



Rio Metro Regional Transit District
Short Range Plan
FY2013 - FY2017



RIO METRO
REGIONAL TRANSIT DISTRICT

December 2012

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Resolution: R-13-6 RMRTD

**APPROVING THE RIO METRO REGIONAL TRANSIT DISTRICT (RMRTD)
SHORT RANGE PLAN FY2013-FY2017**

1 **WHEREAS**, the RMRTD was formed pursuant to the Regional Transit District Act,
2 NMSA § 73-25-1 et seq.; and

3 **WHEREAS**, Section 5 of the RMRTD By-laws states that the annual budget must be
4 prepared based on a five (5) year financial plan; and

5 **WHEREAS**, MAP-21 (The current Federal Transportation Bill) requires Transit
6 Agencies to track service performance, and transit assets; and

7 **WHEREAS**, the final specific performance measures and asset management
8 system requirements identified in MAP-21 have not been fully developed by the Federal
9 Transit Administration and final guidance has not been issued; and

10 **WHEREAS**, the RMRTD Short Range Plan includes a minimum five (5) year
11 financial plan for the district, annual service performance measures for the district, a capital
12 and asset plan for the district; and

13 **WHEREAS**, the RMRTD Short Range Plan will be updated annually to continue
14 and/or amend the goals and objectives of the district; to update existing and planned district
15 services; to update the financial plan for the district consistent with projected revenues and
16 grants; to update district performance measures consistent with federal and state

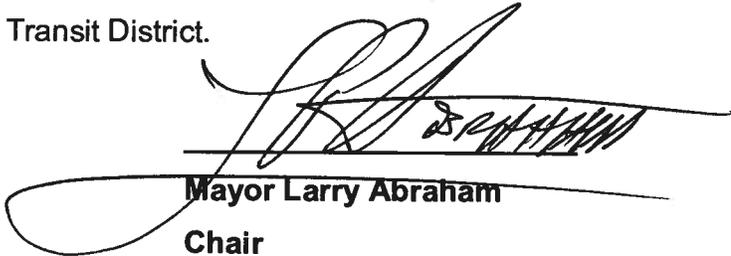
1 requirements; to update the district capital and asset plan consistent with federal asset
2 management system requirements; and

3 **WHEREAS**, the RMRTD Short Range Plan will provide transparency in service
4 planning, service performance, district budget and district asset management;

5 **NOW, THEREFORE, BE IT RESOLVED BY THE RIO METRO REGIONAL**
6 **TRANSIT DISTRICT BOARD OF DIRECTORS THAT:**

7 The Rio Metro Regional Transit District Short Range Plan FY2013-FY2017 dated
8 "December 2012" is approved.

9 **PASSED, ADOPTED, AND APPROVED** this 21st, day of December, 2012 by the Board of
10 Directors of the Rio Metro Regional Transit District.



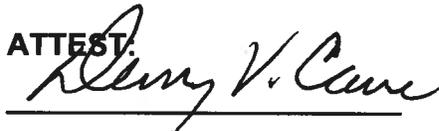
Mayor Larry Abraham

Chair

Board of Directors

December 21, 2012

11
12
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16
17 **ATTEST:**



18
19 **Dewey Cave**

20 **Chief Executive Officer**

21 **December 21, 2012**

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Councilor Rey Garduño (Vice Chair)
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Councilor Don Harris
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Rio Metro Regional Transit District Short Range Plan

Adopted December 21, 2012

Rio Metro Regional Transit District

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Executive Summary

The Rio Metro Regional Transit District (“Rio Metro” or “the RTD”) provides regional public transportation for Bernalillo, Sandoval, and Valencia counties. This *Short Range Plan* is a significant update to the 2008 *Service and Financial Plan*, the agency’s first transit plan. Informed largely by the knowledge gained through the initial years of operations, this plan is expanded to include the New Mexico Rail Runner Express and presents a refined depiction of Rio Metro’s finances and the opportunities and challenges the agency will face in future years. The plan will be an iterative, living document that will be regularly revisited to assess Rio Metro’s performance, short-term and long-term needs and objectives, and financial status.

The plan is consistent with Rio Metro’s mission – to provide service that is “fiscally responsible” and that is “responsive to the public need, affordable, convenient and reliable.” To that end, the plan tries to balance the service desires of current and future riders with fiscal realities.

Ridership on Rio Metro trains and buses has increased over the years and is likely to continue doing so as services expand and improve, population growth continues, and other factors such as rising gas prices and changing demographics encourage transit use. During FY 2012, ridership on Rio Metro set a new record of 1.97 million, an increase of 4.6 percent over FY 2011. The Rail Runner was responsible for about 60% of this ridership with buses accounting for the rest. Rio Metro fully or partially funds several routes operated by ABQ Ride, which make up the majority of the bus ridership. Other popular bus services include the Sandoval County commuter routes and the Valencia County demand response.

The plan is constrained to the state fiscal year 2013 budgets for transit operations. Separate rail and bus budgets were developed in accordance with the requirements of the voter-approved 1/8-cent gross

receipts tax (GRT) collected in the three counties for funding the RTD, which stipulates that half of the GRT revenues must be dedicated to rail and half for the operations and maintenance of the entire Rio Metro system. Local GRT revenues provide almost half the rail budget and three-quarters of the bus budget. Other revenue sources include federal funds, railroad leases, passenger fares, and advertising.



The 2013 budget maintains the current level of service for the Rail Runner. With most revenues dedicated to providing service, there currently is little cash reserve to safeguard operations from unexpected funding shortfalls (such as a decrease in GRT revenue) or cost increases (such as increased fuel prices). Additionally, some future minor maintenance of way and maintenance of equipment expenditures have been deferred. Short term plans for the Rail Runner continue the current level of service and respond to significant future capital costs such as locomotive overhauls and passenger car refurbishing. These costs will be offset in part by new federal funds, notably the FTA 5337 State of Good Repair program, which Rio Metro is expected to receive beginning in FY 2015.

The public's desire for increased service (more trains daily) and improved service (for example, reduced travel times) is not included in the budget, but the Plan identifies and prioritizes future capital projects that would help achieve these goals, such as double tracking segments of the corridor, improving signals and switches, and expanding station capacity. Additionally, the yet to be determined requirements and costs of Positive Train Control for monitoring and controlling train movements are not included in the budget but are captured in the prioritized improvements.



The 2013 transit budget includes some expansion of Rio Metro's demand response operations, as well as fixed routes provided directly by Rio Metro and contracted through ABQ Ride. Planning studies are included in the budget to evaluate selected new or extended routes. Additionally, since a significant portion of the Rio Metro bus fleet is due for replacement, \$4.2 million over the next five years will be invested in buses.

The plan anticipates the implementation of a significant transit project(s) designed to address the region's already congested river crossings. The plan sets aside \$5.5 million and \$5.9 million of new federal funds in FY 2016 and FY 2017 for related capital costs, in accordance with the decision by the Mid-Region Council of Governments to dedicate at least 25 percent of the region's federal discretionary funds to transit projects on river crossings beginning in FY 2016. Additionally, the plan will help Rio Metro prepare for this service by allocating future funds for operation costs and maintaining funds for capital costs or matching funds.

The context in which Rio Metro services are and will be delivered is also an important consideration. The combined population in Rio Metro's service area—Bernalillo, Sandoval and Valencia counties—grew by 22 percent in just ten years. This growth is expected to continue over the coming decades, with the region's population reaching 1.5 million by 2035, an increase of almost 75 percent from today. The transportation impacts of this growth are exacerbated by the jobs-to-housing balance. In 25 years, Bernalillo County will contain 82 percent of the region's jobs but just 69 percent of its population – meaning that more people will be making long commutes across county lines. Increased regional transit service is part of the solution to these problems, although it must work in conjunction with other strategies such as land use reforms.

Rio Metro Moving Forward

Overall goals for Rio Metro include meeting the increased need for regional transit service; identifying the corresponding capital and operational needs over the next five years; identifying and anticipating future maintenance, repair and capital needs; and systematically reviewing finances to ensure all available funds are being used efficiently.

For the plan update, several themes emerged which guided its development and which are discussed or addressed in the plan:

- A significant portion of the region’s growth is projected to occur in the Rio Metro service area, resulting in an increased need for regional transit services (see Chapter 1).
- Because the ability of Rio Metro to provide transit services is directly related to land use and development patterns, appropriate transit-supportive development patterns will be promoted through public and private venues (see Chapter 1).
- Bus operations will be fine-tuned to improve service and operational efficiencies. Potential fixed route, commuter bus, and demand response service expansions will be critically evaluated before they are implemented. Existing service is evaluated in the plan and will be evaluated in future years to assess performance (see Chapter 2).
- Anticipating the need for increased rail capacity and the desire for improved operational performance—and realizing the high costs of these improvements—capital projects will be strategically identified and prioritized as early as possible (see Chapter 3 for an inventory of Rio Metro’s existing capital resources and Chapter 5 for needed improvements).
- A variety of factors influence the short and mid-range financial status of Rio Metro’s rail and bus operations. Strategies were developed to reduce financial risks and maximize opportunities (see Chapter 4).
- Recognizing regional growth patterns, longer term regional transit opportunities will be identified, particularly those involving river crossings. Rio Metro will prepare to address these opportunities with innovative, premium transit services (see Chapter 5).
- Efforts will be initiated to address the specific administrative and financial needs required of an organization meeting increasingly large and complex responsibilities (see Chapter 5).



Chapter 1: Introduction and Planning Context

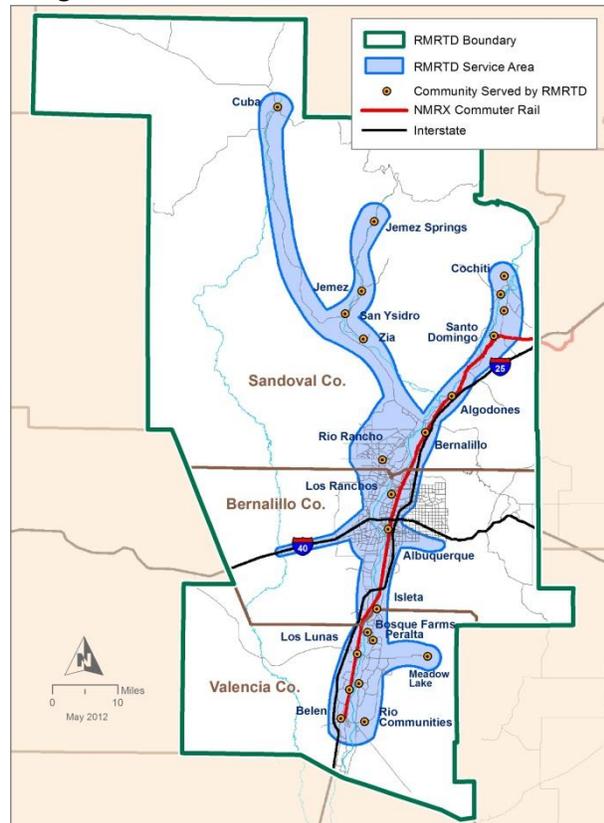
1.1 Introduction

The Rio Metro Regional Transit District (“Rio Metro” or “the RTD”) is the primary regional transit provider for Bernalillo, Sandoval, and Valencia counties, offering transit service between municipalities and across county lines. Rio Metro manages the New Mexico Rail Runner Express commuter rail and operates, manages, and/or funds select bus routes in the three-county area (Figure 1-1). Rio Metro’s services also provide links to other statewide destinations and transportation markets including Santa Fe, Taos, and Socorro. The agency’s top priority is providing service that enables customers to access regional destinations, a critical transportation need since tens of thousands of trips occur each day between different towns, cities, Tribal areas, and counties in the service area.

Rio Metro’s mission statement reflects its regional focus:

“The Mission of Rio Metro Regional Transit District is to manage a regional, integrated, multimodal public transportation network that is fiscally responsible, innovative, and efficient. Rio Metro strives to deliver service that is responsive to public need, affordable, convenient, and reliable, while providing a safe and secure atmosphere for passengers and employees.”

Figure 1-1 Rio Metro Service Area



The purpose of this plan is to provide an overview and evaluation of Rio Metro’s existing services, identify potential transit needs within the three-county area, establish a five-year budget projection to inform future planning efforts, and identify future capital, operating, and administrative projects that would enable Rio Metro to better serve the region and its residents. Although Rio Metro works closely with the City of Albuquerque Transit Department (ABQ Ride) to provide certain services, as detailed in Chapter 2, the contents of this document are intended solely to guide Rio Metro’s activities and are not generally applicable to ABQ Ride or its services.

1.2 History of the Rio Metro Regional Transit District

In 2003, the New Mexico Regional Transit District Act (Chapter 73, Article 25, NMSA 1978) was passed, enabling the formation of multi-jurisdictional transit agencies. The purpose of this legislation was to

provide safe and efficient regional transit services; to reduce congestion, crashes, and pollution caused by single-occupant vehicles; to extend the life of the state's roads by reducing traffic; to provide transportation alternatives to residents, particularly transit-dependent groups such as seniors, youth, low-income, and mobility-impaired residents; to provide residents with better access to education and higher-paying jobs; and to reduce oil dependence. In 2004, legislation was adopted allowing such transit districts to levy up to a half-cent local gross receipts tax (GRT) to fund their operations.

On March 29, 2005, the New Mexico Transportation Commission approved the formation of the Mid-Region Transit District, encompassing Bernalillo, Sandoval, and Valencia counties, as well as most of the cities, towns, and villages within those counties. At the same time, the Mid-Region Council of Governments (MRCOG) was proceeding with plans for commuter rail between Belen and Santa Fe – the New Mexico Rail Runner Express – which began operating between Downtown Albuquerque and the US 550 Station in July 2006. The service soon expanded to Los Lunas and Belen, and in December 2008 the route was completed as trains began running to Santa Fe.

In 2008, the Mid-Region Transit District was renamed the Rio Metro Regional Transit District, and that year voters in the three counties approved a 1/8-cent gross receipts tax to fund Rio Metro, with half of the revenues dedicated to rail and half to the Rio Metro system. In 2009 the tax took effect and Rio Metro assumed management of the Rail Runner from MRCOG. Rio Metro began providing bus service in 2010 after consolidating several small transit agencies in Valencia and Sandoval counties, and it also began providing whole or partial funding to some ABQ Ride routes of regional significance, enabling ABQ Ride to extend its services to the Rail Runner and Rio Rancho.

The Board of Directors is responsible for carrying out the functions assigned by the Regional Transit District Act, including establishing financial, management, service operation, fare, and other policies that support the operations of the transit system. The day-to-day operations of Rio Metro are the responsibility of the agency Director and program staff.

Notable accomplishments from the first several years of Rio Metro and the Rail Runner include:

Rail Runner

- The extension of Rail Runner service north to Santa Fe. This included the construction or rehabilitation of over 50 miles of track; the construction of four additional stations; and the purchase and deployment of an additional four locomotive and twelve passenger cars.
- Six million passenger trips on the Rail Runner since its inauguration.
- Service changes that balanced customers' needs with budgetary constraints (such as Rail Runner schedule modifications, commuter bus services, and holiday and weekend service).
- The expansion of customer amenities such as TV monitors, bike lockers, photovoltaic shade structures for parking, Wi-Fi, and quiet cars on trains.

Rio Metro Bus Services

- The consolidation of the Sandoval Easy Express, Valencia County Transit, Belen Transit, Rio Transit, and their respective transit services under the Rio Metro administrative structure.



- The development of new bus routes: Route 366 from ABQ Ride’s Central and Unser Transit Center to the Route 66 Casino Hotel, Route 206 in Belen, and Route 207 in Los Lunas.
- The funding, partially and in-whole, of select bus routes operated by ABQ Ride, including (a) Rio Metro routes connecting to the Rail Runner (222, 250, and 251) or addressing regional travel needs (551), (b) extensions of existing ABQ Ride routes (96 and 155) to serve Rio Rancho, and (c) existing ABQ Ride routes that address regional travel needs (Route 790 Rapid Ride Blue Line).

Rio Metro Administration & Marketing

- The creation of partnerships with other transit providers, which resulted in more than 60 connections to other transit services.
- Improvements to the Job Access Reverse Commute (JARC) program, including the use of transit passes, improved overall program access, and the development of key partnerships.
- Effective marketing and transportation demand management (TDM) efforts to promote the Rail Runner and Rio Metro “brands” and services. These include the popular Rail Runner electronic newsletter, the “Dump the Pump” campaign, the award winning Smart Business Partnership Program, and new Rio Metro branding that creates a recognizable image for the agency and a unified identity for all Rio Metro services.

Transit Studies

- Secured grant funding for and initiated major regional transportation planning efforts, including the Paseo del Norte High Capacity Transit Study and the UNM/CNM/Sunport Transit Study.

1.3 Transit Service Plan

In 2008, Rio Metro developed its first *Service and Financial Plan*, which helped the new agency embark on its early service planning and provision efforts. The document included a transit service and capital plan for the three counties, an implementation plan that runs through Fiscal Year 2013 (ending on June 30, 2013), and a 15-year cash flow scenario. Capital infrastructure improvements (such as vehicles, passenger amenities, specialized computer software, and transit roadway enhancements) were not scheduled in the plan but rather were to be provided for in a flexible manner with funding identified in the financial plan. The plan did not address Rail Runner operations, which were managed by MRCOG at the time.

This *Short Range Plan* is a significant update to the 2008 plan, reflecting changing services, needs, and revenues. It is envisioned as an iterative, living document that will be regularly revisited to assess Rio Metro’s performance, short-term and long-term needs and objectives, and financial status. An effectively thought out, vetted, and developed plan will help accomplish several things: it will help develop transit service that most effectively meets the needs of the region; it will help utilize and leverage available funding; it will be the basis for decisions regarding transit service and operations; and it will help identify the extent of any additional funding needed to support existing and/or new Rio Metro services and operations.

This plan is constrained to the 2013 budget and is largely designed to maintain the current levels of bus and rail service. It identifies key service expansion and improvement initiatives for future years that respond to identified transportation needs. The plan sets the stage for future capital expenditures and potential expansions of rail operations and anticipates a future Bus Rapid Transit initiative. All initiatives presented advance the mission of Rio Metro and set a framework for making decisions regarding transit investments.

This plan supports Rio Metro's mission and is consistent with other planning documents that cover the Rio Metro service area, including the *New Mexico Statewide Public Transportation Plan*, the *2035 Metropolitan Transportation Plan*, the *Valencia County Mobility Plan*, and city and county comprehensive plans. A complete list of the plans reviewed as part of this plan's development is included in Appendix A.

Plan Development

This plan was developed by Rio Metro staff, working with Planning Technologies, LLC. The plan was informed by stakeholder inputs which were gathered through agency meetings, consultation with other transit service providers, and public activities, including:

- Public open houses in Bernalillo, Sandoval, and Valencia counties at ADA- and transit-accessible locations. These meetings were advertised through press releases in local media, including the *Jemez Thunder*, *Cuba News*, *Sandoval Signpost*, *Corrales Comment*, and *Valencia County New Bulletin*, with flyers distributed on the Sandoval and Valencia buses and on the Rail Runner in the week before the meetings. Information about the meetings was also provided in the *Travel Times*, the e-newsletter of the Mid-Region Metropolitan Planning Organization; the Rail Runner May 2012 e-newsletter; the Town of Bernalillo and Village of Los Lunas newsletters; and over 500 targeted emails sent to community associations, businesses, and individuals throughout the region. In addition, flyers about the meetings were provided to communities in Valencia County and senior centers in Sandoval County.
- Presentations before the MRCOG Public Involvement Committee and the Rio Metro Board (all Rio Metro Board meetings are open to the public).
- An information booth at the National Train Day event at Alvarado Transit Center.
- The Rio Metro and Mid-Region Council of Governments websites, local jurisdictions' websites in all three counties, and community Facebook pages.

General themes distilled from the public participation efforts include that Rio Metro should improve its outreach and branding to increase ridership and that the agency should provide more transit service. More information about public input received during the development of this plan is included in Chapter 5, and a full summary of the comments is provided in Appendix B.

1.4 Transit Planning Context

Due to the regional nature of the area's housing, employment, and services markets, it is important for transit to seamlessly and efficiently move people across jurisdictional boundaries. The region is experiencing rapid population growth, requiring an expansion of

transit services to adequately serve the area. The three-county population grew from 713,000 in 2000 to 871,000 in 2010, an increase of 22 percent in just ten years. This growth is expected to continue over coming decades, with the region's population reaching 1.5 million by 2035, an increase of almost 75 percent from today (Table 1-1). Under existing development patterns and public policies, most of this growth is projected to occur near the urban fringe, including many areas that fall solely within Rio Metro's service area.

With current land use patterns, this anticipated growth will result in more single occupancy vehicle trips, increased travel time, severe congestion on the region's river crossings and west of the Rio Grande, and more air pollution. Increased regional transit service is part of the solution to these problems, although it must work in conjunction with other strategies such as land use reforms.

The region's employment grew just 2.8 percent between 2000 and 2010, with 11,000 new jobs added. However, job growth is expected to pick up, with 225,000 new jobs by 2035 (Table 1-2). Currently, Bernalillo County contains 76 percent of the region's population but 87 percent of its employment; as a result, tens of thousands of commuters travel between the three counties every day. The largest travel volumes are from Sandoval and Valencia counties into Bernalillo County and from Bernalillo County to Sandoval County (Figure 1-2).

Table 1-1 Regional Population Growth, 2000-2035

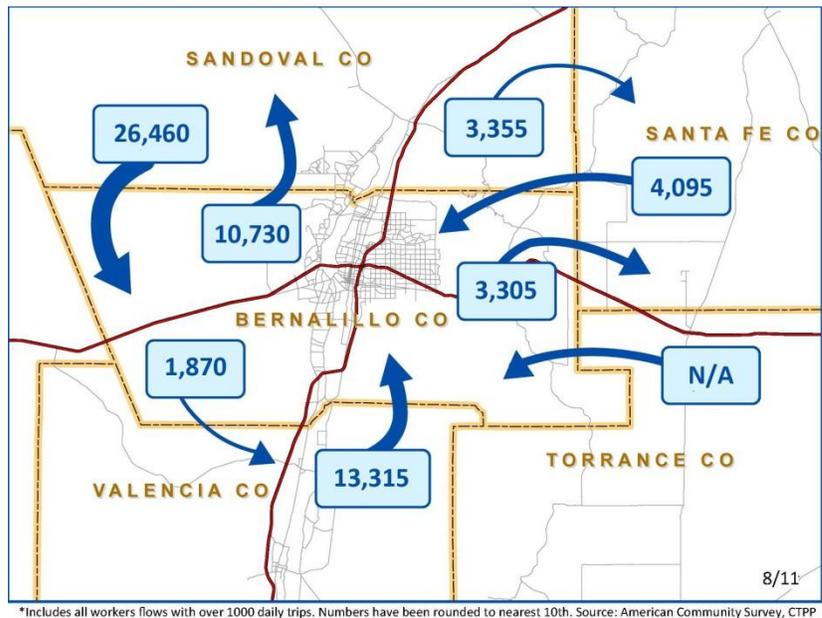
	<i>Actual</i>		<i>Projected</i>		
	2000	2010	2015	2025	2035
Bernalillo	556,678	662,564	712,209	859,491	1,037,719
Sandoval	89,908	131,564	156,899	246,850	309,356
Valencia	66,152	76,569	87,298	133,890	160,532
TOTAL	712,738	870,697	956,406	1,240,231	1,507,607

Table 1-2 Regional Job Growth, 2000-2035

	<i>Actual</i>		<i>Projected</i>		
	2000	2010	2015	2025	2035
Bernalillo	341,847	345,151	371,192	444,077	508,283
Sandoval	27,447	32,463	43,571	62,696	76,837
Valencia	14,829	17,293	19,298	27,245	35,090
TOTAL	384,123	394,907	434,061	534,018	620,210

The proportion of the region’s population living in Sandoval and Valencia counties is projected to increase from 24 percent in 2010 to 31 percent in 2035. The proportion of jobs located in those counties will also increase, but not as much. Currently, Sandoval and Valencia counties contain 13 percent of the region’s employment; that figure will grow to 18 percent by 2035. In 25 years, Bernalillo County will contain 69 percent of the region’s population and 82 percent of its jobs, and as a result the number of people traveling across county lines will increase even further. Meeting this travel demand will require the development of a stronger and more integrated regional transit system.

Figure 1-2 Daily County to County Worker Flows in Central New Mexico, 2008



It will also be important to provide viable transportation options to transit-dependent groups, including low-income residents (Figure 1-4), seniors (Figure 1-5), youth (Figure 1-6), disabled persons, and zero-car households. In particular, the senior (65 and older) population is expected to nearly triple in the next 25 years, from 107,000 (11 percent of the region’s population) in 2010 to 302,000 (20 percent) in 2035 (Figure 1-3). While many seniors are retired and do not commute on a daily basis, they still require access to daily goods and services, including medical appointments, and a lack of transportation options can leave them physically and socially isolated.

