



RIO METRO
REGIONAL TRANSIT DISTRICT

Budget and Capital Plan
FY2026 - FY2032

Adopted May 16, 2025

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I.1 Plan Structure

The Rio Metro Regional Transit District (Rio Metro) Budget and Capital Plan is divided into four sections:

- **Section 1** supplements the budget resolution adopted concurrently with the Budget and Capital Plan by providing a more detailed breakdown of the upcoming FY2026 budget, as well as projections for the following six fiscal years.
- **Section 2**, the New Mexico Rail Runner Express (NMRX) Capital Plan, satisfies the requirement in Rio Metro’s memorandum of agreement with NMDOT to jointly develop a five-year capital maintenance plan/capital improvement plan for the NMRX system. Through its direct relationship to Rio Metro’s Transit Asset Management (TAM) Plan, the NMRX Capital Plan also satisfies 49 USC 5337(b)(2), which requires that projects receiving Section 5337 State of Good Repair funds be included in a recipient’s TAM Plan.
- **Section 3**, the Transit Capital Plan, describes Rio Metro’s non-rail capital needs, with particular emphasis on revenue vehicle and service vehicle replacement. Like the NMRX Capital Plan, the Transit Capital Plan also describes plans and studies that may ultimately give rise to future capital projects or major service enhancements.
- **Section 4**, the Infrastructure and Capital Improvement Plan (ICIP), prioritizes unfunded and underfunded projects vetted in sections 2 and 3 for inclusion in the State of New Mexico’s ICIP database. That database, in turn, becomes the basis for requesting capital outlay and other state funds from the legislature and cabinet departments (e.g., NMDOT).

I.2 Relationship to the TAM Plan

Rio Metro created an intentional relationship between the TAM Plan and this Budget and Capital Plan. Above all, the investment priorities that were established in the TAM Plan—which is updated every four years (most recently September 2022)—are revisited and refined annually by this plan. This primarily occurs in two ways.

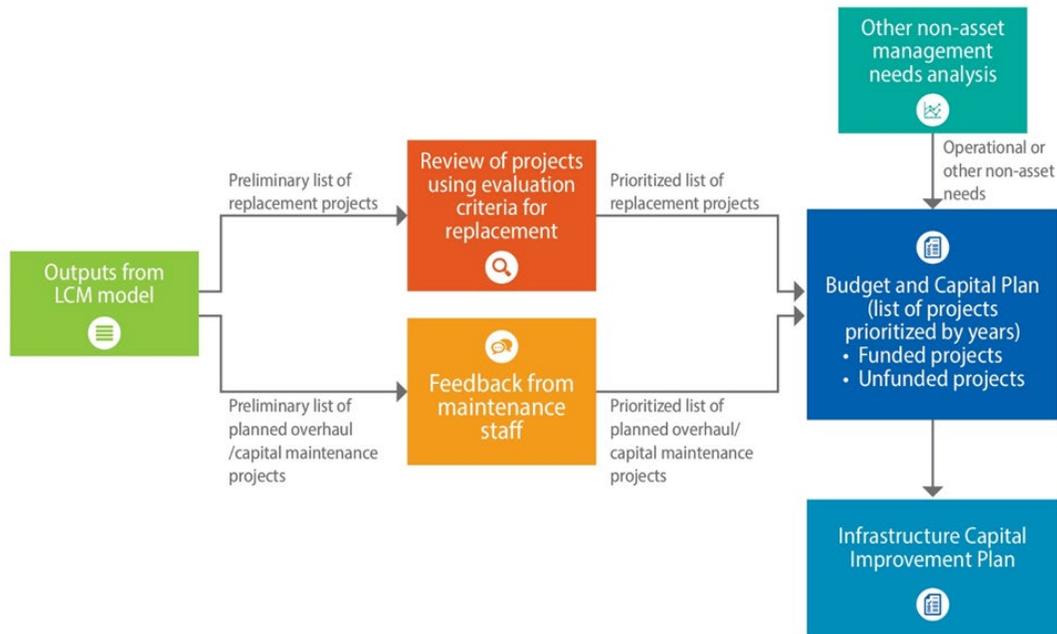
First, lifecycle cost models that were developed along with the TAM Plan help identify capital maintenance and replacement needs without regard to available funding (i.e., an “unconstrained” scenario). The models’ outputs are subsequently weighed against staff’s knowledge of asset condition and available budget to determine Rio Metro’s annual investment priorities.

Second, when replacing certain assets, staff also consider evaluation criteria from the TAM Plan to guide prioritization. For example, the criteria below, listed in order from most important to least important, inform which revenue vehicles should be replaced when funding is limited:

- **Safety:** Does the condition of the asset pose a safety risk to the traveling public, operators or others that cannot be easily mitigated through routine maintenance?
- **Impacts to Service/Operations:** Does the condition of the asset impact the ability to provide revenue service and meet existing levels of service?
- **Maintenance:** What is the level of maintenance and inspection required to keep the asset in working condition?
- **Age:** Is the asset beyond its useful life?
- **Condition:** What is the condition of the asset?

In summary, the graphic below demonstrates how the lifecycle cost models, evaluation criteria and staff input work together to inform this plan:

Figure I-1: Capital Planning Approach



I.3 Key FY2025 Accomplishments and FY2026 Goals

Since the adoption of the last Budget and Capital Plan, Rio Metro celebrated the completion of two significant Rail Runner capital projects. The 6,000-foot Broadway Siding, located just north of Isleta Pueblo, creates a new passing opportunity for Rail Runner, Amtrak, and BNSF trains on a particularly congested segment of the Albuquerque Subdivision. The Broadway Siding’s ability to accept future industry track connections also supports Bernalillo County’s economic development efforts in the far South Valley.

Rio Metro also welcomed Centralized Traffic Control (CTC) along a 4.7-mile segment of double track in Downtown Albuquerque. Previously, train movements in this area were authorized by written track warrants relayed via radio and/or occurred within “restricted limits” at speeds not to exceed 20 mph. CTC now enables speeds of up to 50 mph, gives dispatchers improved oversight of train movements, and includes the added safety benefit of Positive Train Control (PTC).

Over the next several years, Rio Metro will focus its capital efforts on the Operations and Maintenance Facility (OMF), which will replace an undersized, outdoor maintenance pit and dilapidated 1960s-era office and warehouse buildings, with a modern, indoor, locomotive and railcar maintenance facility. In FY2025, Rio Metro was awarded a \$22.5 million RAISE grant from USDOT and a \$5.6 million Match Fund grant from the state for construction to round out the OMF’s \$55 million budget. At the time this plan was drafted, Rio Metro was working to finalize the acquisition of eight acres and had also executed a contract for design.



Section 1: FY2026 Budget and FY2027-FY2032 Projections

Rio Metro’s budget is divided into two sections. The first section accounts for revenues and costs associated with the New Mexico Rail Runner Express commuter rail service. The second section accounts for revenues and costs associated with all other transit services and administration/overhead not exclusive to the Rail Runner. In both sections, FY2026 is the budget presented for adoption, and the prior year’s approved budget and six-year projections are provided for reference. The projected years are, of course, subject to change as Rio Metro’s capital priorities may shift, revenue levels may change, costs may rise, etc.

1.1 New Mexico Rail Runner Express Budget Background

The Rail Runner relies on a mix of federal, state, and local revenues. Federal revenues come in two forms: formula funds and discretionary funds. Formula funds are annually apportioned by the Federal Transit Administration (FTA) to Rio Metro and other transit agencies across the US based on their operating and demographic characteristics. Key formula funds that support the Rail Runner include:

- **Section 5307 Urbanized Area > 200,000 Population (aka Large Urban):** Rio Metro and ABQ RIDE are designated by the Governor to receive Section 5307 Large Urban funds apportioned to the Albuquerque Urbanized Area. Rio Metro and ABQ RIDE split the annual apportionment using the same variables employed by the Section 5307 formula: vehicle revenue miles, directional route miles, passenger miles traveled, population, population density, and operating expenses. The use of Section 5307 Large Urban funds is primarily restricted to capital projects, which broadly encompasses activities ranging from preventative maintenance to infrastructure expansion.
- **Section 5337 State of Good Repair:** Rio Metro is the sole direct recipient of Section 5337 funds in the Albuquerque Urbanized Area, which are apportioned based on directional route miles and vehicle revenue miles of fixed guideway public transportation (i.e., rail and bus rapid transit). Section 5337 funds are intended for the preventative maintenance, rehabilitation, and replacement of existing infrastructure and vehicles—not for infrastructure expansion. In FY2027, ABQ RIDE’s Albuquerque Rapid Transit service is expected to begin generating additional Section 5337 funds, which Rio Metro will ensure goes to ABQ RIDE.

The Rail Runner also receives federal discretionary revenues—which are awarded on a competitive basis—in one of three ways: 1) federal transportation funds apportioned to the Mid-Region Metropolitan Planning Organization (MRMPO) and awarded through the Transportation Improvement Program (TIP); 2) federal transportation funds that NMDOT has the discretion to award; and 3) federal grants awarded directly by USDOT and its administrations (e.g., FTA). To highlight an example, since 2020, NMDOT has awarded Congestion Mitigation and Air Quality (CMAQ) funds to Rio Metro for Rail Runner operations. These funds free up an equivalent amount of locally-generated gross receipts tax revenue—which would otherwise fund Rail Runner operations—to match other federal funds for capital projects (or fund capital projects outright).

Notably, the CMAQ program has become the primary means by which the state financially supports Rail Runner operations. Otherwise, Rio Metro does not typically receive state general funds for Rail Runner operations. However, Rio Metro has and continues to receive state funds and other federal funds that the state has the authority to award for Rail Runner capital projects. For example, the Operations and

Maintenance Facility (OMF) is the beneficiary of an NMDOT Carbon Reduction award and a Department of Finance and Administration Match Fund grant.

Several local fund sources round out the Rail Runner's revenue budget. Principally, Rio Metro collects a 1/8th-cent gross receipts tax (GRT) across its three-county service area (Bernalillo, Sandoval and Valencia counties), half of which is dedicated to the Rail Runner. Rio Metro also receives GRT from the North Central Regional Transit District to account for Rail Runner service in Santa Fe County. Other local revenues include fares collected onboard the Rail Runner and online, as well as trackage fees paid by Amtrak and BNSF for the use of the state-owned infrastructure.

Rio Metro expends these federal, state, and local revenues across two broad categories, operations and maintenance (O&M) and capital. The majority of Rail Runner O&M costs are payments made to the O&M contractor (currently Herzog Transit Services, Inc.) for operating trains; maintaining the rolling stock (i.e., locomotives, coach cars and cab cars); maintaining the track and signals; and hosting dispatch and PTC systems. Other significant Rail Runner O&M costs are paid directly by Rio Metro, and include insurance, fuel, and salaries/benefits. Rail Runner capital projects and their respective costs are described in Section 2.

