003, New Mexico Governor Bill Richardson signed into law Senate Bill 34, the "Regional Transit District Act." This legislation authorized the creation of RTDs in the State of New Mexico and outlined their powers and duties. In 2004, House Bill 231, "Regional Transit Gross Receipts Tax Imposition," was passed allowing for member municipalities and counties of an RTD to seek to increase Gross Receipts Tax (GRT) in those governmental units for regional transit district purposes.

In 2007, House Bill 1265, “County Regional Transit Gross Receipts,” was passed and repealed the municipal GRT and streamlined the manner in which an increase in GRT for regional transit district purposes could be implemented. If a majority of the voters in the RTD approves a GRT ordinance, the ordinance becomes effective in accordance with the provisions of the County Local Option Gross Receipts Tax Act.

As of April 2008, the New Mexico Transportation Commission had certified four (4) RTDs in the state (see Figure 15, p. 42):

- **North Central Regional Transit District (NCRTD)** was the first RTD in the State, and the first in the country to bring together local and tribal governments. It includes the counties of Santa Fe, Los Alamos, Taos and Rio Arriba; the cities of Santa Fe and Espanola, and the pueblos of Tesuque, Pojoaque, San Ildefonso, Santa Clara and Ohkay Owingeh. It was certified on September 16, 2004, and its board approved a service plan on July 7, 2006.

A 1/8 of one percent GRT ballot measure passed on November 4, 2008, with 57% of the vote in Los Alamos, Rio Arriba, Santa Fe and Taos Counties.

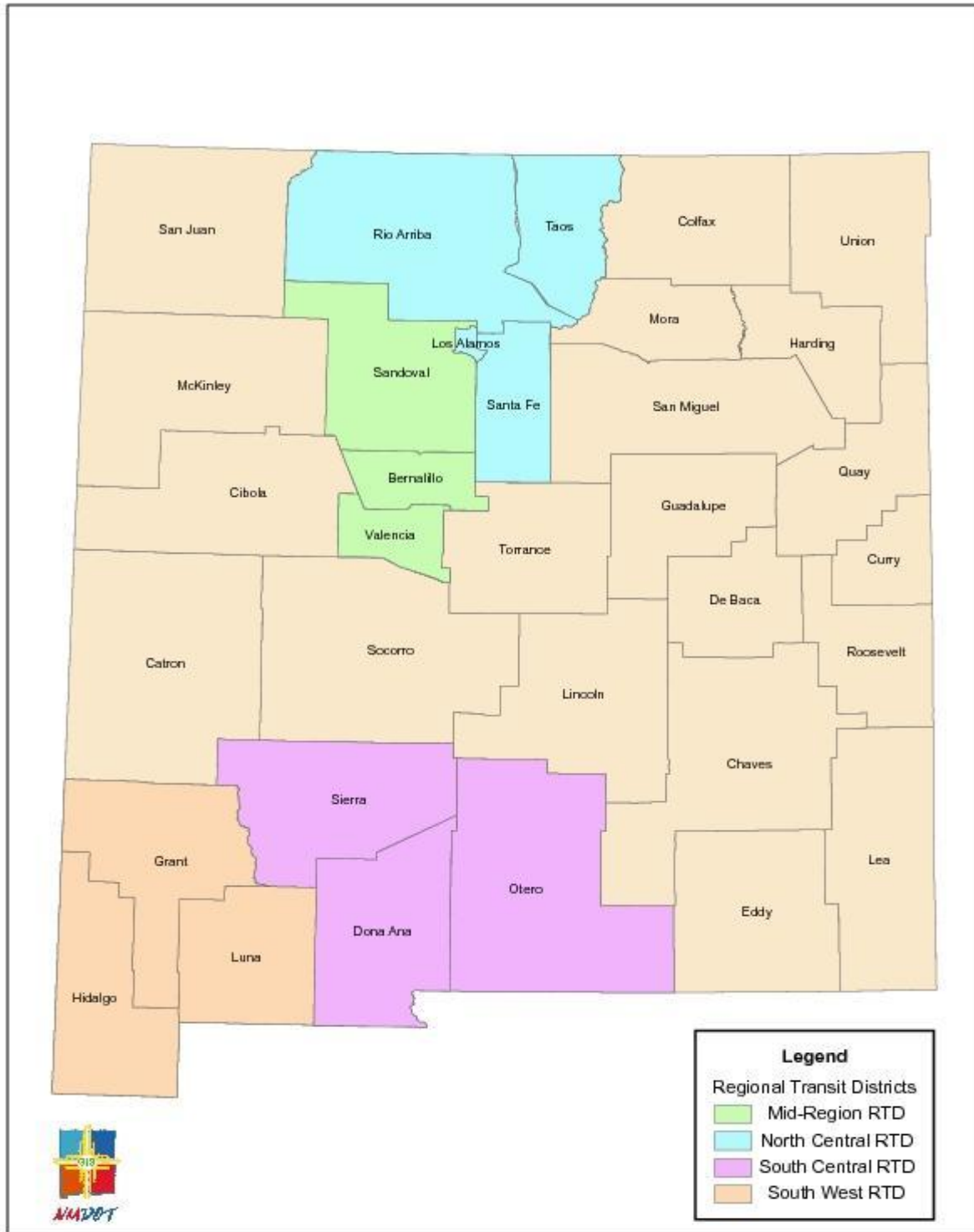
According to NCRTD resolution, one-half of the realizable GRT from Santa Fe County will be distributed to Rail Runner Express for operations within the county; with the remaining half to be split between Santa Fe County and NCRTD. Santa Fe County will receive 86 percent of the remaining distribution for public transportation projects with regional connection/mobility implications; and NCRTD will receive 14 percent for administrative costs and regional connections to Rail Runner Express. All of the GRT revenue raised in Los Alamos, Rio Arriba and Taos Counties will be administered by NCRTD to provide fixed-route and demand response service within these counties, including local and commuter service within and between these counties.

- **Rio-Metro Regional Transit District** is administered through the Mid-Region Council of Governments. It includes the counties of Sandoval, Bernalillo and Valencia; the cities of Rio Rancho, Albuquerque and Belen; the town of Bernalillo; and the villages of Los Ranchos de Albuquerque, Bosque Farms, Los Lunas and Corrales. It was certified on March 29, 2005, and its service plan was approved on November 4, 2008.

A 1/8 of one percent GRT ballot measure passed on November 4, 2008, with 54% of the vote in Bernalillo, Sandoval and Valencia Counties. According to Rio-Metro RTD resolution, one-half of the realizable GRT will be used for Rail Runner Express operations; with the remaining half to be used for surface transportation projects within the three counties.

- **South Central Regional Transit District (SCRTD)** includes the counties of Doña Ana, Otero and Sierra; the cities of Sunland Park, Las Cruces, Alamogordo, Truth or Consequences and Elephant Butte; the town of Mesilla; and the villages of Hatch and Williamsburg. The SCRTD was certified on November 30, 2006 and a draft service plan was completed in August 2008.
- **South West Regional Transit District (SWRTD)** includes the counties of Luna, Hidalgo and Grant; and the cities of Deming, Columbus, Silver City and Lordsburg. It was certified by the Transportation Commission on February 20, 2007, and its service plan was approved on June 16, 2008. It is the only RTD in New Mexico composed entirely of rural communities, and it proposes to continue and expand upon the services long provided by Grant County Corre Caminos, the only Section 5311 provider in the region.

Figure 15 – Regional Transit Districts in New Mexico



Several peer agencies were identified for benchmarking performance of New Mexico's RTDs. These agencies were chosen primarily from intermountain states, such as New Mexico and the Pacific Northwest. Transit agencies from the Northeast or Midwest are poor analogs for New Mexico, especially considering the long history of organized labor and the resulting higher wage rates in these areas. Peers were identified that had similar service characteristics – operating in rural areas and providing comparable amounts of service. Some of the major transit agencies in New Mexico were selected with the assumption that similar wage rates would be paid to operators and mechanics, regardless of whether employed by a typical agency or RTD. In addition, a few large organizations were included in this comparison. The purpose of including larger urban systems was to determine whether large organizations have some economies of scale and are able to provide service more cost effectively. Finally, three of the peers operate under the regional transit/transportation district or authority structure. The selected peer agencies are:

- Santa Fe Trails (Santa Fe, New Mexico);
- RoadRUNNER EXPRESS (Las Cruces, New Mexico);
- ABQ Ride (Albuquerque, New Mexico);
- Yakima Transit (Yakima, Washington);
- Intercity Transit (Olympia, Washington);
- Sioux Falls Transit (Sioux Falls, South Dakota); and
- Billings BET (Billings, Montana);

The results from the peer group comparison suggest that agencies with similar characteristics, such as population of service area, service area size and fleet size, have similar performance characteristics, measured by:

- **Service efficiency** – Operating expense per vehicle revenue hour or mile;
- **Cost effectiveness** – Operating expense per passenger mile or trip; and
- **Service effectiveness** – Trips per vehicle mile or service hour.

Figure 16, on page 44, presents a summary of these statistics for the seven cases noted above. Though not identical, the values for these measures fall within a reasonable range. Notably, current New Mexico services are nearly as efficient and effective as some of the larger services available. Generally, lower labor costs in New Mexico (with the exception of Santa Fe, where collective bargaining and the nation's highest minimum wage rate prevail) likely contribute to the relative efficiency of operations. However, it is also notable that both Las Cruces and Albuquerque rank high on service effectiveness; that is, on how many people take transit relative to what is available.