Figure 1-3 Regional Senior Population, 2000-2035

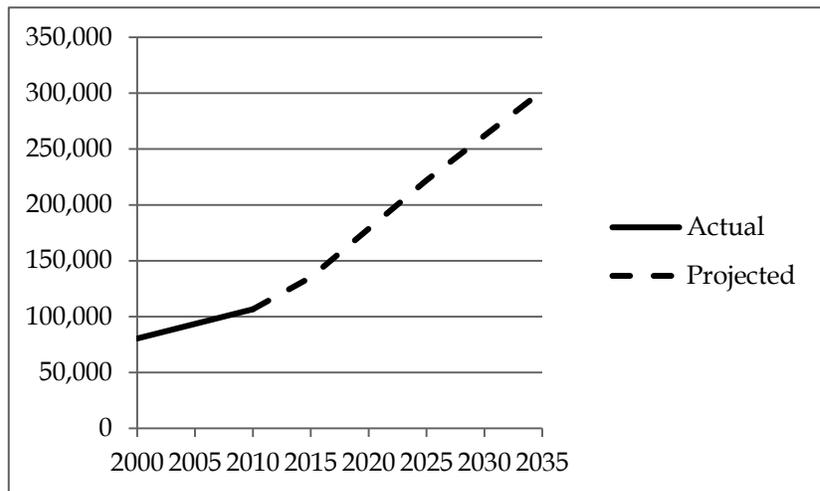


Figure 1-4 Areas of Relative Transit Dependence by Poverty Level

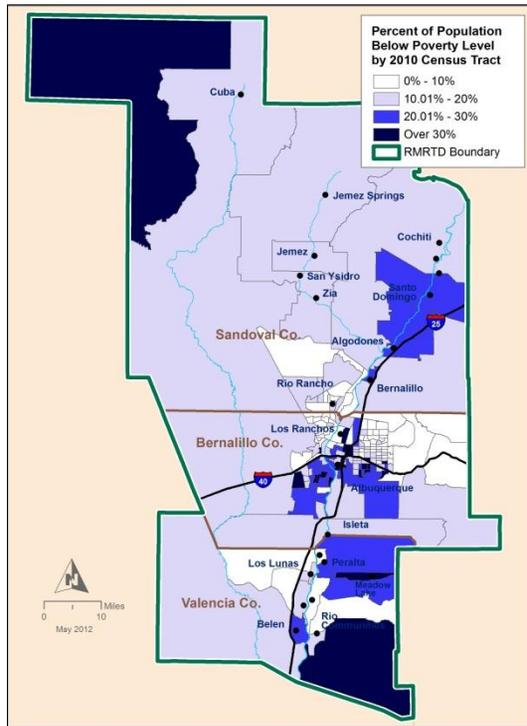


Figure 1-5 Areas of Relative Transit Dependence by Age (65 Years and Older)

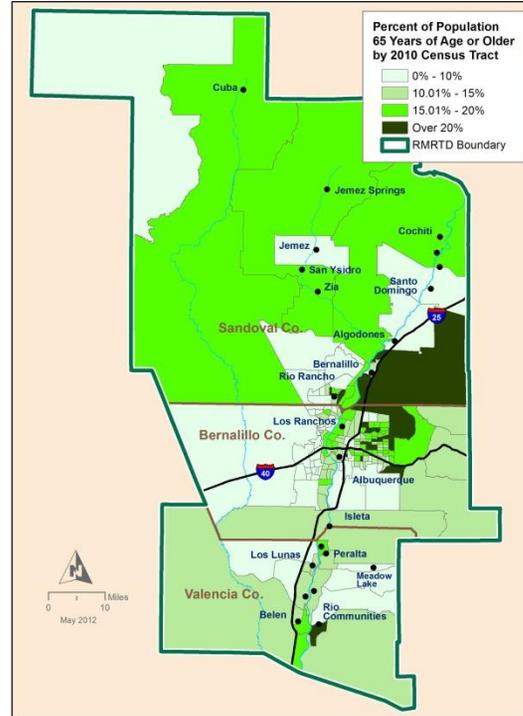


Figure 1-6 Areas of Relative Transit Dependence by Age (18 Years and Younger)

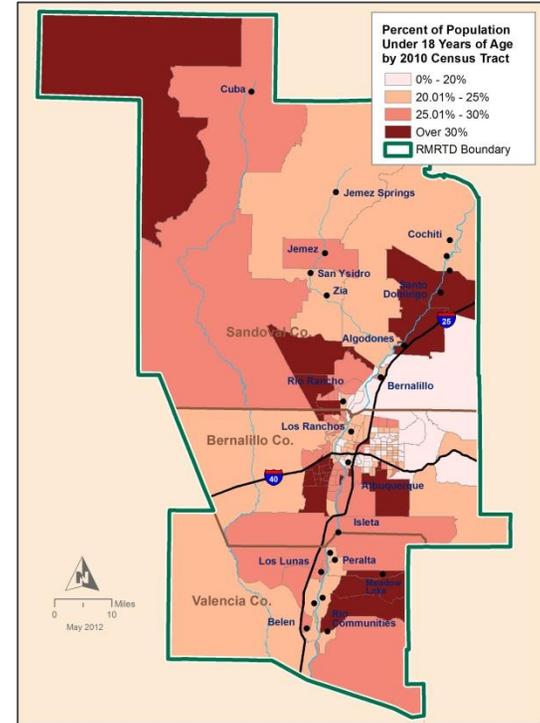
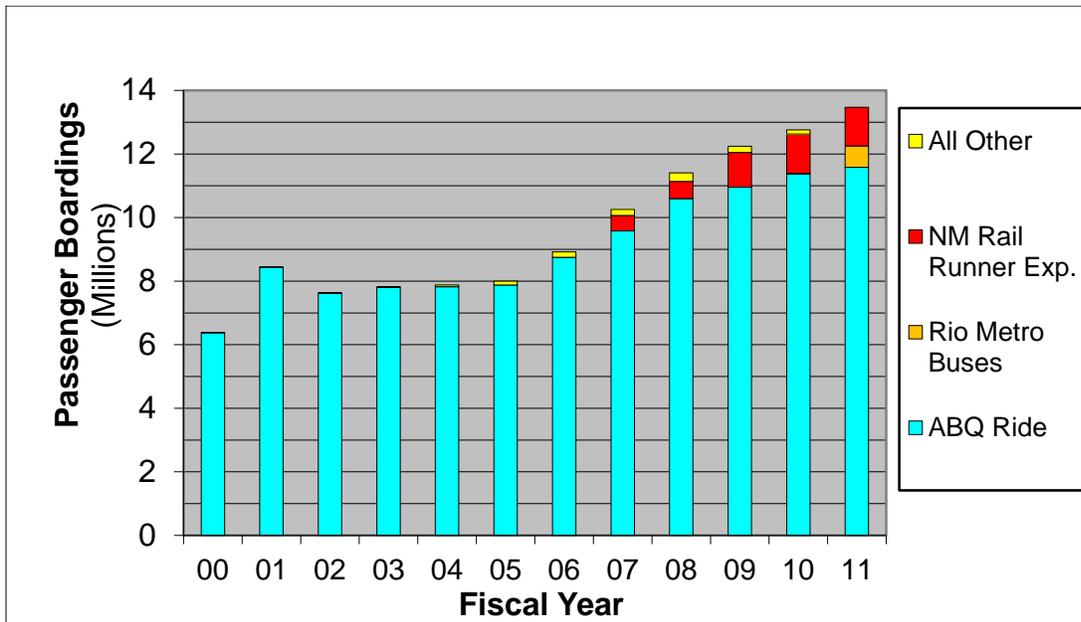


Figure 1-7 Transit Ridership in the Albuquerque MSA, 2000-2011



At the same time that these demographic changes have been occurring, transit ridership in the region has steadily increased (Figure 1-7). Ridership in the Albuquerque Metropolitan Statistical Area – which includes the three counties as well as Tarrant County – has more than doubled in the past 11 years, from 6.4 million in FY 2000 to 13.4 million in FY 2011. This growth has been driven primarily by ABQ Ride, but it has also been fueled by Rio Metro’s services, including the New Mexico Rail Runner Express and bus routes in Sandoval and Valencia counties, as detailed in Chapter 2. Rio Metro also funds seven routes operated by ABQ Ride, including four routes (Routes 222, 250, 251, and 551) which Rio Metro funds 100 percent and three partially-funded routes (Routes 96, 155, and 790), enabling ABQ Ride to expand its service. In FY 2011, the agency’s combined services accounted for approximately 14 percent of the region’s transit ridership.

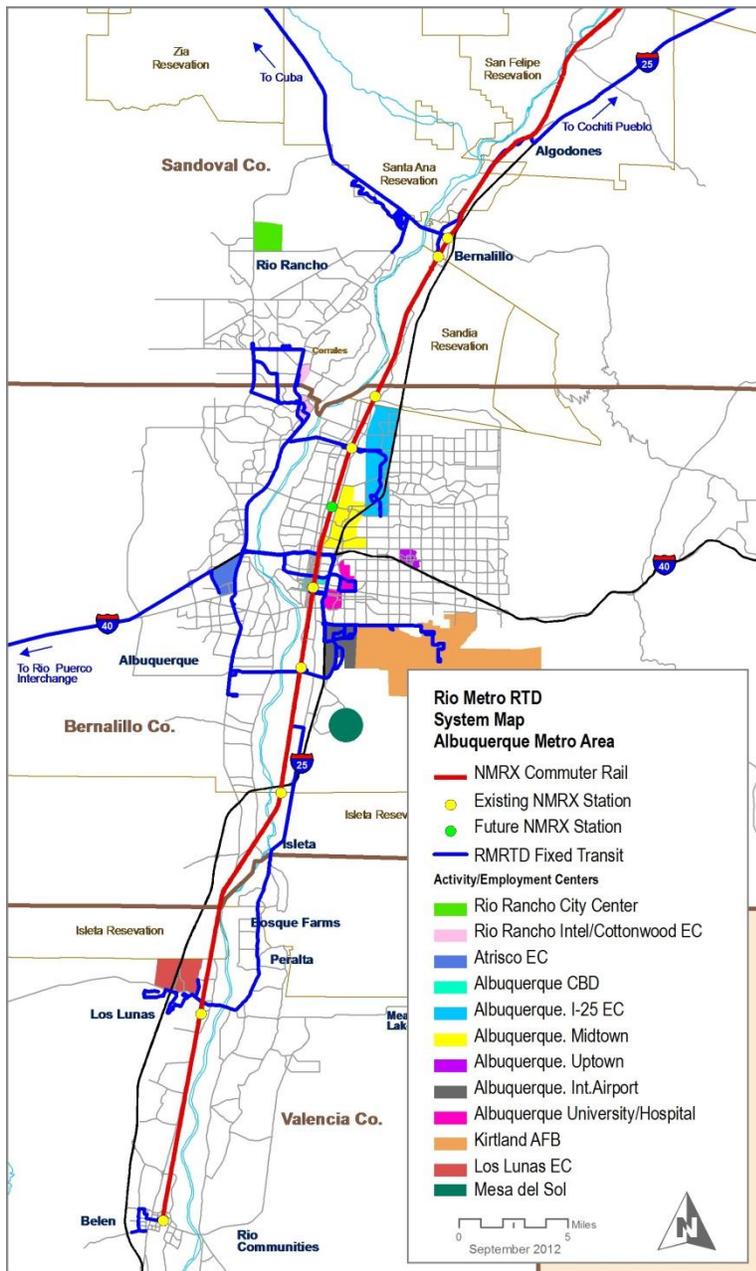
Several factors are encouraging more people to use transit, including rising gas prices, increasing traffic congestion (especially over river crossings affecting many east-west trips), and recent service enhancements such as the Rapid Ride and the Rail Runner, which are connected to local bus routes. Marketing efforts and shifting attitudes toward transit and the public benefits it provides are also contributing to make transit a more popular travel choice in the region.

However, while transit ridership has been improving, the overall transit mode share compared to driving remains low for several reasons: land use in the region, which often consists of low-density single-use developments with disconnected street networks, is not conducive to transit; parking is plentiful and often free; and public policies have been geared toward single occupancy vehicles instead of alternative modes of transportation. These factors create challenges for all transit providers, and particularly Rio Metro, whose primary service areas consist of low-density, sprawling, and semi-rural areas. While Rio Metro constantly strives to provide better transit service, these service improvements must also be accompanied by land use reforms at the municipal level to maximize transit’s potential in the region.

Chapter 2: Existing Services and Service Evaluation

This chapter provides an overview of the services that Rio Metro operates, manages, and funds in whole or in part (depicted in Figure 2-1), an evaluation of those services, and a description of the programs the agency oversees beyond its rail and bus operations. Capital resources are discussed in Chapter 3, and the full train and bus schedules and fares are provided in Appendix C.

Figure 2-1 Rio Metro System Map



2.1 Rio Metro Transportation Services

Commuter Rail

The Rail Runner is New Mexico's first commuter rail service. Inaugurated in 2006, it provides service seven days a week to 13 stations along a 96.5-mile corridor that runs through Valencia, Bernalillo, Sandoval, and Santa Fe counties, linking numerous communities and tribes.



Rail Runner trains operate from approximately 4:30 am to 10:30 pm on weekdays, with an emphasis on the morning and evening commutes.

Service is supplemented by Rio Metro commuter buses on certain early morning routes. There are fewer trains on weekends, with service hours running from approximately 7:30 am to 11:30 pm on Saturdays and 7:30 am to 9:30 pm on Sundays.

One-way Rail Runner fares range from \$2 to \$10 depending on the trip length, with discounts available for online purchases. There are also day passes, monthly passes, and annual passes available. Discounts are given for day, monthly, or annual passes purchased online. Reduced fares are available to senior citizens age 62 and over, students ten and older with a valid student ID (children nine and under are free), people with Medicare cards, and persons with disabilities.

Buses

Due to the varied transportation needs of a geographically large and diverse region, Rio Metro provides or funds, wholly or partially, a variety of bus services to meet existing transportation needs. Rio Metro provides fixed route, demand response, and commuter bus services. Table 2-1 lists all the bus routes provided by Rio Metro, while Table 2-2 displays the three ABQ Ride routes partially funded by Rio Metro.

Table 2-1 Rio Metro Bus Services (August 2012)

Route Number	Service Area	Operator	Service Type
Route 8	Bernalillo/Cuba	All Aboard America	Commuter Bus
Route 201	Bernalillo/Enchanted Hills	All Aboard America	Commuter Bus
Route 202	Kewa/Cochiti	All Aboard America	Commuter Bus
Route 204	Bernalillo/Jemez Springs	All Aboard America	Commuter Bus
Route 206	Belen	Rio Metro	Fixed Route
Route 207	Los Lunas	Rio Metro	Fixed Route
Route 222	Sunport/Bernalillo Co.	ABQ RIDE	Fixed Route
Route 250	Downtown ABQ/Sunport	ABQ RIDE	Fixed Route
Route 251	Rio Rancho/Journal Center	ABQ RIDE	Fixed Route
Route 366	Central & Unser/Rt. 66 Casino	All Aboard America	Commuter Bus
Route 504-North	Belen/ATC	Rio Metro	Commuter Bus
Route 505-A South	550 Station/ATC	All Aboard America	Commuter Bus
Route 505-B South	Los Ranchos/Belen	Rio Metro	Commuter Bus
Route 551	Rio Rancho/Journal Center Express	ABQ RIDE	Fixed Route
Rio Metro Valencia (Dial-a-Ride)	Valencia County	Rio Metro	Demand Response
Rio Rancho Paratransit	Rio Rancho	Rio Metro	Demand Response

Table 2-2 Partially-Funded ABQ Ride Routes

Route Number	Service Area	RTD Funding	Service Type
Route 96	Rio Rancho/KAFB	14.34% *	Commuter Bus
Route 155	Coors Blvd/Rio Rancho	6.85% *	Fixed Route
Route 790	Rapid Ride Blue Line – Westside/UNM	90%	Fixed Route

* Rio Metro funds the operating & maintenance costs of Routes 96 and 155 between the Northwest Transit Center and Rio Rancho.

Fixed Route

Fixed route buses operate on defined routes and regular schedules. Rio Metro currently funds the operating and maintenance costs of certain urban fixed route service in Albuquerque and Rio Rancho through contracts with ABQ Ride. Rio Metro funds all or part of six ABQ Ride-operated routes. Rio Metro’s priority is to provide service to Rail Runner stations (all 200-number routes, which are 100 percent funded by Rio Metro), but the agency also provides funding for four other ABQ Ride fixed routes serving regional commute needs: Route 551 (100 percent funded by Rio Metro), Route 790 (Blue Line Rapid Ride, 80 percent funded by Rio Metro and 20 percent by ABQ Ride), and Routes 96 and 155 (Rio Metro pays for the operating and maintenance costs between the Northwest Transit Center and Rio Rancho).



Rio Metro also provides urban fixed route bus service directly in Belen and Los Lunas; these services were launched in 2011 and 2012, respectively. These routes are primarily designed to connect riders to the Rail Runner and were previously classified as rural fixed routes; the classification changed in August 2012 to reflect the Census Bureau’s designation of Los Lunas and Belen as a new Urbanized Area.

Demand Response

Demand response service, popularly known as “Dial-a-Ride,” provides transportation to passengers directly from origins to destinations at the times they need to travel; there are no fixed routes, fixed schedules, or published timetables. Rio Metro provides two demand response operations: a paratransit service inherited from the City of Rio Rancho and a demand response operation inherited from Valencia Transit. Both require 24-hour advance notice in order to facilitate scheduling, and both offer subscription services for frequent riders.



The paratransit program serves Rio Rancho residents 55 and older and disabled adults 18 and older and is a “door-to-door” operation, meaning drivers can get out of the vehicle to assist passengers to and from the vehicle if necessary. This service operates Monday through Friday from 7:30 am to 3:00 pm, and fares range from \$1 to \$4 depending on the length of the trip. Although the service is focused on destinations within Rio Rancho, it also provides trips to health service sites in Albuquerque. Riders must live in Rio Rancho and be registered to use the service.

Rio Metro also provides demand response service in Belen and Los Lunas on weekdays. Fares for the service are \$1 each way, with 50 percent discounts for seniors, youth, and disabled riders. This service is “curb-to-curb,” meaning that drivers pick up passengers but do not assist them to and from the vehicle, and is available to anyone traveling in Los Lunas or Belen.

Commuter Bus

Commuter bus service is a fixed-route service provided predominantly in one direction during peak periods with limited stops and extended distances. Rio Metro currently operates or funds nine commuter bus routes: four in Sandoval County through a contract with All Aboard America, one connecting to the Route 66 Casino in Bernalillo County and also contracted through All Aboard America, three (the 504, 505-A, and 505-B) directly operated in lieu of trains, and one partially-funded ABQ Ride Route (Route 96, for which Rio Metro pays the operating and maintenance costs between the Northwest Transit Center and Rio Rancho).



2.2 Other Rio Metro Programs

In addition to its rail and bus operations, Rio Metro operates a Job Access and Reverse Commute (JARC) program and a marketing program, which includes a transportation demand management (TDM) program.

Marketing

The Rio Metro marketing program promotes Rio Metro's services, including launching marketing campaigns and promotions (radio, print, videos), maintaining updated schedules for bus and rail, hosting and keeping an up-to-date website, developing partnerships for special events, and selling advertising on trains, buses, and at stations. Marketing staff also maintain multiple channels of communication with the public to provide information about service changes, event information, and other relevant information. In addition to the website, this includes a regular newsletter, a Facebook page, the *Xpress* quarterly newspaper produced in conjunction with the *Santa Fe New Mexican*, and a customer service center where customer inquiries are answered as soon as possible during transit service hours.

Transportation Demand Management

The marketing group also runs the agency's transportation demand management (TDM) program. TDM aims to reduce single occupant vehicle trips by promoting transit, ridesharing, and non-motorized (bicycle and pedestrian) trips. Communities and agencies look to TDM programs to serve different purposes, including congestion management, air pollution mitigation, and support of transit programs.

Rio Metro's TDM program primarily consists of the Small Business Partnership, launched in cooperation with ABQ Ride, which has been in operation for over a year. To date, 47 major companies in the area participate in the program. Participating companies must promote alternative forms of transportation to their employees. In return, companies are offered rewards for participating. The program is currently funded by a federal grant, and Rio Metro's TDM activities will continue as long funding is in place.

As part of the TDM program, Rio Metro also raises awareness of the federal Commuter Tax Benefit, which allows employees to set aside pre-tax income to pay for commuting costs and allows employers to deduct payroll taxes. To participate, employers must enroll in a Commuter Tax Benefit program.

Job Access and Reverse Commute Program

Rio Metro also arranges taxicab service for low-income commuters as part of the federal Job Access and Reverse Commute (JARC) program. The program is funded by federal grant money (50 percent) and Rio Metro GRT revenue (50 percent). The funds are distributed to JARC taxi service in Bernalillo County (subcontracted through private taxi companies) and Valencia County demand response operations.

Participants initially qualify if they meet the following requirements: their income is 150 percent or less of the poverty level; they are in need of transportation service for employment purposes; they are residents of Bernalillo County; and there are no viable public transportation options available. Fares are \$1 to \$2 based on income. The program is available in the urbanized area of Bernalillo County.

Trips have traditionally been accommodated by taxi, but recently Rio Metro incorporated the use of bus passes to substitute for or supplement taxi trips where possible (i.e., when part of the trip can be accommodated via public transportation or part of the commute takes place when buses are running). JARC is looking into making Rail Runner passes part of the program as well. Rio Metro JARC works with other agencies in the three counties to make its services more accessible and receives referrals from taxi companies, transitional housing providers and the local Temporary Assistance for Needy Families (TANF) program. Additionally, the JARC program and the Workforce Investment Act (WIA) program have partnered to provide specialized transportation services to address challenges specific to employment and training activities in their New Mexico Workforce Connection/Business & Career Center offices. These services became available in Bernalillo County in October 2012.

2.3 Staffing

As of October 2012, Rio Metro has approximately 55 full-time equivalent (FTE) employees (Table 2-3). This includes administrative and financial personnel, marketing staff, rail management staff, planners, dispatchers, bus drivers, and customer service representatives. It does not include rail crews or Sandoval County commuter bus drivers, who are managed by Herzog and All Aboard America, respectively.

Rio Metro employees are provided by the Mid-Region Council of Governments through a contractual agreement. Some administrative personnel split their time with MRCOG tasks, while other MRCOG employees occasionally work on Rio Metro projects. Most transit administration, rail operations, and JARC staff members are based at the MRCOG offices in Albuquerque, while bus drivers, dispatchers, and a few other personnel work out of the Los Lunas Transit Center, US 550 Station, and Rio Rancho office.

Table 2-3 Rio Metro Staffing Overview

Transit Administration		Rio Metro Valencia	
Transportation Director	0.67	Transit Manager	1.00
Marketing/Travel Demand	4.75	Bus Drivers	14.25
Finances/Contracts	2.50	Dispatch	2.00
Special Projects Planning	1.25	Clerk	1.00
Transit Scheduling	1.00	<i>Subtotal</i>	<i>18.25</i>
Surveyor	1.00		
Information Technology	0.50	Rio Metro Sandoval	
Administrative Assistance	0.50	Transit Manager	1.00
<i>Subtotal</i>	<i>12.17</i>	Paratransit Drivers	6.00
		Paratransit Dispatch	2.00
Rail Operations		Community Outreach	0.50
Operations Manager	1.00	<i>Subtotal</i>	<i>9.50</i>
Dispatch	5.50		
Customer Service	3.00	Job Access/Reverse Commute	
Safety/Quality Assurance	2.00	Planning	1.00
Maintenance	2.00	Customer Service	1.00
<i>Subtotal</i>	<i>13.50</i>	<i>Subtotal</i>	<i>2.00</i>
RIO METRO TOTAL:	55.42		

2.4 Ridership

Rio Metro carried a record 1.97 million riders during Fiscal Year 2012 (July 2011 to June 2012), an increase of 4.6 percent over FY 2011. The Rail Runner accounts for approximately 60% of the ridership, with buses carrying the rest (Figure 2-2). Approximately 55 percent of Rio Metro trips occurred in Bernalillo County, with about 13 percent each in Sandoval and Valencia counties. The Rail Runner also provides service to Santa Fe County, which is not part of Rio Metro; these trips account for 18 percent of Rio Metro's total ridership (Table 2-4). Ridership on the partially-funded ABQ Ride routes was prorated based on the amount of funding provided by Rio Metro, as indicated in Table 2-2. Several of the ABQ Ride routes also serve portions of Sandoval County through Rio Rancho route extensions and the Northwest Transit Center Park & Ride, but because the number of trips originating there is unknown, all ABQ Ride ridership is counted under Bernalillo County.

Figure 2-2 Rio Metro Ridership by Mode, FY 2012

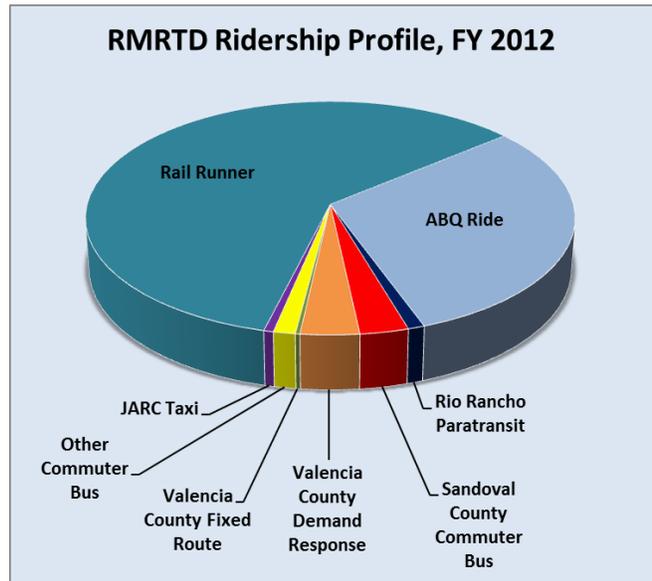


Table 2-4 Total Rio Metro Ridership (Rail and Bus) by County, FY 2012

County	Rail Runner	Percent	Bus	Percent	Total	Percent
Bernalillo ^a	474,801	24.1%	606,642	30.8%	1,081,443	54.9%
Sandoval ^a	177,827	9.0%	76,499	3.9%	254,326	12.9%
Valencia	178,087	9.0%	74,376	3.8%	252,463	12.8%
Santa Fe ^b	360,939	18.3%	N/A	N/A	360,939	18.3%
Uncategorized ^c	N/A	N/A	21,933	1.1%	21,933	1.1%
TOTAL	1,191,654	60.5%	779,450	39.5%	1,971,104	100.0%

^a Bernalillo County bus ridership includes ABQ Ride trips originating in Sandoval County.

^b Santa Fe County is not part of Rio Metro, but Rio Metro provides Rail Runner service within the county.

^c Purple/Turquoise routes and rail-to-bus

Rio Metro bus ridership was approximately 780,000 during FY 2012, an increase of 111,000 (16.6 percent) over FY 2011. Ridership increased in all three counties, with the largest growth on ABQ Ride routes, Sandoval County commuter buses, and Valencia County demand response. Commuter bus and Valencia County fixed route ridership also increased significantly, in part because these services only began during the second half of FY 2011 and FY 2012 was the first full year of service. Over 77 percent of ridership is concentrated on ABQ Ride, with Valencia County demand response and Sandoval County commuter buses making up most of the remainder (Table 2-5).

Table 2-5 Rio Metro Bus Ridership, FY 2011-FY 2012

Rio Metro Bus Ridership FY 2012			Ridership Change, FY 2011-FY 2012	
Service	Ridership	Percent	Change	Percent
Routes Operated by ABQ Ride	602,864	77.3%	72,474	13.7%
Bernalillo Co. Commuter Bus (366)	3,778	0.5%	3,778	N/A
Sandoval Co. Commuter Bus	57,084	7.3%	10,693	23.0%
Rio Rancho Paratransit	19,415	2.5%	659	3.5%
Valencia Co. Fixed Route*	5,299	0.7%	4,639	N/A
Valencia Co. Demand Response	69,077	8.9%	5,593	8.8%
Other Commuter Buses*	21,933	2.8%	13,225	152%
TOTAL	779,450	100%	111,061	16.6%

Notes:

N/A – change cannot be calculated due to first full year of service.

* – Valencia County fixed route, rail-to-bus, and Purple routes entered service in second half of FY 2011.