The Rail Runner budget also includes one other cost category, Positive Train Control (PTC) debt service. This accounts for Rio Metro's on-going payments to the state for the \$10 million infrastructure bank loan it received to help implement PTC in 2020. The \$786,000 annual payments will continue through FY2037.

Finally, the Rail Runner budget includes "pass-through" revenues and costs that have a net zero impact on the budget. NMDOT and local governments often use Rio Metro's O&M contractor to complete railroad improvements associated with their own capital projects (commonly railroad crossings for roadway projects). In these instances, Rio Metro pays its contractor from its own cash reserve and is reimbursed by the local government, but Rio Metro is neither the lead agency for the project nor the direct recipient of the funds used to complete the project. Nevertheless, because these funds pass through Rio Metro's financial system, they must appear in the budget.

1.2 FY2026 New Mexico Rail Runner Express Budget Highlights

Excluding pass-through revenues and costs, the FY2026 Rail Runner budget incorporates \$90.7 million in revenues and \$77.9 million in costs (O&M \$41.8 million; capital \$35.3 million; PTC debt service \$0.8 million). Notably, the capital costs in FY2026 include the land acquisition and ramping up of design for the OMF. Including design and construction costs in later years, this \$55 million project is far and away Rio Metro's most significant capital initiative in the near term, and cobbles together several federal and state discretionary sources, including a \$22.5 million RAISE grant awarded by USDOT in January 2025.

Furthermore, although Rio Metro exhausted the last of its federal COVID-relief funds in FY2024, the Rail Runner budget is still in the process of reverting to the more traditional revenue streams described in Section 1.1. For several years, Rio Metro spent COVID-relief funds against Rail Runner operations, which would have otherwise been funded by GRT. This generated a surplus of GRT that was used to construct capital projects outright (e.g., Broadway Siding), or advance construct projects with existing environmental approvals that will soon be reimbursed with federal funds. Two such projects, the Alameda Siding and Centralized Traffic Control (CTC), were completed in late FY2024; however, federal grants associated with these projects still appear in the FY2026 budget because FTA Region 6 has not yet

processed Rio Metro’s grant applications. Once that occurs, Rio Metro will immediately seek reimbursement for its already-incurred costs.

As Rio Metro whittles down the \$12.9 million GRT fund balance shown in Table 1-2—for example, by providing contingency for the OMF—it will again face a familiar challenge. Historically, Rio Metro has not received enough GRT to fully fund Rail Runner operations and also match its available federal formula and discretionary funds for capital projects. While this is a “good” problem to have, it demonstrates why creative solutions like the aforementioned use of CMAQ funding from NMDOT for Rail Runner operations will be critical if Rio Metro is to leverage all of its available federal funding in future years.

Table 1-1: Rail Runner Revenues

Rail Runner Revenues	State Fiscal Year (Thousands of Dollars)								
	FY2025 Approved	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
5307 Large Urban	9,354	20,678	20,440	13,873	14,150	14,433	14,722	15,016	
5337 State of Good Repair	18,352	10,753	8,735	13,708	13,914	14,123	14,334	14,549	
Subtotal, Federal Formula Funds	27,706	31,431	29,174	27,581	28,064	28,556	29,056	29,566	
CMAQ-Flex Operating Assistance	3,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	
CDS O&M Facility, Phase 1	3,001	3,001							
MRMPO CRP-LU/STP-LU O&M Facility, Phase 1	2,324		12,000						
NMDOT CRP-Flex O&M Facility, Phase 1	2,250		5,250						
RAISE O&M Facility, Phase 1				22,477					
CRP-LU/STP-LU Alameda Siding	5,991	4,624							
STP-LU Centralized Traffic Control	8,624	8,291							
Subtotal, Federal Discretionary Funds	25,190	20,916	22,250	27,477	5,000	5,000	5,000	5,000	
Farebox	1,700	1,700	1,700	1,700	1,700	1,700	1,700	1,700	
GRT Fund Balance	15,128	10,000							
GRT Rio Metro/NCRTD	23,000	24,000	24,480	24,970	25,469	25,978	26,498	27,028	
NM Match Fund, O&M Facility, Phase 1				5,619					
Trackage Fees Amtrak/BNSF	2,300	2,700	2,700	2,700	2,700	2,700	2,700	2,700	
Subtotal, State and Local Funds	42,128	38,400	28,880	34,989	29,869	30,378	30,898	31,428	
Partner Agency Pass-Through Projects	12,407	13,621							
Subtotal, Pass-Through Projects	12,407	13,621							
Total Revenues	107,430	104,368	80,304	90,047	62,933	63,934	64,954	65,994	
Total Rev. Excluding Pass-Through Projects	95,024	90,747	80,304	90,047	62,933	63,934	64,954	65,994	

Table 1-2: Rail Runner Costs

Rail Runner Costs	State Fiscal Year (Thousands of Dollars)							
	FY2025 Approved	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032
Communications	780	780	803	828	852	878	904	931
Contractor Maintenance of Equipment	4,233	4,700	4,841	4,986	5,136	5,290	5,449	5,612
Contractor Maintenance of Way	7,739	8,500	8,755	9,018	9,288	9,567	9,854	10,149
Contractor PTC/Dispatch/Hosting	4,100	6,400	6,592	6,790	6,993	7,203	7,419	7,642
Contractor Rail Runner Operations	6,996	7,500	7,725	7,957	8,195	8,441	8,695	8,955
Facilities Maintenance and Repair	350	350	361	371	382	394	406	418
Fuel	3,800	3,800	3,914	4,031	4,152	4,277	4,405	4,537
Indirect Overhead (MRCOG)	575	510	525	541	557	574	591	609
Insurance	3,200	3,300	3,399	3,501	3,606	3,714	3,826	3,940
Leases and Rental Expenses	250	250	258	265	273	281	290	299
Non-Professional Services	115	190	196	202	208	214	220	227
Professional Services	1,000	1,000	1,030	1,061	1,093	1,126	1,159	1,194
Salaries & Benefits	2,500	2,600	2,678	2,758	2,841	2,926	3,014	3,105
Security Services		1,300	1,339	1,379	1,421	1,463	1,507	1,552
Service Vehicle Maintenance	30	30	31	32	33	34	35	36
Supplies	100	150	155	159	164	169	174	179
Travel	25	30	31	32	33	34	35	36
Utilities	380	380	391	403	415	428	441	454
Subtotal, Operations and Maintenance	36,174	41,770	43,023	44,314	45,643	47,013	48,423	49,876
SIB Loan Repayment (GRT, 18-yr, 1%)	786	786	786	786	786	786	786	786
Subtotal, PTC Debt Service	786	786	786	786	786	786	786	786
Alameda Siding	7,012	5,412						
Bridge AB0864.78 Design		1,000						
Broadway Siding	3,854							
Capital Maintenance Program	10,901	13,292	6,743	4,275	5,018	4,653	4,653	4,653
Centralized Traffic Control	10,310	9,703						
O&M Facility, Phase 1	9,104	5,751	21,662	28,096				
Service Vehicle Purchase/Replacement	107	149				74	61	37
Subtotal, Capital	41,288	35,307	28,405	32,371				
Partner Agency Pass-Through Projects	12,407	13,621						
Subtotal, Pass-Through Projects	12,407	13,621						
Total Costs	90,655	91,485	72,214	77,471	46,429	47,799	49,209	50,662
Total Costs Excluding Pass-Through Projects	78,248	77,864	72,214	77,471	46,429	47,799	49,209	50,662
Projected Cash/GRT Fund Balance (FY2026 year-end)		12,883						

1.3 Transit Budget Background

The transit budget covers all of Rio Metro's directly operated and contracted services, excluding the Rail Runner:

- Rio Rancho/Corrales Dial-a-Ride for seniors and individuals with disabilities directly operated by Rio Metro
- Valencia County/Pueblo of Isleta Dial-a-Ride and commuter bus routes directly operated by Rio Metro
- Sandoval and Bernalillo County commuter bus routes contract operated by All Aboard America
- Job Access demand taxi service contract operated by z-Trip
- ABQ RIDE subsidy
- Sponsored NMDOT Park & Ride Purple Route, which replaced an early morning Rail Runner train and connects the Santa Fe County/NM 599 Rail Runner Station to Los Alamos
- Sponsored NCRTD Mountain Trail Route
- Rio Metro staff in the Administration and Finance, Marketing, Planning and Transit divisions

The transit budget is supported by a more varied revenue package than the Rail Runner budget, especially with respect to federal formula funds. Formula funds that Rio Metro receives include:

- **Section 5307 Urbanized Area > 200,000 Population (Large Urban):** Rio Metro's dial-a-ride and fixed route bus services in the Albuquerque Urbanized Area generate a small amount of Section 5307 Large Urban funds relative to the Rail Runner and ABQ RIDE. Moreover, because of the small size of these bus services, FTA permits some of these funds to be spent on operations. Therefore, Rio Metro typically spends up to the allowable limit on operations (which has declined in recent years), and retains the remainder for capital projects, often to purchase buses.
- **Section 5307 Urbanized Area < 200,000 Population (Small Urban):** Rio Metro is the sole transit provider in the Los Lunas Urbanized Area, which encompasses Belen, Los Lunas, and surrounding rural communities. The Section 5307 Small Urban funds that Rio Metro's dial-a-ride and fixed route bus services generate in the Los Lunas Urbanized area are apportioned by FTA to NMDOT, who then passes them along to Rio Metro. Rio Metro typically spends these funds on operations, but occasionally uses them to purchase buses.
- **Section 5339a Bus and Bus Facilities < 200,000 Population (Small Urban):** Like the Section 5307 Small Urban program, Section 5339 Small Urban funds apportioned to the Los Lunas Urbanized Area pass through NMDOT to Rio Metro. These funds may be used to improve bus facilities or to purchase buses.

Rio Metro's transit services also receive other formula funds from NMDOT on a competitive basis including:

- **Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities:** FTA apportions Section 5310 funds to NMDOT, who then follows a competitive process to award grants (primarily for new buses) to New Mexico transit providers and non-profit organizations that serve seniors and individuals with disabilities. Rio Metro typically receives Section 5310 funding to replace up to three buses per year.
- **Section 5311 Rural:** Section 5311 funds are awarded by NMDOT to transit providers that operate in rural areas. Rio Metro requests both operating and capital funds from the Section 5311 program. Operating funds support commuter bus operations in rural Sandoval County and

capital funds are typically used to purchase new buses that serve the rural areas of Valencia County.