Generally, service effectiveness ratios will be lower for systems with large service areas, or that operate in less urban type environments as buses must travel longer distances to provide service. It is expected that New Mexico's RTDs, especially new ones, will have relatively large service areas and small service populations. The NCRTD service area, for example, includes a total of 10,079 square miles and a population of about 219,000 scattered over four counties in very low-density rural areas.

**Figure 16 – Peer Group Performance for Urban Transit Systems**

<u>Service Area</u>					<u>Operating Expenses (\$)</u>				<u>Unlinked Trips</u>	
Service	City/ Region	Square Miles	Pop. (Census 2000)	Bus Fleet Size	Per Vehicle Revenue Mile	Per Vehicle Revenue Hour	Per Pass. Mile	Per Unlinked Pass. Trip	Per Vehicle Revenue Mile	Per Vehicle Revenue Hour
Santa Fe Trails	Santa Fe, NM	41	75,500	20	\$7.20	\$96.94	\$2.70	\$9.22	0.78	10.52
Road RUNNER Express	Las Cruces, NM	53	81,737	11	\$5.46	\$68.30	\$0.98	\$3.02	1.81	22.62
ABQ Ride	Albuquerque, NM	124	498,000	119	\$6.94	\$113.72	\$1.05	\$3.48	1.99	32.69
Yakima Transit	Yakima, WA	26	81,053	26	\$6.53	\$94.79	\$1.42	\$4.04	1.62	23.48
Intercity Transit	Olympia, WA	94	139,480	50	\$7.13	\$96.08	\$1.17	\$4.61	1.55	20.86
Sioux Falls Transit	Sioux Falls, SD	62	123,975	28	\$4.64	\$64.88	\$0.71	\$4.03	1.15	16.09
Billings MET Transit	Billings, MT	34	92,008	20	\$5.23	\$79.81	\$1.33	\$4.33	1.21	18.43

Source: National Transit Database, 2007.

Some of the greatest benefits that New Mexico may realize from the establishment of RTDs will be basic coordination among entities that makes it easier for the public to understand the services that are available in their area, and economies of scale from consolidation of services that results in more cost-efficient service.

A more meaningful comparison of Section 5311 public transportation providers (including RTDs) within the State of New Mexico is provided in Table 12 on page 45. This index was developed by the Transit & Rail Division to rank 5311 subrecipients on seven (7) performance measures, with the resultant rankings then used to determine distributions of Section 5311 funding to these agencies.

Table 12 reveals how NCRTD and SWRTD – the only two RTDs that currently receive Section 5311 funding through the Transit & Rail Division – compare to other rural public transportation providers in the state in the following areas:

- Ridership
- Ratio of Administration to Operating (A/O) costs
- Cost per passenger
- Cost per vehicle mile
- RPO prioritization
- Percentage of Federal award expended
- Ratio of percentage of total State ridership to percentage of total Federal A/O award

Table 12 - 5311 Funding Distribution Index – FY10

		1	2	3	4	5	6	7	TOTAL POINTS	Average Rank	NAMES Alphabetical Order	RANK (lowest # = best = 1) (some have same rank)	NAMES Based on Rank	RANK (lowest # = best = 1) (some have same rank)
1	Angel Fire	10	17	11	23	1	7	9	78	11.1	Angel Fire	14	Zuni EE	1
2	Belen	22	7	8	10	3	9	6	65	9.3	Belen	8	Roswell	2
3	Carlsbad	7	23	10	8	2	14	10	74	10.6	Carlsbad	10	Zia	3
4	Clovis	4	20	12	13	2	16	11	78	11.1	Clovis	15	Taos, Town of	4
5	Golden Spread	23	22	19	14	1	23	21	123	17.6	Golden Spread	23	Los Alamos Co.	5
6	Hobbs	14	2	18	9	2	1	18	64	9.1	Hobbs	7	NCI	6
7	Laguna Pueblo	20	3	14	2	1	19	15	74	10.6	Laguna Pueblo	10	Hobbs	7
8	Las Vegas	17	18	16	16	1	12	16	96	13.7	Las Vegas	18	Belen	8
9	Los Alamos Co.	2	1	4	21	2	18	4	52	7.4	Los Alamos Co.	5	SWRTD	9
10	Los Lunas	11	19	17	15	2	4	14	82	11.7	Los Lunas	16	Carlsbad	10
11	Milan, Village of (Cibola)	24	25	24	22	2	20	24	141	20.1	Milan, Village of (Cibola)	24	Laguna Pueblo	10
12	Navajo	15	5	21	18	2	11	20	92	13.1	Navajo	17	Red River	10
13	NCI	9	9	1	6	2	24	8	59	8.4	NCI	6	Torrance	13
14	NCRTD	12	26	23	3	2	8	23	97	13.9	NCRTD	19	Angel Fire	14
15	Portales	18	16	15	19	2	15	13	98	14.0	Portales	20	Clovis	15
16	Red River	13	21	3	20	2	13	2	74	10.6	Red River	10	Los Lunas	16
17	RMRTD (Rio Metro)	N/A	6	N/A	N/A	3	N/A	N/A	9	1.3	RMRTD (Rio Metro)	X	Navajo	17
18	Roswell	1	4	2	24	2	5	1	39	5.6	Roswell	2	Las Vegas	18
19	Ruidoso Downs, City of	N/A	24	N/A	N/A	1	N/A	N/A	25	3.6	Ruidoso Downs, City of	X	NCRTD	19
20	Sandoval Co.	16	8	22	12	1	17	22	98	14.0	Sandoval Co.	20	Portales	20
21	Socorro, City of	21	15	13	17	1	22	17	106	15.1	Socorro, City of	22	Sandoval Co.	20
22	SWRTD	6	14	9	4	1	21	12	67	9.6	SWRTD	9	Socorro, City of	22
23	Taos, Town of	5	11	6	11	2	6	5	46	6.6	Taos, Town of	4	Golden Spread	23
24	Torrance	19	13	20	1	2	2	19	76	10.9	Torrance	13	Milan, Village of (Cibola)	24
25	Zia	3	12	7	5	1	10	7	45	6.4	Zia	3	RMTD (Rio Metro)	X
26	Zuni EE	8	10	5	7	2	3	3	38	5.4	Zuni EE	1	Ruidoso Downs, City of	X

- 1 – 2008 Ridership
- 2 – Administration/Operating (A/O) Ratio, based on FY09 award
- 3 – Cost per passenger trip, based on FY08 ridership and FY08 expended total A/O budget
- 4 – FY08 total A/O cost per vehicle mile
- 5 – FY10 RPO prioritization
- 6 – Percent FY08 A/O Federal award expended
- 7 – Percent of total FY08 State Section 5311 ridership : Percent of State total FY08 Federal Section 5311 A/O award Ratio

## VIII. Needs Analysis, Performance Measures and Project Prioritization

### A. Needs Analysis

This section presents New Mexico's expected future public transportation system needs across the State. Two types of information were developed:

- **System demand** – Current and future demand was estimated for each public transportation system. Demand refers to the amount of travel expected, given the services available (and expected to be available in the future). Demand may not always be realized (i.e., it is not the same as ridership), but in general, it should closely relate to the actual use of the service. There are particular exceptions, however. For example, it is possible to estimate demand for public transportation in an area that has no existing services. For these areas, the demand estimated roughly equates to the use that would be expected if an average level of service was in place in that area.
- **System need** – Need is a concept that connotes something that is necessary or vital. As applied to public transportation, need typically refers to travel that is not discretionary, such as trips to work, the grocery store, the doctor's office, or other similar purposes. In this report, need refers to the number of trips (e.g., service is needed for 1,000 public transportation trips in a particular county). A complete sense of the need – numbers of trips and investment needed to support those trips – was prepared.

The analysis presented in this section is for rural and intercity travel, rather than travel within urban areas. Analysis methods used to estimate system demand and system need were based on three population subgroups requiring the most transportation assistance, especially in rural areas:

1. **Low-income residents** – Persons aged 64 or less residing in households with incomes below the poverty level;
2. **Senior citizens** – Persons aged 60 and over; and
3. **Mobility-limited residents** – Persons aged 16 to 64 with mobility limitations.

The methodology for this analysis was developed by Cambridge Systematics, Inc., and used in the *New Mexico Strategic Multimodal Plan* prepared by that firm for NMDOT in March 2007.

#### System Demand

The Transit Cooperative Research Program's (TCRP) *Report 3: Workbook for Estimating Demand for Rural Passenger Transportation*, produced in 1995, provided the best and most widely used starting point for a system demand analysis for New Mexico. The TCRP demand analysis model is based on a nationwide survey of rural transportation providers, and is meant to account for all rural transportation demand. These methods were applied to inputs from rural counties in New Mexico and calibrated to 2004 data from New Mexico public transportation providers.

The calibrated model was then used to predict demand in 2015 and 2025, assuming there is no change to the existing service levels. The calibrated demand model was applied to population forecasts for 2015 and 2025. Estimates of subgroup population were estimated using data from the

U.S. Census Bureau and the New Mexico University's Bureau of Business and Economic Research (BBER). The resulting transportation demand estimates for non-program services (those available to the general public and not participants in particular programs) for 2015 and 2025 are presented in Table 13, on page 47. The seven regions listed correspond to the RPOs in the map on page 39.