2.5 Service Evaluation

An overview of Rio Metro’s monthly performance statistics is reported in Table 2-6. These performance measures reflect the relative efficiency and effectiveness of Rio Metro’s services. Measures such as vehicle productivity (passengers per revenue vehicle hour), cost (cost per passenger), and subsidy levels (farebox recovery), help gauge the performance of individual routes as well as the system as a whole.

Table 2-6 Rio Metro Estimated Monthly Service Performance

Service Mode	Ridership	Vehicle Rev Hr	O&M Costs	Op Cost/ Rev Hour	Pass/ Rev Hour	Op Cost/ Passenger	Farebox Recovery
Commuter Rail	101,005	3,211	\$1,951,656	\$607.80	31.5	\$19.32	11.0%
Commuter Bus	831	236	\$20,350	\$86.23	3.5	\$24.49	Unk
Sandoval County Commuter Route	5,299	1,207	\$110,222	\$91.32	4.4	\$20.80	3.2%
Sandoval County Paratransit	1,661	753	\$50,000	\$66.40	2.2	\$30.10	5.4%
Valencia County Fixed Route	347	147	\$9,702	\$66.00	2.4	\$27.96	1.0%
Valencia County DAR	6,303	1,553	\$102,483	\$66.01	4.1	\$16.26	1.9%
Routes Operated by ABQ Ride	58,233	2,047	\$174,048	\$85.00	28.0	\$3.03	13.2%
JARC Taxi	941	n/a	\$21,067	n/a	n/a	\$22.39	8.6%
Overall	174,620	9,154	\$2,439,528	\$242.76	20.2	\$12.04	10.3%

"Unk"=Unknown

"n/a"=Not applicable

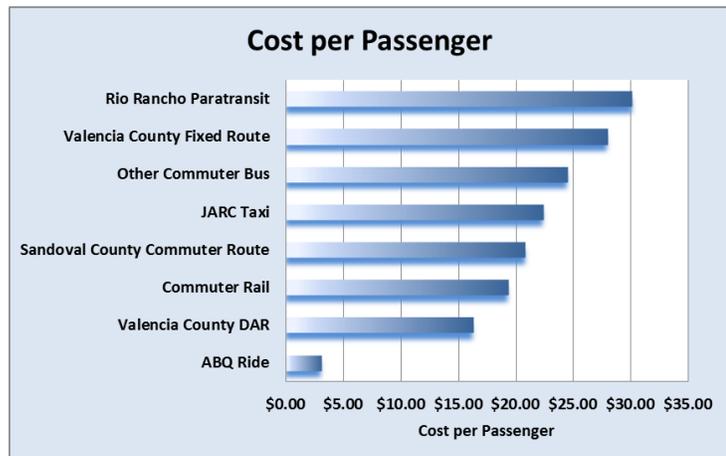
Note: Cost and farebox revenue data in this table is estimated. Monthly data is from February 2012 (ABQ Ride and Sandoval County services), March 2012 (commuter rail), and April 2012 (commuter bus, Valencia County services, and JARC taxi).

Overall, Rio Metro generates about 20 passengers per revenue hour of service, although there are significant differences between modes. As a point of comparison, ABQ Ride generates 24 passengers per revenue vehicle hour over its entire system (including SunVan paratransit), according to its FY 2010 report to the National Transit Database. Santa Fe Trails carries about 9.1 passengers per vehicle revenue hour, while Las Cruces Roadrunner Transit serves 11.7 passengers per vehicle revenue hour.

Urban fixed route services are by far the most productive, as expected due to higher densities and more transit-supportive land uses and urban design. The Rail Runner carries about 32 passengers per train revenue hour, and the fixed routes operated by ABQ Ride generate 28 passengers per vehicle hour, compared to 30 passengers per vehicle hour on the entire ABQ Ride fixed route system. The demand response, paratransit, and rural fixed route operations are less productive because they are low-capacity service modes and operate in lower density areas.

Overall, Rio Metro services cost \$12.04 per passenger. Again, ABQ Ride fixed routes are the most economical, costing about \$3 per rider. The other services range from \$16 to \$30 per passenger trip. The Rail Runner, which is designed to carry large passenger volumes over long distances, costs about \$20 per passenger, but passenger trips average over 40 miles, equating to a cost of about 46 cents per passenger mile. This is significantly lower than the comparable cost per passenger mile on ABQ Ride or other bus services (see discussion of Rail Runner performance on the next page).

Figure 2-3 Cost Per Passenger on Rio Metro Services



Overall farebox recovery (the percentage of operating costs recouped through passenger fares) on Rio Metro’s services is 10.3 percent. The Rail Runner and ABQ Ride services are the most economically efficient, each returning over 11 percent in farebox revenue. (ABQ Ride retains the farebox revenues on routes that receive RTD funding, and these revenues are not passed along to Rio Metro. In exchange, ABQ Ride allows Rail Runner passengers with a valid ticket to board any of its buses for free.) As a point of comparison, ABQ Ride’s fixed routes had a farebox recovery rate of 10.5 percent per the FY 2010 report to the National Transit Database. Other services offered by Rio Metro, including the demand response and paratransit systems, the rural fixed routes/commuter buses, and the JARC program, are more social service-oriented—intended primarily to provide service to vulnerable populations with few transportation options, rather than to provide the most efficient service—and require heavier subsidies.

Rail Runner Express

The New Mexico Rail Runner Express is the premier service offered by Rio Metro. Ridership for FY 2012 averaged roughly 4,100 passengers per weekday, 1,800 passengers on Saturdays, and 900 passengers on Sundays. While Rail Runner’s ridership base is substantially commuter-oriented, it also has successfully attracted ridership from the excursion and “day-trip” markets to Santa Fe. This is quite atypical of most commuter rail operations. A statistical profile of Rail Runner performance is provided in Table 2-7.

Table 2-7 Commuter Rail Performance by Operating Schedule, FY 2012

Annual Statistic	Weekdays	Saturdays/ Holidays	Sundays	Special	Overall
Operating Days	253	55	49	3	360
Train Rev Hours (000)	9.9	1.0	0.5	0.2	11.6
Car Rev Hours (000)	31.5	3.7	1.6	0.4	37.3
Ridership (000)	1,031.5	99.5	44.7	15.9	1,191.7
Passenger Miles (000)	43,938	4,625	2,166	531	51,260
Operating Cost (\$000)	\$19,821.2	\$2,086.4	\$1,039.2	\$341.1	\$23,287.9
Farebox Revenues (\$000)	\$2,378.7	\$229.5	\$103.1	\$36.6	\$2,748.0
Indices					
Op Cost/Car Rev Hr	\$628.35	\$565.74	\$638.33	\$802.48	\$624.57
Pass/Car Rev Hr	32.70	26.99	27.46	37.36	31.96
Op Cost/Passenger	\$19.22	\$20.96	\$23.25	\$21.48	\$19.54
Op Cost/Passenger Mile	\$0.45	\$0.45	\$0.48	\$0.64	\$0.45
Average Trip Length (mi)	42.6	46.5	48.5	33.4	43.0
Farebox Recovery	12.00%	11.00%	9.92%	10.74%	11.80%

Notes:

1. Ridership and service supply statistics are for FY 2012: July 1, 2011 through June 30, 2012.
2. "Special" refers to special services operated over the Labor Day Weekend for the Bernalillo "Wine Train." The Town of Bernalillo pays Rio Metro to provide this service.
3. Operating Cost estimate based on FY 2012 budget and end of year revenue-train-hours actuals: \$2,036/revenue train hour.
4. Farebox revenues based on end of year system ridership and revenues allocated to specific days of service at \$2.31 revenue per passenger.
5. Saturday schedules were sometimes run on weekday holidays. The number of operating days does not strictly equate to the number of calendar days.

The following observations can be made about the statistics presented in Table 2-7:

- **Ridership Productivity:** The Rail Runner serves about 32.0 passengers per car revenue hour, comparable to other commuter rail operations in the West, which range from 30 to 45 passengers per car revenue hour. The Rail Runner’s ridership performance is particularly noteworthy because almost all of these peers operate in metropolitan areas much larger than Albuquerque/Santa Fe (such as San Diego, Los Angeles, San Francisco, and Dallas-Fort Worth).
- **Cost Per Passenger and Cost Per Passenger-Mile:** Rail Runner costs are approximately \$19.54 per trip, and each trip averages about 43 miles in length, so operating costs are on the order of 45 cents per passenger mile. This compares favorably with the costs reported by other commuter rail operations around the country – generally 40 to 55 cents per passenger mile.
- **Farebox Recovery:** Almost 12 percent of Rail Runner costs are recovered through passenger fares. This is slightly lower than estimated farebox recovery for the Rio Metro-funded ABQ Ride routes (13.2 percent). Other commuter rail operations around the country typically return a much greater share of their cost through the farebox (36 percent is the average for operations in the West).

Routes Operated by ABQ Ride

A breakdown of the routes operated by ABQ Ride but partially or fully funded by Rio Metro is shown in Table 2-8. The statistics are average daily statistics, taken for the month of February 2012. The partially-funded routes are prorated based on how much funding Rio Metro provides, as indicated in Table 2-2.

Table 2-8 Daily Performance of Routes Operated by ABQ Ride

Daily Statistic	Fully-Funded Routes				Partially-Funded Routes			Total
	222	250	251	551	96	155	790	
Veh Rev Hours	8.28	2.75	22.85	3.30	1.89	3.55	54.88	97.50
Veh Hours	15.62	8.62	38.23	6.40	3.20	4.56	66.56	143.19
Veh Rev Miles	147.85	51.15	355.75	63.30	41.15	68.99	1,174.09	1,902.27
Veh Miles	272.73	81.64	664.62	162.01	78.00	77.76	1,285.23	2,621.99
Ridership	169	24	188	38	38	97	2,219	2,773
Operating Cost	\$704	\$234	\$1,942	\$281	\$160	\$301	\$4,665	\$8,288
Farebox Revenues	\$67	\$10	\$75	\$15	\$15	\$39	\$886	\$1,106
Indices								
Op Cost/Rev Hr	\$85.00	\$85.00	\$85.00	\$85.00	\$85.00	\$85.00	\$85.00	\$85.00
Op Cost/Rev Mi	\$4.76	\$4.57	\$5.46	\$4.43	\$3.90	\$4.37	\$3.97	\$4.31
Deadhead Pct	47.0%	68.1%	40.2%	48.4%	41.1%	22.3%	17.5%	29.6%
Avg Speed of Service (mph)	17.9	18.6	15.6	19.2	21.8	19.5	21.4	19.7
Pass/Rev Hr	20.41	8.73	8.23	11.52	20.05	27.45	40.42	28.01
Pass/Rev Mi	1.14	0.47	0.53	0.60	0.92	1.41	1.89	1.42
Op Cost/Passenger	\$4.16	\$9.74	\$10.33	\$7.38	\$4.24	\$3.10	\$2.10	\$3.03
Farebox Recovery	9.58%	4.10%	3.86%	5.41%	9.41%	12.88%	18.98%	13.15%

Overall, the performance indices for the ABQ Ride-operated routes indicate:

- **Passengers per Vehicle Revenue Hour:** These routes carry about 28 passengers per vehicle revenue hour, comparable to what ABQ Ride carries on its fixed route system (about 30 passengers per vehicle revenue hour in FY 2010). Route 155 (Coors Blvd) and Route 790 (Rapid Ride Blue Line) are responsible for most of this productivity. Other routes that are performing well include the 96 (peak hour service from Rio Rancho and the Northwest Mesa) and the 222 (Bernalillo County/International Sunport Rail Runner station). Routes 250 (Sunport/ATC Shuttle) and 251 (West Side to the Los Ranchos/Journal Center Rail Runner station) have low productivity, but like all 200-number routes, their primary purpose is to supplement Rail Runner service and connect more people to the train, rather than providing stand-alone transit service. Route 551 (West Side to Journal Center direct) also has low productivity and may require reconsideration.
- **Operating Cost per Passenger:** Operating costs are estimated at \$85 per vehicle hour, which is the net contract cost that ABQ Ride charges for services they provide. Rio Metro is spending, on average, \$3.03 per passenger trip, on a par with the cost of ABQ Ride’s fixed route system (\$2.95 in 2010).
- **Farebox Recovery:** Overall, the RTD-funded ABQ Ride routes have a farebox recovery rate of 13 percent – higher than ABQ Ride’s fixed route rate of 10.5 percent in FY 2010 – largely due to Route 790’s high productivity. Estimated farebox recovery is based on reports that ABQ Ride submits to the Federal Transit Administration. ABQ Ride retains passenger revenues from these operations and does not pass on revenues to Rio Metro, so this indicator is shown solely as a performance measure rather than a real income stream. In exchange, ABQ Ride allows Rail Runner passengers with a valid ticket to board any of its buses for free. During FY 2012, a total of 299,945 people displayed a valid Rail Runner pass when boarding ABQ Ride buses – 25% of the Rail Runner’s total ridership.
- **Deadhead:** “Deadhead” is the term applied to time consumed for buses to re-position; for instance, this includes moving buses from overnight storage locations to the route terminal to begin service. High deadhead rates are undesirable; the driver is paid but the bus is “out of service” and not carrying passengers. Routes that operate one-way during peak periods are especially vulnerable to high deadhead percentages. As indicated in the table, many Rio Metro services are peak hour or commuter-oriented and therefore exhibit high deadhead rates.

Fixed Route/Commuter Routes in Sandoval and Valencia Counties

A summary of the performance of the fixed/commuter routes in Sandoval and Valencia counties is provided in Table 2-9. These are monthly statistics and reflect the most recent month for which data is available.

The costs per service hour for the Sandoval County operations provided by the contract operator All Aboard America are disproportionately high (over \$90 per service hour, compared with \$66 per service hour for the Valencia County services that are operated by Rio Metro itself). This is due, in part, to the



fact that operating costs in Sandoval County include leases for the vehicles (normally considered a capital cost). To date, the New Mexico Department of Transportation (NMDOT) has allowed operating costs related to vehicle leases to be “capitalized” and therefore has reimbursed these costs at higher rates (80 percent) than normal operating costs (50 percent).

The performance measures in Table 2-9 indicate:

- **Passengers per Vehicle Hour:** These routes carry 4.2 passengers per vehicle hour, much lower than the ABQ Ride fixed routes but comparable to the Valencia demand response operations. A number of these routes cover very long distances to access remote areas, and overall population densities are very low, contributing to the comparatively low ridership productivity of these routes. The 202 (serving the Kewa Rail Runner station) and the 204 (serving San Ysidro and the Zia and Jemez Pueblos) are the most successful of these operations.
- **Cost per Passenger Trip:** Operating costs are \$21.24 per trip – again, roughly comparable to the cost of dial-a-ride services. Like the Rail Runner, the Sandoval County bus routes operate over much longer distances than most commuter buses: Route 204 covers 41 miles and Route 8 extends 65 miles. Additionally, vehicle leasing costs connected with the Sandoval County operation are included in the overall cost calculations. If these vehicles were owned by Rio Metro, rather than leased, operating costs per trip would be closer to \$16.
- **Farebox Recovery:** Farebox recovery percentages for rural operations are also low, just over three percent. These routes also provide free transfers to and from the Rail Runner, so passenger revenue figures are artificially low.

Table 2-9 Monthly Performance of Rural Fixed/Commuter Routes

Monthly Statistic	Sandoval County Routes				Valencia	Rio Metro
	201	202	204	8	206	Total
Veh Hours	362	305	282	259	147	1,354
Veh Miles	5,716	8,119	7,303	6,440	1,869	29,447
Ridership	981	2,182	1,617	519	347	5,646
Operating Cost	\$33,051	\$27,824	\$25,724	\$23,624	\$9,702	\$119,924
Farebox Revenues	\$657	\$1,462	\$1,083	\$348	\$97	\$3,647
Indices						
Op Cost/Rev Hr	\$91.30	\$91.30	\$91.30	\$91.30	\$66.00	\$88.55
Pass/Rev Hr	2.71	7.16	5.74	2.01	2.36	4.17
Op Cost/Passenger	\$33.69	\$12.75	\$15.91	\$45.52	\$27.96	\$21.24
Farebox Recovery	1.99%	5.25%	4.21%	1.47%	1.00%	3.04%

Notes:

Sandoval County: 1. Ridership is for February 2012; operating costs and farebox are drawn from Dec. 2010 invoice

2. Costs and service hours for urban operations in "Enchanted Hills" are included in Route 201 statistics

Valencia County: 1. Ridership and statistics are for April 2012

2. Operating Costs estimated at \$66/veh hr per budget estimate

3. Farebox revenue estimated at \$0.28/passenger average for all Valencia County services

Other Commuter Bus Services

The performance of Rio Metro’s other commuter bus routes—Route 366 and rail-to-bus—is shown in Table 2-10 (passenger revenue statistics for these routes are not yet available). The services that supplement Rail Runner schedules (504-NB, 505A-SB, and 505B-SB) are operating in the range of \$6.42 to \$7.57 per trip, and therefore are quite economical when compared to Rail Runner costs themselves. Route 366 (Central/Unser Transit Center to the Route 66 Casino) has much higher operating costs, at roughly \$45 per passenger.

Table 2-10 Monthly Performance of Other Commuter Routes

Monthly Statistic (Feb 2012)	Rio Metro Route				Rio Metro
	366	504-NB	505A-SB	505B-SB	Total
Veh Hours	190	11	14	21	236
Veh Miles	3,892	386	561	654	5,493
Ridership	383	108	157	183	831
Operating Cost	\$17,347	\$693	\$924	\$1,386	\$20,350
Farebox Revenues	n/a	n/a	n/a	n/a	--
Indices					
Op Cost/Rev Hr	\$91	\$66	\$66	\$66	\$86
Pass/Rev Hr	2.02	10.29	11.21	8.71	3.53
Op Cost/Passenger	\$45.29	\$6.42	\$5.89	\$7.57	\$24.49
Farebox Recovery	--	--	--	--	--

Notes:

1. Ridership and statistics are for February 2012, when available.
2. Farebox revenues not available: passenger revenues are reported monthly by bus and buses are used for a variety of services including those reported here.
3. Operating costs estimated as follows: For Route 366 (All Aboard America contractor): \$91.30 aggregate reported cost was used for Sandoval County routes. For other routes using Valencia County equipment: \$66.00 aggregate reported cost was used.

Demand Response/Paratransit Services

A performance review of the Valencia demand response and Rio Rancho paratransit services is provided in Table 2-11 and indicate the following:

- **Ridership Productivity:** The Valencia County service carries roughly 4.1 passengers per vehicle hour, whereas Rio Rancho runs at 2.2 passengers per vehicle hour. The difference partly reflects the additional door-to-door paratransit accommodation offered Rio Rancho clientele and the different sizes of the service areas. This number of passengers per vehicle hour is similar to other demand response operations around the state, which are generally in the range of 2 to 4.5 passengers per vehicle hour.
- **Cost per Trip:** The Valencia County operation costs \$16.26 per passenger trip, which compares favorably with the cost of taxi cab service of \$18.11 and rural fixed route/commuter services of

\$21.24. The Rio Rancho paratransit runs at \$30.10; actual hourly vehicle operating costs for this service are on a par with Valencia County, so the difference in per trip costs is attributable to the lower productivity of these vehicles when serving this passenger market.

- **Farebox Recovery:** Fares in Valencia County are \$1 per ride regardless of destination with 50 percent discounts offered to seniors, youth, and disabled riders. Fares for Rio Rancho range between \$1 and \$4 depending on the length of the trip. Farebox recovery rates reported in the table for these services are quite low (two to five percent), but these data are misleading and should be discounted. The Valencia County operation, in particular, delivers a significant number of riders to the Rail Runner and offers free transfers to and from the Rail Runner. Cash receipts belie the actual contribution to overall revenue generation.

Table 2-11 Monthly Performance of Demand Response/Paratransit Services

Monthly Statistic	Rio Rancho Paratransit	Valencia Demand Response	Overall
Clientele	<i>Elderly & Handicapped</i>	<i>General Public</i>	
Operating Days	21	21	21
Revenue Vehicle Hours	753.0	1,552.5	2,305.5
Revenue Vehicle Miles	8,582	24,437	33,019
Ridership	1,661	6,303	7,964
Operating Cost	\$50,000	\$102,483	\$152,483
Farebox Revenues	\$2,673	\$1,972	\$4,645
Indices			
Op Cost/Rev Veh Hr	\$66.40	\$66.01	\$66.14
Pass/Rev Veh Hr	2.21	4.06	3.45
Op Cost/Passenger	\$30.10	\$16.26	\$19.15
Farebox Recovery	5.35%	1.92%	3.05%

Notes:

1. Rio Rancho data are for February, 2012; Valencia data are for April, 2012

2. Operating Cost estimate based on FY 2012 budget, prorated monthly: \$600,000 for Rio Rancho and \$1,229,800 for Valencia County.

Job Access and Reverse Commute (JARC) Program

A statistical review of the JARC program is shown in Table 2-12. Most transit performance measures, including cost per vehicle hour and passengers per vehicle hour, do not apply here because Rio Metro does not provide any actual transit service with this program. The following performance measures have been developed to assess the performance and cost of the JARC activities.

- **Cost per Trip:** Overall, the JARC subsidized taxi fare program costs \$18.11 per trip served. The actual transportation that is provided is similar to Rio Metro’s own demand-response programs (except the transportation is provided by a private operator). Comparable costs on Rio Metro’s dial-a-ride service in Valencia County, as previously reported, is \$16.26 per trip overall.
- **Fare Recovery:** Cost recovery through passenger fares from the JARC program is 7.3 percent, which is significantly higher than the Dial-a-Ride in Valencia County (1.9 percent). However, as discussed earlier, cash receipts for the Valencia County operation probably underreport actual passenger revenues due to the use of Rail Runner passes.

Table 2-12 JARC Subsidized Taxi Service

	Total Trips	Trip Distance	Fares Collected	Total Cost	Average Cost per Trip	Average Trip Length	Cost Recovery
FY 12	11,245	71,655	\$14,816	\$203,675	\$18.11	6.37	7.3%

Overall, the JARC program does roughly as well as comparable services that Rio Metro would provide if it so chose. In addition to taxi fares, the JARC program also provides qualified recipients with monthly ABQ Ride bus passes to use for commutes when bus services are available (Table 2-13). Prior to October 2011, Rio Metro issued

bus passes directly to TANF recipients, which involved a time-consuming verification process. Beginning in October, Rio Metro began issuing bus passes in bulk to TANF, which provides them to eligible recipients, a more efficient process that has resulted in a significant increase in the number of passes distributed.

Table 2-13 JARC Program Bus Pass Distribution

Year	Month	Issued by Rio Metro	Issued by TANF	Total	Total Cost
2011	Jul	39	11	50	\$500
	Aug	27	15	42	\$420
	Sep	48	3	51	\$510
	Oct	14	204	218	\$2,180
	Nov	15	211	226	\$2,260
	Dec	12	226	238	\$2,380
2012	Jan	37	216	253	\$2,530
	Feb	12	226	238	\$2,380
	Mar	23	247	270	\$2,700
	Apr	12	234	246	\$2,460
	May	15	271	286	\$2,860
	Jun	2	238	240	\$2,400
Total		256	2,102	2,358	\$23,580

Chapter 3: Capital Resources

Capital resources owned and/or used by Rio Metro range from buses and locomotives to Rail Runner track and stations. Rio Metro owns some capital resources and leases other facilities, as described in this chapter.

3.1 Commuter Rail

The primary capital assets of the rail operation include track, rolling stock, stations, and facilities. Almost the entirety of the capital used in the rail operations is owned by the NMDOT. A Memorandum of Agreement between the NMDOT and Rio Metro defines the rights and obligations of the parties related to the use of the property. Figures 3-1 and 3-2 show the track, station, and facilities used for the rail system.

The Rail Runner operates on the Albuquerque and Santa Fe track subdivisions, both of which are owned by the NMDOT. The Albuquerque Subdivision is a 98.5-mile right-of-way extending from Belen to Lamy and is single-tracked except for a 4.7-mile double-track segment in downtown Albuquerque. There are six sidings on the Albuquerque Subdivision, four of which are used by Rail Runner. Sidings are sections of track parallel to through lines that enable trains traveling in the opposite direction to pass on single track lines. The Rail Runner operates on the Albuquerque Subdivision as far north as the Santa Fe Subdivision at CP (Control Point) Madrid, near the base of La Bajada in Santa Fe County, a distance of 74.2 miles.

The Santa Fe Subdivision extends from CP Madrid to the end of the tracks in the Santa Fe Railyard. The NMDOT owns 21.7 miles of the Santa Fe Subdivision, while 0.7 miles within the Santa Fe Railyard at the northern end of the line is owned by the City of Santa Fe. The Santa Fe Subdivision is single-tracked except for the section within the Santa Fe Railyard. It includes three sidings that are used by the Rail Runner. The Rail Runner operates on the entire length of the Santa Fe Subdivision.