Besides the Section 5310 and 5311 programs, Rio Metro does not receive as much federal discretionary funding for its transit services as it does for the Rail Runner—whether from USDOT directly or passing through NMDOT or MRMPO. Generally, this is because the Rail Runner has more significant and costly capital needs than Rio Metro’s transit services, and also because Rail Runner projects tend to be more competitive than Rio Metro’s transit projects at the regional, state and national levels. Nevertheless, when the need arises, Rio Metro has found success, such as receiving Section 5339b Bus and Bus Facilities funding from USDOT and federal funding through MRMPO and NMDOT for the Valencia County Transit Facility.

Rio Metro applies the remaining half of its 1/8th-cent GRT to fund its transit operations and also to match federal funds. Other local revenues in the transit budget include advertising revenue, as well as contributions from the Pueblo of Isleta for dial-a-ride and fixed route service to the Pueblo.

Transit costs are split over three categories: O&M, administration and planning, and capital. O&M is further categorized by the specific services that were bulleted at the beginning of this section. Administration and planning captures many of Rio Metro’s overhead costs, as well as service and capital planning efforts. As alluded to previously, the replacement of revenue (and service) vehicles is a commonly recurring capital cost, as are facility improvements.

1.4 FY2026 Transit Budget Highlights

The FY2026 transit budget incorporates \$53.6 million in revenues and \$25.3 million in costs (O&M \$13.8 million; administration and planning \$8.5 million; capital \$3.0 million). As with the Rail Runner, the remaining fund balance (\$28.4 million) is again the result of past COVID-relief funding offsetting the use of GRT. The GRT fund balance also includes a board-mandated \$5 million cash reserve to help Rio Metro maintain cash flow agencywide. Over the coming years, the GRT fund balance will slowly decrease because FTA lowered the amount of Section 5307 Large Urban funding that Rio Metro can spend on transit operations (previously \$1.5 million, now \$400,000).

Table 1-3: Transit Revenues

Transit Revenues	State Fiscal Year (Thousands of Dollars)								
	FY2025 Approved	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
5307 Large Urban Operating	1,250	2,938	719	478	487	497	507	517	
5307 Small Urban Operating	1,600	1,750	1,272	995	1,015	1,035	1,056	1,077	
5310/5311 Capital	1,144	1,393	215	1,607		1,077		1,077	
5311 Rural Operating	963	1,500	1,552	1,048	1,064	1,080	1,096	1,112	
5339a Small Urban Capital		154	117	172	59	60	61	62	
Subtotal, Federal Formula Funds	4,957	7,735	3,876	4,300	2,625	3,749	2,720	3,845	
STP-SU Valencia County Transit Facility				1,000					
CMAQ TDM/Marketing	731	731							
Subtotal, Federal Discretionary Funds	731	731		1,000					
Advertising	80	100	100	100	100	100	100	100	
Fund Balance	20,000	25,000							
GRT Rio Metro	19,000	20,000	20,400	20,808	21,224	21,649	22,082	22,523	
Pueblo of Isleta	33	64	64	64	64	64	64	64	
Subtotal, State and Local Funds	39,113	45,164	20,564	20,972	21,388	21,812	22,245	22,687	
Total Revenues	44,801	53,629	24,440	26,271	24,013	25,561	24,965	26,532	

Table 1-4: Transit Costs

Transit Costs	State Fiscal Year (Thousands of Dollars)								
	FY2025 Approved	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
ABQ RIDE	3,500	4,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500
Bernalillo County Commuter Bus	215	230	237	244	251	259	267	275	
Job Access Program	190	250	258	265	273	281	290	299	
NCRTD Mountain Trail Route	15	15	15	15	15	15	15	15	
NMDOT Purple Route	190	210	216	223	229	236	243	251	
Pueblo of Isleta Partnership	385	385	396	408	420	433	446	459	
Rio Rancho/Corrales Dial-a-Ride	1,500	1,700	1,751	1,804	1,858	1,913	1,971	2,030	
Sandoval County Commuter Bus	2,500	3,000	3,090	3,183	3,278	3,377	3,478	3,582	
Valencia County Dial-a-Ride and Fixed Route	3,200	3,500	3,605	3,713	3,825	3,939	4,057	4,179	
Subtotal, Operations and Maintenance	11,695	13,790	13,068	13,354	13,650	13,954	14,267	14,589	
Administrative Overhead	3,200	3,500	3,605	3,713	3,825	3,939	4,057	4,179	
MRCOG Accrued Leave		1,300	1,339	1,379	1,421	1,463	1,507	1,552	
MRCOG Indirect Overhead	1,350	1,450	1,494	1,538	1,584	1,632	1,681	1,731	
MRMPO Planning Support	200	200	200	200	200	200	200	200	
RMRTD Plans and Studies	150	200	150	150	150	150	150	150	
ABQ RIDE/Rio Metro Transit Consolidation Study	150	150							
Passenger Survey	300	300							
Short Range Transit Service Plan	300	300							
TDM/Marketing	950	1,100	1,133	1,167	1,202	1,238	1,275	1,313	
Subtotal, Administration, Planning, and Programs	6,600	8,500	7,921	8,148	8,382	8,622	8,871	9,126	
Revenue Vehicle Replacement	1,457	1,750	269	2,008	0	1,346	0	1,346	
Sandoval County Transit Facility Imp., Phase 2	300								
Sandoval County Transit Facility Repaving		300							
Service Vehicle Replacement	36	223		37	23		98	37	
Valencia County Scheduling Software		193							
Valencia County Transit Facility	200	500		1,387					
Subtotal, Capital	1,992	2,966	269	3,433	23	1,346	98	1,383	
Total Costs	20,287	25,255	21,258	24,935	22,054	23,922	23,235	25,099	
Projected Cash/GRT Fund Balance (FY2026 year-end)		28,374							
Less required cash reserve		-5,000							
Net Cash/GRT Fund Balance		23,374							



Section 2: New Mexico Rail Runner Express Capital Plan

The New Mexico Rail Runner Express (NMRX) Capital Plan finds its basis in the 2013 memorandum of agreement (MOA) between Rio Metro and NMDOT:

The parties shall jointly develop a five (5) year NMRX and NMRX Corridor capital maintenance plan/capital improvement plan that will be subject to the joint approval of the RMRTD Chief Executive Officer and the NMDOT Cabinet Secretary. The capital maintenance/capital improvement plan will be reviewed annually and updated at least every two (2) years. The plan shall focus on maintaining NMRX in a safe condition and a state of good repair and shall identify the projected annual costs of planned programs, projects, major purchases, and activities; projected annual funding amounts by funding source for each program, project, major purchase or activity; and a demonstration that the plan will maintain NMRX in a safe condition and a state of good repair. The plan shall comply with the FTA-required NMRX capital asset management plan and shall demonstrate how the programmed expenditures assist in meeting NMRX performance targets. The plan will be presented to the STC by RMRTD as part of the NMRX annual report.

As alluded to above, the NMRX Capital Plan is also inextricably linked to Rio Metro's Transit Asset Management (TAM) Plan, functioning as an annual update to the TAM Plan, which is itself updated every four years. In doing so, the NMRX Capital Plan helps satisfy 49 USC 5337(b)(2), which requires that projects receiving Section 5337 State of Good Repair funding be included in a recipient's TAM Plan. This approach also allows Rio Metro to be more responsive to changing asset conditions, previously unidentified needs, and budgetary fluctuations.

The NMRX Capital Plan is divided into three programs:

1. The **Capital Maintenance Program** accounts for projects that maintain and upgrade the existing rolling stock, fixed guideway, bridges, crossings, facilities, and equipment so that they remain in a state of good repair. These projects are typically funded through the Section 5337 program, and sometimes supplemented by other funding sources.
2. The **Capital Projects Program** includes funded and unfunded capital projects that have the potential to significantly improve the capacity, efficiency, safety, accessibility, maintainability, etc. of the NMRX system, rather than those projects that merely maintain existing assets.
3. **Plans and Studies** includes plans, studies and other efforts that may give rise to capital projects and/or major service enhancements.

Each program includes a table with project titles, funding sources, costs allocated by anticipated fiscal year of expenditure, and total costs. The tables are accompanied by brief descriptions of each project, including status updates when applicable. Also, as noted in the TAM Plan, all funded projects reflect Rio Metro's investment priorities based, in part, on the outputs of lifecycle cost models and Rio Metro and NMDOT staff input.

Finally, the NMRX Capital Plan includes a table and description of "pass-through projects". NMDOT commonly funds projects on segments of the NMRX system used solely by Amtrak and BNSF but not the

Rail Runner.¹ Likewise, other agencies sometimes fund infrastructure projects that, in part, improve the NMRX system (e.g., a road project that improves a railroad crossing). Although Rio Metro may not participate in funding or ultimately have direct capital responsibility for these projects, these agencies' funds will pass through Rio Metro's financial system to pay the Rail Runner operations and maintenance contractor (currently Herzog Transit Services, Inc.) to construct any rail-related improvements.

2.1 Capital Maintenance Program

The capital maintenance program consumes a significant portion of Rio Metro's Section 5337 apportionment, and is typically the largest of the funded programs in the NMRX Capital Plan. Most capital maintenance projects are programmatic—that is, they receive about the same amount of funding annually to maintain an asset (e.g., railroad ties) at an acceptable condition as determined by staff and the TAM Plan. Other projects, like locomotive top deck overhauls, are discrete, one-time projects that commonly arise at a specific time in an asset's lifecycle.

The capital maintenance program is divided into four categories: rolling stock (e.g., train cars), fixed guideway (tracks, signals, bridges, crossings, etc.), facilities (e.g., stations), and equipment.

2.1.1 Rolling Stock

Clean Oil, Test and Stencil (COT&S): Every four years, each MotivePower locomotive and Bombardier BiLevel cab car and coach car undergoes a detailed inspection and replacement of all major air valves and brake actuators as required by the Federal Railroad Administration (FRA). This process is referred to as "clean, oil, test and stencil" (COT&S). There are 13 coach cars, 9 cab cars and 9 locomotives in the Rail Runner fleet, which means that 8 cars, on average, are subject to this requirement each year. \$120,000 is programmed annually to purchase COT&S kits and perform this service.

Coupler Repair/Replacement: Couplers, the mechanisms that link train cars together, wear over time and must be repaired or replaced at a rate that prevents in-service failures. \$20,000 is programmed annually to repair or replace approximately four couplers.

Door Overhaul: Proper door operation is crucial to commuter rail on-time performance. To prevent delays associated with door malfunctions, Rio Metro is refurbishing the eight door motors on each cab and coach car as part of the midlife overhaul of these cars. \$451,000 was initially programmed to the project in FY2023, and the remaining \$382,000 is spread across FY2026-FY2028 to complete the project.