**Table 13 – Estimated Population and Transit Demand in Rural Areas, by Region, 2015 and 2025**

Region	Population			Demand			
	Over 60	Mobility Limited	Below Poverty	Over 60	Mobility Limited	Below Poverty	Total
<b>2015</b>							
Mid-Region	3,292	1,112	4,174	2,675	8,162	8,064	<b>18,901</b>
Northeast	11,514	1,459	7,212	3,547	28,989	13,991	<b>46,527</b>
Northern Pueblos	27,557	5,847	23,629	16,677	124,675	51,926	<b>193,278</b>
Northwest	36,530	11,072	65,772	29,306	99,500	140,767	<b>269,572</b>
South Central	17,484	3,171	20,527	7,658	43,600	39,655	<b>90,913</b>
Southeast	72,417	12,917	60,531	44,567	290,163	188,122	<b>522,852</b>
Southwest	12,076	1,629	8,357	4,105	31,826	17,052	<b>52,983</b>
<b>Total Rural</b>	<b>180,870</b>	<b>37,207</b>	<b>190,202</b>	<b>108,535</b>	<b>626,915</b>	<b>459,577</b>	<b>1,195,026</b>
<b>2025</b>							
Mid-Region	3,923	1,244	4,689	2,994	9,726	9,057	<b>21,778</b>
Northeast	13,721	1,488	7,441	3,616	34,546	14,436	<b>52,597</b>
Northern Pueblos	32,840	6,331	25,736	17,979	148,574	56,399	<b>222,953</b>
Northwest	43,532	12,243	73,256	32,443	118,574	156,920	<b>307,937</b>
South Central	20,836	3,711	24,027	8,959	51,958	46,416	<b>107,333</b>
Southeast	86,299	13,323	62,439	45,935	345,786	194,114	<b>585,834</b>
Southwest	14,391	1,693	8,712	4,268	37,927	17,789	<b>59,983</b>
<b>Total Rural</b>	<b>215,542</b>	<b>40,033</b>	<b>206,300</b>	<b>747,091</b>	<b>116,194</b>	<b>495,131</b>	<b>1,358,415</b>

Source: Cambridge Systematics, Inc., 2006.

Because the service levels were not altered from the base condition, these can be considered conservative estimates, as if funding for rural public transportation increased at the same pace as inflation. The demand estimates correspond roughly to either expected ridership or, in areas that have no existing service, to the ridership that would occur if these areas had average service levels. This is distinct from needs, which identifies the number of trips for which New Mexicans would like to use public transportation, under ideal conditions. With no change in existing service, demand across rural New Mexico would grow approximately 1.5 percent annually from around 1 million in 2004 to 1.2 million in 2015 and 1.4 million in 2025.

### System Needs

System needs for rural public transportation were estimated separately for non-program and program needs. For non-program services, passenger transportation needs for all New Mexico counties were estimated using methods developed from the Montana Rural Passenger Needs Study, published in 2001. Among these is the Mobility Gap methodology, which calculates need by comparing trip-making between households with and without automobiles. These techniques were adapted for use in New Mexico, and county-level needs assessments were performed for the base year (2004) and future years (2015 and 2025). Finally, estimated need for 2004 was compared to actual 2004 public transportation ridership to determine the percentage of need currently served.

Existing non-program need for rural transportation was estimated by combining the need from no-vehicle households and the mobility-limited population. Zero-vehicle household need was calculated using the Mobility Gap method and data from the 2000 National Household Transportation Study (NHTS), 2000 U.S. Census, and 2004 American Community Survey (ACS). Existing need for the mobility-limited population was calculated using equations provided in *TCRP Report 3*. Table 14



(page 48) shows existing transportation need, actual public transportation ridership provided by statewide operators, and the actual percent of need served by region.

**Table 14 – 2004 Annual Public Transportation Trips Needed and Provided in Rural Areas, by Region**

Zero Vehicle Trips						
Region	Aged 15-64	Aged 65+	Mobility Limited Trips	Total Needed Trips	Actual Ridership	Percent of Need Served
Mid-Region	9,504,642	6,224,618	223,204	15,952,464	7,858,175	49%
Northeast	517,709	627,239	10,412	1,155,360	42,601	4%
Northern Pueblos	2,894,676	2,537,463	76,042	5,508,182	786,275	14%
Northwest	3,363,811	2,288,289	71,065	5,723,165	300,515	5%
South Central	3,122,619	2,130,632	75,678	5,328,929	696,989	13%
Southeast	4,266,366	3,333,404	92,409	7,692,178	359,564	5%
Southwest	583,272	499,503	11,498	1,094,273	26,968	2%
<b>State Total</b>	<b>24,253,095</b>	<b>17,641,148</b>	<b>560,309</b>	<b>42,454,551</b>	<b>10,071,087</b>	<b>24%</b>
<b>Rural (non-MSA) Total</b>	<b>11,694,017</b>	<b>9,232,004</b>	<b>247,844</b>	<b>21,173,865</b>	<b>913,478</b>	<b>4%</b>

Sources: Connectics Transportation Group, Inc.; and Cambridge Systematics, Inc., 2006

Program needs were estimated using ridership data provided by NMDOT for Section 5310 providers, and census data on population for elderly and disabled residents. Disabled residents are identified as those who are unable to go outside the home without assistance. This group was used because it most closely translates to mobility limitations.

Though the annual ridership numbers indicate the overall size of the Section 5310 programs in each county, the ratio of riders to the elderly and disabled population in each county offers a relative measure of the degree that the programs are used by residents. Among the rural counties that have programs with transportation services (excluding Los Alamos because of its small size), the average ratio of riders to elderly and disabled population is 0.89. A ratio of 1.0 trip per elderly or disabled person was used to estimate ridership. This number is higher than the current average, but falls in the range of counties with higher ratios in 2004. Table 15, below, presents the estimated Section 5310 program ridership levels to meet these needs using the assumptions described above. Program needs are expected to grow by around 5 percent annually.

**Table 15 – Projected Rural Section 5310 Program Needs, by Region, 2004 to 2025**

Region	Projected Elderly and Disabled Population		Ideal Ridership Increases Needed To Meet Projected Needs		
	2015	2025	2004	2015	2025
Mid-Region	192,392	227,141	94,701	168,510	203,259
Northeast	12,973	15,209	8,189	12,973	15,209
Northern Pueblos	69,762	82,521	25,836	54,360	67,119
Northwest	47,602	55,775	18,204	35,971	44,144
South Central	66,342	78,424	36,358	61,272	73,354
Southeast	85,344	99,624	31,562	62,020	76,310
Southwest	13,705	16,083	(8,570)	(3,510)	(1,132)
<b>State Total</b>	<b>488,111</b>	<b>574,779</b>	<b>206,268</b>	<b>391,597</b>	<b>478,265</b>
<b>Rural Total</b>	<b>218,076</b>	<b>255,573</b>	<b>69,552</b>	<b>150,325</b>	<b>187,822</b>

Sources: Connectics Transportation Group, Inc.; and Cambridge Systematics, Inc., 2006

Commuter Rail and Intercity Bus

Commuter and intercity travel is an important component of the overall public transportation system and one in which NMDOT has an especially significant role. For all travel modes, the Department has a particular interest in travel that requires residents to connect *between* places, rather than to

move around *within* them (i.e., intercity versus intracity). Local travel is generally handled by local roads and public transportation services. Intercity travel is frequently handled by state routes, or intercity rail and bus systems. For intercity travel, system demand was estimated for Rail Runner Express commuter rail and Park and Ride intercity bus services.

### **Commuter Rail Ridership**

Ridership on the NM Rail Runner Express has been strong since its inception on July 14, 2006, and continues to grow. Table 16, below, indicates the ridership that has been realized on the commuter rail service during the two most recently completed fiscal years. The remarkable increase beginning in December 2008 (FY09) is attributed to the start of new service to Santa Fe.

**Table 16 – NM Rail Runner Express Ridership (SFY 2008-2009)**

	Total Ridership		Average Weekday Ridership	
	FY08	FY09	FY08	FY09
Jul	52,542	72,723	2,186	2,923
Aug	50,935	73,244	1,973	2,567
Sep	49,767	62,202	2,053	2,556
Oct	47,872	60,986	1,770	2,396
Nov	36,442	37,621	1,654	2,071
Dec	33,067	99,092	1,398	3,085
Jan	35,043	125,907	1,547	4,179
Feb	33,657	104,248	1,603	4,242
Mar	39,129	115,841	1,863	4,409
Apr	42,634	100,589	1,938	4,016
May	52,100	109,052	2,120	4,140
Jun	68,359	120,214	2,900	4,531
<b>TOTAL</b>	<b>541,547</b>	<b>1,081,719</b>		

Source: NMDOT Transit & Rail Division, 2009

The tremendous increase from 541,547 passengers in FY 2008 to 1,081,719 passengers in FY 2009 represented a 99.7 percent increase in one year. As of July 1, 2009, Rail Runner Express had provided a total of 2,108,416 passenger trips since service began three years earlier.

### **Intercity Bus Ridership**

Estimates of long-distance commuters from the 2000 CTPP were used to support the analysis of Park and Ride service. Using information provided by NMDOT and bus ridership on Park and Ride routes since the origination of the service in May 2003, a quantitative assessment of future intercounty Park and Ride needs was conducted, based on city and county demographics, travel times and roadway network.

Current and potential ridership of existing intercity lines is shown in Table 17 on page 50. Overall, current services have been highly successful, especially the routes serving Los Alamos. Having a single large employer as a primary destination (such as the Los Alamos National Laboratory) improves the future capture rate for Park and Ride services.