Figure 3-1 Rail Runner Track, Stations and Facilities (Valencia and Bernalillo Counties)

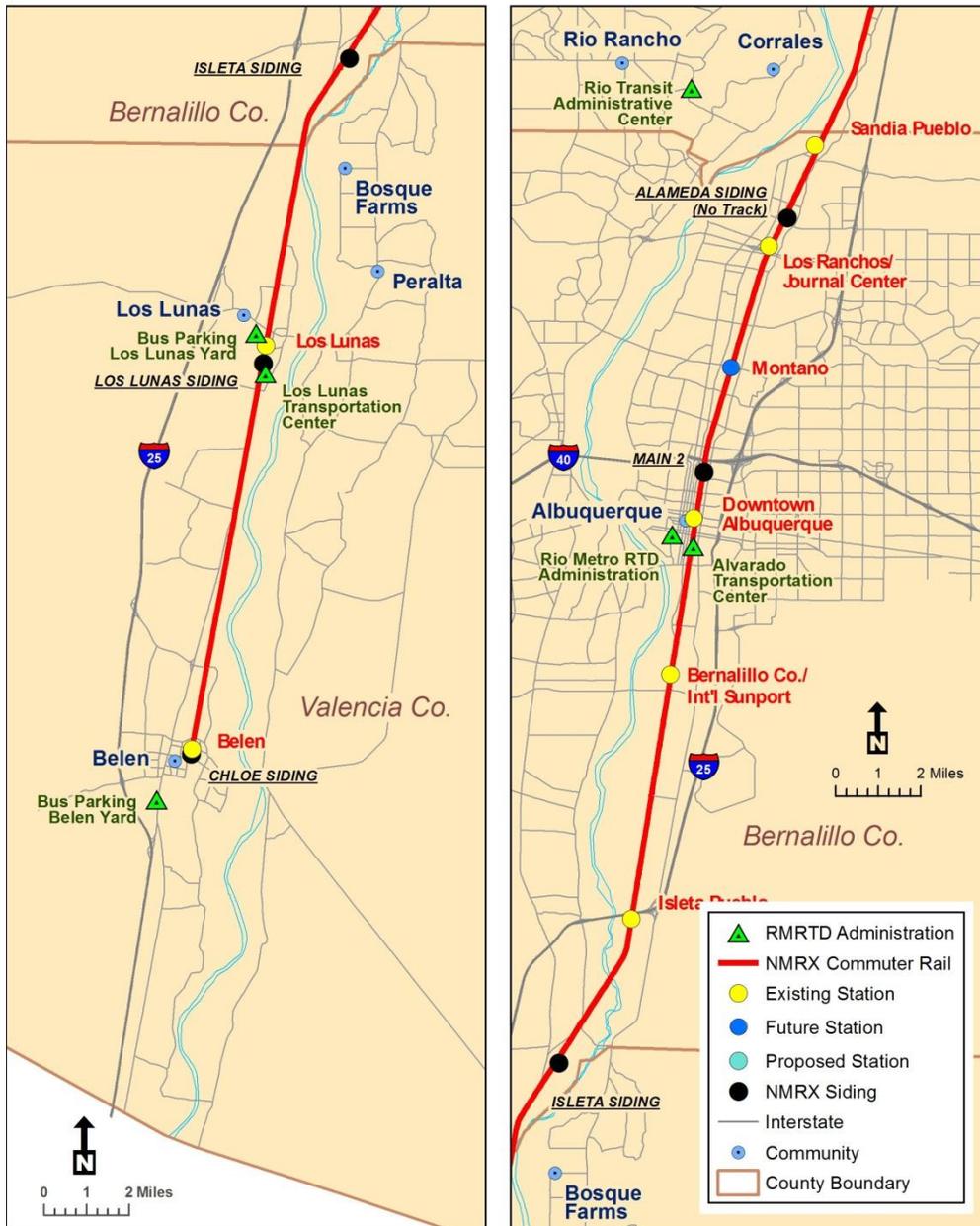
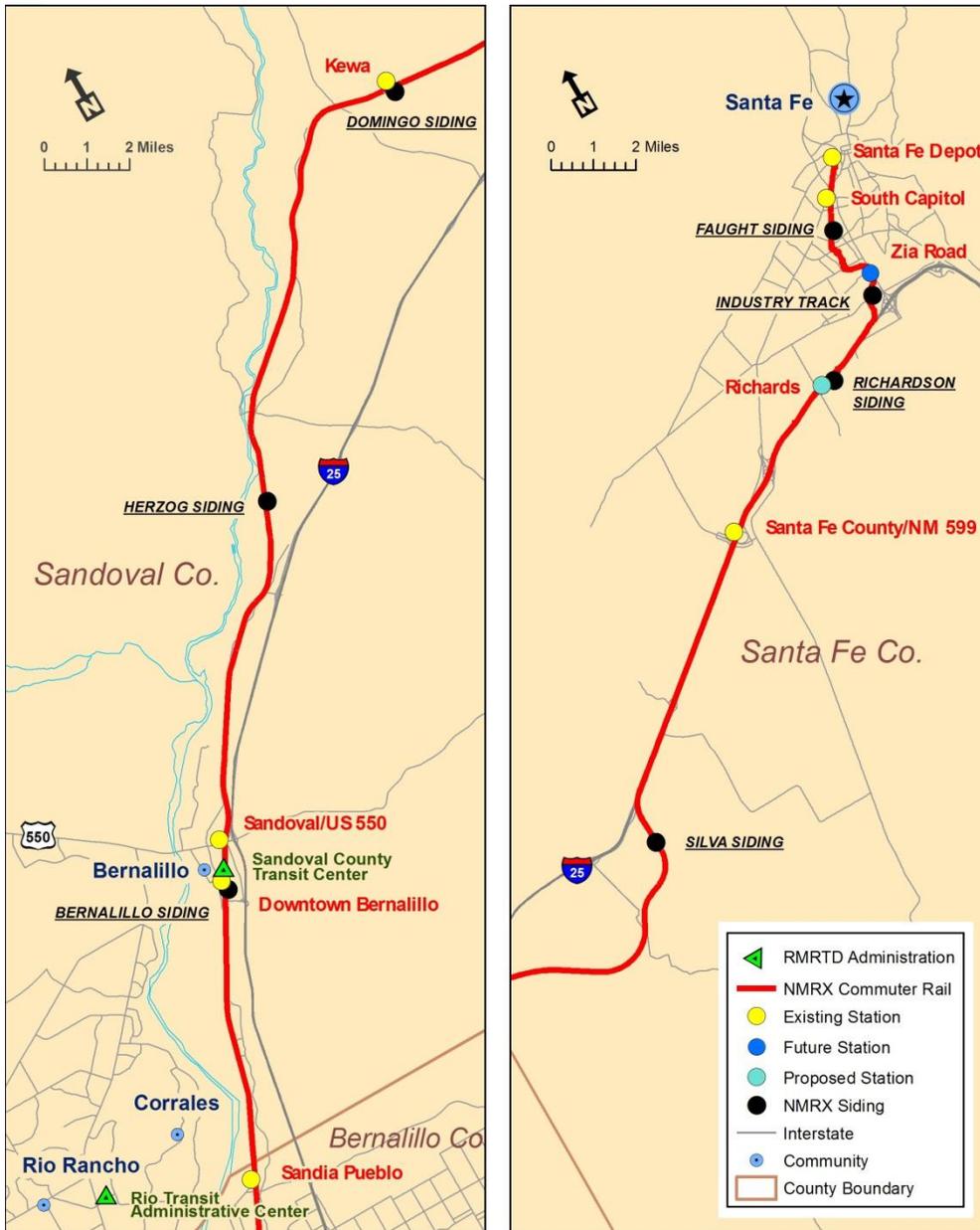


Figure 3-2 Rail Runner Track, Stations and Facilities (Sandoval and Santa Fe Counties)



Stations and Facilities

Thirteen stations are located along the Rail Runner corridor (Table 3-1). Station platforms can accommodate up to five passenger cars, and most stations include parking areas for private vehicles. All property within the railroad right of way (generally 25’ from center of track) is property of the NMDOT. All platforms except for the Santa Fe Depot are owned by the NMDOT, though in some cases the station (for example, the Alvarado Transportation Center at the Downtown Albuquerque Station) or parking lots are leased from or used with the permission of another entity. In addition to the features included in Table 3-1, the stations include:

- Fully ADA accessible designs incorporating mini-high boarding areas (areas that make the platform level with the train cars to allow people with disabilities to more easily board).
- Two to four security cameras located at all stations which are continuously monitored through a central command center. Stations also include an Emergency Call button to access 911.
- Benches, bicycle racks, information kiosks and electronic message boards that provide current information to system users.



Table 3-1 Rail Runner Stations and Features

Station Name	Area (acres)	Lot spaces	Canopy	Wind-screens	WiFi	WiMax Tower	Bicycle Lockers	Kiosk w/ Info Line
Santa Fe Depot	0.1	0	No	No	No	No	No	No
South Capitol	1.3	200	3	8	yes	No	Yes	2
NM 599	3.1	200	2	6	Yes	Yes	Yes	Yes
Kewa	1.5	45 ¹	2	6	Yes	No	Yes	Yes
Sandoval Co./NM550	2.8	190	2	6	Yes	Yes	Yes	Yes
Bernalillo	0.2	25	2	6	Yes	No	Yes	Yes
Sandia	1.7	90	1	4	Yes	No	Yes	Yes
Los Ranchos	1.7	140	2	6	Yes	Yes	Yes	Yes
Alvarado	0.1	0	1	4	Yes	No	Yes	2
Sunport	2.7	170	1	4	Yes	Yes	Yes	Yes
Isleta	1.7	75 ¹	1	4	Yes	Yes	Yes	Yes
Los Lunas	2.7	225 ¹	2	6	Yes	No	Yes	Yes
Belen	2.8	220	2	6	Yes	No	Yes	Yes

Notes:

1. Parking area not owned by the NMDOT

Rolling Stock

The Rail Runner fleet consists of nine MP36PH-3C diesel-electric locomotives built by Motive Power International, nine bi-level cab cars built by Bombardier Inc., and 13 bi-level coaches also built by Bombardier. Train consists range from one locomotive paired with one coach and one cab car to one locomotive paired with four coaches and one cab car. Locomotives are always on the south end of the train, and cab cars may serve as intermediate coaches on longer trains. Coaches have 151 seats, and cab cars have 131 seats. The rolling stock was purchased in 2005-2006 (five locomotives, three coach cars, and six cab cars) and 2007-2008 (four locomotives, ten coach cars, and three cab cars).

Maintenance and Operations Facilities

The Rail Runner maintenance facility is located approximately four blocks south of the Alvarado Transportation Center in downtown Albuquerque. It consists of a total of five tracks, two of which are primarily used for maintenance. Each track was constructed with concrete ties and includes six #10 Turn Outs on wood ties. There is a 35' X 200' canopy that covers a below ground pit roughly 8' deep by 50' long that is equipped with a waste containment system. There is a short section between two service tracks that is paved with a concrete valley gutter that allows for washing.

3.2 Bus Capital

Rio Metro operates a bus fleet of 34 vehicles serving a widespread geographic area and diverse population. The fleet includes 28 Vehicles Operated in Maximum Service (VOMS) and six spare vehicles, which ensure continuous service during periods of scheduled and unscheduled vehicle maintenance. Generally, the Rio Metro fleet consists of cut-away buses, which are custom manufactured vehicles built utilizing the chassis and other components of a light duty truck and which accommodate up to 18 seated passengers. All vehicles meet the Americans with Disabilities Act (ADA) accessibility requirements and include wheelchair lifts and related interior accessibility equipment. These vehicles provide efficient passenger transport, ensure maximum passenger safety, and are highly suited for the fixed route and demand response transportation services offered by Rio Metro.

In addition, Rio Metro leases six full size buses from All Aboard America and owns two supervisory vehicles which are located at its Valencia County and Sandoval County administrative offices.

Table 3-2 Bus Capital Owned and/or Operated by Rio Metro

Type	Number and Description	Ownership
Total Vehicles	42	NMDOT; Rio Metro; MRCOG; Los Lunas; full size buses leased from All Aboard America
Cut away buses/vans	34 (28 actively used, 6 spares; seat 6-18 people)	NMDOT; Rio Metro; MRCOG; Los Lunas
Full size buses	6	Leased from All Aboard America
Supervisory vehicles	1 at Valencia Transit; 1 at US 550	Rio Metro
Bus stops	97 (37 in Belen and Los Lunas; 60 in Sandoval County)	Rio Metro owns the signs (property not owned by Rio Metro)
Bus benches	1 in Los Lunas	Village of Los Lunas
Bus shelters	17 (6 in Belen; 11 in Sandoval County at Algodones, Santo Domingo, Pena Blanca, Cochiti Pueblo, Cochiti Lake, Zia Pueblo, Jemez Pueblo, Sandoval County government offices, Canon, Cuba, San Ysidro)	Rio Metro (Sandoval County shelters were built by Sandoval County)
Maintenance and Administrative Facilities	Los Lunas Transportation Center	Leased/contracted from the Village of Los Lunas

Chapter 4: Financial Plan

Rio Metro services are funded by a variety of revenue sources. The primary revenue source is the local 1/8-cent gross receipts tax (GRT) collected in Bernalillo, Sandoval, and Valencia counties. According to the language of the 2008 GRT referendum, 50 percent of all GRT revenues in these counties are dedicated to “the management, operations, capital, construction or maintenance of the New Mexico Rail Runner Express,” with the other 50 percent set aside for “the management, operations, capital, construction, or maintenance of the Rio Metro Regional Transit District system.” Half of the 1/8-cent GRT in Santa Fe County for the North Central Regional Transit District (NCRTD) is also dedicated to the commuter rail program; Rio Metro bus operations receive no funding from the NCRTD.

Rio Metro adopts two separate and independent budgets for these operations, with half of the local GRT revenue going to rail and half to buses. Similarly, this plan’s five-year financial prospectus includes separate cash-flow plans for commuter rail and bus operations. Rio Metro follows the state fiscal year (SFY) which runs July 1 to June 30, rather than the federal fiscal year which starts October 1 and ends September 30.

It is anticipated that GRT will account for almost half of rail revenues and three-quarters of bus revenues over the next five years. However, as indicated above, the language of the 2008 referendum sets aside 50 percent for rail and 50 percent for the entire Rio Metro system, effectively establishing a minimum rail funding threshold. While buses have received 50 percent of GRT funding to date, it is possible that rail operations could receive more than 50 percent of GRT funds in future years, depending on needs and available revenues.

Both the commuter rail and bus financial plans are essentially “status quo” plans; that is, they do not project significant increases in service levels for either of these operations. This is not to say that there are no additional needs or demands. It simply means Rio Metro’s capacity for delivering significant increases in service is becoming increasingly limited with current funding levels. Future decisions about service expansion will need to take these limitations into account.

The main points for each plan are as follows:

- **Rail Operations:** The rail operation has little to no cash reserve, and revenues collected annually have been fully dedicated to service provision. Costs associated with some programs such as major maintenance and rolling stock depreciation have been deferred to date. This means that the Rail Runner is exposed to greater risks related to unexpected grant shortfalls or cost increases. This plan begins to address some of these longer-term maintenance needs.
- **Bus Operations:** The bus operation currently has a cash reserve/carryover of approximately \$10 million, built up from the earliest years of operation, but it is projected to dwindle over the next five years as costs increase. Rio Metro has little fiscal capability to fund additional bus service at this time. This plan begins to set aside finances for future Bus Rapid Transit/premium transit services yet to be determined.



4.1 Commuter Rail

The five-year financial plan, including the adopted FY 2013 budget for commuter rail operations, maintenance and capital is shown in Table 4-1. This is a “status quo” plan and reflects constant service levels at the June 2012 level during the next five years. The plan calls for the provision of 12,100 train hours of service annually with Rail Runner expected to carry 1.23 million passengers per year, a three percent increase from FY 2012 ridership.

Table 4-1 Five Year Financial Plan Costs and Revenues, Commuter Rail Program (000s)

Commuter Rail Program	YE Projected	Projected				
	SFY 2012	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017
Capital and Operating Revenues						
Federal 5307	\$4,823.0	\$6,400.0	\$6,592.0	\$6,789.8	\$6,993.5	\$7,203.3
Federal CMAQ	\$5,440.0	--	--	--	--	--
Federal 5337	--	--	--	\$2,000.0	\$5,500.0	\$5,500.0
State	\$200.0	--	--	--	--	--
BNSF/Amtrak Lease	\$1,800.0	\$2,000.0	\$2,060.0	\$2,121.8	\$2,185.5	\$2,251.0
Rio Metro / NCRTD GRT	\$12,486.8	\$12,505.4	\$12,849.9	\$13,301.0	\$13,735.0	\$14,183.6
Farebox	\$2,610.7	\$3,278.9	\$3,377.3	\$3,478.6	\$3,582.9	\$3,690.4
Advertising Revenues	\$0.0	\$200.0	\$206.0	\$212.2	\$218.5	\$225.1
Special Project Revenues	\$36.0	\$40.0	\$41.2	\$42.4	\$43.7	\$45.0
Total Revenues (000)	\$27,396.6	\$24,424.3	\$25,126.3	\$27,945.8	\$32,259.1	\$33,098.4
Costs	SFY 2012	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017
Service Summary						
Revenue Train Hours (000)	--	12.1	12.1	12.1	12.1	12.1
Cost per Rev Train Hour	--	\$2,130.4	\$2,173.0	\$2,216.5	\$2,260.8	\$2,306.0
Total O&M Cost (000)	\$23,792.6	\$25,850.9	\$26,367.9	\$26,895.2	\$27,433.1	\$27,981.8
Operations & Maintenance Detail (FY13 only)						
Salaries & Benefits	\$1,015.2	\$1,065.9	--	--	--	--
Utilities/Communication	\$338.1	\$415.0	--	--	--	--
Printing/Supplies	\$4.7	\$25.1	--	--	--	--
Marketing/Advertising	\$33.1	\$18.9	--	--	--	--
Non-Professional Services	\$56.6	\$57.7	--	--	--	--
Indirect	\$306.2	\$365.5	--	--	--	--
Travel	\$5.2	\$6.0	--	--	--	--
Professional Services	\$184.2	\$40.0	--	--	--	--
Vehicle Maintenance	\$1.7	\$5.0	--	--	--	--
Herzong Transit Contract	\$19,993.8	\$17,648.0	--	--	--	--
Fuel		\$3,683.7	--	--	--	--
Insurance	\$1,853.9	\$1,900.0	--	--	--	--
WiFi/Signal (Operations & Maintenance)	\$0.0	\$620.0	--	--	--	--
Total	\$23,792.6	\$25,850.9	--	--	--	--
Major Maintenance Plan						
Maintenance of Equipment (MOE)		\$226.7	\$145.6	\$107.1	\$1,136.2	\$3,851.7
Maintenance of Way (MOW)		\$285.0	\$279.0	\$267.0	\$311.3	\$410.9
Total Capital Cost (000)		\$511.7	\$424.6	\$374.1	\$1,447.4	\$4,262.6
Total Costs	\$23,792.6	\$26,362.6	\$26,792.5	\$27,269.3	\$28,880.5	\$32,244.4
Cash Reserve/Carryover <i>(includes \$10k from FY 2011)</i>	\$3,614.6	\$1,676.3	\$10.1	\$686.6	\$4,065.2	\$4,919.2

* Revenues are listed by year of anticipated receipt, not apportionment

Revenue Program: The commuter rail program is funded by federal grants, state funds, the BNSF/Amtrak lease agreement, GRT, and passenger revenues. GRT is expected to provide almost 47 percent of the funding over the next five years, with federal grants comprising 33 percent. The remaining 20 percent will come from passenger fares, the BNSF/Amtrak lease, and minor sources. No state funds are being used for Rail Runner operations in FY 2013 or FY 2014. The plan does not include any fare increases over the next five years.

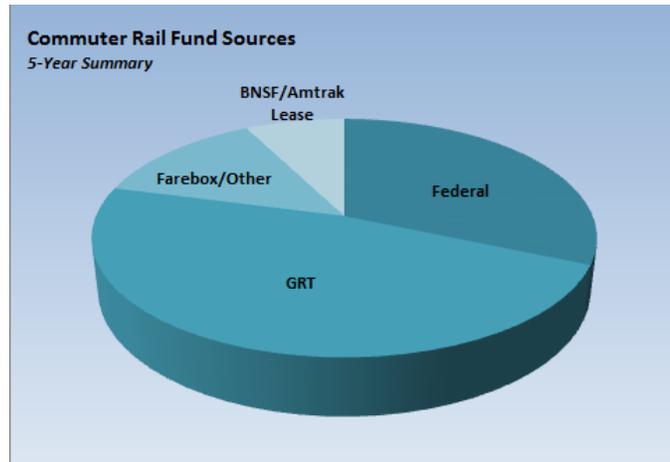


Figure 4-1 Commuter Rail Fund Sources

Federal revenues include the following grant programs, which have been revised to reflect the changes in the recently-passed federal transportation bill, MAP-21:

- **CMAQ:** Historically, Rail Runner received significant funding from federal CMAQ (Congestion Mitigation and Air Quality) statewide funds, totaling \$5.4 million annually. These funds will no longer be available to Rail Runner beginning in FY 2013.
- **5307:** In addition, Rail Runner receives substantial funding from FTA 5307 funds, which are distributed partly on the basis of the amount of transit service provided and ridership achieved. The commuter rail program received \$4.8 million in 5307 funds this year. This is an ongoing federal program: Rail Runner is expected to receive \$6.4 million next year, growing to \$7.2 million annually by FY 2017. ABQ Ride is currently the designated recipient for this region; the proceeds dedicated to Rail Runner are the amounts Rail Runner “earned” for the region through increased eligibility due to increased regional transit service and ridership. Rio Metro is working toward qualifying as a designated recipient for those funds directly with FTA.
- **5337:** The FTA recently determined that the Rail Runner will be eligible for 5337 State of Good Repair funds (previously known as 5309(b)(2) Fixed Guideway Modernization) beginning in FY 2014, although the funding will likely not be received until FY 2015. This grant program is expected to provide approximately \$2 million in FY 2015 and \$5.5 million annually in FY 2016 and 2017.

The above funding elements are recurring formula-based funds. In addition, Rio Metro intends to pursue discretionary funding as those sources become available. These sources include but are not limited to 5309 Fixed Guideway Capital Investment grants (Core Capacity), 5312 Research, Development, Demonstration, and Deployment grants (Clean Fuels), 5322 Human Resources and Training (Workforce), and Transportation Investment Generating Economic Recovery (TIGER) grants.

The commuter rail program is operating with little cash reserve to address unexpected revenue decreases or to cover unexpected increases in operating costs (for example, from spikes in fuel prices). As mentioned, major maintenance and depreciation costs have been deferred to date. The financial plan presented here carries forward a \$3.6 million cash reserve from FY 2012 which will help supplement future budget years, but additional revenues will be required. Existing funding for commuter rail is stretched thin; there is little capability to address sudden changes in the fiscal outlook and there is little capability to expand services or undertake major capital projects despite the potential need for them.

Operating Costs: Operating cost estimates are based on a detailed preliminary budget estimate for FY 2013 and are projected forward based on hourly train operating costs. The estimates provide for a two percent annual increase in unit operating costs. The operating budget for FY 2013 is estimated to be \$25.9 million, growing to \$28.0 million by FY 2017.

Capital Program: To date, the contract operator Herzog has been responsible for minor and routine maintenance of way and equipment and these costs are reflected in the Total O&M (operations and maintenance) line of Table 4-1.

Major Capital Needs

The purpose of the capital program is to maintain existing equipment and infrastructure. While the “day-to-day” maintenance needs of the commuter rail operations have been and will continue to be funded, there has been no program for major capital and maintenance needs. For example, Rio Metro will have to address the need for engine maintenance beginning in FY 2016. A detailed five-year maintenance plan is shown in Table 4-2 and includes:

- **Maintenance of Equipment (MOE):** The program identifies MOE projects totaling \$18.6 million over the next five years. The most significant component of this program concerns major overhauls to rolling stock, starting with the cab cars and coaches in FY 2016 and moving on to the locomotives in FY 2017.
- **Maintenance of Way (MOW):** The program also identifies \$6.6 million in MOW projects, the most significant of which is an annual program for tie replacement.

Bridge repair and replacement, a major capital need, is not specifically addressed in a budget line item. NMDOT, which owns the track, and Rio Metro both recognize the need for these maintenance activities and are cooperating to develop a comprehensive repair and replacement strategy. Once a specific approach is identified, a line item will be included in future budgets and *Short Range Plan* updates.

Approximately 26 percent of Rio Metro’s total MOE and MOW needs are captured in the five year budget projections, but the remainder are outstanding, even with major mid-life overhauls. To date Rio Metro has not budgeted for rolling stock depreciation or replacement. The service life of this fleet, acquired at an original cost of \$71 million, is expected to be reached in FY 2033. The financial responsibility for replacing the fleet in the distant future is unknown at this point, as is the availability of grant funding from federal or state sources. Prudent financial planning, however, would dictate



replacement of this asset and propose an annual \$2.8 million set-aside for reserve funds to serve as a match for future funds.

Furthermore, the five-year budget does not include any significant improvements to stations or parking, right-of-way or track, or other facilities that might help the Rail Runner expand its service and ridership base. Chapter 5 identifies these additional unfunded projects, including construction of new sidings and station expansion/improvement to reduce travel time and increase capacity, assigning them to approximate timeframes based on priority. Table 4-3 shows Rail Runner's total unfunded needs over the next five years, including MOE, MOW, and the expansion and improvement projects according to the timeframe established in Table 5-4. This reveals a total unfunded need of \$97.9 million through FY 2017, including \$30 million for Positive Train Control, with additional projects in later years. These projects will require additional funding, either at the local or state level or through federal discretionary programs such as the TIGER grant program.

A seven-year budget projection, to help inform the development of the Albuquerque Metropolitan Planning Area Transportation Improvement Program, is provided in Appendix A (Table A-1).



Table 4-2 Major MOE and MOW Expenses, Commuter Rail Program (000s)

Consolidated 5-Year Maintenance Plan (Total - Funded and Unfunded)						
Maintenance of Equipment (MOE)	State Fiscal Year					Total
	2013	2014	2015	2016	2017	
Traction Motor Rebuild	\$233.7	\$233.7	\$233.7	\$233.7	\$233.7	\$1,168.6
Loco Wheel Profile & Bearing Recert	\$26.6	\$26.6	\$8.9	\$17.8	\$17.8	\$97.7
Locomotive Coupler	\$13.1	\$10.4	--	--	\$13.1	\$36.6
Bombardier Coupler	\$36.6	\$36.6	\$0.0	\$20.9	\$20.9	\$114.9
COT&S Loco	\$9.4	--	\$7.0	\$4.7	\$9.4	\$30.4
COT&S Coach	\$48.0	--	\$32.0	\$24.0	\$48.0	\$152.1
COT&S Cab	\$29.0	\$14.5	\$43.6	\$43.6	\$29.0	\$159.7
Bombardier Door Overhaul	\$79.2	\$37.0	--	--	--	\$116.2
Bombardier 5 Yr HVAC Overhaul	\$578.5	\$269.9	--	--	--	\$848.4
HEP Top End Overhaul	\$79.5	\$99.3	\$210.3	--	--	\$389.1
Subtotal	\$1,133.5	\$728.1	\$535.5	\$344.6	\$371.8	\$3,113.7
Vehicle Overhaul						
Locomotive 10 Yr Overhaul					\$5,000.0	\$5,000.0
Coach 10 Yr Overhaul				\$2,800.0	\$3,500.0	\$6,300.0
Cab 10 Yr Overhaul				\$1,400.0	\$2,800.0	\$4,200.0
Subtotal	\$0.0	\$0.0	\$0.0	\$4,200.0	\$11,300.0	\$15,500.0
Total MOE	\$1,133.5	\$728.1	\$535.5	\$4,544.6	\$11,671.8	\$18,613.7
Maintenance of Way (MOW)	State Fiscal Year					Total
	2013	2014	2015	2016	2017	
Tie & Surface Replacement	\$1,000.0	\$1,000.0	\$1,000.0	\$1,000.0	\$1,000.0	\$5,000.0
Spot Undercutting	\$50.0	\$50.0	\$50.0	\$50.0	\$50.0	\$250.0
Turnout Replacement/Upgrades	\$75.0	\$75.0	\$75.0	\$75.0	\$75.0	\$375.0
Bridge Track Panel Replacement	--	\$100.0	--	--	--	\$100.0
Road Crossing Improvements	\$200.0	\$170.0	\$90.0	\$70.0	\$70.0	\$600.0
Rail Grinding	--	--	--	--	--	\$0.0
Switch Machine Replacement	\$25.0	--	\$25.0	--	\$25.0	\$75.0
Upgrade Road Crossing Controls	\$30.0	--	--	\$20.0	--	\$50.0
Replace Aging Battery Banks	--	--	\$20.0	--	--	\$20.0
Replace Worn Crossing Mechanisms	--	--	\$20.0	--	--	\$20.0
Rotating Cavaliers	--	--	--	\$30.0	--	\$30.0
Upgrade Signals/Crossing to LEDs	\$20.0	--	\$15.0	--	--	\$35.0
Pole Line Elimination	--	--	--	--	--	\$0.0
AC Retrofit in Bungalow	--	--	\$15.0	--	--	\$15.0
SWCC Replacement	\$25.0	--	\$25.0	--	\$25.0	\$75.0
Total MOW	\$1,425.0	\$1,395.0	\$1,335.0	\$1,245.0	\$1,245.0	\$6,645.0
Program Total	\$2,558.5	\$2,123.1	\$1,870.5	\$5,789.6	\$12,916.8	\$25,258.7

Notes:

COT&S=Clean Oil Tested and Stenciled; HEP=Head End Power; SWCC=Switch Circuit Controllers.