Head End Power (HEP) Overhaul: Each locomotive has a prime mover (diesel engine) that applies power to the main generator, which, in turn, powers the traction motors/wheels. Each locomotive also has a separate head end power (HEP) engine and generator that powers the lighting, HVAC and other electrical systems in cab cars and coach cars. HEPs must be overhauled as they approach their maximum recommended hours of use. \$200,000 is programmed annually to overhaul two HEPs.

¹ "Rail Runner" refers to the commuter rail service owned by NMDOT and operated by Rio Metro. "NMRX system" refers to the railroad infrastructure likewise owned by NMDOT and variously used by Amtrak, BNSF and the Rail Runner.

Table 2-1: Capital Maintenance Program

Capital Maintenance Program									
Project	Project Cost	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	7-Year Total
Rolling Stock									
Clean, Oil, Test and Stencil	\$120,000/Year	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$840,000
Coupler Repair/Replacement	\$20,000/Year	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$140,000
Door Overhaul	\$451,000	\$150,000	\$150,000	\$82,000					\$382,000
Head End Power Overhaul	\$200,000/Year	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,400,000
HVAC Overhaul	\$880,000	\$160,000							\$160,000
Onboard Camera Implementation	\$1,800,000	\$1,400,000			\$100,000	\$100,000	\$100,000	\$100,000	\$1,800,000
Top Deck Overhaul Loco. 109	\$1,200,000	\$433,000							\$433,000
Top Deck Overhaul Loco. 105	\$800,000	\$800,000							\$800,000
Top Deck Overhaul Loco. 106	\$800,000	\$800,000							\$800,000
Top Deck Overhaul Loco. 107	\$800,000		\$800,000						\$800,000
Top Deck Overhaul Loco. 108	\$800,000		\$800,000						\$800,000
Traction Motor Repair	\$350,000/Year	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,450,000
Truck Replacement	\$1,320,000	\$343,000							\$343,000
Turbocharger Replacement	\$48,000/Year	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$336,000
Wheel Replacement	\$150,000/Year	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$1,050,000
Fixed Guideway									
Ballast	Varies	\$50,000	\$50,000	\$50,000	\$200,000	\$200,000	\$200,000	\$200,000	\$950,000
Bridge Components	Varies	\$50,000	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$550,000
Bridge Repair/Rehabilitation	\$200,000/Year	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,400,000
Emergency Drainage Cleanout	\$120,000/Year	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$840,000
Fencing	\$100,000/Year	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$700,000
Frog Replacement	\$80,000/Year	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$560,000
Grade Crossing Improvements	\$350,000/Year	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,450,000
Grade Crossing Electronics Upgrade	\$5,500,000	\$1,500,000							\$1,500,000
Other Track Material	\$50,000/Year	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
PTC/Wi-Fi Capital Maintenance	\$350,000/Year	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,450,000
Signal Component Replacement	\$350,000/Year	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,450,000
Ties	Varies	\$175,000	\$175,000	\$175,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,325,000
Trespasser/Vehicle Detection System	\$120,000	\$120,000	\$42,000	\$42,000	\$42,000	\$42,000	\$42,000	\$42,000	\$372,000
Wayside Upgrades	\$3,995,000	\$2,900,000	\$365,000	\$365,000	\$365,000				\$3,995,000
Ongoing Capital Maintenance	\$500,000/Year	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,500,000
Facilities									
OMF Building Rehabilitation	\$1,600,000	\$800,000	\$800,000						\$1,600,000
Station IT Refresh	\$197,000/Year	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000	\$1,379,000
Station Rehabilitation	\$297,000/Year	\$297,000	\$297,000	\$297,000	\$297,000	\$297,000	\$297,000	\$297,000	\$2,079,000
Station Signage Refresh	\$19,000/Year	\$19,000	\$19,000	\$19,000	\$19,000	\$19,000	\$19,000	\$19,000	\$133,000
Equipment									
Tools	\$10,000/Year	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$70,000
Wastewater Disposal Upgrades	\$100,000	\$100,000							\$100,000
Total Cost		\$13,292,000	\$6,743,000	\$4,275,000	\$5,018,000	\$4,653,000	\$4,653,000	\$4,653,000	\$43,287,000

Heating, Ventilation and Air Conditioning (HVAC) Overhaul: Each of the 22 cab cars and coach cars has two HVAC units (44 units total plus one spare) that must be converted at their first overhaul to accept a more environmentally-friendly refrigerant per EPA regulations. Eight HVAC units remain to be overhauled at a cost of \$20,000/unit, leaving \$160,000 to complete the \$880,000 project.

Onboard Camera Implementation: To improve safety and security onboard, as well as to document incidents after the fact, inward-facing cameras will be installed on cab cars and coach cars. Moreover, exterior-facing cameras pointed in the direction of travel will be installed on locomotives and cab cars to comply with FRA’s Locomotive Image and Audio Recording Devices for Passenger Trains rule, which mandates compliance by November 2027. \$1.4 million is programmed in FY2026 for the initial installation, and \$100,000 is programmed in FY2029-FY2032 for on-going maintenance.

Top Deck Overhauls: The Rail Runner utilizes nine Motive Power MP36PH-3C locomotives. Five were built in 2005 and four were built in 2008. Locomotives are subject to a top deck overhaul every 15 years in order to correct wear in mechanical and electrical parts. Although the prime mover and main generator are the primary focus, this activity also includes traction motors, trucks, switchgear, electrical components, turbos, etc.

According to the lifecycle cost models, the five remaining locomotives should be overhauled in FY2026 based on their age. However, to reduce the impact on the budget (\$800,000/locomotive), these overhauls are spread across two years. Locomotives 105, 106 and 109 will be overhauled in FY2026; locomotives 107 and 108 will be overhauled in FY2027. Notably, Locomotive 109’s overhaul is nearly complete, having been prioritized over other locomotives after suffering a major engine failure in FY2024 that required more significant repairs.

Traction Motor Repair: Traction motors are the electric motors in the truck assembly of a locomotive that turn the wheels when power is applied from the prime mover and main generator. Rail Runner locomotives experience traction motor failures at higher rates than other passenger rail operators for a variety of environmental reasons including elevation, climate, and grade. When a traction motor fails, it must be shipped out of state because of the specialized equipment and parts required to perform the repairs. \$350,000 is programmed annually for traction motor repairs.

Truck Replacement: Each cab and coach car body rests on two trucks—metal frames that house the axles and wheels. These trucks are reaching the end of their useful life and must be replaced as part of the midlife overhaul of cab/coach cars. \$1.32 million was initially programmed to the project, divided evenly between FY2023 and FY2024. \$343,000 is rolling over into FY2026 to complete the project.

Turbocharger Replacement: Each locomotive prime mover is supported by a turbocharger that must be replaced periodically due to normal wear. \$48,000 is programmed annually to replace two turbochargers.

Wheel Replacement: Locomotive and car wheels wear over time and must be replaced based on FRA regulations. \$150,000 is programmed annually to replace wheels.

2.1.2 Fixed Guideway

Note: Projects labeled “Material Only” exclude labor costs. Labor costs are included in the operations and maintenance contract.

Ballast (Material Only): Ballast is used in the undercutting and resurfacing processes that restore the roadbed upon which the ties and rail rest. Like repaving a highway, cleaning and replacing the ballast helps maintain the tracks' alignment and ensures a safe and smooth ride. \$200,000 is typically programmed annually to purchase 10,000 tons of ballast, although this amount has been reduced to \$50,000 in FY2026-FY2028 because of the sound condition of the guideway.

Bridge Components (Material Only): Each year, the 100+ bridges on the NMRX system are inspected per FRA regulations. \$100,000 is typically programmed annually to purchase bridge components for minor and/or urgent repairs identified in the inspection reports. This amount has been reduced to \$50,000 in FY2026-FY2028 in light of recent repairs.

Bridge Repair/Rehabilitation: \$200,000 is programmed annually for both labor and materials to perform more significant bridge repairs and rehabilitation identified through annual bridge inspections, as prioritized by Rio Metro, NMDOT Rail Bureau, and NMDOT Bridge Design Bureau.

Emergency Drainage Cleanout: Pipes, culverts and other drainage structures along the guideway can become clogged or damaged because of flooding or excessive use and may require emergency cleaning or repairs. While the cost of this work can vary widely from year to year, \$120,000 is set aside annually in line with historical costs.

Fencing (Material Only): Because Rail Runner trains traveling rural areas sometimes strike livestock, wire fencing is used to restrict livestock access to the railroad right-of-way. Chain-link and panel fencing are also used in key locations along the Rail Runner corridor to deter trespassing onto the railroad right-of-way. \$100,000 is programmed annually to replace existing fencing and install additional fencing where warranted.

Frog Replacement: Frogs are an integral part of a railroad turnout or switch. The lifespan of a frog is highly dependent on the tonnage that it carries, requiring some to be replaced more often than others. Based on historical need, \$80,000 is allocated to replace up to five frogs each year.

Grade Crossing Improvements: The NMRX system includes approximately 120 public highway- and pedestrian-railroad grade crossings, in addition to about 40 private grade crossings in mostly rural areas. Eighty of the public grade crossings are traversed by the Rail Runner, but others, for which Rio Metro has no direct capital responsibility, are used exclusively by Amtrak and/or BNSF. Over the years, NMDOT has programmed Section 130 (Railway-Highway Crossings program) funds to close or improve grade crossings, as they are locations where trains, vehicles, pedestrians, and bicyclists can come into conflict. On occasion, Section 130 funds are supplemented by tenant-generated trackage fees, particularly for those grade crossings used solely by Amtrak and/or BNSF. Furthermore, grade crossing improvements may be funded entirely by local governments when their own highway and pedestrian projects span crossings or when they desire to make crossings quiet-zone compatible. \$350,000 is programmed annually for Rio Metro to improve grade crossings, and/or to support NMDOT, tenant and local governments in their efforts.

Grade Crossing Electronics Upgrade: Most of the Rail Runner's grade crossing controllers/circuits are antiquated. While they can be repaired if spare parts can be found, replacements parts are no longer being manufactured. Only about 40 grade crossings have had their controllers/circuits replaced to meet current standards, often as part of other capital projects. \$5.5 million was initially programmed evenly

across FY2023 and FY2024 to account for the remaining crossings. \$1.5 million is rolling over into FY2026 to complete the project.

Other Track Material (Material Only): In addition to ties, ballast and rail, the guideway requires other minor components such as anchors, tie plates, spikes, etc. to remain operable and in a state of good repair. \$50,000 is programmed annually to purchase these ancillary materials.