NM Park and Ride currently uses twenty six (26) 57-seat buses and two (2) 33-seat buses to serve its eight routes and two shuttles. Over the next 20 years, a total of 9 new buses will be needed to

serve these routes, in addition to regular replacement of existing buses. If NMDOT continues to contract for this service, new bus purchases will be built into the contract, as they are now. Table 17 also presents the total buses needed to serve the routes existing at the end of 2008.

Ridership growth was estimated based on growth in population in the origin and employment in the destination.

**Table 17 – Park and Ride Needs Through 2025**

Route	Average Daily Riders			Buses Allocated (2008)	Buses Needed		Total Additional Buses Needed
	2008	2015	2025		2015	2025	
Orange	62	69	79	2	2	2	0
Red	57	71	75	3	3	3	0
Green	147	174	193	4	5	5	1
Blue	185	230	277	5	6	7	2
Purple	439	571	640	5	7	7	2
Turquoise	39	44	50	2	2	3	1
Silver	52	59	71	2	2	3	1
Gold <sup>1</sup>	-	322	352	-	6	8	4
South Capitol Shuttle <sup>2</sup>	-	81	91	-	2	2	0
NM 599 Station Shuttle <sup>3</sup>	-	57	67	-	1	1	0
<b>Total</b>	<b>981</b>			<b>23</b>	<b>36</b>	<b>41</b>	<b>11</b>

Source: NMDOT Transit & Rail Division, 2009

<sup>1</sup>Began service September 2009 (4 buses)

<sup>2</sup>Began service December 2008 (2 buses)

<sup>3</sup>Began service August 2009 (1 bus)

## B. Performance Measures

This section describes the performance measures that were used to prioritize future public transportation system investments in support of the SPTP. Performance measure evaluations were used to translate the system needs analysis presented in the previous section into implementable project priorities. The metrics presented in this section include cost-benefit considerations, accessibility, mobility, safety, economic development and other measures.

For the SPTP, a set of measures were selected that reflect current best practice at DOTs. Specific measures were used from other DOTs that most closely captured the rural nature of New Mexico. Figure 17, on page 51, presents the specific measures recommended for use to support the SPTP. The focus was on a small set of measures that could be used to prioritize projects and programs within the different modes and systems under evaluation.

The measures and associated data were used to quantify the performance of potential projects for the SPTP. As with any performance-based analysis, additional qualitative measures and policy initiatives were also examined and assessed to support the quantitative analysis and to fully understand the potential project priorities.

Figure 17 – Performance Measures and Criteria

<u>Mode</u>	<u>Accessibility</u>	<u>Maximum Needs/ Public Transportation Dependence</u>	<u>Cost Effectiveness/ Economic Development</u>	<u>Mobility/ Connectivity</u>
Rural public transportation	<ul style="list-style-type: none"> <li>Total ridership</li> <li>Percent of residents in rural areas with access to public transportation service</li> </ul>	<ul style="list-style-type: none"> <li>Number and percent of rural counties with public transportation service</li> <li>Percent of area that meets minimum density requirements for hourly service (3 persons/sq. mi.; 4 jobs/sq. mi.)</li> </ul>	<ul style="list-style-type: none"> <li>Cost per rider</li> <li>Percent of low-income population with access to public transportation service</li> <li>Cost per vehicle mile</li> </ul>	<ul style="list-style-type: none"> <li>Percent of major employers with commute option(s) other than automobile</li> </ul>
Human services transportation	<ul style="list-style-type: none"> <li>Percent of human services population living in cities with access to on-demand public transportation services</li> </ul>	<ul style="list-style-type: none"> <li>Percent of elderly, disabled and low-income populations with available on-demand public transportation service</li> </ul>	<ul style="list-style-type: none"> <li>Cost per rider</li> <li>Percent of low-income population with access to public transportation service</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Intercity bus/rail	<ul style="list-style-type: none"> <li>Percent of population living in cities with intercity bus or rail service</li> <li>Percent of population living within 20 miles of rail or bus station</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Cost per rider</li> <li>Cost per passenger mile</li> <li>Farebox recovery ratio</li> </ul>	<ul style="list-style-type: none"> <li>Percent of major commuting corridors with intercity service</li> <li>Percent of major employers with commute option(s) other than automobile</li> </ul>

Source: Cambridge Systematics, Inc., 2006

### C. Project Prioritization

The needs analysis was conducted without consideration of the feasibility of various investments. The public transportation project analyses described in this section translate the abstract needs described in Section A (Needs Analysis) into concrete projects, and use the performance measures described in Section B (Performance Measures) to evaluate them.

#### Rural Public Transportation

For rural public transportation, the needs analysis was estimated using the Mobility Gap methodology, which calculates needs based on the relative trip-making rates for households with and without vehicles. In practice, no state could reasonably address all of the needs, especially a state like New Mexico, which has a relatively small population spread over a large land area.

This section provides an analysis of potential rural public transportation projects in cities without current service. It also provides an analysis of RTDs, four (4) of which have already been established in New Mexico, and the service coordination benefits that can be derived from this organizational form.

#### Project Analysis

Potential new rural public transportation services were identified using information about existing services and the total population and population density of unserved areas. The analysis was derived from the minimum service density concept identified in Section B (Performance Measures). This concept was adjusted, as described below, to account for the rural nature of New Mexico. Projects were identified as follows:

- Communities with existing rural public transportation service (Section 5311 program) were identified, as described in Section A (Needs Analysis). With a few exceptions, these services are located in communities of at least 5,000 people and with a population density of above 2 persons per acre. The exceptions are in communities like Angel Fire, where the services double as ski shuttles.
- The complete set of communities in New Mexico without rural public transportation service was identified. In general, this excluded urban areas. Bernalillo County and communities adjacent to major cities (Albuquerque, Las Cruces and Santa Fe) were excluded. However, communities a short distance from these major cities were included. For example, Los Lunas and Belen (both in Valencia County, in the Albuquerque metropolitan area) both have existing rural public transportation services. Similar cities were retained in the analysis.
- A population threshold of 2,500 people and a population density of over 1 person per acre were applied to these communities to identify a set with the potential for new service (see Table 18, below). The population density threshold is lower than has been identified through national research, but the level of aggregation used for this analysis (community) is higher than typically is considered in the national research. The national research tends to focus on individual urban areas and how they provide service within the area. In addition, the thresholds selected represent values that are roughly one-half the level of communities with existing services in New Mexico. This helps ensure that the analysis will capture a broad, but reasonable set of potential projects.

**Table 18 – Communities With Potential for Rural Public Transportation Service**

Community	County	Population	Persons Per Acre	Comments
Anthony CDP	Doña Ana	7,904	3.1	In South Central RTD
Bernalillo	Sandoval	6,611	2.2	In Rio Metro RTD; has two (2) Rail Runner Express stations
Eunice	Lea	2,562	1.4	19 miles from Hobbs
Lovington	Lea	9,471	3.1	21 miles from Hobbs
Raton	Colfax	7,282	1.6	
Santa Rosa	Guadalupe	2,744	1.0	
Tucumcari	Quay	5,989	1.2	
Tularosa	Otero	2,864	2.1	13 miles from Alamogordo
Vado CDP	Doña Ana	3,003	1.6	In South Central RTD

Source: Census 2000; and Cambridge Systematics, Inc., 2006.

CDP = Census Designated Place, an unincorporated community.

Ridership, vehicle needs, and operating costs were estimated by pivoting off of the data for existing public transportation services in New Mexico. A similarity matrix was developed that compared four key variables between the potential and existing public transportation services in New Mexico, excluding urban services:

- The total population with access to the service, assumed to be the urbanized area around the primary town (from the U.S. Census);
- The population density of the area with access to the service, calculated as total population divided by total area;

- The proximity of the service to other public transportation services, recorded as either proximate or not (a binary variable); and
- The distance of the service to the nearest town of at least 10,000 residents, to capture the relative isolation of each service area.

These four variables were averaged to produce an overall similarity matrix, with a row for each potential service and a column for each existing service. These values were used to generate the following key ridership and cost variables:

- Ridership was estimated by multiplying the weighted average annual riders per resident for existing services by the total residents of the potential services;
- Total vehicles needed to provide the service was estimated by dividing total riders for the potential services by weighted average vehicle hours per resident for the existing services, rounding up to ensure enough vehicles;
- Operating costs were estimated by averaging two factors:
  - An operating cost per vehicle factor was estimated by multiplying the weighted average operating cost per vehicle for existing services by the total vehicles required for the potential service, and
  - An operating cost per rider factor was estimated by dividing the total estimated ridership for the potential service by the weighted average cost per rider for existing services;
- Operating cost per rider was estimated by dividing estimated operating costs for the potential service by estimated ridership for the potential service; and
- Capital costs were estimated by multiplying total vehicles needed by \$40,000, the cost of a new 15 passenger bus, which is the largest bus likely to be used by any of these services.

Figure 18, on page 54, presents key performance metrics for communities with potential service – expected riders, operating costs, and cost per rider. Both base (2005) and future (2025) estimates were generated, using population forecasts. The cost per rider ranges from a low of just under \$10.00 per rider to \$15.00 per rider, averaging \$12.00. Total operating costs for the additional services is expected to be roughly \$1.5 million per year, a significant increase over the approximate \$8 million spent on operating costs for 5311 providers in New Mexico today. Initial total capital costs to provide buses for all new services total \$1.6 million, though these may be somewhat lower if even smaller vehicles (such as vans) will be used instead of the 15-passenger buses.