Table 4-3 Total Unfunded Capital Needs, Commuter Rail Program (000s)

"Off-Budget" Unfunded Needs	State Fiscal Year					Total
	2013	2014	2015	2016	2017	
<i>Planning</i>						
Operations and Maintenance Study	\$25.0	\$25.0				\$50.0
Service Expansion Study			\$250.0	\$250.0	\$250.0	\$750.0
<i>Subtotal, Planning Program</i>	<i>\$25.0</i>	<i>\$25.0</i>	<i>\$250.0</i>	<i>\$250.0</i>	<i>\$250.0</i>	<i>\$800.0</i>
<i>Capital Improvement Needs</i>						
Double Track Hahn to El Pueblo	\$2,305.0	\$2,305.0				\$4,610.0
CTC Abajo to Hahn	\$2,595.0	\$2,595.0				\$5,190.0
Los Lunas Siding	\$1,000.0	\$1,000.0				\$2,000.0
Downtown ABQ Switches & Locks	\$500.0	\$500.0				\$1,000.0
Los Ranchos Station Expansion	\$1,000.0	\$1,000.0				\$2,000.0
Positive Train Control	\$15,000.0	\$15,000.0				\$30,000.0
Chloe Siding			\$728.3	\$728.3	\$728.4	\$2,185.0
Alameda Siding			\$2,166.7	\$2,166.7	\$2,166.6	\$6,500.0
Station Rehabilitation			\$200.0	\$200.0	\$200.0	\$600.0
Station Lighting Upgrades (<i>post FY 2017</i>)						
Staff Vehicle Replacement	\$30.0	\$30.0	\$30.0	\$30.0	\$30.0	\$150.0
<i>Subtotal, Capital Program</i>	<i>\$22,430.0</i>	<i>\$22,430.0</i>	<i>\$3,125.0</i>	<i>\$3,125.0</i>	<i>\$3,125.0</i>	<i>\$54,235.0</i>
<i>Major Maintenance Program</i>						
MOE Maintenance Plan	\$906.84	\$582.52	\$428.42	\$3,408.46	\$7,820.13	\$13,146.4
MOW Maintenance Plan	\$1,140.00	\$1,116.00	\$1,068.00	\$933.75	\$834.15	\$5,091.9
<i>Subtotal, Major Maintenance</i>	<i>\$2,046.8</i>	<i>\$1,698.5</i>	<i>\$1,496.4</i>	<i>\$4,342.2</i>	<i>\$8,654.3</i>	<i>\$18,238.3</i>
<i>Ongoing Reserves</i>						
Rolling Stock Depreciation Acct	\$2,199.1	\$2,199.1	\$2,199.1	\$2,199.1	\$2,199.1	\$10,995.5
Operating/MOE Reserve	\$1,823.3	\$1,859.8	\$1,896.9	\$1,934.9	\$1,973.6	\$9,488.4
MOW Reserve	\$792.9	\$808.7	\$824.9	\$841.4	\$858.2	\$4,126.1
<i>Subtotal, Capital Depreciation & Reserves</i>	<i>\$4,815.2</i>	<i>\$4,867.6</i>	<i>\$4,920.9</i>	<i>\$4,975.4</i>	<i>\$5,030.9</i>	<i>\$24,610.0</i>
Total Unfunded Needs, By Year	\$29,317.0	\$29,021.1	\$9,792.4	\$12,692.6	\$17,060.2	\$97,883.3

4.2 Bus

The adopted FY 2013 bus budget and five-year projection of annual operation and maintenance (O&M) costs and capital costs is shown in Table 4-4. The budget for FY 2013 calls for a number of new transit services. These include additional fixed route service in Valencia County, expanded fixed route services in Bernalillo County (to be operated by ABQ Ride), and unspecified new services in Sandoval and Valencia counties. Beginning in 2016, the budget reflects significant revenues and expenditure associated with high capacity BRT projects. The specific project to be funded has yet to be determined but potential projects include those resulting from the ongoing Central Avenue Alternatives Analysis and the Paseo del Norte High Capacity Transit Study.

Revenue Program: The revenue program is shown in Table 4-4. While local GRT revenues represent the largest single revenue source, the bus program is also funded through a variety of federal grants, chiefly 5309 State of Good Repair funds, 5311 rural transit funds, 5316 Job Access Reverse Commute funds, and 5317 New Freedom funds. The new federal transportation bill, MAP-21, reorganized many of these programs, including the following changes:

- 5316 rural has been incorporated into 5311 Non-Urbanized Operations, and 5316 urban has been incorporated into 5307 Large Urban. However, it is Rio Metro's intent to use these funds to continue operating its Job Access Reverse Commute program.
- 5317 New Freedom has been folded into 5310 Elderly & Disabled.

In addition, the Census Bureau's recent designation of Los Lunas as an Urbanized Area will shift a significant portion of the 5311 Non-Urbanized Operations funding into the 5307 Small Urban category, although the total funding amount is not expected to change.

Rio Metro also receives local Congestion Mitigation and Air Quality (CMAQ)/Surface Transportation Program – Urban (STPU) “flex” funds. Altogether, approximately 73 percent of the bus program is funded by GRT and the balance comes from federal sources (Figure 4-2). Passenger fares do not provide a significant revenue stream, partly because ABQ Ride retains fares collected on contracted routes that it operates on Rio Metro's behalf. In exchange, ABQ Ride allows Rail Runner passengers with a valid ticket to board any of its buses for free. There are no proposals in this plan for specific fare increases; passenger revenues are expected to increase slightly through ridership increases.

Figure 4-2 Bus Revenue Source Breakdown

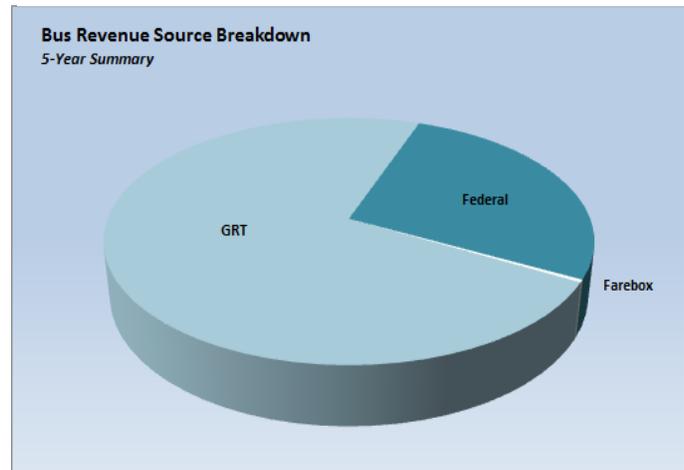


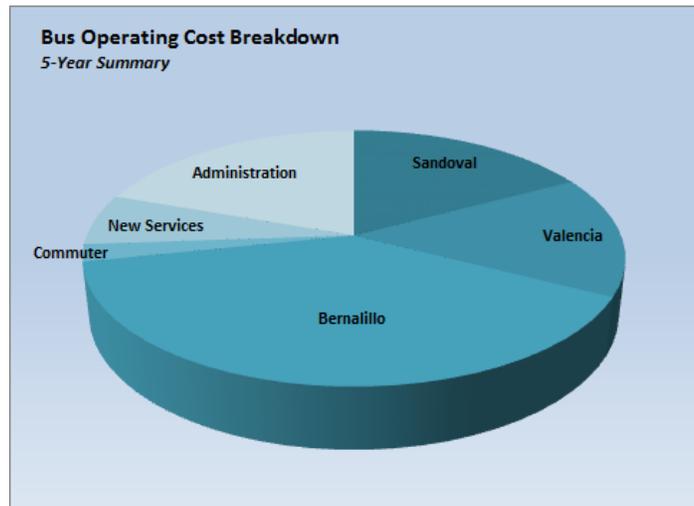
Table 4-4 Five Year Financial Plan Revenues, Bus Program (000s)

REVENUE PROGRAM							
(\$000)		SFY 2012	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017
5307	Small Urban	--	--	\$686	\$707	\$728	\$750
5307	Large Urban	--	--	\$258	\$265	\$273	\$281
	<i>Subtotal, 5307 Funds</i>	<i>\$0</i>	<i>\$0</i>	<i>\$944</i>	<i>\$972</i>	<i>\$1,001</i>	<i>\$1,031</i>
5309	State of Good Repair (SGR)	--	\$385	--	--	--	--
5309	Rio Rancho Earmark	\$314	--	--	--	--	--
5309	Carryover	\$499	--	--	--	--	--
	<i>Subtotal, 5309 Funds</i>	<i>\$813</i>	<i>\$385</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
5310	Elderly & Disabled	\$115	\$0	\$103	\$106	\$109	\$113
5311	ARRA	\$129	--	--	--	--	--
5311	Carryover	\$151	--	--	--	--	--
5311	Non-Urbanized: Admin	\$296	\$177	\$182	\$188	\$193	\$199
5311	Non-Urbanized: Operations	\$528	\$697	\$266	\$274	\$282	\$290
5311	Non-Urbanized: Capital	\$6	\$16	\$516	\$17	\$548	\$18
5311	Non-Urbanized: Leasing	\$432	\$0	\$0	\$0	\$0	\$0
	<i>Subtotal, Non-Urbanized</i>	<i>\$1,542</i>	<i>\$890</i>	<i>\$965</i>	<i>\$478</i>	<i>\$1,023</i>	<i>\$508</i>
5317	Carryover	\$159	--	--	--	--	--
5317	New Freedom	\$204	\$100	--	--	--	--
	<i>Subtotal, New Freedom</i>	<i>\$363</i>	<i>\$100</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
5316	Urban Carryover	\$255	--	--	--	--	--
5316	JARC: Urban	\$250	\$250	--	--	--	--
5316	Rural Carryover	\$52	--	--	--	--	--
5316	JARC: Rural	\$188	\$227	--	--	--	--
	<i>Subtotal, JARC</i>	<i>\$746</i>	<i>\$477</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
HSIP	FRA Rail Crossing Funds	\$1,700	--	--	--	--	--
CMAQ/STPU	"Flex Funds"	--	\$280	\$288	\$297	\$306	\$315
FHWA	FHWA/FTA Transfer Funds	\$972	--	--	--	--	--
CMAQ	BRT Implementation	--	--	--	--	\$3,521	\$2,541
STPU	BRT Implementation	--	--	--	--	\$1,150	\$2,492
TIGGER	Greenhouse Gas and Energy Redux	--	--	--	--	--	--
	<i>Subtotal, Other Federal Funds</i>	<i>\$2,672</i>	<i>\$280</i>	<i>\$288</i>	<i>\$297</i>	<i>\$4,977</i>	<i>\$5,348</i>
	Total, Federal and State Sources	\$6,250	\$2,132	\$2,299	\$1,853	\$7,110	\$6,999
Local	Farebox	\$50	\$52	\$53	\$55	\$56	\$58
Local	Advertising	--	--	--	--	--	--
Local	Rio Metro GRT	\$10,363	\$10,484	\$10,788	\$11,198	\$11,590	\$11,995
	Total, Local Sources	\$10,413	\$10,536	\$10,841	\$11,253	\$11,646	\$12,053
	TOTAL REVENUES	\$16,663	\$12,668	\$13,140	\$13,106	\$18,757	\$19,052
	<i>Carry Forward</i>	<i>\$14,830</i>	<i>\$9,484</i>	<i>\$7,974</i>	<i>\$7,218</i>	<i>\$4,849</i>	<i>\$2,730</i>
Notes:							
1. Revenues are listed by anticipated year of receipt, not apportionment							
2. Does include Bosque Farms and Valencia County studies which were excluded from budget total but are funded by FHWA Transfer funds							

Operating Costs: Operation and maintenance costs associated with the bus program are expected to run \$13.6 million in FY 2013, growing to \$14.2 million in FY 2017. Roughly one-third of all O&M costs over the course of the five-year plan will be for services in Bernalillo County and the greater Albuquerque area operated by ABQ Ride. About one-quarter will be devoted to suburban and rural services in Sandoval and Valencia counties, and the balance will go to new services started this budget year, administration, and planning studies that Rio Metro has initiated this year. The plan provides for an average increase in unit operating costs of three percent annually.

Capital Improvement Program: The major element in the capital improvement program concerns bus replacements. A significant portion of the Rio Metro bus fleet is overdue for replacement (much of it was inherited from previous operations), a fact that will be substantially rectified in FY 2012. The balance of the program calls for continued investment in buses – \$4.2 million over the next five years. In addition, in FY 2012 Rio Metro initiated a major alternatives analysis study of BRT in the Paseo del Norte corridor. While it is premature to know what type of project might emerge from this study, the capital improvement program anticipates some type of project to emerge from this study and includes \$5.5 million and \$5.9 million dollars in FY 2016 and

Figure 4-3 Bus Operating Cost Breakdown



2017, respectively, for BRT related capital costs. While Rio Metro pays partial or full O&M costs for the routes operated by ABQ Ride, it does not pay for capital depreciation costs incurred by ABQ Ride.

The Rio Metro fleet replacement program was based on a \$100,000 per unit cost, consisting of \$80,000 for the vehicle plus an additional \$20,000 for Information Technologies and fare collection equipment. Based on the Federal Transit Administration (FTA) useful service life policy, vehicles in the Rio Metro bus fleet are replaced every four years. An inflation escalator of three percent per year is programmed for the entire five-year span of the fleet replacement program.

A seven-year budget projection, to help inform the development of the Albuquerque Metropolitan Planning Area Transportation Improvement Program, is provided in Appendix A (Tables A-2 and A-3).

Table 4-5 Five Year Financial Plan Costs, Bus Program (000s)

(\$000)	Expenditures			Projected		
	SFY 2012	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017
O & M COSTS						
Sandoval Easy Express (DFR)	\$1,500	\$1,545	\$1,591	\$1,639	\$1,688	\$1,739
E&D Paratransit (DR)	\$600	\$718	\$740	\$762	\$785	\$808
<i>Subtotal, Sandoval County</i>	<i>\$2,100</i>	<i>\$2,263</i>	<i>\$2,331</i>	<i>\$2,401</i>	<i>\$2,473</i>	<i>\$2,547</i>
Valencia Paratransit (DR/DFR) 504 and 505B	\$1,303	\$1,542	\$1,588	\$1,636	\$1,685	\$1,736
Valencia Fixed Route	\$10	\$400	\$412	\$424	\$437	\$450
<i>Subtotal, Valencia County</i>	<i>\$1,313</i>	<i>\$1,942</i>	<i>\$2,000</i>	<i>\$2,060</i>	<i>\$2,122</i>	<i>\$2,186</i>
Abq Ride	\$3,600	\$4,708	\$4,849	\$4,995	\$5,145	\$5,299
NMDOT (Turquoise Route)	\$200	--	--	--	--	--
JARC Taxi Fare Subsidy	\$303	\$526	\$617	\$668	\$721	\$776
<i>Subtotal, Bernalillo County</i>	<i>\$4,103</i>	<i>\$5,234</i>	<i>\$5,466</i>	<i>\$5,663</i>	<i>\$5,866</i>	<i>\$6,075</i>
Kewa	\$30	\$0	\$0	\$0	\$0	\$0
505A and Unser/Central Rte 66	\$170	\$195	\$201	\$207	\$213	\$219
Purple Route	\$99	\$102	\$105	\$108	\$111	\$115
<i>Subtotal, Regional Commuter Services</i>	<i>\$299</i>	<i>\$297</i>	<i>\$306</i>	<i>\$315</i>	<i>\$325</i>	<i>\$334</i>
Special/New Services	\$0	\$500	\$310	\$319	\$329	\$339
Administrative Overhead	\$1,614	\$1,662	\$1,712	\$1,764	\$1,817	\$1,871
TDM/Marketing	\$560	\$616	\$634	\$654	\$673	\$693
NW HCT Study	\$156	\$506				
Studies and Plans	\$398	\$538	\$538	\$167	\$167	\$167
<i>Subtotal, Administration & Plans</i>	<i>\$2,728</i>	<i>\$3,322</i>	<i>\$2,885</i>	<i>\$2,584</i>	<i>\$2,657</i>	<i>\$2,731</i>
Subtotal, O&M	\$10,543	\$13,558	\$13,298	\$13,343	\$13,771	\$14,212
CAPITAL COSTS						
Rio Metro Vehicle Purchase	\$529	\$1,111	\$955	\$109	\$1,465	\$632
Isleta Pueblo Crossings	\$0	\$1,700	--	--	--	--
Land Acquisition	\$40	\$1,500	\$250	\$258	\$265	\$273
BRT Implementation	--	--	--	--	\$5,467	\$5,892
Other Equipment/Street Furniture	\$450	\$144	\$148	\$153	\$157	\$162
Subtotal, CIP	\$1,019	\$4,455	\$1,353	\$519	\$7,355	\$6,959
Total Bus Program Costs	\$11,562	\$18,013	\$14,651	\$13,862	\$21,126	\$21,171

Chapter 5: Service Expansion & Improvement

As described in Chapter 1, the need for regional transit service is projected to increase in future years. Anticipating these needs, Rio Metro staff identified specific initiatives required to prepare for the related increased responsibilities. This chapter presents a preliminary list of projects designed to address specific known needs and, in cases where the needs are not known, to assess those needs. These initiatives are not included in the existing budget and would require additional revenues through federal grants, increased tax receipts, and other sources. All initiatives, particularly relating to service expansions, are subject to further evaluation based on projected ridership, available resources, and other factors.

5.1 Initiative Considerations

Some of the factors taken into consideration in the identification of initiatives are:

Service Gaps and Capital Needs

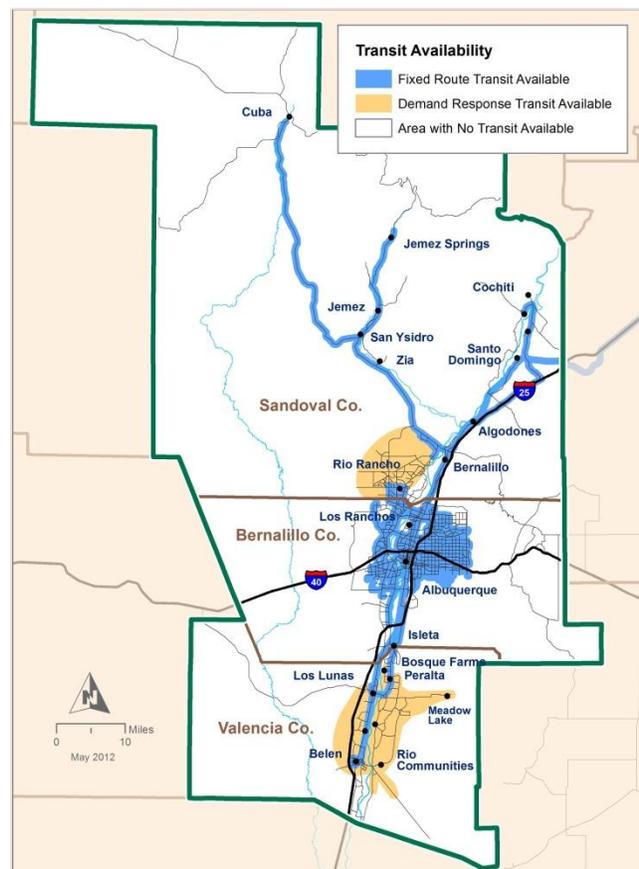
Regional service gaps are a key consideration in deciding where to provide future service. This is determined through mapping and quantitative analysis, including ridership projections, as well as public and staff input. Areas that are not served by Rio Metro or any other service providers are shown in Figure 5-1. Although transit service may not be viable in many outlying areas, Rio Metro will address service gaps when possible.

In addition to identifying service gaps, existing bus operations can also be fine-tuned to improve service in certain areas based on existing level of service and ridership. Similarly, capital projects that will improve rail performance and increase system capacity are priorities reflected in the initiatives.

Public Participation and Agency Input

Public comments also helped identify the initiatives included in this plan. While the full summary is in Appendix B, public comments generally fell into two categories:

Figure 5-1 Transit Availability



Rio Metro should provide more transit service. Respondents were interested in additional Rail Runner service, particularly on evenings and weekends, as well as better connections between the Rail Runner and the Albuquerque International Sunport. Others proposed new bus routes, including expanded demand response in Rio Rancho and new commuter buses or fixed routes in Sandoval and Valencia counties. Suggested destinations included San Felipe Pueblo, Rio Communities, Bosque Farms, Peralta, the Sandia Casino & Hotel, and a direct commuter route between the US 550 Station and Kirtland Air Force Base. Several individuals also expressed opposition to the recent reassignment of one bus from Route 8 (Cuba) to Route 204 (Jemez Springs) and the elimination of the Kewa Station stop during the new morning express train, which was subsequently restored in August. A few suggested providing special outings using regularly-scheduled trains, including ski trips, dinner specials, and trips to Bosque del Apache.

Rio Metro should improve its outreach/branding. Many individuals are familiar with the Rail Runner, but few have heard of Rio Metro. Some respondents proposed better branding, more advertising, and distributing information at large retailers, churches, community centers, and other urban and rural attractions. Others advocated for more partnerships with senior centers, churches, and other organizations, or hosting job fairs at Rail Runner stations. Finally, some suggested that Rio Metro better advertise the economic benefits of the Rail Runner and refer to it as “passenger rail” instead of “commuter rail”—since train service is not limited to rush hour commuters—to generate further public and political support.

Input from Rio Metro staff members is another valuable consideration because staff members often hear first-hand feedback from passengers and members of the public. Staff members work on day-to-day service and operations and are in a good position to assess transit needs, especially more specialized maintenance and operation requirements. Staff members met several times in small and large groups to discuss the plan. Examples of staff feedback include the need for right-of-way improvements such as track rehabilitation and siding upgrades, lighting improvements at stations, locomotive overhauls, east/west bus route assessments, and revisiting existing bus maintenance agreements.

Consistency with Rio Metro Mission and Goals

Rio Metro’s mission emphasizes the agency’s regional focus and also its aim to be fiscally responsible, innovative, and efficient. Other characteristics that are part of the agency’s mission include responsive, affordable, convenient, and reliable service and provision of a safe and secure atmosphere for passengers and employees. Rio Metro’s transit plan update is consistent with and supports these goals.

Accessibility to Target Populations

Rio Metro strives to provide the greatest possible service to populations that are more likely to be transit-dependent, including seniors, youth, low-income, and disabled residents. While transit-dependent individuals live and travel throughout the entire service area, higher concentrations can be found in some areas or communities, including southern Bernalillo County, eastern Valencia County, and tribal areas in Sandoval County, as mapped in Chapter 1 (Figures 1-3 to 1-5).

5.2 Initiative Prioritization

After initial initiatives were selected they were prioritized by staff members according to anticipated safety improvements, projected ridership increases, performance improvements such as reduced travel times and improved on-time performance, and improved cost-efficiency. Below is a summary of the priorities within each timeframe; the full list of initiatives follows. The initiatives are presented by main category and time frame in the summary tables (Tables 5-1 to 5-3). Tables 5-4 through 5-6 present the initiatives in detail.

1 to 2 Years

- Rail capital projects:** These are larger dollar projects with a particular emphasis on sidings and other investments that will reduce travel time and headways, increase speed, and increase the overall Rail Runner system capacity. Almost two-thirds of this money will be needed to implement federally-mandated Positive Train Control technology, with most of the remainder dedicated to sidings allowing trains to pass.

Table 5-1 Improvement & Expansion Needs (1-2 Yrs)

<i>Improvement & Expansion Needs, 1-2 Year Timeframe (000s)</i>		
	FY 13	FY 14
Rail Capital	\$22,430.0	\$22,430.0
Rail Planning	\$25.0	\$25.0
Bus Planning	\$300.0	\$300.0
Administration	\$87.5	\$87.5
Planning	\$350.0	\$350.0
Technology	\$200.0	\$200.0
JARC	\$200.0	\$200.0
TOTAL	\$23,592.5	\$23,592.5

- Bus route modifications:** This is an ongoing process to evaluate bus routes based on ridership, operating costs, farebox recovery, and other factors discussed in Chapter 2. Commuter buses and fixed routes will be modified to maximize residents' access to regional destinations.
- Technological improvements:** This covers website modifications to combine bus and rail content, as well as the development of a Transit Asset Management System to better identify needed necessary bus and rail maintenance and rehabilitation.
- Administrative improvements:** These initiatives include normal administrative duties such as identifying funding sources, launching marketing campaigns, and updating data, but they also include new items such as better data tracking and the creation of a regional Long Range Transit Plan.
- Job Access and Reverse Commute improvements:** This category includes expanding JARC's service area to Sandoval and Valencia counties, integrating Rail Runner passes into the program, and creating a more efficient interface between JARC, private taxi companies, and other organizations.

3 to 5 Years

- **Additional rail capital projects:** These encompass medium-priority track and facility improvements to increase capacity and improve safety.
- **Expanded demand response service:** This primarily focuses on increasing demand response coverage within Valencia County, including such potential destinations as Meadow Lake, El Cerro Mission, Las Maravillas, and Isleta Pueblo.

- **West Side park and rides:** This project would identify potential park and ride locations in Rio Rancho and Albuquerque’s West Side, in conjunction with the proposed High Capacity Transit route that is currently being studied.