PTC/Wi-Fi Capital Maintenance: The PTC onboard, wayside, communication and back-office segments require periodic hardware replacement and software upgrades. There are also sizable licensing/lease fees associated with the software and radio spectrum. \$350,000 is programmed annually for these capital needs. Otherwise, PTC hosting and non-capital maintenance are accounted for in Rio Metro's operating budget.

Signal Component Replacement (Material Only): The signal and communications systems help control the movement of trains and are essential to safety. Major elements of these systems—control points, intermediate signals, bungalows, switches and switch heaters, highway-grade crossing gates and warning devices, high-water and dragging equipment detectors, track circuits, data and voice communications equipment, etc.—have components that must be replaced periodically as they reach the end of their useful life or because of the operating environment. \$350,000 is programmed annually to replace these components.

Ties (Material Only): To keep the track in a state of good repair and at a suitable FRA-designated class for Rail Runner and Amtrak passenger service (typically Class IV = 80 mph maximum train speed), about 8,000 ties are replaced each year. \$700,000 is typically programmed annually to purchase these ties, although this amount has been reduced to \$175,000 in FY2026-FY2028 because of the relatively sound condition of the guideway.

Trespasser Detection System: This project aims to bolster safety at the under construction Central Ave. pedestrian crossing (see Section 2.2.3)—which is transitioning from an underpass to an at-grade crossing— through the installation of a LiDAR-based detection system that will notify dispatchers and locomotive engineers when pedestrians trespass into the right-of-way. \$120,000 is programmed in FY2026 to install the system. \$42,000 is programmed annually in subsequent years for monitoring and licensing, although these costs may be rolled into the operating budget in future years.

Wayside Upgrades: The existing wayside system relies on logic controllers to interface with signals, switches, PTC devices and other equipment that work together to control train movements. Like a computer, these controllers generally include a chassis, motherboard, modules, and a display, and are housed in bungalows at or near control points, intermediate signals, and grade crossings. \$3.9 million is programmed in FY2026-FY2029 to remove and replace legacy controllers and associated devices that are no longer being manufactured and/or supported.

Ongoing Capital Maintenance: This project reserves funding for the capital maintenance of rolling stock, fixed guideway, facilities, and equipment that are not otherwise anticipated by the capital maintenance program. \$500,000 is programmed annually to this project.

2.1.3 Facilities

Operations and Maintenance Facility Building Rehabilitation: In the first half of FY2026, Rio Metro anticipates acquiring eight acres of land including several dated buildings for the Operations and Maintenance Facility (OMF; see Section 2.2.1). While many of these buildings are in poor condition and will be demolished to make way for the OMF, some will remain, including a 7,600-SF office building and a 4,400-SF storage building dating to the 1960s. \$800,000 is programmed in both FY2026 and FY2027 to rehabilitate these and other buildings, as needed, in order to extend their useful life.

Station IT Refresh: Each of the 15 Rail Runner stations has multiple IT, audio, and security components, including a PC, router, network switch, uninterruptible power supply, audio controller, amplifier, speakers, cameras, DVR, message board, etc. These components reach the end of their useful lives between 5 and 10 years. \$197,000 is programmed annually to ensure that each station's IT components may be replaced every seven years.

Station Rehabilitation: Station infrastructure, especially parking lots, are exhibiting wear and may require a variety of treatments (e.g., crack sealing, overlay, and milling and paving). Based on lifecycle cost model averages, \$297,000 is programmed annually to maintain stations in a state of good repair.

Station Signage Refresh: Signs of various types (entrance, wayfinding, kiosk, etc.) and sizes at Rail Runner stations are wearing, particularly because of UV- and sun-related damage. Based on lifecycle cost model averages, \$19,000 is programmed annually for repainting and resurfacing, and replacing components and sign faces.

2.1.4 Equipment

Tools: New and replacement hand tools, power tools, and radios are needed by Rio Metro staff to maintain Rail Runner stations and other facilities. \$10,000 is programmed annually for this purpose.

Wastewater Disposal Upgrades: The current process of disposing wastewater from cab cars requires that they be positioned at one specific location in the yard. Cab cars also feature only one dump valve on the left side of the vehicle. \$100,000 is programmed in FY2026 to install a second dump valve on the right side on all nine cab cars, as well as to purchase a mobile pump/tank. This will enable the disposal of wastewater from cab cars wherever they are located in the yard.

2.2 Capital Projects Program

Unlike the previous program, which largely focuses on the maintenance and rehabilitation of existing assets, the capital projects program primarily targets efforts that enhance the capacity, efficiency, safety, accessibility, maintainability, etc. of the NMRX system. Furthermore, these projects can originate for any number of reasons: a response to a federal mandate (e.g., PTC); direction from Rio Metro's Board or management; meeting a long-standing need identified in previous iterations of this plan; realizing the goals and objectives of Rio Metro's Long Term Strategic Vision Plan or another plan; or the priority of a member government.

Regardless of their origin, Rio Metro's capital projects are categorized as either funded or unfunded. Funded projects have programmed funding and Rio Metro staff are actively working toward their fruition. Unfunded projects are presented here without priority; however, some of them are prioritized in Rio Metro's ICIP, which reflects Rio Metro's near-term capital priorities. Both funded and unfunded

projects are also prime candidates for federal discretionary grant applications, capital outlay requests or other federal and state funds that may become available.

The capital projects program also includes a section for Partner Agency Pass-Through Projects. This section is the result of an FY2021 audit finding that required Rio Metro to account for funds that pass through its financial system when NMDOT and other agencies use Rio Metro’s operations and maintenance contractor (currently Herzog Transit Services, Inc.) to complete railroad-related improvements that are sometimes part of larger projects. In these instances, Rio Metro pays the contractor from its own cash reserve and is reimbursed by the partnering agency, but Rio Metro is neither the lead agency for the project nor the direct recipient of the funds used to complete the project. This section estimates the total pass-through that Rio Metro anticipates in the upcoming fiscal year, which matches the pass-through revenue and expenditure totals in the Rail Runner budget. It also lists partner agency projects with funds that are anticipated to pass through Rio Metro’s budget in future fiscal years.

2.2.1 Funded Capital Projects

Bridge AB0864.78 Design: The 451-foot Bridge AB0864.78 spans Galisteo Creek approximately 0.5 miles east of the Kewa Station. It was constructed in 1926 and is nearing the end of its life. In the 2024 inspection report (repeated annually), the deck was rated in poor condition, and the superstructure, substructure, channel protection and approach were rated in fair condition. Consequently, the NMDOT Bridge Bureau has prioritized this bridge for major rehabilitation or replacement in the near future. Rio Metro has programmed \$1.0 million in FY2026 to begin design.

Table 2-2: Funded Capital Projects

Capital Projects Program (Funded)									
Project	Source	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	7-Year Total
Bridge AB0864.78 Design	GRT	\$1,000,000							\$1,000,000
Operations & Maintenance Facility, Phase 1	CRP; Omnibus; Match Fund; RAISE; STP-U	\$5,751,250	\$21,662,141	\$28,096,417					\$55,509,808
Positive Train Control Debt Service	GRT	\$786,149	\$786,149	\$786,149	\$786,149	\$786,149	\$786,149	\$786,149	\$5,503,043
Total Cost		\$7,537,399	\$22,448,290	\$28,882,566	\$786,149	\$786,149	\$786,149	\$786,149	\$62,012,851

Operations and Maintenance Facility, Phase 1: The existing Rail Runner yard features a maintenance pit with limited capacity that is open to the elements, as well as leased office and warehouse buildings in poor condition that date as far back as the 1950s. To address these substandard facilities, Rio Metro completed a facility master plan in 2016 for a new operations and maintenance facility on par with its commuter rail peers. In 2022, Rio Metro completed a more thorough conceptual design report and has since initiated land acquisition and design to eventually construct a \$55.5 million first phase, which includes a maintenance building with a high-bay shop and parts storeroom, as well as a service track with a new fueling, sanding, lubrication, waste dumping, and water filling station. In past years, Rio Metro was awarded a \$3.1 million FY2023 Omnibus Bill appropriation from Senator Heinrich, a \$5.25 million Carbon Reduction Program grant from NMDOT, and \$12.0 million through the Mid-Region MPO TIP process. In January 2025, Rio Metro also received a \$22.5 million RAISE grant and a \$5.6 million NM Match Fund grant to round out the budget. All of these funds and their applicable local match are reflected in the Table 2-2.

Positive Train Control Debt Service: From FY2020 through FY2037, Rio Metro has and will continue to make debt service payments to the state for a \$10.9 million State Infrastructure Bank loan that was used

to match federal funds for PTC implementation. Payments were intentionally lower during PTC implementation (i.e., interest only), but rose to \$786,149 annually beginning in FY2023.

2.2.2 Unfunded Capital Projects

2.2.2.1 Rolling Stock

Automatic Passenger Counters: Rio Metro is required by the FTA to submit ridership and other performance data to the National Transit Database (NTD). It is essential that these data are accurate, as ridership and other variables are used to calculate the formula funds that FTA apportions to Rio Metro each year. While ridership on Rail Runner trains has historically been counted manually, Rio Metro has investigated automatic passenger counting devices that can be placed above each coach and cab car door to gather the same information. The estimated cost to purchase, install, and calibrate these devices is \$250,000.

BiLevel Cab Car: The Rail Runner fleet includes nine cab cars. A cab car is essentially a passenger car with a small cab that allows the engineer to operate the train from the front when the train is being pushed from the rear by a locomotive. A new cab car would allow Rio Metro to maintain a reasonable spare ratio during prolonged maintenance, as well as support increased Rail Runner service if desired. The estimated cost of a new cab car is \$4.5 million.

BiLevel Coach Car: The Rail Runner fleet includes 13 coach cars. A new car would allow Rio Metro to maintain a reasonable spare ratio during prolonged maintenance, as well as support increased Rail Runner service if desired. The estimated cost of a new coach car is \$4 million.

Table 2-3: Unfunded Capital Projects

Capital Projects Program (Unfunded)	
Project	Cost
Rolling Stock	
Automatic Passenger Counters	\$250,000
BiLevel Cab Car	\$4,500,000
BiLevel Coach Car	\$4,000,000
Locomotives	\$14,000,000
Fixed Guideway	
Base Station Relocation	\$200,000
Cerrillos Rd./St. Francis Dr. Crossing	\$1,500,000
Los Lunas Siding	\$8,000,000
Ross Extension	\$10,000,000
Sidings and Platforms (Hourly Service)	\$96,300,000
Sidings and Platforms (Reliability/Capacity)	\$39,600,000
Facilities	
Operations & Maintenance Facility, Phase 2	\$15,000,000
Total Cost	\$193,350,000

Locomotives: The Rail Runner utilizes nine locomotives. Six are in service each weekday. Of the remaining three, two are typically undergoing maintenance or repair, while one is deployed as part of a rescue train to potentially respond to a service disruption. Two additional locomotives would allow Rio Metro to maintain a reasonable spare ratio during prolonged maintenance, as well as support increased Rail Runner service if desired. The new locomotives would also have higher horsepower (4,400 hp vs. existing locomotives' 3,600 hp), which would improve the speed of longer train sets as they climb into Santa Fe. The estimated cost of a new locomotive is \$7 million, resulting in a total project cost of \$14 million.