Table 19, on page 54, presents the reach of rural public transportation services in New Mexico. Table 19 also presents the service boundary of both current services and how that service could increase with new service added by county.

The institution of new public transportation services in the 12 areas identified above would increase service coverage by about 5 percent, bringing the total rural population covered to nearly 50 percent. The service varies substantially from county to county, with the smaller counties having none (Catron, De Baca, Guadalupe, and Union) or limited (Lincoln, Mora, and Sierra) service.

Figure 18 – Rural Public Transportation Performance Metrics by Service

Expected Annual Riders				Operating Costs			Vehicles Needed	Vehicle Costs (\$1,000s)
Community	County	Current	2025	Current	2025	Cost Per Rider		
Anthony CDP	Doña Ana	11,796	16,179	121,200	166,200	10.27	3	120
Bernalillo	Sandoval	9,305	15,432	105,800	175,500	11.37	3	120
Dulce	Rio Arriba	4,151	4,809	65,100	75,400	15.68	2	80
Eunice	Lea	4,556	4,227	57,600	53,400	12.64	2	80
Lovington	Lea	17,777	16,491	174,600	161,900	9.82	5	200
Raton	Colfax	12,480	13,451	157,100	170,500	12.59	4	160
Santa Rosa	Guadalupe	4,320	5,076	73,200	86,000	16.94	2	80
Santo Domingo Pueblo	Sandoval	3,939	6,533	59,200	98,200	15.03	2	80
Socorro	Socorro	15,108	19,734	173,800	226,900	11.50	4	160
Tucumcari	Quay	9,795	9,048	114,800	106,000	11.72	3	120
Tularosa	Otero	3,617	4,015	55,900	62,000	15.45	2	80
Vado CDP	Doña Ana	4,299	5,897	61,100	83,800	14.21	2	80

Source: Cambridge Systematics, Inc., 2006.

Table 19 – Rural Population with Public Transportation Service

County (Rural Only)	Current Service			New Service	
	Population (2005)	Population Served	Percent Served	Population Served	Percent Served
Catron	3,829	0	0%	0	0%
Chaves	63,295	47,176	75%	48,411	76%
Cibola	26,753	3,795	14%	14,199	53%
Colfax	14,765	6,020	41%	13,302	90%
Curry	46,059	38,388	83%	39,453	86%
De Baca	2,270	0	0%	0	0%
Eddy	53,514	11,397	21%	11,397	21%
Grant*	32,462	4,100	13%	11,950	37%
Guadalupe	5,010	0	0%	2,540	51%
Harding	805	0	0%	0	0%
Hidalgo*	5,875	270	5%	270	5%
Lea	55,108	30,783	56%	42,816	78%
Lincoln	21,798	1,036	5%	1,036	5%
Los Alamos	18,720	10,743	57%	10,743	57%
Luna*	28,638	3,100	11%	3,100	11%
McKinley	81,484	28,104	34%	28,104	34%
Mora	5,704	369	6%	369	6%
Otero	64,851	37,817	58%	40,681	63%
Quay	10,114	0	0%	5,989	59%
Rio Arriba	43,132	23,272	54%	23,272	54%
Roosevelt	19,117	11,625	61%	11,625	61%
San Juan	121,445	53,294	44%	53,294	44%
San Miguel	32,513	17,892	55%	17,892	55%
Sierra	15,065	1,390	9%	1,390	9%
Taos	32,651	12,121	37%	12,121	37%
Torrance	19,523	17,029	87%	17,029	87%
Union	4,280	0	0%	0	0%
<b>Rural Total</b>	<b>848,582</b>	<b>359,721</b>	<b>42%</b>	<b>419,382</b>	<b>49%</b>

Source: Cambridge Systematics, Inc., 2006

\*The Southwest Regional Transit District took over service in these Counties in 2009

## Human Services Transportation

Human services transportation programs typically provide service to elderly, disabled and low-income individuals. These services are funded through a wide variety of programs, though the focus is on the Section 5310 program. As described in the needs analysis, there are both program services that provide service to a particular group, such as a nursing home, and non-program services that provide broad service to anyone who meets a particular criterion.

The focus of this section is on potential non-program human services transportation that may be feasible for implementation in the future. The analysis follows the same pattern as the rural public transportation analysis, identifying potential new services and examining the coverage of these services for the relevant subgroups.

Current and future populations of each subgroup were estimated from U.S. Census data and data from the University of New Mexico's Bureau of Business and Economic Research. These data capture expected future growth in the elderly population in New Mexico. As with rural public transportation, existing services were compared to areas that did not provide human services transportation to identify a set of areas where service may be considered in the future. The cities with the largest populations of unserved elderly and disabled were considered. Figure 19, below, presents the population served and likely operating costs for those services. Also, Figure 20, on page 56, presents the improved accessibility that these services would provide.

**Figure 19 – Human Services Transportation Potential Services**

Community	County	Population (2005)			Operating Costs	Vehicles Needed	Vehicle Costs (\$1,000s)
		Elderly	Disabled	Low Income			
Clayton	Union	450	45	466	31,245	3	102
Columbus	Luna	321	81	516	53,613	2	68
Crownpoint	McKinley	179	126	938	80,419	3	102
Dulce CDP	Rio Arriba	283	126	482	64,657	3	102
Eunice	Lea	321	96	495	104,182	3	102
Grants	Cibola	981	373	1,898	215,524	10	340
Raton	Colfax	1,267	206	1,010	277,817	8	272
Santa Rosa	Guadalupe	360	111	542	31,245	3	102
Truth or Consequences	Sierra	2,036	324	1,282	214,450	8	272
Tucumcari	Quay	1,159	268	1,165	52,076	5	170
<b>Total</b>		<b>7,357</b>	<b>1,756</b>	<b>8,794</b>	<b>1,125,228</b>	<b>48</b>	<b>1,632</b>

Source: Cambridge Systematics, Inc., 2006. Note: Vehicle costs are \$34,000 per vehicle, assuming the purchase of 13-passenger lift vans.



Figure 20 – Accessibility Analysis for Human Services Transportation

Population (2005)			Existing Population Served				Potential Population Served (New Service)			
Rural County	Elderly/ Disabled	Low Income	Elderly/ Disabled	%	Low Income	%	Elderly/ Disabled	%	Low Income	%
Catron	857	868	0	0%	0	0%	0	0%	0	0%
Chaves	11,924	12,337	1,351	11%	9,195	75%	1,351	11%	9,195	75%
Cibola	4,112	5,767	0	0%	91	2%	20,808	100%	10,495	100%
Colfax	2,985	2,048	2,451	82%	1,681	82%	17,015	100%	8,963	100%
Curry	6,840	8,038	5,701	83%	6,699	83%	5,701	83%	6,699	83%
De Baca	647	357	0	0%	0	0%	0	0%	0	0%
Eddy	9,850	8,339	4,946	50%	1,776	21%	4,946	50%	1,776	21%
Grant	6,440	5,970	2,371	37%	2,198	37%	2,371	37%	2,198	37%
Guadalupe	860	990	0	0%	0	0%	5,080	100%	2,540	100%
Harding	269	111	0	0%	0	0%	0	0%	0	0%
Hidalgo	1,071	1,712	0	0%	0	0%	0	0%	0	0%
Lea	8,970	10,652	5,011	56%	5,950	56%	10,135	100%	8,512	80%
Lincoln	4,820	2,771	229	5%	132	5%	229	5%	132	5%
Los Alamos	2,611	436	0	0%	250	57%	0	0%	250	57%
Luna	6,522	8,365	0	0%	0	0%	3,530	54%	1,765	21%
McKinley	9,445	29,060	2,520	27%	7,752	27%	7,780	82%	10,382	36%
Mora	1,185	1,279	77	6%	83	6%	77	6%	83	6%
Otero	9,812	11,556	5,722	58%	6,739	58%	5,722	58%	6,739	58%
Quay	2,410	1,968	0	0%	0	0%	11,978	100%	5,989	100%
Rio Arriba	6,722	7,927	3,627	54%	4,277	54%	8,873	100%	6,900	87%
Roosevelt	3,089	3,983	1,878	61%	2,422	61%	1,878	61%	2,422	61%
San Juan	15,750	26,910	6,912	44%	11,809	44%	6,912	44%	11,809	44%
San Miguel	5,628	3,252	3,097	55%	1,790	55%	3,097	55%	1,790	55%
Sierra	4,877	2,649	450	9%	244	9%	15,028	100%	7,533	100%
Socorro	2,807	5,800	1,191	42%	2,460	42%	1,191	42%	2,460	42%
Taos	5,110	5,842	1,897	37%	2,169	37%	1,897	37%	2,169	37%
Torrance	2,901	3,540	2,531	87%	3,087	87%	2,531	87%	3,087	87%
Union	840	789	0	0%	0	0%	5,048	100%	2,524	100%
<b>Rural Total</b>	<b>139,353</b>	<b>173,321</b>	<b>51,958</b>	<b>37%</b>	<b>70,806</b>	<b>41%</b>	<b>143,174</b>	<b>100%</b>	<b>116,414</b>	<b>67%</b>

Source: Cambridge Systematics, Inc., 2006.

## Intercity Public Transportation

One of the key functions of the state transportation system is to link cities and regions together. Whether through the highway network or public transportation, intercity connectivity is an important high-level function of the transportation system that individual regions and cities cannot be expected to address on their own. As described in Section A, NMDOT already supports intercity public transportation through its Park and Ride services in several communities, and the Rail Runner Express service connecting Belen, Los Lunas, Albuquerque, Bernalillo and Santa Fe. As part of the SPTP, additional corridors for intercity public transportation were identified. This effort is described in additional detail below. The relevant performance metrics from Section B are then applied.