Table 5-2 Improvement & Expansion Needs (3-5 Yrs)

<i>Improvement & Expansion Needs, 3-5 Year Timeframe (000s)</i>			
	FY 15	FY 16	FY 17
Rail Capital	\$3,125.0	\$3,125.0	\$3,125.0
Rail Planning	\$250.0	\$250.0	\$250.0
Bus Operations	\$66.7	\$66.7	\$66.7
Bus Planning	\$33.3	\$33.3	\$33.3
Administration	\$66.7	\$66.7	\$66.7
Technology	\$66.7	\$66.7	\$66.7
TOTAL	\$3,608.4	\$3,608.4	\$3,608.4

- **Better integration of Rio Metro services:** This includes internal and external branding efforts to ensure consistency, the combination of bus and rail operating policies, developing a mobility management process that would route all demand response calls through one number, and the implementation of a smart card system that would work on all modes of transit across the region.
- **Technological improvements:** This includes the development of a regional smart card/smart phone ticketing system allowing for easier fare payment and transfers between all modes in the region.

6 to 10 Years

- **Long-term rail capital projects:** This includes station lighting upgrades and evaluating potential locations for new RTD administrative, maintenance, and customer service offices.

Table 5-3 Improvement & Expansion Needs (6-10 Yrs)

<i>Improvement & Expansion Needs, 6-10 Year Timeframe (000s)</i>					
	FY 18	FY 19	FY 20	FY 21	FY 22
Rail Capital	\$530.0	\$530.0	\$530.0	\$530.0	\$530.0
TOTAL	\$530.0	\$530.0	\$530.0	\$530.0	\$530.0

Implementation

Each initiative requires an individualized implementation strategy, which will identify the actions, resources, potential funding sources, and timeline required to complete the project. Staff will identify these strategies on an ongoing basis after the adoption of this plan. As part of this plan, it is recommended that the Rio Metro Board revisit the role of the Service Sector Councils, which were formed to assist in developing service plans, assist in monitoring operational performance, and provide input on local and regional public transportation needs. Instead, specific staff members/positions should

be assigned to oversee each project, ensuring greater accountability and encouraging project completion.

Each initiative in the following tables is categorized by low, medium, or high priority based on regional needs and anticipated benefits, and each is tentatively scheduled on a timeline of 1-2, 3-5, or 6-10 years. Initial assessments of costs are also presented in the tables. Potential funding sources include local sources (GRT, farebox, etc.), identified future federal streams (such as 5337 State of Good Repair), and, particularly for large capital projects or bundles of projects, federal discretionary programs such as TIGER grants.



Table 5-4 Rail Projects

Category	#	Project	Description	Priority	Time-frame	\$000
Capital	1.A.1	Double Track Hahn to El Pueblo	MP 899 to 896: 3 miles of new main track; including one crossover, control point, ties and rail. Every industry crossover and other-than-main switch will need electric locks. This project will increase track capacity, improve running times (speed), and improve on-time performance.	High	1-2 yrs	\$4,610
	1.A.2	CTC Abajo to Hahn	Upgrade the method of operation between Hahn (MP 899.1) and Abajo (MP 903.8) to Centralized Traffic Control (CTC) to increase maximum speeds and improve safety in this segment. This project will reduce travel times and improve on-time performance.	High	1-2 yrs	\$5,190
	1.A.3	Los Lunas Siding	MP 924 to 924.5 Siding: Construct 1,200 ft. roadbed and mainline passing siding to include two #20 power switches with control points, concrete ties and rail. This project will increase track capacity and improve running times (speed).	High	1-2 yrs	\$2,000
	1.A.4	Downtown Alb. Track Switches and Locks	MP 904 to 901: Power switch and control point at Marquette. Industry crossovers and other-than-main switches will need electric locks. This will increase train speed resulting in increased track capacity, improve running times (speed), and improve on-time performance.	High	1-2 yrs	\$1,000
	1.A.5	Los Ranchos Station Expansion	Relocate leased parking facilities south of station to newly purchased lot on west side of tracks.	High	1-2 yrs	\$2,000

Rail Projects (continued)

Category	#	Project	Description	Priority	Time-frame	\$000
Capital (continued)	1.A.6	Positive Train Control	Per federal mandate, Positive Train Control (PTC) is required on all track carrying more than 12 scheduled or commuter rail trips per day. NMDOT must equip the Rail Runner alignment, locomotives, and cab cars with PTC by December 31, 2015. Safety benefits of PTC include the prevention of train to train collisions, over speed derailments, incursions into established work zone limits, and movement of trains through improperly positioned switches. Continue to monitor status of PTC legislation and potentially pursue legislative exemption.	High	1-2 yrs	\$30,000
	1.A.7	Chloe Siding	MP 927 to 928 (1 mile) Siding: Work in cooperation with BNSF to construct roadbed and mainline passing siding to include two #20 power switches with control points, concrete ties, and rail. This project will increase track capacity and improve running times and will allow for freight train meets/storage for Transcontinental Hub (Belen).	Med	3-5 yrs	\$2,185
	1.A.8	Alameda Siding	MP 894 to 895 (1 mile) Siding: Construct roadbed and mainline passing siding to include two #20 power switches with control points, concrete ties and rail. This project will increase train capacity and improve running times (speed).	Med	3-5 yrs	\$6,500
	1.A.9	Station Rehabilitation	Assess station rehabilitation needs and address short term needs (parking lot paving, furnishings, rider amenities).	Med	3-5 yrs	\$600
	1.A.10	Station Lighting Upgrades	Replace existing lighting to reduce high operation and maintenance costs (ballast).	Low	6-10 yrs	\$2,000
	1.A.11	Vehicle Replacement	Rotate aging staff vehicles.	Med	Ongoing (next 10 yrs)	\$300

Rail Projects (continued)

Category	#	Project	Description	Priority	Time-frame	\$000
Planning	1.B.1	Ops /Maint RFP	Develop RFP for Rail Runner operations, MOE and MOW.	High	1-2 yrs	\$50
	1.B.2	Service Expansion Analysis	Develop ridership projections and identify operational, fleet, and capital needs to accommodate needed capacity. Potential items for study include new rail and sidings, platform extensions to accommodate 5-car trains, additional parking capacity, replacement of jointed rail with continuous welded rail, new facilities for the maintenance and storage of Rail Runner equipment, and offices for service staff.	Med	3-5 yrs	\$750

Table 5-5 Bus Projects

Category	#	Project	Description	Priority	Time-frame	\$000
Operations	2.A.1	Sandoval County Commuter Bus Modifications	Modify underperforming routes to maximize ridership and service potential, including Route 201, on an ongoing basis.	Med	1-2 yrs	N/A
	2.A.2	Service Provider Partnerships	Develop a plan to implement a “mobility management” process that makes all demand response services (public and private) available under the same system (and one phone call). This could be achieved with subcontracting out demand response services and filling service gaps with better coordination and collaboration across the region.	Med	3-5 yrs	\$200
Planning	2.B.1	Maintenance and Administrative Facilities - Sandoval	Revisit existing maintenance agreements to ensure capacity and assess current administrative space needs in Sandoval County, including fenced parking for vehicles.	High	1-2 yrs	\$150
	2.B.2	Maintenance and Administrative Facilities - Valencia	Revisit existing maintenance agreements to ensure capacity and assess current administrative space needs in Valencia County. If necessary, identify and recommend alternative facilities.	High	1-2 yrs	\$150
	2.B.3	Long Range Transit Plan	In cooperation with ABQ Ride, develop a plan identifying long range transit opportunities and priorities, including Bus Rapid Transit and premium bus service on river crossings.	High	1-2 yrs	\$250
	2.B.4	Sandoval County Direct Transit Provision Study	Complete a cost-benefit analysis of the operation and maintenance costs of direct transit provision in Sandoval County compared to current third-party contract. Develop recommendations for Rio Metro service provision.	High	1-2 yrs	\$25

Bus Projects (continued)

Category	#	Project	Description	Priority	Time-frame	\$000
Planning (continued)	2.B.5	Sandoval Fixed Route Recommendations	Evaluate Sandoval County fixed route service options and develop recommendations, including potential ABQ Ride route extensions serving southern Sandoval County along Southern, Unser, Golf Course, and other routes, and a potential route connecting the US 550 Rail Runner Station to Kirtland Air Force Base. Other potential destinations include Rio Rancho City Center and the new UNM Hospital.	High	1-2 yrs	\$25
	2.B.6	Sandoval County Park and Rides	Evaluate the potential for park and rides in Rio Rancho and the surrounding area, particularly in conjunction with potential Bus Rapid Transit routes. Increase awareness of the Northwest Transit Center.	High	3-5 yrs	\$100

Table 5-6 Administrative Projects

Category	#	Project	Description	Priority	Time-frame	\$000
Admin	3.A.1	Discretionary Funding Sources	Inventory, assess, and target discretionary funding sources for identified projects.	High	1-2 yrs	\$50
	3.A.2	Future Funding Sources	Identify and assess potential funding / financing sources and eligible expenses for service expansions, including bonding and loans.	High	1-2 yrs	\$100
	3.A.3	Title VI Policies	Finalize implementation of Title VI policies for all Rio Metro activities.	High	1-2 yrs	\$25
	3.A.4	ABQ Ride	In collaboration with ABQ Ride, evaluate administrative, financial, and operations models for integrated local and regional transit services that maximize the effective provision of local and regional transit services. Develop recommendations based on these findings	High	3-5 yrs	\$200
	3.A.5	Combined Bus & Rail Policies	Update and combine Rio Metro bus and rail operating and passenger policies.	Low	3-5 yrs	N/A
	3.A.6	Torrance County	Evaluate Torrance County participation in the Rio Metro, Transit-To-Go services, as well as past and projected revenues and expenditures.	Low	3-5 yrs	N/A
Planning	3.B.1	Data Collection, Performance Measures, and Reporting	Improve data collection and tracking, particularly relating to ridership and budget expenditures. Develop an evaluation method and procedure for the various services and routes operated by Rio Metro and a mechanism for developing supporting ridership and financial reports for the Board and general public.	High	1-2 yrs	\$100
	3.B.2	Travel / Household Survey	Update regional model data to level adequate for future planning activities.	Med	1-2 yrs	\$600

Administrative Projects (continued)

Category	#	Project	Description	Priority	Time-frame	\$000
Marketing	3.C.1	Advertising	Implement advertising revenue program.	High	1-2 yrs	N/A
	3.C.2	Commuter Tax Benefit	Work with area employers to promote the commuter tax benefit.	Med	3-5 yrs	N/A
	3.C.3	Business Partnerships	Work with area employers to promote alternative transportation in the workplace.	High	1-2 yrs	N/A
	3.C.4	Transit Awareness Campaign	Gear marketing campaigns to educating community about public transportation; work with other partners.	High	1-2 yrs	N/A
	3.C.5	Improved Coordination between Marketing and Other Staff	Improve internal coordination between marketing staff and customer service and also between marketing and bus and rail drivers and conductors (esp. for service changes and special events)	High	1-2 yrs	N/A
	3.C.6	Spanish Language Modifications	Make more printed materials and website content available in Spanish.	Med	1-2 yrs	N/A
	3.C.7	Improved Branding	Improve branding efforts (internal and external) so Rio Metro is better recognized and its services are understood to be provided by a single agency.	Med	3-5 yrs	N/A
Technology	3.D.1	Transit Asset Management System	Develop and implement a transit asset management system that will encourage a proactive approach towards maintenance and rehabilitation of Rio Metro's rail and bus assets and to comply with new federal funding requirements (grant funding applied for in March 2012).	High	1-2 yrs	\$400

Administrative Projects (continued)

Category	#	Project	Description	Priority	Time-frame	\$000
Technology (continued)	3.D.2	Website Improvements	Make additional investments to website to improve functionality and combine bus and Rail Runner information in one place.	High	1-2 yrs	N/A
	3.D.3	Smart Card / Phone Ticketing	In coordination with ABQ Ride, develop plans for the implementation a smart card system for all transit modes and systems in region.	Med	3-5 yrs	\$200
JARC	3.E.1	Expand JARC Geographic Coverage	Expand taxi cab service area and address reverse commute needs for Valencia and Sandoval counties.	High	1-2 yrs	\$400
	3.E.2	Improve JARC Daily Operations	Evaluate current operations and develop a strategic plan to create a more efficient process for managing data, communications, and operations for Providers, Partners, and Rio Metro staff.	High	1-2 yrs	N/A
	3.E.3	Business & Career Center Partnership Project	Create a model for multi-jurisdictional partnerships on a regional level. Expand employment transportation services to WIA workforce participants and other workforce supportive service agencies.	High	1-2 yrs	N/A
	3.E.4	Integrate Rail Runner Passes with JARC Program	Integrate the use of Rail Runner passes to complement JARC services. Address the immediate need with a short-term solution and then work with Marketing/Operations to identify options for Smart Card and Smart Phone Ticketing.	Med	1-2 yrs	N/A
	3.E.5	JARC Marketing Campaign	Continue with the development of marketing programs promoting existing public transportation alternatives and JARC programs.	Low	1-2 yrs	N/A

Appendix A: 2013-2019 Budget Projections

Table A-1 Seven Year Financial Plan Costs and Revenues, Commuter Rail Program (000s)

Commuter Rail Program	Projected						
	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019
Capital and Operating Revenues							
Federal 5307	\$6,400.0	\$6,592.0	\$6,789.8	\$6,993.5	\$7,203.3	\$7,642.0	\$7,871.3
Federal CMAQ	--	--	--	--	--	--	--
Federal 5337	--	--	\$2,000.0	\$5,500.0	\$5,500.0	\$6,010.0	\$6,190.0
State	--	--	--	--	--	--	--
BNSF/Amtrak Lease	\$2,000.0	\$2,060.0	\$2,121.8	\$2,185.5	\$2,251.0	\$2,251.0	\$2,251.0
Rio Metro / NCRTD GRT	\$12,505.4	\$12,849.9	\$13,301.0	\$13,735.0	\$14,183.6	\$14,637.5	\$15,105.9
Farebox	\$3,278.9	\$3,377.3	\$3,478.6	\$3,582.9	\$3,690.4	\$3,690.4	\$3,690.4
Advertising Revenues	\$200.0	\$206.0	\$212.2	\$218.5	\$225.1	\$225.1	\$225.1
Special Project Revenues	\$40.0	\$41.2	\$42.4	\$43.7	\$45.0	\$45.0	\$45.0
Total Revenues (000)	\$24,424.3	\$25,126.3	\$27,945.8	\$32,259.1	\$33,098.4	\$34,501.0	\$35,378.7
Costs							
Service Summary							
Revenue Train Hours (000)	12.1	12.1	12.1	12.1	12.1	12.1	12.1
Cost per Rev Train Hour	\$2,130.4	\$2,173.0	\$2,216.5	\$2,260.8	\$2,306.0	\$2,352.1	\$2,352.1
Total O&M Cost (000)	\$25,850.9	\$26,367.9	\$26,895.2	\$27,433.1	\$27,981.8	\$28,541.4	\$28,541.4
Operations & Maintenance Detail (FY13 only)							
Salaries & Benefits	\$1,065.9	--	--	--	--	--	--
Utilities/Communication	\$415.0	--	--	--	--	--	--
Printing/Supplies	\$25.1	--	--	--	--	--	--
Marketing/Advertising	\$18.9	--	--	--	--	--	--
Non-Professional Services	\$57.7	--	--	--	--	--	--
Indirect	\$365.5	--	--	--	--	--	--
Travel	\$6.0	--	--	--	--	--	--
Professional Services	\$40.0	--	--	--	--	--	--
Vehicle Maintenance	\$5.0	--	--	--	--	--	--
Herzong Transit Contract	\$17,648.0	--	--	--	--	--	--
Fuel	\$3,683.7	--	--	--	--	--	--
Insurance	\$1,900.0	--	--	--	--	--	--
WiFi/Signal (Operations & Maintenance)	\$620.0	--	--	--	--	--	--
Total	\$25,850.9	--	--	--	--	--	--
Major Maintenance Plan							
Maintenance of Equipment (MOE)	\$226.7	\$145.6	\$107.1	\$1,136.2	\$3,851.7	\$1,031.5	\$6,561.5
Maintenance of Way (MOW)	\$285.0	\$279.0	\$267.0	\$311.3	\$410.9	\$1,329.0	\$1,329.0
Total Capital Cost (000)	\$511.7	\$424.6	\$374.1	\$1,447.4	\$4,262.6	\$2,360.5	\$7,890.5
Total Costs	\$26,362.6	\$26,792.5	\$27,269.3	\$28,880.5	\$32,244.4	\$30,901.9	\$36,431.9
Cash Reserve/Carryover	\$1,676.3	\$10.1	\$686.6	\$4,065.2	\$4,919.3	\$8,518.3	\$7,465.1

Notes:

1. Revenues are listed by year of anticipated receipt, not apportionment.
2. MOE & MOW costs for 2018 and 2019 are based on the average total (funded and unfunded) MOE & MOW needs for 2013-2017, with additional rolling stock replacement in 2019.

Table A-2 Seven Year Financial Plan Revenues, Bus Program (000s)

REVENUE PROGRAM								
(\$000)		SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019
5307	Small Urban	--	\$686	\$707	\$728	\$750	\$1,130	\$1,164
5307	Large Urban	--	\$258	\$265	\$273	\$281	\$290	\$299
	<i>Subtotal, 5307 Funds</i>	<i>\$0</i>	<i>\$944</i>	<i>\$972</i>	<i>\$1,001</i>	<i>\$1,031</i>	<i>\$1,420</i>	<i>\$1,463</i>
5309	State of Good Repair (SGR)	\$385	--	--	--	--	--	--
5309	Rio Rancho Earmark	--	--	--	--	--	--	--
5309	Carryover	--	--	--	--	--	--	--
	<i>Subtotal, 5309 Funds</i>	<i>\$385</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
5310	Elderly & Disabled	\$0	\$103	\$106	\$109	\$113	\$116	\$119
5311	ARRA	--	--	--	--	--	--	--
5311	Carryover	--	--	--	--	--	--	--
5311	Non-Urbanized: Admin	\$177	\$182	\$188	\$193	\$199	\$205	\$211
5311	Non-Urbanized: Operations	\$697	\$266	\$274	\$282	\$290	\$299	\$308
5311	Non-Urbanized: Capital	\$16	\$516	\$17	\$548	\$18	\$19	\$19
5311	Non-Urbanized: Leasing	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<i>Subtotal, Non-Urbanized</i>	<i>\$890</i>	<i>\$965</i>	<i>\$478</i>	<i>\$1,023</i>	<i>\$508</i>	<i>\$523</i>	<i>\$538</i>
5317	Carryover	--	--	--	--	--	--	--
5317	New Freedom	\$100	--	--	--	--	--	--
	<i>Subtotal, New Freedom</i>	<i>\$100</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
5316	Urban Carryover	--	--	--	--	--	--	--
5316	JARC: Urban	\$250	--	--	--	--	--	--
5316	Rural Carryover	--	--	--	--	--	--	--
5316	JARC: Rural	\$227	--	--	--	--	--	--
	<i>Subtotal, JARC</i>	<i>\$477</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
CMAQ/STPU	Studies "Flex Funds"	--	--	--	--	--	281	--
HSIP	FRA Rail Crossing Funds	--	--	--	--	--	--	--
CMAQ/STPU	"Flex Funds"	\$280	\$288	\$297	\$306	\$315	\$1,060	\$1,090
FHWA	FHWA/FTA Transfer Funds	--	--	--	--	--	--	--
CMAQ	BRT Implementation	--	--	--	\$3,521	\$2,541	\$2,620	\$2,700
STPU	BRT Implementation	--	--	--	\$1,150	\$2,492	\$2,570	\$2,600
TIGGER	Greenhouse Gas and Energy Redux	--	--	--	--	--	--	--
	<i>Subtotal, Other Federal Funds</i>	<i>\$280</i>	<i>\$288</i>	<i>\$297</i>	<i>\$4,977</i>	<i>\$5,348</i>	<i>\$6,531</i>	<i>\$6,390</i>
	Total, Federal and State Sources	\$2,132	\$2,299	\$1,853	\$7,110	\$6,999	\$8,590	\$8,510
Local	Farebox	\$52	\$53	\$55	\$56	\$58	\$60	\$61
Local	Advertising	--	--	--	--	--	--	--
Local	Rio Metro GRT	\$10,484	\$10,788	\$11,198	\$11,590	\$11,995	\$12,414	\$12,848
	Total, Local Sources	\$10,536	\$10,841	\$11,253	\$11,646	\$12,053	\$12,474	\$12,909
	TOTAL REVENUES	\$12,668	\$13,140	\$13,106	\$18,757	\$19,052	\$21,063	\$21,420
	<i>Carry Forward</i>	<i>\$9,484</i>	<i>\$7,974</i>	<i>\$7,218</i>	<i>\$4,849</i>	<i>\$2,730</i>	<i>\$1,680</i>	<i>\$668</i>

Notes:

1. Revenues are listed by anticipated year of receipt, not apportionment.
2. Does include Bosque Farms and Valencia County studies which were excluded from budget total but are funded by FHWA transfer funds.

Table A-3 Seven Year Financial Plan Costs, Bus Program (000s)

(\$000)	Projected						
	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019
O & M COSTS							
Sandoval Easy Express (DFR)	\$1,545	\$1,591	\$1,639	\$1,688	\$1,739	\$1,791	\$1,845
E&D Paratransit (DR)	\$718	\$740	\$762	\$785	\$808	\$832	\$857
<i>Subtotal, Sandoval County</i>	<i>\$2,263</i>	<i>\$2,331</i>	<i>\$2,401</i>	<i>\$2,473</i>	<i>\$2,547</i>	<i>\$2,623</i>	<i>\$2,702</i>
Valencia Paratransit (DR/DFR) 504 and 505B	\$1,542	\$1,588	\$1,636	\$1,685	\$1,736	\$1,788	\$1,841
Valencia Fixed Route	\$400	\$412	\$424	\$437	\$450	\$464	\$478
<i>Subtotal, Valencia County</i>	<i>\$1,942</i>	<i>\$2,000</i>	<i>\$2,060</i>	<i>\$2,122</i>	<i>\$2,186</i>	<i>\$2,251</i>	<i>\$2,319</i>
Abq Ride	\$4,708	\$4,849	\$4,995	\$5,145	\$5,299	\$5,458	\$5,622
NMDOT (Turquoise Route)	--	--	--	--	--	--	--
JARC Taxi Fare Subsidy	\$526	\$617	\$668	\$721	\$776	\$832	\$890
<i>Subtotal, Bernalillo County</i>	<i>\$5,234</i>	<i>\$5,466</i>	<i>\$5,663</i>	<i>\$5,866</i>	<i>\$6,075</i>	<i>\$6,290</i>	<i>\$6,512</i>
Kewa	\$0	\$0	\$0	\$0	\$0	\$0	\$0
505A and Unser/Central Rte 66	\$195	\$201	\$207	\$213	\$219	\$226	\$233
Purple Route	\$102	\$105	\$108	\$111	\$115	\$118	\$122
<i>Subtotal, Regional Commuter Services</i>	<i>\$297</i>	<i>\$306</i>	<i>\$315</i>	<i>\$325</i>	<i>\$334</i>	<i>\$344</i>	<i>\$355</i>
Special/New Services	\$500	\$310	\$319	\$329	\$339	\$349	\$359
Administrative Overhead	\$1,662	\$1,712	\$1,764	\$1,817	\$1,871	\$1,927	\$1,985
TDM/Marketing	\$616	\$634	\$654	\$673	\$693	\$714	\$736
NW HCT Study	\$506	--	--	--	--	--	--
Studies and Plans	\$538	\$538	\$167	\$167	\$167	\$460	\$167
<i>Subtotal, Administration & Plans</i>	<i>\$3,322</i>	<i>\$2,885</i>	<i>\$2,584</i>	<i>\$2,657</i>	<i>\$2,731</i>	<i>\$3,101</i>	<i>\$2,888</i>
Subtotal, O&M	\$13,558	\$13,298	\$13,343	\$13,771	\$14,212	\$14,959	\$15,134
CAPITAL COSTS							
Rio Metro Vehicle Purchase	\$1,111	\$955	\$109	\$1,465	\$632	\$632	\$632
Isleta Pueblo Crossings	\$1,700	--	--	--	--	--	--
Land Acquisition	\$1,500	\$250	\$258	\$265	\$273	\$281	\$290
BRT Implementation	--	--	--	\$5,467	\$5,892	\$6,074	\$6,203
Other Equipment/Street Furniture	\$144	\$148	\$153	\$157	\$162	\$167	\$172
Subtotal, CIP	\$4,455	\$1,353	\$519	\$7,355	\$6,959	\$7,154	\$7,297
Total Bus Program Costs	\$18,013	\$14,651	\$13,862	\$21,126	\$21,171	\$22,114	\$22,431

Appendix B: Review of Relevant Plans

This Short Range Plan is consistent with existing transportation policies and plans in the three-county service area (Bernalillo, Sandoval and Valencia counties). These plans reflect the values and goals of counties, cities, and towns within the region, although the data in some cases is outdated. Some of these plans pre-date Rio Metro and the Rail Runner, but they strongly promote reduced single occupancy vehicle travel and increased transit use, as well as better coordination between transportation providers in different jurisdictions. The *State Rail Plan*, which is currently being updated by the New Mexico Department of Transportation, does not appear on this list because the existing version was adopted in 1996 and does not address passenger rail.

2035 Metropolitan Transportation Plan (2011)

The *2035 Metropolitan Transportation Plan (MTP)* is the long-range transportation plan for the Albuquerque Metropolitan Planning Area (AMPA), which includes all of Bernalillo County, as well as portions of southern Sandoval County and northern Valencia County. It includes Albuquerque, Bernalillo, Corrales, Los Lunas, Los Ranchos de Albuquerque, Rio Rancho, and Tijeras. It does not apply to towns and rural areas farther out, such as Belen, Bosque Farms, Cuba, Jemez Springs, Peralta, or any Tribal reservations outside Bernalillo County.

The MTP contains three general goals: 1) preserve and improve quality of life; 2) mobility of people and goods; and 3) support economic activity and growth. The MTP emphasizes a comprehensive approach to the transportation system, including a strong transit component, rather than focusing exclusively on increasing roadway capacity.

The Plan anticipates rapid growth in the region, particularly in Rio Rancho and Albuquerque's West Side, and outlines the infrastructure improvements that are planned in response. The MTP identifies congestion on the region's river crossings as the most pressing transportation problem, one that cannot be solved even with the \$3 billion allotted for roadway capacity projects between 2008 and 2035. The MTP recommends the use of transit to reduce demand on the river crossings. It sets a goal that 10 percent of all river crossings should be conducted on transit by 2025 and 20 percent by 2035. To support this goal, the Metropolitan Transportation Board adopted a policy to allocate a minimum of 25 percent of federal discretionary funds (STP-U, STP-E, and CMAQ funding categories) available through the Transportation Improvement Program for transit projects that create connections across the Rio Grande beginning in 2016.