2.2.2.2 Fixed Guideway

Base Station Relocation: The Rail Runner's PTC and signal systems use a network of key communications towers (also known as base stations) to relay data between the back office/dispatch and the infrastructure along the guideway. Many of the existing base stations are installed on towers

located on private or tribal land. This project would relocate the base stations to existing towers within Rail Runner right-of-way for an estimated cost of \$200,000.

Cerrillos Rd./St. Francis Dr. Crossing: For many years now, the gates at the Cerrillos Rd./St. Francis Dr. crossing in Santa Fe periodically malfunction and activate when there is no train present, especially during heavy rain and snow events. This malfunction is caused by years of residual salt from roadway deicing operations working its way into the ballast and subgrade beneath the crossing, conducting electricity, and shorting the crossing circuit. \$1.5 million is the estimated cost to replace the fouled material with clean material and take other measures to prevent this issue from recurring.

Los Lunas Siding: There are few passing opportunities along the 30 miles of single track between Belen and Albuquerque, which often results in congestion and delays to Amtrak, BNSF, and Rail Runner trains. This project would reconstruct a 4,000-foot section of defunct railroad siding in the Village of Los Lunas near the Los Lunas Station. In order to restore functionality, new subgrade, ballast, ties, rails, and two control points are required. However, once implemented, this southern section of the NMRX corridor will benefit from the additional capacity and flexibility in scheduling train movements. The Los Lunas Siding is estimated to cost \$8 million.

Ross Extension: BNSF freight trains are often cleared by NMRX dispatch to run from Albuquerque to BNSF's Belen Yard, which is adjacent to the Belen Rail Runner Station. Periodically, due to congestion in the yard, BNSF freight trains are held just north of the yard by BNSF dispatch on the main track, blocking Rail Runner trains from entering or exiting the Belen Station on a spur track. This project would extend that spur track approximately one mile north to eliminate this interference and the resulting delays to the Rail Runner. The Ross Extension is estimated to cost \$10 million.

Sidings and Platforms (Hourly Service): In 2022, Rio Metro completed a Double Track Study that identified siding and platform improvements that would enable up to one-hour headways. These improvements total \$96.3 million. As Rio Metro completes other fixed guideway projects like the Los Lunas Siding and Ross Extension, it may prioritize projects from the Double Track Study and pursue state and federal discretionary grants to fund them. Projects include:

- Siding between the Herzog Siding and Kewa Station
- Siding at Los Ranchos/Journal Center Station
- Additional platform at Montano Station
- Additional platform at Downtown Bernalillo Station

Sidings and Platforms (Reliability/Capacity): Although not required for hourly service, the Double Track Study also identified other siding and platform improvements that would increase the reliability and capacity of the Rail Runner corridor. These improvements total \$39.6 million.

2.2.2.3 Facilities

Operations and Maintenance Facility, Phase 2: Phase 2 includes a second track through the maintenance building; expanded office space for administration, operations, and dispatch personnel; a train wash; a wheel truing station under the existing maintenance canopy (to be enclosed); and additional storage tracks. Phase 2 is estimated to cost \$15 million.

2.2.3 Partner Agency Pass-Through Projects

Los Lunas I-25 Interchange, East-West Corridor Phase I: Morris Rd. Crossing (A300962): The Village of Los Lunas is constructing a new interchange on I-25 south of NM 6 as well as a road connecting that interchange to NM 47 east of the Rio Grande. The project will include the reconstruction of the Morris Rd. crossing (to be renamed Los Lunas Blvd.), including track improvements and quad gates. Rio Metro estimates that \$2.0 million could pass through its budget in FY2026, although some of those funds could carry over into FY2027.

Table 2-4: Partner Agency Pass-Through Projects

Partner Agency Pass-Through Projects				
Project	Agency	Source	Total Project Cost*	FY2026 Estimated Pass-Through
Los Lunas I-25 Interchange, East-West Corridor Phase I: Morris Rd. Crossing (A300962)	Village of Los Lunas	HB2; INFRA; State Bond	\$154,317,389	\$2,037,270
Rail Trail: Central Ave. Crossing (A302236)	City of Albuquerque	Road Fund; Local; Capital Outlay	\$10,150,000	\$3,227,232
Rio Bravo Blvd./2nd Street Intersection & Gap Widening Improvements (A300942/A300945)	Bernalillo County	COVID Sup.; HPP; NHPP; STP-U; TAP-U	\$16,560,688	\$2,886,426
Southwest Chief Improvements CRISI	NMDOT	CRISI	\$11,500,000	\$4,600,000
Tribal Rd. 15 (Isleta Lakes Rd.) Improvements	Pueblo of Isleta	TTP	\$3,187,590	\$870,000
Bridge AB0853.61	TBD	TBD	\$500,000	Future Year
Bridge AB0864.78 Construction (A302523)	NMDOT	STP-Flex	\$9,000,000	Future Year
Positive Train Control, Madrid to Lamy	Amtrak	TBD	\$6,000,000	Future Year
South Capitol Station Drainage Improvements	NMDOT	TBD	\$1,500,000	Future Year
St. Michael's Dr. Rail Trail Underpass (S100470)	City of Santa Fe	HSIP; Road Fund	\$8,000,000	Future Year
			Estimated FY2026 Pass-Through	\$13,620,928

Rail Trail: Central Ave. Crossing (City of Albuquerque; A302236): The City of Albuquerque is activating the rail corridor between the Rail Yards, Sawmill Neighborhood, and Old Town with a multi-use trail that will feature public art, amenities, and connections to neighboring businesses. One specific component of the Albuquerque Rail Trail, the Central Ave. Crossing, will feature the reconstruction of the pedestrian underpass on the south side of Central Ave. to an at-grade pedestrian crossing with lights, gates, bells, signage, striping, etc. This project also requires the reconfiguration of track and switches near the crossing. Rio Metro estimates that \$3.2 million will pass through its budget in FY2026 for the reconfiguration work.

Rio Bravo Blvd./2nd St. Intersection & Gap Widening Improvements (Bernalillo County; A300942/A300945): As part of Bernalillo County's Rio Bravo Blvd./2nd St. Intersection project, cantilever signals at the Rio Bravo Blvd. crossing will be replaced with a signal bridge and preemption work will be performed to coordinate the traffic signals and crossing signals. On the heels of that project, the Gap Widening Improvements project will extend a multi-use trail through the crossing on the north side of Rio Bravo Blvd. and will include additional concrete panels, lights, gates, etc. The trail will also connect north to the Bernalillo County-Sunport Rail Runner Station platform. Of the initial \$4.7 million in pass-through costs, Rio Metro anticipates that the remaining \$2.9 million will pass through its budget in FY2026.

Southwest Chief Improvements CRISI (NMDOT): This project is a multi-year, multi-jurisdiction initiative to improve the territory over which Amtrak’s Southwest Chief operates. In 2020, Amtrak was awarded a \$5.6 million CRISI grant, which it will pair with an additional \$4.9 million plus a \$1 million contribution from NMDOT. On the NMRX system, the project will convert 12.4 miles of bolted rail to continuous welded rail, as well as replace ties along a 5.5-mile stretch of track at an approximate cost of \$4.6 million.

Tribal Rd. 15 (Isleta Lakes Rd.) Improvements (Pueblo of Isleta): In FY2026, the Pueblo of Isleta intends to construct roadway, pedestrian and other improvements on Isleta Lakes Rd. to improve connectivity between Isleta Lakes, the Rail Runner station, and Isleta Resort and Casino. Rio Metro has received an estimate of \$870,000 for rail-related improvements largely centered on the Isleta Lakes Rd. crossing.

Bridge AB0853.61 (TBD): Located 1.5 miles northeast of the Village of Cerrillos, Bridge AB0853.61 was constructed in 1962 and should be replaced if freight traffic is reintroduced in this area. There are structural issues affecting the load rating, including fatigue to angles welded to the bottom of the stringers. \$250,000 would be required in two successive years to replace the bridge.

Bridge AB0864.78 Construction (NMDOT): See design project in Section 2.2.1. NMDOT has tentatively programmed \$9 million for construction in FY2029, although the final project cost could vary significantly pending the final design solution.

Positive Train Control, Madrid to Lamy (Amtrak): Amtrak desires to fund the installation of PTC on the 24-mile segment it alone uses between control points Madrid and Lamy. This \$6 million cost may pass through Rio Metro’s budget to pay Rio Metro’s PTC implementation contractor, Xorail. Pending the negotiation and execution of agreements between the respective parties, design and construction will likely be funded and implemented in two consecutive years.

South Capitol Station Drainage Improvements (NMDOT): The NMDOT Drainage Bureau is currently designing improvements to the South Capitol Station that would mitigate flooding that has, for example, undermined walkways and adjoining ADA parking spaces. \$1.5 million is the estimated cost to construct these improvements.

St. Michael’s Dr. Rail Trail Underpass (City of Santa Fe; S100470): The City of Santa Fe is moving forward on the design of a multiuse trail underpass at St. Michael’s Dr. The total project cost is roughly estimated at \$8 million, and the amount that may pass through Rio Metro’s budget is not yet known.

2.3 Plans and Studies

Rio Metro may undertake plans and studies that give rise to capital improvements and/or major operating enhancements. While no plans/studies exclusive to the NMRX system are currently in progress, potential planning efforts are described below.

Service Expansion Study: Should substantially more Rail Runner service be desired in the future—such as the one-hour headways that formed the basis of the Double Track Study—Rio Metro would need to draft and evaluate scheduling alternatives that account for both passenger and freight railroad operations; develop ridership projections; identify potential funding sources; assess the impact on staffing and maintenance levels; and scope rolling stock, facility and track capacity needs. The cost of such a study could reach \$500,000.

Table 2-5: Plans and Studies

Plans and Studies	
Project	Cost
Service Expansion Study (unfunded)	\$500,000
Total Cost (unfunded)	\$0



Section 3: Transit Capital Plan

The Transit Capital Plan describes Rio Metro’s non-rail capital needs, with particular emphasis on revenue vehicle and service vehicle replacement. Like the NMRX Capital Plan, it also leans on the tools developed for the TAM Plan—lifecycle cost models and replacement evaluation criteria—to help determine Rio Metro’s transit capital priorities.