### Statewide Intercity Services

The evaluation identified additional potential intercity services that could operate successfully in New Mexico. Two types of services were considered:

- Rail service, similar to the Rail Runner Express
- Intercity express bus service, similar to Park and Ride

## Background

Future demand for park-and-ride services was estimated based on the future estimates of long distance commuters identified as part of the Census Transportation Planning Package forecasts. County pairs with at least 500 daily trips in one direction were selected for analysis. Only flows with origins and destinations in different counties and where NM Rail Runner Express and/or NM Park and Ride did not currently provide service were evaluated. Although there may be some cases where Park and Ride service will support intra-county movements, these typically would be planned by a regional or local agency. The only current Park and Ride service within a single county is the Silver Route Las Cruces to White Sands Missile Range service in Doña Ana County.

This analysis resulted in eight (8) corridors, as identified below (see Table 20, below, and Figure 21, page 58):

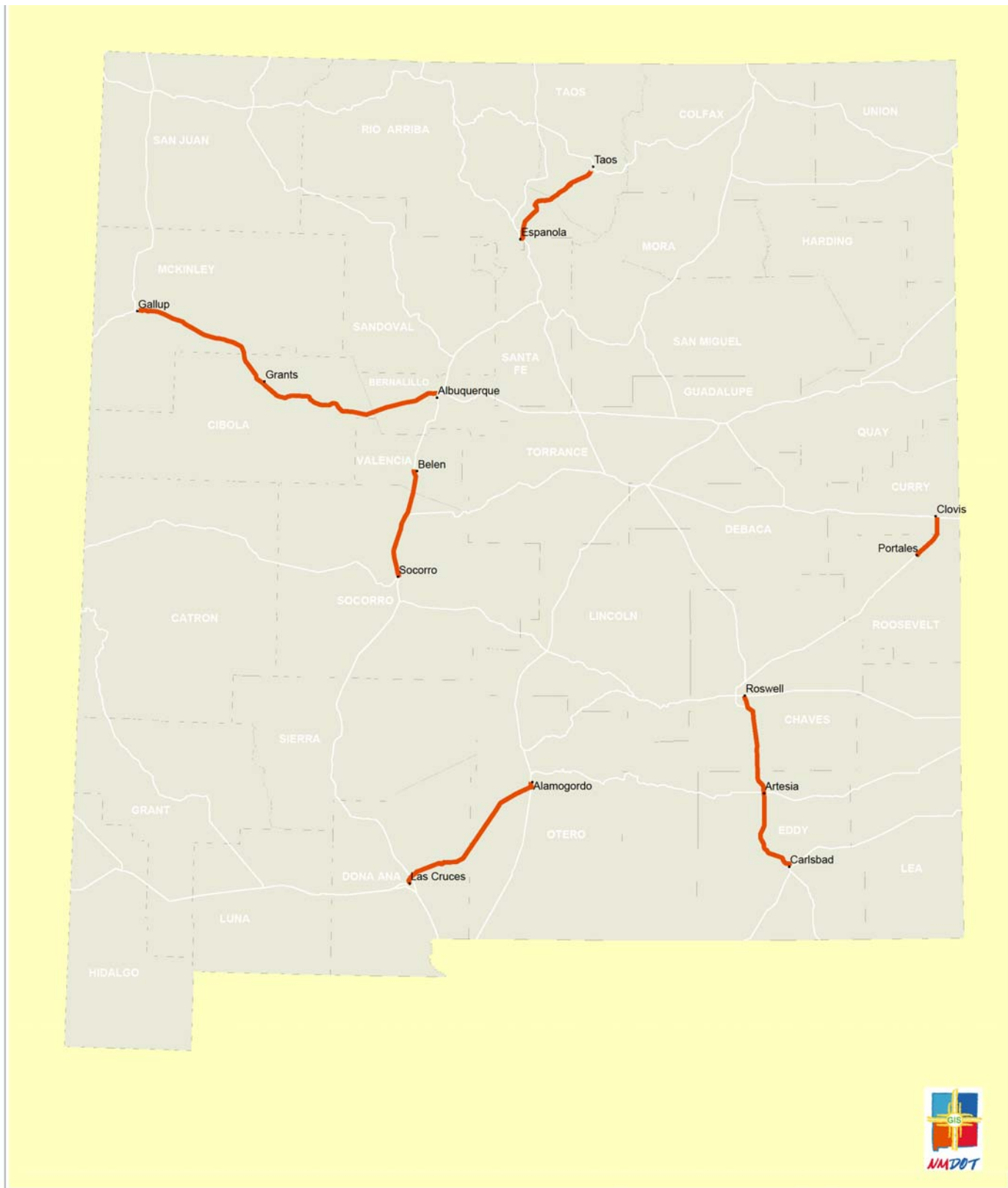
- Las Cruces – El Paso, TX
- El Paso, TX – Las Cruces
- Portales – Clovis
- Alamogordo – Las Cruces
- Grants – Albuquerque
- Grants – Gallup
- Roswell – Artesia/Carlsbad
- Socorro – Belen

**Table 20 – County to County Commuter Flows (over 500 directional trips per day)  
For Park and Ride Service**

County		Directional Trips	Major City		Distance (Miles)	Predicted Trips	Assessment
Origin	Destination		Origin	Destination			
<i>Doña Ana</i>	<i>El Paso</i>	<i>10,446</i>	<i>Las Cruces</i>	<i>El Paso</i>	<i>50</i>	<i>208</i>	<i>Service Established 2009</i>
<i>El Paso</i>	<i>Doña Ana</i>	<i>4,674</i>	<i>El Paso</i>	<i>Las Cruces</i>	<i>50</i>	<i>94</i>	<i>Service Established 2009</i>
Roosevelt	Curry	1,090	Portales	Clovis	18	23	Primary cities too close
Otero	Doña Ana	880	Alamogordo	Las Cruces	60	38	Concentrated flow between two cities
Cibola	Bernalillo	740	Grants	Albuquerque	80	16	Grants is likely too small and Too distant to support park and ride
Cibola	McKinley	725	Grants	Gallup	60	31	Low volume, but relatively concentrated corridor
Chaves	Eddy	575	Roswell	Artesia/Carlsbad	40/75	25	Low volume, but relatively concentrated corridor
Socorro	Valencia	540	Socorro	Belen	44	12	Low volume, but relatively concentrated corridor

Source: Census 2000

Figure 21 – Potential Future Park and Ride Corridors (2008)



## Service Plan

The Gold Route began operating between Las Cruces and El Paso in September 2009. It is managed by NMDOT and operated by the current contracted vendor from its southern Park and Ride base of operations located in El Paso, Texas. The service operates between El Paso and Anthony, Texas, and New Mexico State University (NMSU), and the City of Las Cruces in New Mexico. The service provides transportation in both peak directions, providing 19 trips daily, allowing passengers to commute to both El Paso and Las Cruces for 8:00 a.m. work times. This provides seating capacity of 1,083 passengers daily. One trip in both the AM and PM interlines acts as a transfer without having to change buses) with the existing Park and Ride Silver Route operating between Las Cruces and White Sands Missile Range.

In El Paso the service utilizes the City of El Paso's Bert Williams Downtown Transit Center and the City's Westside Transit Center. The Anthony stop is at the Lowe's Big 8 parking lot. The NMSU stop is in the Pan American Center parking lot. The Las Cruces stop is in the City's downtown transit terminal and allows connections with the Las Cruces' RoadRUNNER transit system.

The average daily ridership (ADR) between Las Cruces and El Paso began with an average daily ridership (ADR) of 78 passengers in September 2009. ADR had increased to 125 in May, 2010. There is a conservatively estimated demand of 302 passengers per day once the service is well established. If the demand is higher than estimated, additional expansion to this route will be evaluated based on available funds.

## Cost

Cost estimates for this new service are approximately \$875,000 per year including fuel. A conservative estimate of 15% farebox recovery would put the total estimated project costs for the service plan described in the section above at approximately \$750,000. Fares were implemented that are consistent with current fare policy on NM Park and Ride, that is, a one-way fare of \$3.00 and a \$90 monthly pass. For those commuting between White Sands Missile Range and destinations south of Las Cruces, a \$120 monthly system-wide pass is available. Cost savings from discontinuing service between Albuquerque and Santa Fe is being utilized to fund this service, as well as cost sharing with the Texas Department of Transportation through El Paso County.

## Project Benefits

The project provides an efficient, safe and economical transit option for those in the corridor where none previously existed. It has a positive impact on the region's social services, employment opportunities for both employers and employees, and improves commuter options for connectivity to transit systems. Additionally, the service helps to reduce air pollution. The area between Anthony and El Paso has been designated as being in non-attainment for particulate matter, and a marginal non-attainment area for ozone exists in Sunland Park, adjacent to El Paso. The service also demonstrates the potential ridership for a possible future passenger rail service in this corridor.