The MTP also notes that the elderly population will increase significantly as the baby boomer generation ages, constituting 20 percent of AMPA's population by 2035, which will significantly increase demand for transit services as seniors become less able or less willing to drive. More and more people are expected to live at the urban fringes, but most jobs will remain in urban centers, forcing commuters to travel

longer distances and, in many cases, across county lines, requiring regional transportation connections that cannot be provided by any one municipality.

Albuquerque/Bernalillo County Comprehensive Plan (as amended, 2003)

The *Albuquerque/Bernalillo County Comprehensive Plan* establishes City and County policy regarding land use, transportation, and other topics. The Plan places a particular emphasis on increasing alternative transportation access along major corridors, as well as strategically increasing densities within existing activity centers to support transit use. By promoting improved transit access within the region, the *Rio Metro Short Range Transit Plan* furthers the transportation policies in this document, including:

Policy C.1.b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

- Possible techniques include:
 - Reduce traffic generation by minimizing travel distance to work and maximizing public transit or industry sponsored transportation.

Policy C.1.d: Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

- Possible techniques include:
 - Continue to encourage use of park and ride facilities, car/vanpools and other paratransit alternatives through employee and employer education, media publicly, higher parking rates, and reduced parking requirements.

Policy D.1.d: Public service expansion costs, benefits, and effects should be evaluated and balanced between new service recipients, existing users and the community at large.

Policy D.3.d: A transportation system that is more energy efficient shall be developed. In particular, promote:

- A variety of transportation modes including expansion of transit, paratransit, and railway systems; and
- Fuel efficiency standards for automobiles.
- Possible techniques include:
 - Continue to promote the development and expansion of mass transit, a bicycle network, and pedestrian improvements. Evaluate alternative transit service options to determine the most cost effective transit solution(s) for Bernalillo County.

Policy D.4.f: Transit planning and implementation shall be coordinated among agencies and area jurisdictions, including identification of high capacity corridors for high occupancy vehicles.

- Possible techniques include:
 - Promote public support of additional taxing sources to be used for public transit.
 - Maintain transit awareness program.
 - Solicit cooperation from businesses to support employee use of alternative modes.
 - Coordinate efforts by the City and County to promote alternative modes.
 - Coordinate transit and paratransit services from outlying communities.

Policy D.4.o: Peak hour demands on the circulation system should be decreased.

- Possible techniques include:
 - Develop and implement an areawide transportation demand management program.
 - Encourage private business to provide incentives to alternatives to private automobile commuting.
 - Promote carpooling, vanpooling, and other transportation alternatives.
 - Improve public transit service, (including express bus commuter service) to major employment centers, to improve effectiveness in terms of travel time and convenience.
 - Improve the transit system to facilitate connections among such travel modes as train, inter-city bus, Activity Center circulators, and other paratransit (e.g. van pools).

Policy D.4.p: Efficient, safe access and transfer capability shall be provided between all modes of transportation.

- Possible techniques include:
 - Provide park-and-ride facilities in areas of heavy travel demand.
 - Continue development of the transit system to facilitate connections among such travel modes as train, inter-city bus, taxis, and para-transit (e.g. van pools).

Policy D.4.q: Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods.

Policy D.8.a: Zoning, land use, transportation and economic development strategies shall be consistent with the goal of maximizing access to human services.

Westside Strategic Plan (as amended, 2011)

The *Westside Strategic Plan* was first adopted in 1997 to guide development patterns on Albuquerque's West Side. Many parts of the Plan are outdated, written before the Rail Runner, Rio Metro, and even the Montañño Bridge. However, it recognizes the need for regional transportation planning, funding, and implementation in order to distribute transportation impacts, particularly with so many commuters traveling into the West Side from outside the city limits (mostly in southern Sandoval County). The Plan identifies the limited number of bridge crossings as the most important transportation issue facing the West Side. Because it will be difficult, if not impossible, to build more bridges, the Plan says alternative

transportation should be promoted to alleviate congestion, and “transportation systems must be designed as multi-modal facilities.” The Plan identifies a number of potential transit corridors: NM 528, Coors, Coors Bypass, Paseo del Norte, Paseo del Volcan, I-40, Montañó, Central Avenue, and Rio Bravo.

A 2011 amendment to the Plan promotes the eventual development of Bus Rapid Transit, which Rio Metro is currently studying on Paseo del Norte, in the yet-to-be-developed Volcano Mesa area near Paseo del Norte and Unser. The Plan recognized the challenges to providing such transit service on the West Side due to the low-density, single-use land use patterns, and it recommends incorporating park and rides into the transit system. The Plan states:

Policy 3.111 Transit service that is efficient, accessible, and reliable should be developed for the Volcano Mesa area. Fast, frequent, and reliable transit plays a vital role in reducing both Vehicle Miles Traveled (VMT) and regional traffic congestion, but it cannot achieve these goals without a parallel effort to develop a land-use pattern that supports transit. The Volcano Mesa area’s emphasis on walkability and the range of densities and built forms proposed will ultimately make more frequent transit service viable. Transit systems should be deployed in the area in a manner commensurate with the intensity of development. As full development is achieved, the Bus Rapid Transit (BRT) system proposed for the area, using dedicated bus lanes and emerging technologies, can make transit competitive with the car. Transit, and especially BRT, can eventually serve as the conveyance of choice between communities and employment centers in the Volcano Mesa area and on the West Side in general, and also to and from central Albuquerque and the I-25 corridor.

Westside Transit Improvement Study (2009)

The *Westside Transit Improvement Study* was prepared for ABQ Ride to recommend transportation improvements on Albuquerque’s West Side. The Plan recommends specific projects to be implemented between 2012 and 2016, as well as a long range transit framework that includes premium transit corridors along Coors, Unser, Central, Paseo del Norte, and Rio Bravo. Among other changes, the Plan recommends reinforcing Rapid Ride routes with feeder buses at multiple points, improving transit service to the Northwest Transit Center and the Journal Center corridor, and providing intermodal connections between the West Side transit centers, park-and-ride facilities, the Rail Runner, and the Sunport.

Valencia County Comprehensive Plan (2005)

The *Valencia County Comprehensive Plan* establishes land use and transportation policies for the county in order to guide its future growth and development. The Plan notes that about half of Valencia County residents work in other counties – primarily Bernalillo County – a number that has increased slightly since 1990. As a result, half of the county’s residents commute 30 minutes or more in each direction, and almost all drive to get there (primarily single occupancy vehicles, with some carpools). In the decade before the plan’s adoption, average weekday traffic increased significantly throughout the county, doubling in some areas.

The Plan establishes a combination of roadway and transit goals to meet the needs of this growing population, including:

Goal I: Establish a fully integrated, multimodal, and intermodal transportation system for the County.

- Objective I-2: Support the establishment of a Regional Transit District with the authority to provide public transit services to all of the communities in the County.
- Objective I-3: Support improved aviation and rail services available to County residents, thus providing greater options for transportation and economic development.
- Objective I-4: Designate locations for existing and future intermodal transportation hubs to accommodate the connections between local and regional transportation systems.

The Plan recommends that Valencia County adopt a long-range transportation plan (the Valencia County Mobility Plan, below) and participate in the planning and operations of the Regional Transit District.

Valencia County Mobility Plan (2008)

The *Valencia County Mobility Plan* reinforces the findings of the Comprehensive Plan and provides more detailed long-range transportation strategies, including transit and rail projects. Its mission statement is to “Identify and prioritize a regional, comprehensive and coordinated multimodal transportation system that will meet the needs of the County’s citizens and business community [and] provide a cooperative and sustainable approach to transportation planning in Valencia County.” Its goals include:

A. Goal: Provide for alternative modes of transportation in and through the County.

- Objectives include:
 - Provide local and regional public transportation service, including rail, to improve County circulation and regional access for all citizens.
 - Establish multimodal, intermodal transportation centers that can provide facilities for park-and-ride, bus stop, passenger shelter, vanpooling, and taxi pickups for County and regional transit users.
 - Encourage rideshare services by providing park and ride lots, etc.

C. Goal: Address the environmental impacts of building transportation facilities.

- Objectives include:
 - Reduced automobile pollution as the result of reducing vehicle miles traveled and improved mobility in congested areas.

E. Goal: Ensure the safety of the local transportation system for motorized and non-motorized users.

- Objectives include:

- Establish a prioritized list of safety projects based on current and forecast conditions.

F. Goal: Consider the relationship between land use decisions and the provision and impact of transportation.

- Objectives include:
 - Identify and provide transportation services to designated high density residential zones, industrial parks and industrial-zoned lands.
 - Ensure that transportation facilities for new development are adequate.

The Plan notes that vehicle traffic has grown substantially in Valencia County since the 1990s, due in part to increased development. It projects that the county's employment and residential population will grow at roughly the same rates, allowing more county residents to work within the county instead of traveling to Bernalillo County and other areas. The Plan notes the lack of transit service outside of Los Lunas and Belen.

The Plan's primary concerns include congestion and the provision of adequate transportation to new development. It expresses a desire to provide "an extensive public transportation network in the County," including vans, small buses, park and rides, and the Rail Runner. The Plan includes a conceptual map showing transit service in Belen, Los Lunas, Bosque Farms, Jarales, Meadow Lake, Rio Communities, and El Cerro Mission. It also identifies potential park and ride locations in Los Lunas, Rio Communities, and the southern edge of the county.

Sandoval County Comprehensive Plan

The *Sandoval County Comprehensive Plan* identifies a short list of general goals and policies to deal with the county's anticipated population growth. It notes the challenges faced in an area that borders Albuquerque and also includes many rural villages and pueblos; as a result, many of the county's residents commute to jobs in other counties. The Plan does not include any policies specific to transit or rail provision, although it does note:

Policy: Sandoval County shall be developed in ways which take into account diverse, distinctive geographic areas within the county, the needs and desires of the people living in each geographical area, traditional land uses, and development trends, especially those resulting from the growth of the Albuquerque metropolitan area.

Rio Rancho Comprehensive Plan (2010)

The *Rio Rancho Comprehensive Plan* establishes the city's transportation and land use policies. Although the city is heavily car-dependent and has little transit service, the Plan includes several general goals and policies encouraging transit use, including some that refer specifically to Rio Metro. These statements include:

- Goal TR-3: A balanced transportation system that provides access to a variety of transportation options (automobile, transit, bus rapid transit, rail, bicycle and pedestrian facilities).
- Policy TR-2: Advocate for Rio Metro RTD to implement transit improvements concurrent with roadway improvements to improve access and frequency of service and to increase ridership potential and service area. Encourage development of regional high capacity transit including light rail and bus rapid transit.
- Policy TR-8: Coordinate transportation projects, policy issues, financing and development actions with all affected governmental units in the area.
- Action TR-4: Work with Rio Metro RTD to establish future high capacity transit corridors and station locations to target single-occupant vehicles commuting to and from City Center, major employment areas, recreational areas. This can be accomplished by creating and adopting station area land use plans to promote Transit Oriented Development and to define intermodal connectivity needs.
- Action TR-7: Establish specific non-single occupant vehicle modal targets for: the City Center, major employment areas, recreational areas, and future TOD areas consistent with regional goals.
- Action TR-8: Implement travel demand management programs that work to shift traffic to off-peak travel hours.

NM Statewide Public Transportation Plan (2010)

The *New Mexico Statewide Public Transportation Plan* addresses the state's rural and intercity transit needs. Its main goals are to identify usage, demand, and needs and to identify performance measures to prioritize transit projects. The plan found that rural transit service should be increased to meet the needs of population growth, disabled and elderly populations, and no-vehicle households. Within the three-county region, the Plan identified Bernalillo and Santo Domingo Pueblo as two destinations where transit service should be expanded.

The Plan also strongly supports the use of Regional Transit Districts (RTDs) in providing transit service, identifying these key 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

Coordinated Transportation Plan (2007)

The *Coordinated Transportation Plan* was compiled by MRCOG to identify the transportation needs of elderly, disabled, and low-income residents within Bernalillo, Sandoval, Tarrant, and Valencia counties. This plan focuses on programs eligible for funding through federal 5310 (Elderly Individuals and Individuals with Disabilities), 5316 (Job Access and Reverse Commute), and 5317 (New Freedom) grants. This plan has implications for Rio Metro since the agency serves these populations through its JARC program, the Rio Rancho paratransit service, and its bus routes in Sandoval and Valencia counties.

The Plan found that most of these trips originated or culminated in Albuquerque, but that other common destinations include Rio Rancho, Los Lunas, Corrales, and Bernalillo. It found service gaps in the rural areas of Sandoval County and the areas south of Belen in Valencia County. The Plan recommends greater coordination between different transit providers and referrers, including public agencies, community centers, social welfare organizations, employers, and private transportation providers. It also recommends additional evening and weekend service, greater demand response service, more fixed route bus routes, and the use of transit pass programs.

The Plan does not reflect Rio Metro's current activities, since it was adopted before Rio Transit, Valencia Transit, and JARC were consolidated under the Rio Metro umbrella in 2010; it is being updated.

Middle Rio Grande Connections (2001)

Middle Rio Grande Connections is a report sponsored by the New Mexico Department of Transportation, ABQ Ride, and MRCOG to identify potential high-capacity transportation systems in the region. The study area encompasses the urban portions of Bernalillo, Sandoval, Tarrant, and Valencia counties, including all of the cities, towns, and villages between Belen and Bernalillo, as well as Isleta, Sandia, Santa Ana, and San Felipe pueblos. It is designed to inform the Metropolitan Transportation Plan and other transportation planning activities.

The Plan emphasizes the importance of providing regional connections due to the large and growing volume of commuter traffic between counties. The report states, "As the region expands geographically, and more of the population resides outside of Bernalillo County, the need for high-capacity transportation routes and services that serve the entire region will be essential."

The Plan identifies possible transit strategies to deal with lengthening commutes and increasing traffic congestion, including commuter rail, bus rapid transit, light rail, and express buses. Within Bernalillo County and Rio Rancho, it identifies Central, Montaño/Montgomery, Louisiana, 2nd Street, and NM 528 as potential high-capacity transit routes, with possible connections to Coors, Paseo del Norte, Bridge/Isleta, and the Sunport. The report also recommends the eventual development of commuter rail between Belen and Bernalillo. It identifies Downtown Albuquerque, UNM, CNM, Uptown, Cottonwood/Intel, the Sunport, and Kirtland Air Force Base/Sandia National Labs as the most viable transit destinations. The Plan also notes that a high-capacity transit system would require park-and-rides and expanded local bus connections to be most effective.

Appendix C: Public Comment Summary

Public comment period: May 7 – May 30, 2012

Rio Metro should improve its outreach/branding, including:

- Outreach program to help people get over fear of riding public transportation
- Hosting job fairs at Rail Runner stations
- Partnering with more senior centers/churches
- Passing out information at grocery stores, Target, Wal-Mart, etc.
- Increasing publicity in rural areas, including churches, convenience stores, community centers, and fire/police stations
- Advertising Rail Runner's economic benefits
- Creating better branding, since few people know what Rio Metro is
- Creating a brochure advertising attractions near each Rail Runner stop
- Explaining clearly and in advance how/why decisions are made such as leaving Kewa out of express train
- Improving communication with drivers, since they are first line of communication with riders
- Rail Runner should be called "passenger rail" instead of "commuter rail," since it serves a broader market than just commuters.

Rio Metro should provide more transit service, including:

- Direct commuter bus from 550 Station to Kirtland AFB
- Bus & possible rail stops at San Felipe Pueblo
- Expanded demand response in Rio Rancho
- Bus service from US 550 Station to Rio Rancho City Hall/new hospital
- Weekend bus service in Valencia County
- Expanded Rail Runner service on weekends
- Fixed routes to Rio Communities, Bosque Farms, Peralta
- Expanded Rail Runner connections between Sunport and Santa Fe, especially in evenings and on weekends. The last Santa Fe train leaves ATC at 6:42 pm, but the Route 50 bus leaving the airport at 6:00 does not connect to ATC.
- More Rail Runner dinner/destination outings using regularly-scheduled trains, including ski trips, Bosque del Apache, etc.
- Bus service to tourist destinations such as Sandia Casino & Hotel and Tram/Sandia Foothills
- Better bus/rail service for hospital employees working 12-hour shifts

Comments regarding schedule changes:

- Sandoval County cuts will make it harder for people to get to school, work, etc. Cuba bus service should not be cut; Kewa should not be excluded from express train.

Rail Runner should offer express trains in both directions (SB in morning, NB in evening). Express riders should pay extra.

Appendix D: Rio Metro Routes, Fares, and Schedules

RTD Commuter & Fixed Routes

Route 8

schedule effective 08/13/2012 horario efectivo 08/13/2012

Please note: each color on the route map represents a fare zone.
Tome nota: cada color en el mapa representa una zona de tarifa.

Weekday Schedule

Horario de lunes a viernes

Bernalillo • Zia Pueblo • San Ysidro • Cuba

Route 8 — From Cuba / Desde Cuba		
Cuba Municipal Complex	8:19a	—
McDonald's / Circle K	8:26a	3:30p
Cuba Elementary	—	3:37p
Cuba Middle School	—	3:39p
Cuba High School	—	3:41p
San Ysidro Village Office	9:06a	4:26p*
Zia Pueblo Tribal Office	9:16a*	—
Home Depot	—	4:55p

Route 8 — To Cuba / Hacia Cuba		
Home Depot	6:24a	—
Zia Pueblo Tribal Office	6:43a	—
San Ysidro Village Office	6:53a	2:39p
Cuba Municipal Complex	7:33a	3:21p
McDonald's / Circle K	7:36a	3:23p
Cuba High School	7:40a	—
Cuba Elementary School	7:43a	—
Cuba Middle School	7:45a	—
Cuba Municipal Complex	7:55a	—

* Connection with Route 204 to US 550 Rail Runner
* Conecta con Ruta 204 hacia la estación US 550

Rio Metro Bus Fares

Full Fare - One Way \$1 per zone
tarifa completa - un solo sentido

Reduced Fare - One Way \$.50 per zone
tarifa de descuento - un solo sentido

Full Fare - Monthly Pass \$30
tarifa completa - boleto para el mes

Reduced Fare - Monthly Pass \$15
tarifa de descuento - boleto para el mes

Please note: Route 8 consists of two zones.
Tome nota: la Ruta 8 consiste de dos zonas.

Children 9 and under ride free!
(Niños de 9 años y menos viajan gratis!)

Reduced fares are available to:

- Youth ages 10-17
- Students with a valid student ID
- Seniors age 62+
- People with disabilities who show:
 - A Medicare card
 - An NM Motor Vehicle Department notification
 - A letter from doctor indicating the disability (with exp. date)
 - An ABQ RIDE Honored Citizen Card
 - A Santa Fe Ride Card or Santa Fe Trails Half Fare Card
 - A disabled veteran ID card

Tarifa de descuento aplica a

- Jóvenes, 10-17 años de edad
- Estudiantes con identificación de estudiante
- Personas de la tercera edad de 62 años y arriba
- Personas discapacitadas que presentan una de las siguientes opciones:
 - tarjeta de Medicare
 - notificación del Departamento de Vehículos del Estado de Nuevo México
 - carta de su doctor (incluyendo fecha de caducidad)
 - tarjeta ABQ RIDE Honored Citizen
 - tarjeta de Santa Fe Trails (Half Fare o Santa Fe Ride)
 - tarjeta de identificación para Veterano Discapacitado

Contact Information

Información de contacto

ABQ RIDE
505.243.RIDE (7433)
www.abq.gov/transit

NM Park & Ride
866.551.RIDE (7433)
www.nmparkandride.com

NM Rail Runner
866.795.RAIL (7245)
www.nmraillrunner.com

Rio Metro Sandoval
877.660.1110
www.riometro.org

Santa Fe Trails
866.551.RIDE (7433)
www.santafenm.gov

Route 201

schedule effective 08/13/2012 horario efectivo 08/13/2012



Weekday Schedule

Horario de lunes a viernes

Bernalillo • Enchanted Hills

Route 201 — Eastbound to NM Rail Runner Station / Hacia el este para la estación del tren											
Sandoval County Govt. Complex	5:57a	—	—	—	—	—	—	—	2:24p	4:34p	—
Walmart	—	—	—	9:13a	—	—	—	—	2:34p	3:11p	4:44p
Sandoval County Govt. Complex	—	—	8:29a	9:51a	—	—	—	—	1:46p	—	—
Bank of America Offices	—	—	—	—	—	—	—	—	—	—	—
NM State Offices / Albertsons	—	—	—	—	—	—	—	—	—	—	—
Sprint	—	—	—	—	—	—	—	—	—	—	—
Home Depot	—	—	—	—	—	—	—	—	—	—	—
AMERIND Risk Management	—	—	—	—	—	—	—	—	—	—	—
Camino Don Tomas / Calle Norte	—	—	8:40a	—	10:54a	11:47a	—	—	2:48p	3:20p	—
Camino del Pueblo/Ave. Bernalillo	—	—	8:43a	—	10:57a	11:50a	—	—	2:51p	3:21p	—
Richardson Drive / Athena Ave.	—	—	8:47a	—	11:01a	11:54a	—	—	—	—	—
Valencia/Cibola, Enchanted Hills (EH)	6:11a	7:23a	—	—	—	—	—	—	—	—	—
Grayson Hills/Nighthawk (EH)	6:18a	7:30a	—	—	—	—	—	—	—	—	—
MacKenzie/Dara Dr. (EH)	6:23a	7:35a	—	—	—	—	—	—	—	—	—
Home Depot	6:26a	7:38a	—	—	—	—	—	—	—	—	—
Sandoval Co./US550 Rail Runner	6:33a	7:51a	—	—	10:03a	—	—	—	1:58p	—	5:11p 5:55p

Route 201 — Westbound from NM Rail Runner Station / Hacia el oeste para la estación del tren											
Sandoval Co./US550 Rail Runner	6:47a	7:59a	—	10:09a	—	2:04p	—	—	—	5:17p	6:13p
Camino del Pueblo @ Tourism Bldg	—	—	—	—	—	10:13a	—	—	2:07p	—	—
Richardson Drive / Athena Ave.	—	—	—	—	—	—	—	—	2:55p	3:26p	—
Home Depot	—	—	—	—	—	—	—	—	—	—	—
AMERIND Risk Management	—	—	9:06a	—	—	—	—	—	—	—	—
Bank of America Offices	6:55a	8:07a	—	—	—	—	—	—	—	—	—
NM State Offices / Albertsons	7:01a	8:13a	—	—	—	—	—	—	—	—	—
Sprint	7:05a	8:17a	—	—	—	—	—	—	—	—	—
MacKenzie/Dara, Enchanted Hills (EH)	—	—	—	—	—	—	—	—	—	—	—
Grayson Hills/Nighthawk (EH)	—	—	—	—	—	—	—	—	—	—	—
Valencia/Cibola (EH)	—	—	—	—	—	—	—	—	—	—	—
Sandoval County Govt. Complex	—	—	8:29a	9:19a	10:30a	11:37a	2:24p	—	—	4:34p	—
Walmart	—	—	8:24a	9:13a	10:40a	11:31a	2:34p	—	—	3:07p	—

Please note that all bus stops are listed as time-points on the schedule. Tome nota: no se indican todos los paradas en el horario.

Rio Metro Bus Fares

Full Fare - One Way \$1 per zone
tarifa completa - un solo sentido

Reduced Fare - One Way \$.50 per zone
tarifa de descuento - un solo sentido

Full Fare - Monthly Pass \$30
tarifa completa - boleto para el mes

Reduced Fare - Monthly Pass \$15
tarifa de descuento - boleto para el mes

Please note: Route 201 consists of one zone.
Tome nota: la Ruta 201 consiste de una zona.

Children 9 and under ride free!
(Niños de 9 años y menos viajan gratis!)

Reduced fares are available to:

- Youth ages 10-17
- Students with a valid student ID
- Seniors age 62+
- People with disabilities who show:
 - A Medicare card
 - An NM Motor Vehicle Department notification
 - A letter from doctor indicating the disability (with exp. date)
 - An ABO RIDE Honored Citizen Card
 - A Santa Fe Ride Card or Santa Fe Trails Half Fare Card
 - A disabled veteran ID card

Tarifa de descuento aplica a:

- Jóvenes, 10-17 años de edad
- Estudiantes con identificación de estudiante
- Personas de la tercera edad de 62 años y arriba
- Personas discapacitadas que presentan una de las siguientes opciones:
 - tarjeta de Medicare
 - notificación del Departamento de Vehículos del Estado de Nuevo México
 - carta de su doctor (incluyendo fecha de caducidad)
 - tarjeta ABO RIDE Honored Citizen
 - tarjeta de Santa Fe Trails (Half Fare o Santa Fe Ride)
 - tarjeta de identificación para Veterano Discapacitado

Contact Information

Información de contacto

ABO RIDE
505.243.RIDE (7433)
www.aboq.gov/transit

NM Park & Ride
866.551.RIDE (7433)
www.nmparkandride.com

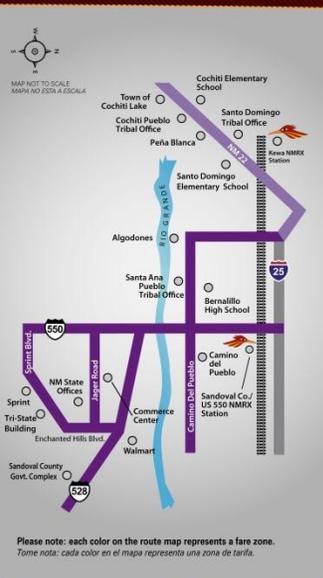
NM Rail Runner
866.795.RAIL (7245)
www.nmraillrunner.com

Rio Metro Sandoval
877.660.1110
www.riometro.org

Santa Fe Trails
866.551.RIDE (7433)
www.santafetrails.gov

Route 202

schedule effective 08/13/2012 horario efectivo 08/13/2012



Please note: each color on the route map represents a fare zone.
Tome nota: cada color en el mapa representa una zona de tarifa.