The Transit Capital Plan is divided into four programs:

1. The **Revenue Vehicle Replacement Program** prioritizes and schedules the replacement of Rio Metro’s directly-operated buses and minivans.
2. The **Service Vehicle Replacement Program** performs the same function for all of Rio Metro’s non-revenue vehicles, including those used by rail staff.
3. The **Capital Projects Program** includes funded and unfunded capital projects that would improve the capacity, efficiency, safety, accessibility, maintainability, etc. of the transit system.
4. **Plans and Studies** includes plans, studies and other efforts that are transit-specific or agency-wide in scope that may give rise to transit capital projects and/or major operating enhancements.

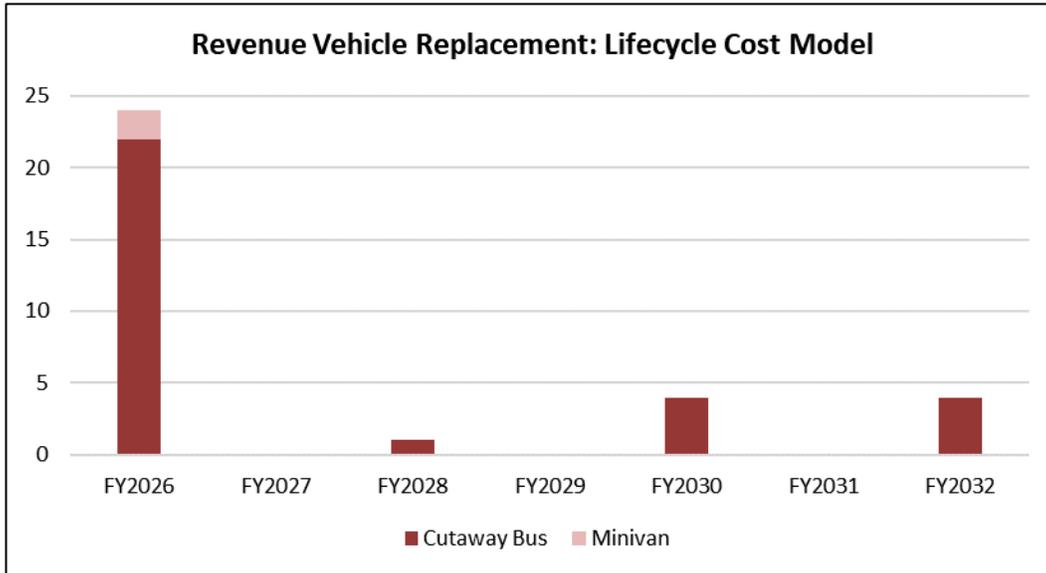
3.1 Revenue Vehicle Replacement Program

The revenue vehicle replacement program identifies which of Rio Metro’s 47 cutaway buses and minivans should be replaced when over the seven-year horizon of the Transit Capital Plan. The program uses the evaluation criteria identified in the TAM Plan by prioritizing the replacement of vehicles with known safety concerns; followed by those with issues impacting operations, mechanical problems, or high mileage; and, finally, those in good condition that have otherwise reached the end of their useful life.

To initiate this effort, Rio Metro uses a lifecycle cost model that distributes the replacement of revenue vehicles based solely on age or “useful life benchmark” (eight years for most of Rio Metro’s revenue vehicles). The lifecycle cost model output is shown in Figure 3-1 (next page). Of the 33 revenue vehicles slated for replacement over the next seven years, there is a prominent spike of 24 revenue vehicles that will have met or exceeded their useful life in FY2026. A similar spike has appeared in the first year of Figure 3-1 since FY2021, after Rio Metro delayed the replacement of 14 older, lower-mileage revenue vehicles in FY2020 and FY2021 to preserve cash on hand for PTC implementation. Subsequent supply chain backlogs stemming from the COVID pandemic prevented Rio Metro from replacing these revenue vehicles in a timely manner—a problem that was exacerbated when 13 cutaway buses that entered service in 2015 reached the end of their useful life in FY2024.

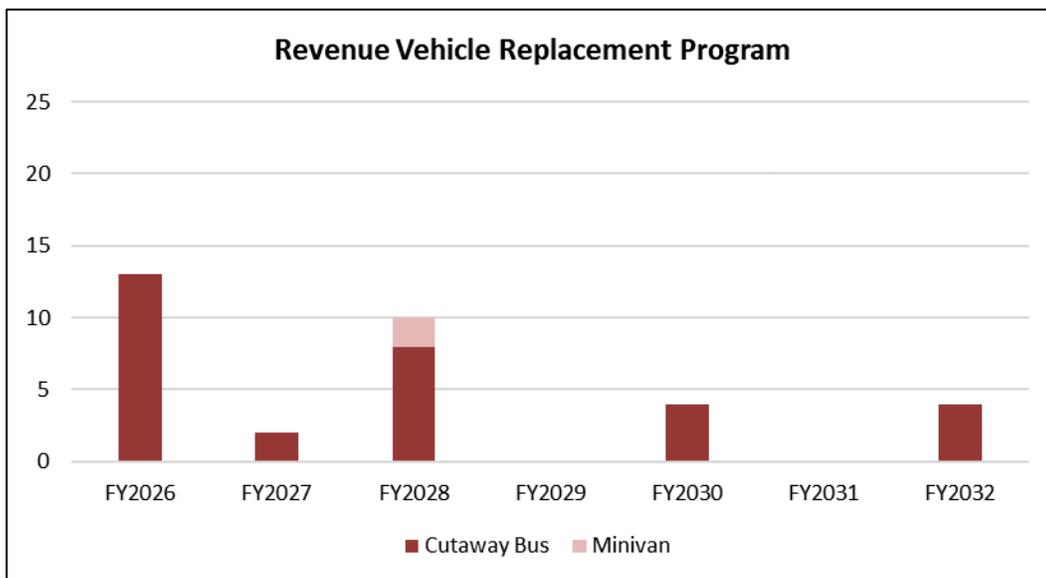
For funding reasons alone, replacing all 24 revenue vehicles that will have met or exceeded their useful life in FY2026 is impractical. In a typical year, Rio Metro is unlikely to receive grant funding through NMDOT- and FTA-administered Section 5307, 5310, 5311 and 5339 programs to fund more than 10 replacements. However, with a relatively good GRT fund balance in the transit budget, Rio Metro has the flexibility to clear out this backlog by FY2028.

Figure 3-1: Revenue Vehicle Replacement, Lifecycle Cost Model Output



In light of these considerations, staff developed the revenue vehicle replacement program visualized in Figure 3-2 and budgeted in Table 3-1. Notably, the spike in FY2026 has been more evenly distributed through FY2028, although Rio Metro still expects to replace 13 cutaway buses in FY2026 using NMDOT and FTA funds that have accrued since 2023. Unlike the lifecycle costs model, this approach is also not

Figure 3-2: Revenue Vehicle Replacement Program



strictly based on age—although all of these vehicles are beyond their useful life, it prioritizes those that have been in crashes, or have suffered a major engine or transmission failure.

Table 3-1: Revenue Vehicle Replacement Program

Revenue Vehicle Replacement Program								
Vehicle Type	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	7-Year Total
Cutaway Bus	\$1,749,800	\$269,200	\$1,884,400		\$1,346,000		\$1,346,000	\$6,595,400
Minivan			\$124,000					\$124,000
Total Cost	\$1,749,800	\$269,200	\$2,008,400	\$0	\$1,346,000	\$0	\$1,346,000	\$6,719,400

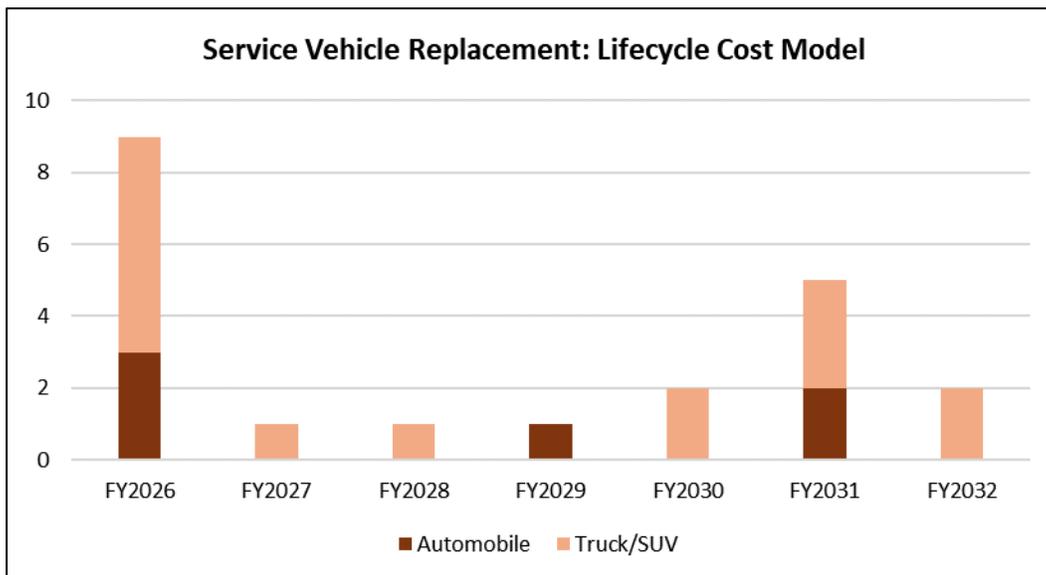
Rio Metro is also tentatively scheduled to begin its zero-emission transition in FY2028 at the Sandoval Yard by introducing cutaway battery electric buses (BEBs). To date, BEB manufacturers have largely focused on 40-foot BEBs—the workhorse of public transit. There are few 25-foot cutaway BEBs on the market, and fewer, if any, that can approximate the daily range of Rio Metro’s existing internal combustion cutaway buses. From a funding perspective, it is also unclear at the moment whether the Trump administration will support the use of federal grants to acquire BEBs, which will be particularly critical for Rio Metro as cutaway BEBs cost two to three times more than conventional cutaway buses. In the interim, Rio Metro will continue to monitor these variables in the coming fiscal year and adjust its timeline accordingly.

3.2 Service Vehicle Replacement Program

The service vehicle replacement program accounts for all non-revenue vehicles used by Rio Metro staff, including cars, vans, SUVs and pickup trucks (FTA classifies the latter three vehicle types as trucks). For most transit agencies, this program would also include heavy equipment like loaders, backhoes, tampers, etc., but in Rio Metro’s case, those vehicles are largely owned and replaced by its contractors.