A conservative estimate of 302 passenger trips per day will result in 75,500 passenger trips per year in this corridor. This will result in:

- Reduced traffic congestion in the corridor by removing 3.4 million vehicle miles of travel from I-10 and I-25
- Reduced carbon dioxide emissions (a Greenhouse Gas) by 1,654 tons
- Reduced gasoline consumption by 170,000 gallons
- Users of the service will have a cost savings of 46 to 75 cents per mile as opposed to driving
- Cost savings to the average Park and Ride monthly pass holder between El Paso and Las Cruces of \$992 per month as opposed to driving

## IX. Strategic Public Transportation Plan

Based on the analyses described in the previous section, this section provides a set of recommended strategies and projects for NMDOT to pursue. The projects evaluated above have been prioritized using the available performance measures. In addition, potential policies or strategies have been identified for several public transportation projects.

### Rural Public Transportation and Human Services Transportation

Communities were identified with both a need for, and feasibility of, new rural public transportation and human services transportation. A total of 12 communities were identified for potential new rural service. These were ranked in terms of expected future riders, cost per rider and improvement to accessibility (see Figure 22, below). Expected riders range from over 3,000 to over 17,000. Cost of implementation ranges from just under \$10 per rider to almost \$17 per rider.

**Figure 22 – Prioritized Rural Public Transportation Service**

Community	County	Expected Annual Riders	Riders Rank	Expected Cost (\$) Per Rider	Cost Rank	Improved Access*	Access Rank	Overall Rank (Average)	RTD
Lovington	Lea	17,777	1	9.82	1	29%	3	1	
Anthony CDP	Doña Ana	11,796	5	10.27	2	10%	5	3	SCRTD
Raton	Colfax	12,480	4	12.59	7	66%	2	4	
Bernalillo	Sandoval	9,305	7	11.37	3	5%	7	5	Rio Metro
Eunice	Lea	4,556	8	12.64	8	29%	3	6	
Socorro	Socorro	15,108	3	11.50	4	0%	12	7	SCRTD
Tucumcari	Quay	9,795	6	11.72	5	5%	10	8	
Vado CDP	Doña Ana	4,299	10	14.21	9	5%	9	9	SCRTD
Santo Domingo Pueblo	Sandoval	3,939	12	15.03	10	5%	7	10	Rio Metro
Tularosa	Otero	3,617	13	15.45	11	6%	6	11	
Santa Rosa	Guadalupe	4,320	9	16.94	13	2%	11	12	
Dulce	Rio Arriba	4,151	11	15.68	12	0%	12	13	NCRTD

Source: Cambridge Systematics, Inc., 2006

\*Improved access is an average of the improved access in the county and the share of increased accessibility in the State that is generated by the new services in that county. CDP = Census Designated Place

Likewise, a total of 10 communities were identified for potential new human services transportation. These were ranked based on the size of the potential population served (elderly and disabled) and the relative cost per person for implementing new service (see Table 21, on page 61). The projects would provide service to communities ranging from just over 300 elderly and disabled residents to nearly 2,400. The annual cost per potential new person served ranges from \$36 to \$264. It is important to note that this cost is not the same as cost per rider, because many of these services are provided to groups and tracking of ridership is less sophisticated.

### Regional Transit Districts

In addition to identifying new potential public transportation services, the SPTP also provides one clear policy recommendation regarding rural service coordination: continued use of the RTD model for addressing public transportation needs in the State. NMDOT is actively supporting RTDs as a means to provide public transportation services more efficiently. RTDs are one method to coordinate service and fund locally-derived projects with local tax support, and NMDOT should continue to encourage regions to develop RTDs with these goals in mind.

Table 21 – Prioritized Human Services Transportation

Community	County	Elderly/ Disabled	Rank	Cost Per Population Served	Rank	Overall Rank	RTD
Tucumcari	Quay	1,427	3	\$36	1	1	
Truth or Consequences	Sierra	2,360	1	\$91	4	2	SCRTD
Clayton	Union	495	5	\$63	2	3	
Santa Rosa	Guadalupe	471	6	\$66	3	4	
Raton	Colfax	1,473	2	\$189	8	5	
Grants	Cibola	1,354	4	\$159	7	6	
Columbus	Luna	402	9	\$133	5	8	
Dulce CDP	Rio Arriba	409	8	\$158	6	8	NCRTD
Eunice	Lea	417	7	\$250	9	9	
Crownpoint	McKinley	305	10	\$264	10	10	

Source: Cambridge Systematics, Inc., 2006

RTDs have the potential for substantial benefits in coordinating public transportation services, including more cost effective service delivery (through reduction in administrative costs) and expanded service provision. TCRP Report 101 provides a set of potential policy directions to support the development of coordination.

### Intercity Service

A small number of additional intercity service needs and projects have been identified for potential future service. The top priorities for intercity service include the following:

- Continue existing intercity bus services. These services provide effective transportation primarily to commuters in several key corridors. Continued service will require a small increase in the number of buses on these lines – up to 11 through 2025 to continue service at current standards on each line.
- Continue existing commuter rail service. In addition, it is important to integrate this service with NM Park and Ride and other local services. Ensuring easy, timed connections with the Rail Runner Express can help increase ridership on all connecting services.

NMDOT is already actively supporting intercity public transportation through the Park and Ride and Rail Runner Express programs. As NMDOT helps the RTDs and local public transportation systems, it will be important to coordinate these with the existing and proposed intercity services. The local transportation services should help distribute commuters to jobs and services at their destination. This will help expand the number of riders who can make use of these services.

## X. Institutional and Policy Issues

This section contains objectives for NMDOT that will strengthen the Department's position for a more effective, integrated public transportation network.

NMDOT Transit & Rail Division objectives include:

- Create and sustain statewide integrated network of public transportation services and intermodal facilities
- Encourage regional and local planning partners to adequately address State public transportation policy in all transportation planning activities and programs throughout the State
- Preserve existing public transportation service levels, facilities and equipment
- Build partnerships between federal, state, regional, local, tribal, and private sector public transportation entities to improve public transportation planning and coordinated service delivery
- Promote the availability of some form of public transportation service in all areas of New Mexico for use by the general public, including all "human services" groups, with particular attention to small urban and non-urban areas
- Market and promote the use of public transportation for all residents of the State
- Promote the implementation of state-of-the-art public transportation management and operations to ensure effective use of resources and to improve service delivery

As further background for developing institutional and policy recommendations, the following list of example "roles and responsibilities" has been prepared to represent activities and relationships that will likely evolve over time between the various stakeholders of public transportation services in the State.

The roles and responsibilities reflect an assumption of continued formation and operation of RTDs, and that federal/state/regional/local/tribal partnerships will be the model for advancing the State's public transportation agenda. It is understood that some of these roles and responsibilities may represent new activities that will require additional resources – both financial and human. This list should be viewed as a model that the NMDOT will work toward in cooperation with its partners; and that the document will be revisited on a regular basis and revised as appropriate.

NMDOT roles and responsibilities:

- Advocate for public transportation services
- Support public transportation services and create incentives for NMDOT employee use of public transportation, Park and Ride, Rail Runner Express, vanpooling, carpooling, etc.
- Administer federal transit funding for small urban and non-urban programs
- Undertake legislative initiatives in support of public transportation
- Serve as the lead State agency in all public transportation matters, including establishing constructive partnerships with other State agencies that provide support for public transportation services, or whose clients depend on such services
- Serve as the advocate for and facilitator of coordination/consolidation of public transportation services within the State
- Conduct statewide public transportation planning
- Prepare the transit component of the State Transportation Improvement Program (STIP)
- Perform oversight/accountability functions for federal and state funds administered by the Department
- Provide (directly or by contract) technical assistance and training to RTDs and local public transportation providers

- Sponsor public transportation research/demonstration projects
- Sponsor or provide inter-regional public transportation services that may be beyond the jurisdiction of individual RTDs and local transportation providers
- Participate in marketing and promoting the use of public transportation services
- Develop or sponsor the development of transportation demand management commute options programs
- Continue training local providers in the New Mexico State Transit Accounting and Ridership System (STARS).

MPO and RPO roles and responsibilities:

- Provide a planning process that meets federal and state guidelines for transportation planning in their respective areas
- Provide a public forum and serve as an advisory board to prioritize federal transit applications in their respective areas
- Submit projects for inclusion in the State Transportation Improvement Program (STIP) and/or NMDOT's Program of Projects (POP) submitted to FTA
- Manage FTA Section 5303 planning assistance in a responsible manner (MPOs)
- Conduct financial and planning coordination of FTA programs within their respective planning areas
- Collaborate to accomplish interconnectivity within and across regions
- Participate in marketing and promoting the use of public transportation services.

RTD roles and responsibilities:

- Develop and adopt public transportation service plan for the region
- Identify the service the RTD intends to provide, the need for the service, and how such service will be coordinated with existing and planned service provided by other operators
- Identify the costs and revenues associated with the proposed service, and demonstrate the financial capacity of the RTD to sustain operations
- Ensure consistency with State, local, tribal and regional public transportation plans
- Achieve economies of scale in the delivery of the proposed service
- Collaborate to accomplish interconnectivity within and across regions
- Participate in marketing and promoting the use of public transportation services.

Local provider roles and responsibilities:

- Provide public transportation services to the general public and special needs individuals according to federal and state guidelines
- Manage federal, state and local apportionments for the provision of public transportation services in a responsible manner
- Ensure that all public transportation-related employees are trained to proficiency and that all vehicles used in passenger transportation are maintained in safe operating condition
- Identify the costs and revenues associated with the proposed service, and demonstrate the financial capacity of the local community to sustain operations
- Partner with local communities to integrate safety & security and emergency preparedness into all operations
- Work with decision-makers and potential users to determine the costs and benefits, and potential levels of use for public transportation; conduct outreach to market the public transportation service(s); and engage with planning partners to address the needs and gaps in service in the service area
- Collaborate to accomplish interconnectivity within and across regions
- Participate in marketing and promoting the use of public transportation services.



## XI. Funding Sources

### Federal Funding Sources

Federal funding comes from a mix of formula and discretionary grant programs authorized by Congress, governed by statute in the U.S. Code, and apportioned and allocated by FTA on an annual basis (see Table 22, below).

**Table 22 – Existing Federal Transit Funding Sources Administered by the U.S. DOT**

Program Title	Eligible Recipients	Eligible Uses	Federal/Local Match	Distribution Basis
Section 5303/5304/5305 – Metropolitan & Statewide Planning	State DOTs, for use by DOT and MPOs	Transportation planning	80/20	Statutory formula
Section 5307 – Large Urban Cities (split between large cities over 200,000 and small cities of 50,000 to 200,000 population)	Large transit systems (over 200,000 population) and States on behalf of smaller urban areas	Planning, engineering, vehicles, facilities, preventive maintenance. Operating (for cities of 50,000 to 200,000 population)	80/20 (capital) 50/50 (operating)	Statutory formula
Section 5308 – Clean Fuels Grant Program	Public agencies	Achieving air quality standards; clean fuel and advanced propulsion technologies	80/20	Discretionary
Section 5309 – Major Capital Investments (New Starts & Small Starts)	Public agencies	New fixed guideway systems (New Starts)	80/20*	Discretionary
Section 5309 – Rail and Fixed Guideway Modernization	Public agencies, after operating passenger rail for seven years	Modernization of existing rail systems	80/20	Statutory formula
Section 5309 – Bus and Bus Facilities	Public agencies	New and replacement buses and facilities	80/20	Discretionary
Section 5310 – Transportation for Elderly Persons and Persons With Disabilities	Large transit systems (over 200K population) and State DOTs for subgranting to public agencies and non-profits	Procurement of accessible vehicles and related capital items	80/20	Statutory formula
Section 5311 – Rural and Small Urban Areas (under 50,000 population)	State DOTs for subgranting to public agencies	Planning, capital and operating assistance; support for rural intercity bus service	80/20 (capital) 50/50 (operating)	Statutory formula
Section 5311(b)(3) – Rural Transit Assistance Program	State DOTs	Statewide planning, technical assistance, R&D	80/20	Statutory formula
Section 5311(c) – Public Transportation on Indian Reservations	Federally-recognized Indian tribes	Planning, capital and operating assistance	100/0	Discretionary
Section 5316 – Job Access and Reverse Commute Program	Large transit systems (over 200,000 population) and States on behalf of public agencies	Capital and operating assistance to meet the transportation needs of low-income people and welfare recipients	80/20 (capital) 50/50 (operating)	Statutory formula
Section 5317 – New Freedom Program	Large transit systems (over 200,000 population) and States on behalf of public agencies	Capital and operating assistance to support new public transportation services and public transportation alternatives beyond those required by the ADA	80/20 (capital) 50/50 (operating)	Statutory formula
Flexible Funding for Highway and Transit (i.e., SPTP, CMAQ, NHS)	Section 5307, 5310 and 5311 programs	Capital and planning projects. Once they are transferred to FTA for a transit project, funds are administered as FTA funds and take on all the requirements of the FTA program	Transferred funds may use the same non-Federal matching share that the funds would have if used for highway purposes and administered by FHWA	Transfer made by: MPO (over 200K pop.); MPO and State DOT (under 200K pop.); or State DOT (rural area)

Source: Federal Transit Administration, 2009

\*Maximum Federal share is 80 percent; however, overmatching by project sponsors is common.

In Federal Fiscal Year 2009, total Federal funding to the State and urban providers for public transportation in New Mexico amounted to \$22.2 million.

In addition, the American Recovery and Reinvestment Act (ARRA) of 2009 made another \$27.5 million available to New Mexico for “shovel ready” public transportation capital projects at 100% Federal share (see Table 23, below).

**Table 23 – ARRA Funds – New Mexico (2009)**

Recipient	Population Category	ARRA Funds
Albuquerque	Greater than 200,000	\$11,388,245
Farmington	50,000 to 200,000	\$790,312
Las Cruces	50,000 to 200,000	\$1,713,911
Santa Fe	50,000 to 200,000	\$1,370,382
NM Non-Urban	Less than 50,000	\$12,255,602
	<b>TOTAL</b>	<b>\$27,518,452</b>

Source: NMDOT Transit & Rail Division, 2009

### State Funding Sources

In State Fiscal Year 2009 the State of New Mexico provided over \$55.6 million in operations, construction and planning grants for public transportation: This includes funding to Regional Transit Districts, New Mexico Park and Ride, and the New Mexico Rail Runner Express.

The information shown in Table 24, below, (from the American Association of State Highway and Transportation Officials (AASHTO) report *Survey of State Funding for Public Transportation, Final Report 2010*) identifies the most commonly utilized sources of State funding for transportation in Federal Fiscal Year 2008.

**Table 24 – Most Utilized Sources of State Funding for Transit (FY 2008)**

Revenue Source	Number of States Using This Source
General Fund	19
Gas Tax	16
Bond Proceeds	12
Registration/Title/License Fees	9
Motor Vehicle/Rental Car Sales Tax	8
General Sales Tax	8
Interest Income	5

Source: AASHTO Survey of State Funding for Public Transportation, 2010

According to the AASHTO report, states provided \$12.2 billion in funding for transit in FY 2008. This compares with \$13.1 billion in funding provided by the Federal government that same year. In 2008, 92% of the states provided state funding for public transportation. Eighteen states and the District of Columbia increased their transit funding that year.

As part of the study, states were asked whether they distributed capital and/or operating funds, and, if so, to describe their methods of distribution of these transit funds (see Table 25, page 66). A total of twenty nine states distributed some of their transit funds through a formula process; 27 states used this process to distribute capital and 26 states used this process to distribute operating funds. Twenty-five states used a discretionary process to distribute a portion of their transit funds; all of those states distributed capital funds with this method and 21 of those states used this method to distribute operating funds.

Of total funds reported, 19.2 percent was allocated by discretionary methods, 59.3 percent by formula, 2.5 percent by local pass through, and 19 percent by other methods.

Table 25 – Methods of Distribution for State Transit Funding (FY 2008)\*

Method of Distribution	Number of States Distributing Capital	Number of States Distributing Operating
Formula-based	27	26
Discretionary	25	21
Legislated or Other	17	16
Local pass-through	4	4

Source: AASHTO Survey of State Funding for Public Transportation, 2010

\* Includes the District of Columbia

As the topic of state funding for public transportation is deliberated, the potential of the sources under consideration to achieve the following important characteristics should be given careful consideration:

- **Reliable** – while no source of public funding can be absolutely guaranteed, some sources are more subject to annual fluctuations than others. For example, general fund sources, which are subject to annual appropriations, are typically more volatile (and therefore less reliable) than dedicated sources of funding. If the intent is to provide local transit systems with an ability to leverage a funding stream through the issuance of bonds or grant anticipation notes, the financial institutions will only agree to issue the bonds or notes if the sources can be shown to be reliable.
- **Predictable** – the total annual yield and the distribution methodology should be reasonably predictable to provide transit operators appropriate opportunity to conduct responsible financial planning.
- **Growth in Revenue** – the funding sources should, at a minimum, grow with inflation to protect the purchasing power of available funding.

### Regional Funding Sources

In 2004, the State Legislature provided the opportunity for RTDs to levy a Gross Receipts Tax (GRT) to support public transportation projects. The tax (from 1/16 to ½ of one percent) must be approved by a majority of voters in an election within the jurisdictions where an RTD operates. Funds may finance any part of the RTD, from administration to operations and capital. To date, two (2) of the existing RTDs – North Central and Rio Metro – have successfully passed GRT initiatives of 1/8 of one percent. The imposition of these taxes became effective on July 1, 2009.

This is a bold new step in New Mexico to increase the local funding options for public transportation. It provides encouragement for governmental entities throughout the state to consider joining an existing RTD, or creating a new one, to facilitate coordination and employ the RTD concept for funding local and regional public transportation projects.

### Local Funding Sources

For the most part, operators of public transportation services in New Mexico – particularly in smaller communities – receive funds that have been appropriated from the General Fund of their local governmental entity in order to provide the matching requirement for Federal funds.

A notable exception is the City of Santa Fe, which has a dedicated ¼ of one percent gross receipts tax to fund public transportation, and also uses a portion of its lodgers' tax, since the fixed-route system supports several tourist-related events held within the city during the year.

Similarly, the County/City of Los Alamos funds its public transportation services with gross receipts tax from the private, for-profit operator of the Los Alamos National Laboratory. This revenue stream is so lucrative that Atomic City Transit charges no user fees for its public transportation services.

Recommendations of other local funding sources are beyond the scope of this plan. The following examples are presented for discussion by the appropriate parties:

- General Revenue
- Gross Receipts Tax
- Sales Tax
- Vehicle Registration Tax
- Real Estate Tax
- Lodging Tax
- Parking Tax
- Rental Car Tax
- Personal Property Tax
- Wage Tax
- Tourist Activities Taxes (lift pass, admission tax, ticket tax, etc.)
- Private or Public Employer's Contributions (where services specifically benefit them)
- Universities (where services directly benefit them - preferably collected through student activity fees)
- Capital Budgets (could be bond financing)
- In-kind Contributions