Similar to revenue vehicles, the service vehicle replacement lifecycle cost model output (Figure 3-3) features a modest spike of nine vehicles in FY2026. However, this spike exists because Rio Metro tends to hold on to service vehicles past their eight-year useful life if they have relatively low mileage or have

Figure 3-3: Service Vehicle Replacement, Lifecycle Cost Model Output



high mileage but are still in good condition (the latter are typically transferred to employees who have occasional need for a vehicle).

The service vehicle replacement program visualized in Figure 3-4 and budgeted in Table 3-2 is just as aggressive as the lifecycle cost model. Rio Metro intends to replace 10 vehicles in FY2026 (several have already been ordered). This total includes three automobiles that will be replaced with small SUVs as Rio Metro’s rail and transit employees often travel on unpaved roads where higher clearance and better traction are desirable. With respect to funding, Rio Metro generally replaces service vehicles used predominately by administration and rail staff with Section 5337 (state of good repair) funds, whereas those used by transit staff are typically replaced with GRT.

Figure 3-4: Service Vehicle Replacement Program

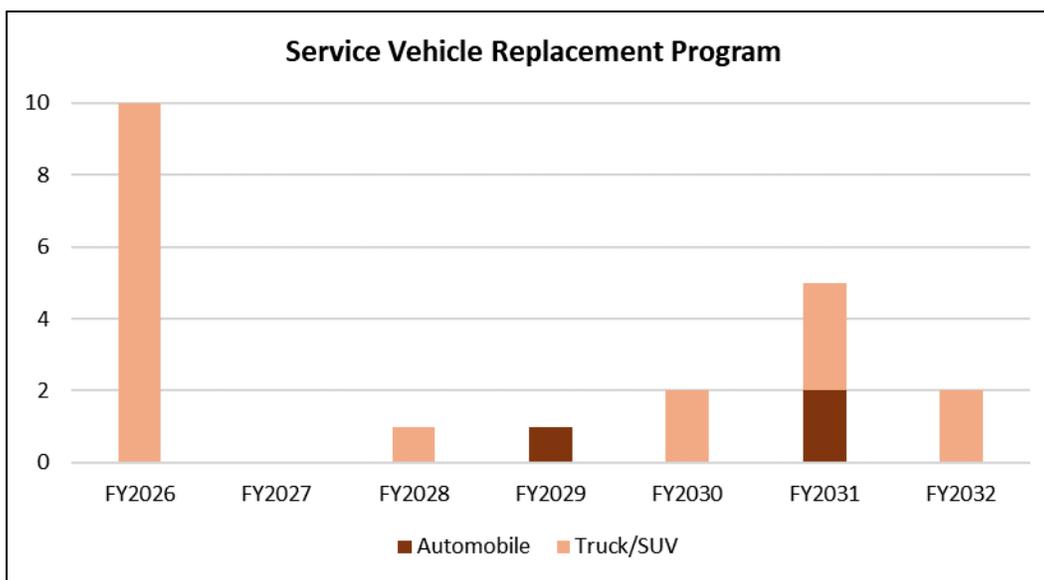


Table 3-2: Service Vehicle Replacement Program

Service Vehicle Replacement Program								
Vehicle Type (Division)	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	7-Year Total
Automobile (Rail)						\$23,300		\$23,300
Automobile (Transit)				\$23,300		\$23,300		\$46,600
Truck/SUV (Rail)	\$148,800				\$74,400	\$37,200	\$37,200	\$297,600
Truck/SUV (Transit)	\$223,200		\$37,200			\$74,400	\$37,200	\$372,000
Total Cost	\$372,000	\$0	\$37,200	\$23,300	\$74,400	\$158,200	\$74,400	\$739,500

3.3 Capital Projects Program

This capital projects program includes both funded and unfunded projects that improve existing transit operations. Funded projects have committed, budgeted funding, and Rio Metro staff are actively working toward their fruition. Unfunded projects are presented here without priority; however, they are prioritized in Rio Metro’s ICIP (Section 4). They are also prime candidates for federal and state discretionary grants, capital outlay requests or other funding opportunities.

3.3.1 Funded Capital Projects

Sandoval County Transit Facility Repaving: In the summer of 2020, Rio Metro relocated the Sandoval County transit division to a new location in Rio Rancho near the intersection of Unser Blvd. and Idalia Rd. This location was previously used by Rio Rancho Public School’s bus contractor for many years, and, at the time of purchase, the parking lot had extensive cracking which revealed a very thin asphalt section on subgrade with no base course. Shortly after move-in, Rio Metro sealed and restriped the parking lot as a temporary fix while it prioritized remodeling and upgrading the building. Now that the building improvements are complete, Rio Metro has set aside \$300,000 in FY2026 to reconstruct the parking lot so that it adequately supports its fleet.

Valencia County Transit Facility, Phase 2: Based on the full buildout site plan that was prepared at the time Phase 1 was designed, Phase 2 may include the construction of a maintenance building, bus wash, fueling/charging infrastructure, and/or other elements desired at the newly constructed Valencia County Transit Facility. Rio Metro received \$1.17 million in STP-U Small Urban funds (including local match) in FY2024, and added Section 5339 funding to bring the funded total to \$1.4 million. Rio Metro may also pursue FTA discretionary grants to complement these funds before beginning construction of Phase 2 improvements in a later year.

Table 3-3: Funded Capital Projects

Capital Projects Program (Funded)									
Project	Funding	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	7-Year Total
Sandoval County Transit Facility Repaving	GRT	\$300,000							\$300,000
Valencia County Transit Facility, Phase 2	STP-SU; 5339			\$1,387,096					\$1,387,096
Total Cost		\$300,000	\$0	\$1,387,096	\$0	\$0	\$0	\$0	\$1,687,096

3.3.2 Unfunded Capital Projects

Valencia County Transit Facility, Phase 2: For more information, refer to the previous project in Section 3.3.1. Phase 2 is estimated to cost \$15 million, of which \$1.4 million is already committed. This project reflects the remaining balance.

Table 3-4: Unfunded Capital Projects

Capital Projects Program (Unfunded)	
Project	Cost
Valencia County Transit Facility, Phase 2	\$13,612,904
Zero Emission Transition	\$26,970,000
Total Cost	\$40,582,904

Zero Emission Transition: Rio Metro completed its Zero Emission Transition Plan in 2023, which generally describes the facility improvements and vehicle purchases necessary to transition its revenue and non-revenue fleets to a zero-emission technology such as battery electric or hydrogen fuel cell electric. While there are several federal formula and discretionary programs that might help defray the \$27 million cost of and hasten the transition, federal funding support for zero emissions facilities and vehicles is currently in doubt based on guidance provided by the Trump administration. The timing of

the transition is also dependent on the availability of revenue and non-revenue vehicles that are sized and perform similarly to Rio Metro’s existing fleet.

3.4 Plans and Studies

Passenger Survey: Rio Metro desires to conduct a comprehensive passenger survey to better understand its riders’ demographics, travel patterns, needs, preferences, etc. The survey findings will help Rio Metro improve its existing services and craft new services, as well as shape policy and compliance efforts like Rio Metro’s Title VI program. Consequently, \$300,000 is reserved in FY2026 to perform a robust survey across all of Rio Metro’s services. The transit budget also accounts for recurring funding for less intensive follow-up surveys in every other year.

Short Range Transit Service Plan: As the formal successor to the 2012 Short Range Plan, the Short Range Transit Service Plan will establish service policies, recommend changes to Rio Metro’s existing services, and identify opportunities for expansion over the next five to ten years. The plan will also consider how Rio Metro’s services can best integrate with the ABQ RIDE Forward Recovery Network Plan, as well as account for past conversations with Rio Rancho and other member communities about service expansion. \$300,000 is reserved for this effort.

Transit Consolidation Study: In late 2023, the City of Albuquerque and Rio Metro each committed \$150,000 to study the integration of ABQ RIDE and Rio Metro up to and including full consolidation. Topics to address include organization and governance models; funding and financing; labor force structure and representation; service integration and the potential for operating efficiencies; and opportunities/obstacles. The study is currently underway and is slated for completion in FY2026. \$250,000 is the remaining balance on the project.

Table 3-5: Plans and Studies

Plans and Studies	
Project	Cost
Passenger Survey	\$300,000
Short Range Transit Service Plan	\$300,000
Transit Consolidation Study	\$250,000
Total Cost (funded)	\$850,000

Section 4: FY2027-FY2031 Rio Metro Regional Transit District Infrastructure Capital Improvement Plan



The Infrastructure Capital Improvement Plan (ICIP) is a five-year planning tool devised by the State of New Mexico and managed by the Department of Finance and Administration. Essentially, local governments are encouraged to vet and adopt a prioritized list of capital projects that are then uploaded to the state’s ICIP database. That database, in turn, becomes the basis for requesting capital outlay and other state funds from the legislature and cabinet departments.

Each year, Rio Metro uses the ICIP process to prioritize 10-15 unfunded or underfunded capital projects that appear in the NMRX and Transit capital plans. Barring a regulatory mandate or a critical need, this process allows Rio Metro to weigh the relative importance of projects that aren’t directly comparable. For example, is a new transit administrative and maintenance facility more desirable than a new railroad siding when both have the potential to improve the capacity of their respective systems?

Upon adoption of the Budget and Capital Plan resolution by Rio Metro’s board—which also includes language that adopts this ICIP as required by the state—Rio Metro will then upload each project’s information into the state’s database.

Table 4-1: Infrastructure Capital Improvement Plan

Rio Metro Infrastructure Capital Improvement Plan (FY2027-FY2031)		
Priority	Project	Cost
2027-1	Ross Extension	\$10,000,000
2027-2	Los Lunas Siding	\$8,000,000
2027-3	Cerrillos Rd./St. Francis Dr. Crossing	\$1,500,000
2027-4	Rio Metro Zero Emission Transition--Infrastructure	\$7,370,000
2027-5	Rio Metro Zero Emission Transition--Buses	\$19,600,000
2027-6	Rail Runner Operations & Maintenance Facility, Phase 2	\$15,000,000
2027-7	Rio Metro Valencia County Transit Facility, Phase 2	\$13,620,000
2027-8	Rail Runner Sidings and Platforms (Hourly Service)	\$96,300,000
2027-9	Rail Runner Sidings and Platforms (Reliability/Capacity)	\$39,600,000
2027-10	Rail Runner Bridge and Drainage Reconstruction	\$6,000,000
2027-11	Rail Runner Grade Crossing Imp./Quiet Zone Support	\$1,000,000
2027-12	Rail Runner Locomotives	\$14,000,000
2027-13	Rail Runner Bi-Level Cab Car	\$4,500,000
2027-14	Rail Runner Bi-Level Coach Car	\$4,000,000
Total Cost		\$240,490,000