Weekday Schedule

Horario de lunes a viernes

Bernalillo • Santa Ana Pueblo • Algodones • Santo Domingo Pueblo
Peña Blanca • Cochiti Pueblo • Cochiti Lake

Route 202 — From Cochiti / Desde Cochiti											
Town of Cochiti Lake	5:32a	—	—	8:30a	3:54p	6:10p	7:18p	—	—	—	—
Cochiti Pueblo Tribal Office	5:40a	—	—	8:42a	4:06p	—	—	—	—	—	—
Cochiti Elementary	—	—	—	—	4:16p	—	—	—	—	—	—
Peña Blanca	5:54a	—	—	8:53a	4:23p	6:20p	7:29p	—	—	—	—
Santo Domingo Elementary	—	—	—	—	4:35p	—	—	—	—	—	—
Santo Domingo Tribal Office	6:04a	6:50a	9:08a	4:46p	—	7:38p	—	—	—	—	—
Kewa NM Rail Runner Station	6:14a	7:00a	—	—	4:52p	6:29p	7:45p	—	—	—	—
Algodones	—	—	—	—	9:35a	—	—	—	—	—	—
Santa Ana Pueblo Tribal Office	—	—	—	—	9:43a	—	—	—	—	—	—
Bernalillo High School	—	—	—	—	9:47a	—	—	—	—	—	—
Sandoval Co./US550 Rail Runner	—	—	—	—	9:51a	—	—	—	—	—	—
Sandoval County Court House - Bernalillo	—	—	—	—	9:57a	—	—	—	—	—	—
NM State Offices	—	—	—	—	10:08a	—	—	—	—	—	—
Walmart	—	—	—	—	10:12a	—	—	—	—	—	—
Sandoval County Government Complex STOP ON REQUEST ONLY	—	—	—	—	10:19a	—	—	—	—	—	—

Route 202 — To Cochiti / Hacia Cochiti											
Sandoval County Government Complex	—	—	—	—	—	—	—	—	—	—	—
Walmart	—	—	—	—	—	—	—	—	—	—	—
NM State Offices	—	—	—	—	—	—	—	—	—	—	—
Tri-State Building	—	—	—	—	—	—	—	—	—	—	—
Sprint	—	—	—	—	—	—	—	—	—	—	—
Home Depot	—	—	—	—	—	—	—	—	—	—	—
Sandoval Co./US550 Rail Runner	—	—	—	—	—	—	—	—	—	—	—
Bernalillo High School	—	—	—	—	—	—	—	—	—	—	—
Algodones	—	—	—	—	—	—	—	—	—	—	—
Kewa NM Rail Runner Station	7:06a	—	—	—	5:20p	6:35p	7:51p	—	—	—	—
S.D. Elementary - STOP ON REQUEST ONLY	7:17a	—	—	—	—	—	—	—	—	—	—
Santo Domingo Tribal Office	7:26a	2:45p	5:27p	6:42p	7:58p	—	—	—	—	—	—
Peña Blanca	7:34a	2:56p	5:36p	6:52p	—	—	—	—	—	—	—
Cochiti Elementary - STOP ON REQUEST ONLY	7:41a	—	—	—	—	—	—	—	—	—	—
Cochiti Pueblo Tribal Office	7:51a	3:04p	5:46p	7:02p	—	—	—	—	—	—	—
Town of Cochiti Lake	8:00a	3:16p	5:57p	7:12p	—	—	—	—	—	—	—

*Connection with Route 204 to Jemez Springs and Cuba
*Conecta con Ruta 204 hacia Jemez Springs y Cuba

Rio Metro Bus Fares

Full Fare - One Way \$1 per zone
tarifa completa - un solo sentido

Reduced Fare - One Way \$.50 per zone
tarifa de descuento - un solo sentido

Full Fare - Monthly Pass \$30
tarifa completa - boleto para el mes

Reduced Fare - Monthly Pass \$15
tarifa de descuento - boleto para el mes

Please note: Route 202 consists of two zones.
Tome nota: la Ruta 202 consiste de dos zonas.

Children 9 and under ride free!
(Niños de 9 años y menos viajan gratis!)

Reduced fares are available to:

- Youth ages 10-17
- Students with a valid student ID
- Seniors age 62+
- People with disabilities who show:
 - A Medicare card
 - An NM Motor Vehicle Department notification
 - A letter from doctor indicating the disability (with exp. date)
 - An ABO RIDE Honored Citizen Card
 - A Santa Fe Ride Card or Santa Fe Trails Half Fare Card
 - A disabled veteran ID card

Tarifa de descuento aplica a:

- Jóvenes, 10-17 años de edad
- Estudiantes con identificación de estudiante
- Personas de la tercera edad de 62 años y arriba
- Personas discapacitadas que presentan una de las siguientes opciones:
 - tarjeta de Medicare
 - notificación del Departamento de Vehículos del Estado de Nuevo México
 - carta de su doctor (incluyendo fecha de caducidad)
 - tarjeta ABO RIDE Honored Citizen
 - tarjeta de Santa Fe Trails (Half Fare o Santa Fe Ride)
 - tarjeta de identificación para Veterano Discapacitado

Contact Information

Información de contacto

ABO RIDE
505.243.RIDE (7433)
www.aboq.gov/transit

NM Park & Ride
866.551.RIDE (7433)
www.nmparkandride.com

NM Rail Runner
866.795.RAIL (7245)
www.nmraillrunner.com

Rio Metro Sandoval
877.660.1110
www.riometro.org

Santa Fe Trails
866.551.RIDE (7433)
www.santafetrails.gov

Route 204

schedule effective 08/13/2012 horario efectivo 08/13/2012

Weekday Schedule

Horario de lunes a viernes

Bernalillo • Zia Pueblo • San Ysidro
Jemez Pueblo • Cañon • Jemez Springs



Please note: each color on the route map represents a fare zone.
Tome nota: cada color en el mapa representa una zona de tarifa.

Route 204 — From Jemez Springs / Desde Jemez Springs					
Jemez Springs Village Complex	5:20a	8:32a	3:40p	6:56p	7:52p
Jemez School	—	—	3:58p	—	—
Cañon Senior Center	5:38a	8:48a	4:05p	—	—
Jemez Pueblo Civic Center	5:49a	9:01a	4:13p	7:21p	8:17p
San Ysidro Village Office	5:59a	9:08a	4:26p	7:30p	8:26p
Zia Pueblo Tribal Office	6:08a	9:21a	4:37p	—	—
Home Depot	—	—	—	—	—
US 550 Rail Runner Station	6:33a	—	5:04p	—	—
Home Depot	—	9:41a	—	—	—
Sprint	—	9:42a	—	—	—
Tri-State Building	—	9:45a	—	—	—
NM State Offices	—	9:47a	—	—	—
Walmart	—	9:50a	—	—	—
US 550 Rail Runner	—	10:00a	—	—	—
Sandoval County Courthouse	—	10:15a	—	—	—

Route 204 — To Jemez Springs / Hacia Jemez Springs					
Sandoval County Courthouse	—	1:47p	—	—	—
US 550 Rail Runner Station	6:47a	—	2:03p*	5:17p	6:13p
Home Depot	6:57a	—	5:37p	6:33p	—
Zia Pueblo Tribal Office	7:16a	2:27p	6:03p	6:59p	—
San Ysidro Village Office	7:24a	2:39p*	6:11p	7:07p	—
Jemez Pueblo Civic Center	7:31a	2:45p	6:21p	7:17p	—
Cañon Senior Center	7:37a	2:50p	6:28p	7:24p	—
Jemez School	7:42a	—	—	—	—
Jemez Springs Village Complex	8:02a	3:10p	6:51p	7:47p	—

Connection with Route 202 to Cochiti Lake
Conecta con Ruta 202 hacia Cochiti Lake
Connection with Route 8 to Cuba, NM
Conecta con Ruta 8 hacia Cuba, NM

Rio Metro Bus Fares

Full Fare - One Way \$1 per zone
tarifa completa - un solo sentido

Reduced Fare - One Way \$.50 per zone
tarifa de descuento - un solo sentido

Full Fare - Monthly Pass \$30
tarifa completa - boleto para el mes

Reduced Fare - Monthly Pass \$15
tarifa de descuento - boleto para el mes

Please note: Route 204 consists of two zones.
Tome nota: la Ruta 204 consiste de dos zonas.

Children 9 and under ride free!
(Niños de 9 años y menos viajan gratis!)

Reduced fares are available to:

- Youth ages 10-17
- Students with a valid student ID
- Seniors age 62+
- People with disabilities who show:
 - A Medicare card
 - An NM Motor Vehicle Department notification
 - A letter from doctor indicating the disability (with exp. date)
 - An ABQ RIDE Honored Citizen Card
 - A Santa Fe Ride Card or Santa Fe Trails Half Fare Card
 - A disabled veteran ID card

Tarifa de descuento aplica a:

- Jóvenes, 10-17 años de edad
- Estudiantes con identificación de estudiante
- Personas de la tercera edad de 62 años y arriba
- Personas discapacitadas que presentan una de las siguientes opciones:
 - tarjeta de Medicare
 - notificación del Departamento de Vehículos del Estado de Nuevo México
 - carta de su doctor (incluyendo fecha de caducidad)
 - tarjeta ABQ RIDE Honored Citizen
 - tarjeta de Santa Fe Trails (Half Fare o Santa Fe Ride)
 - tarjeta de identificación para Veterano Discapacitado

Contact Information

Información de contacto

NM Rail Runner
866.795.RAIL (7245)
www.nmraillrunner.com

ABO RIDE
505.243.RIDE (7433)
www.cabq.gov/transit

Rio Metro Sandoval
877.860.1110
www.riometro.org

Santa Fe Trails
866.551.RIDE (7433)
www.santafenm.gov

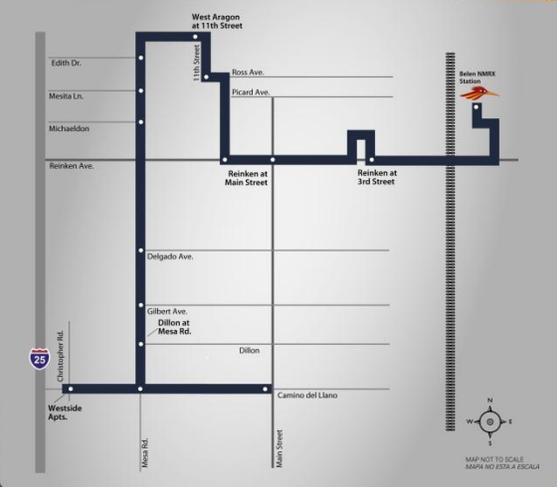
Route 206

schedule effective 08/13/2012 horario efectivo 08/13/2012

Weekday Schedule

Horario de lunes a viernes

Belen



Please note: not all bus stops are listed as time-points on the schedule.
Tome nota: no se indican todos los paradas en el horario.

Route 206 — To Belen Rail Runner Station			
Hacia la estación de Belen			
Main St. @ Camino del Llano	5:07a	6:03a	7:32a
Dillon @ Mesa	5:13a	6:09a	7:38a
West Aragon @ 11th street	5:23a	6:19a	7:48a
West Reinken @ Main street	5:27a	6:23a	7:52a
3rd Street @ Reinken	5:31a	6:27a	7:56a
Belen Rail Runner Station	5:34a	6:30a	7:59a
Rail Runner Departure Time	5:39a	6:35a	8:04a

Route 206 — From Belen Rail Runner Station			
Desde la estación de Belen			
Rail Runner Arrival Time	5:08p	6:33p	7:42p
Belen Rail Runner Station	5:10p	6:35p	7:44p
3rd Street @ Reinken	5:14p	6:39p	7:48p
West Reinken @ Main street	5:19p	6:44p	7:53p
West Aragon @ 11th street	5:25p	6:50p	7:59p
Dillon @ Mesa	5:33p	6:58p	8:07p
Main St. @ Camino del Llano	5:41p	7:06p	8:15p

Rio Metro Bus Fares

Full Fare - One Way \$1 per zone
tarifa completa - un solo sentido

Reduced Fare - One Way \$.50 per zone
tarifa de descuento - un solo sentido

Full Fare - Monthly Pass \$30
tarifa completa - boleto para el mes

Reduced Fare - Monthly Pass \$15
tarifa de descuento - boleto para el mes

Please note: Route 206 consists of one zone.
Tome nota: la Ruta 206 consiste de una zona.

Children 9 and under ride free!
(Niños de 9 años y menos viajan gratis!)

Reduced fares are available to:

- Youth ages 10-17
- Students with a valid student ID
- Seniors age 62+
- People with disabilities who show:
 - A Medicare card
 - An NM Motor Vehicle Department notification
 - A letter from doctor indicating the disability (with exp. date)
 - An ABQ RIDE Honored Citizen Card
 - A Santa Fe Ride Card or Santa Fe Trails Half Fare Card
 - A disabled veteran ID card

Tarifa de descuento aplica a:

- Jóvenes, 10-17 años de edad
- Estudiantes con identificación de estudiante
- Personas de la tercera edad de 62 años y arriba
- Personas discapacitadas que presentan una de las siguientes opciones:
 - tarjeta de Medicare
 - notificación del Departamento de Vehículos del Estado de Nuevo México
 - carta de su doctor (incluyendo fecha de caducidad)
 - tarjeta ABQ RIDE Honored Citizen
 - tarjeta de Santa Fe Trails (Half Fare o Santa Fe Ride)
 - tarjeta de identificación para Veterano Discapacitado

Contact Information

Información de contacto

NM Rail Runner
866.795.RAIL (7245)
www.nmraillrunner.com

ABO RIDE
505.243.RIDE (7433)
www.cabq.gov/transit

Rio Metro Valencia
505.953.3595
www.riometro.org

Santa Fe Trails
866.551.RIDE (7433)
www.santafenm.gov

Route 207

schedule effective 08/13/2012 horario efectivo 08/13/2012

Weekday Schedule

Horario de lunes a viernes

Los Lunas



Route 207 — To Los Lunas Rail Runner Station

Hacia la estación de Los Lunas

Huning Ranch Loop @ Sundance St.	5:16a	6:12a	7:40a
Lonestar Street @ Fire Wheel Avenue	5:23a	6:19a	7:46a
Entrada Drive @ Camelot Blvd.	5:29a	6:25a	7:52a
Crestview Drive @ Hillside Drive	5:33a	6:29a	7:56a
Canal Blvd. @ Encantada Apartments	5:39a	6:35a	8:02a
Los Lunas Rail Runner Station	5:44a	6:40a	8:07a
Rail Runner Departure Time	5:49a	6:46a	8:15a

Route 207 — From Los Lunas Rail Runner Station

Desde la estación de Los Lunas

Rail Runner Arrival Time	3:05p	4:58p	6:22p	7:31p
Los Lunas Rail Runner Station	3:10p	5:05p	6:27p	7:36p
Canal Blvd. @ Encantada Apartment	3:15p	5:10p	6:32p	7:41p
Crestview Drive @ Hillside Drive	3:21p	5:16p	6:38p	7:47p
Entrada Drive @ Camelot Blvd.	3:25p	5:20p	6:42p	7:51p
Huning Ranch Loop @ Sundance St.	3:31p	5:26p	6:48p	7:57p
Lonestar Street @ Fire Wheel Avenue	3:37p	5:32p	6:54p	8:03p

Please note: not all bus stops are listed as time-points on the schedule.
Tome nota: no se indican todos los parados en el horario.

Rio Metro Bus Fares

Full Fare - One Way \$1 per zone
tarifa completa - un solo sentido

Reduced Fare - One Way \$.50 per zone
tarifa de descuento - un solo sentido

Full Fare - Monthly Pass \$30
tarifa completa - boleto para el mes

Reduced Fare - Monthly Pass \$15
tarifa de descuento - boleto para el mes

Please note: Route 207 consists of one zone.
Tome nota: la Ruta 207 consiste de una zona.

Children 9 and under ride free!
Niños de 9 años y menos viajan gratis!

Reduced fares are available to:

- Youth ages 10-17
- Students with a valid student ID
- Seniors age 62+
- People with disabilities who show:
 - A Medicare card
 - An NM Motor Vehicle Department notification
 - A letter from doctor indicating the disability (with exp. date)
 - An ABQ RIDE Honored Citizen Card
 - A Santa Fe Ride Card or Santa Fe Trails Half Fare Card
 - A disabled veteran ID card

Tarifa de descuento aplica a:

- Jóvenes, 10-17 años de edad
- Estudiantes con identificación de estudiante
- Personas de la tercera edad de 62 años y arriba
- Personas discapacitadas que presentan una de las siguientes opciones:
 - tarjeta de Medicare
 - notificación del Departamento de Vehículos del Estado de Nuevo México
 - carta de su doctor (incluyendo fecha de caducidad)
 - tarjeta ABQ RIDE Honored Citizen
 - tarjeta de Santa Fe Trails (Half Fare o Santa Fe Ride)
 - tarjeta de identificación para Veterano Discapacitado



Contact Information

Información de contacto

ABQ RIDE
505.243.RIDE (7433)
www.abq.gov/transit

NM Park & Ride
866.551.RIDE (7433)
www.nmparkandride.com

NM Rail Runner
866.795.RAIL (7245)
www.nmrailrunner.com

Rio Metro Valencia
505.352.3696
www.riometro.org

Santa Fe Trails
866.551.RIDE (7433)
www.santafenm.gov

Route 366

schedule effective 08/13/2012 horario efectivo 08/13/2012

Weekday Schedule

Horario de lunes a viernes

Route 66 Casino Shuttle



Please note: each color on the route map represents a fare zone.
Tome nota: cada color en el mapa representa una zona de tarifa.

Rio Metro Bus Fares

Full Fare - One Way \$1 per zone
tarifa completa - un solo sentido

Reduced Fare - One Way \$.50 per zone
tarifa de descuento - un solo sentido

Full Fare - Monthly Pass \$30
tarifa completa - boleto para el mes

Reduced Fare - Monthly Pass \$15
tarifa de descuento - boleto para el mes

Please note: Route 366 consists of one zone.
Tome nota: la Ruta 366 consiste de una zona.

Children 9 and under ride free!
Niños de 9 años y menos viajan gratis!

Reduced fares are available to:

- Youth ages 10-17
- Students with a valid student ID
- Seniors age 62+
- People with disabilities who show:
 - A Medicare card
 - An NM Motor Vehicle Department notification
 - A letter from doctor indicating the disability (with exp. date)
 - An ABQ RIDE Honored Citizen Card
 - A Santa Fe Ride Card or Santa Fe Trails Half Fare Card
 - A disabled veteran ID card

Tarifa de descuento aplica a:

- Jóvenes, 10-17 años de edad
- Estudiantes con identificación de estudiante
- Personas de la tercera edad de 62 años y arriba
- Personas discapacitadas que presentan una de las siguientes opciones:
 - tarjeta de Medicare
 - notificación del Departamento de Vehículos del Estado de Nuevo México
 - carta de su doctor (incluyendo fecha de caducidad)
 - tarjeta ABQ RIDE Honored Citizen
 - tarjeta de Santa Fe Trails (Half Fare o Santa Fe Ride)
 - tarjeta de identificación para Veterano Discapacitado

Route 366 - Westbound / Hacia oeste

Central/Unser	Rt. 66 Casino
6:35 a.m.	6:55 a.m.
7:30 a.m.	7:50 a.m.
8:30 a.m.	8:50 a.m.
3:30 p.m.	3:50 p.m.
4:35 p.m.	4:55 p.m.
5:35 p.m.	5:55 p.m.

Route 366 - Eastbound / Hacia este

Rt. 66 Casino	Central/Unser
7:00 a.m.	7:20 a.m.
8:00 a.m.	8:20 a.m.
9:00 a.m.	9:20 a.m.
4:10 p.m.	4:30 p.m.
5:10 p.m.	5:30 p.m.
6:10 p.m.	6:30 p.m.



Contact Information

Información de contacto

ABQ RIDE
505.243.RIDE (7433)
www.abq.gov/transit

NM Park & Ride
866.551.RIDE (7433)
www.nmparkandride.com

NM Rail Runner
866.795.RAIL (7245)
www.nmrailrunner.com

Rio Metro
577.860.1110
www.riometro.org

Santa Fe Trails
866.551.RIDE (7433)
www.santafenm.gov

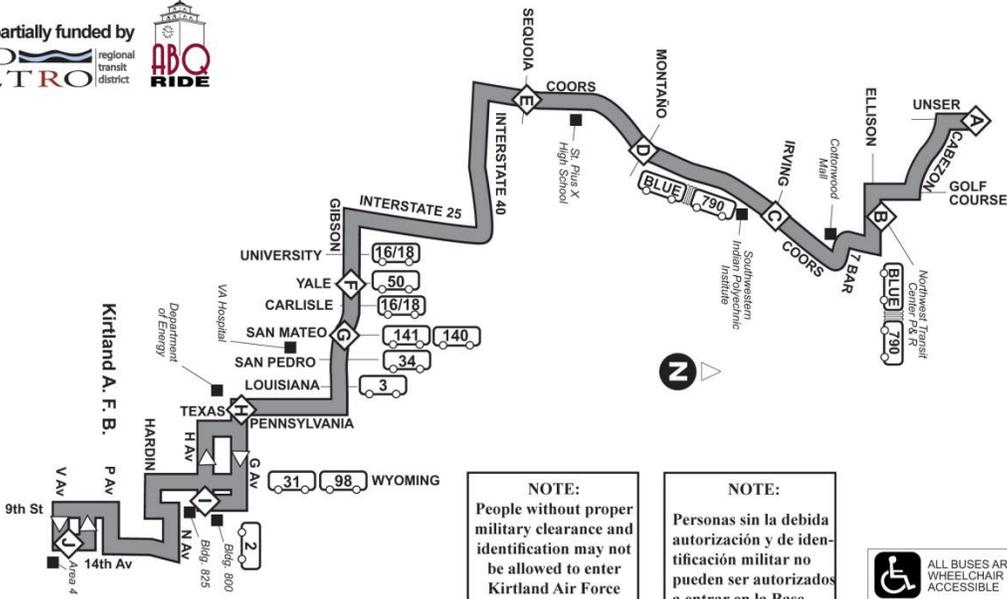
Routes Operated by ABQ Ride (Partially- or Fully-Funded)

Route 96 / Ruta 96 Crosstown Commuter

Effective: January 2012

Route partially funded by



NOTE:
People without proper military clearance and identification may not be allowed to enter Kirtland Air Force Base.

NOTE:
Personas sin la debida autorización y de identificación militar no pueden ser autorizados a entrar en la Base Aérea Kirtland.



ALL BUSES ARE WHEELCHAIR ACCESSIBLE

Route 96 - Weekday Southbound

Route 96 - Weekday Northbound

A	B	C	D	E	F	G	H	I	J
5:16a	5:26a	5:37a	5:43a	5:48a	6:00a	6:04a	6:11a	6:15a	6:27a
5:30a	5:40a	5:51a	5:57a	6:02a	6:14a	6:18a	6:25a	6:29a	6:41a
5:55a	6:07a	6:17a	6:22a	6:27a	6:41a	6:46a	6:53a	6:57a	7:09a
6:25a	6:37a	6:47a	6:52a	6:57a	7:11a	7:16a	7:23a	7:27a	7:39a
6:46a	6:59a	7:11a	7:18a	7:24a	7:44a	7:49a	7:58a	8:01a	8:12a

J	I	H	G	F	E	D	C	B	A
3:51p	3:58p	4:02p	4:09p	4:16p	4:33p	4:39p	4:45p	4:56p	5:12p
4:02p	4:09p	4:13p	4:20p	4:27p	4:44p	4:50p	4:56p	5:07p	5:23p
4:19p	4:28p	4:32p	4:39p	4:46p	5:03p	5:09p	5:16p	5:27p	5:43p
4:35p	4:44p	4:48p	4:55p	5:02p	5:19p	5:25p	5:32p	5:43p	5:59p
5:15p	5:24p	5:28p	5:35p	5:42p	5:59p	6:05p	6:12p	6:23p	6:39p

IMPORTANT:

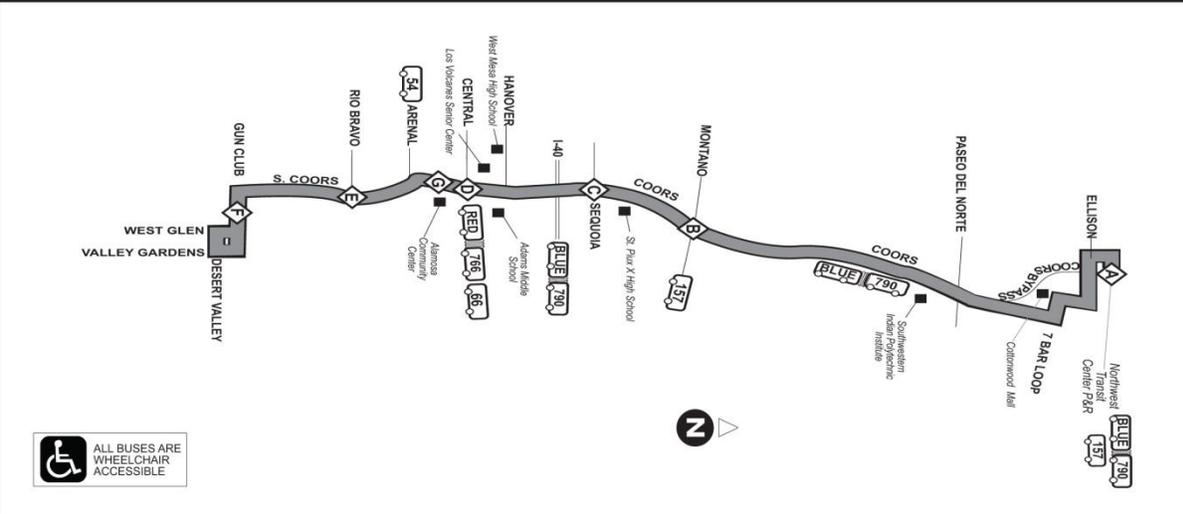
Due to varying military restrictions, access to Kirtland Air Force Base may be changed at any time. If you are traveling to KAFB please call 243-RIDE (243-7433) for current information (724-3183 tty).

IMPORTANTE:

Debido a diferentes restricciones militares, el acceso a La Base Aerea Kirtland puede cambiar en cualquier momento. Si usted viaja hacia KAFB en autobús, por favor llame al 243-RIDE (243-7433) para obtener información actualizada (724-3183 tty).

Route 155 / Ruta 155 Coors Blvd. Line

Effective 5/7/2011



Routes 155 - Saturday Southbound

A	B	C	D	E	F
6:57a	7:12a	7:17a	7:25a	7:34a	7:38a
7:42a	7:57a	8:02a	8:10a	8:19a	8:23a
8:27a	8:42a	8:47a	8:55a	9:04a	9:08a
9:11a	9:26a	9:31a	9:40a	9:49a	9:53a
9:56a	10:11a	10:16a	10:25a	10:35a	10:39a
10:42a	10:57a	11:03a	11:10a	11:21a	11:25a
11:27a	11:42a	11:48a	11:55a	12:06p	12:10p
12:11p	12:26p	12:32p	12:40p	12:50p	12:54p
12:56p	1:12p	1:17p	1:25p	1:35p	1:39p
1:41p	1:57p	2:02p	2:10p	2:20p	2:24p
2:24p	2:40p	2:45p	2:56p	3:06p	3:10p
3:09p	3:25p	3:30p	3:41p	3:51p	3:55p
3:54p	4:10p	4:15p	4:26p	4:36p	4:40p
4:39p	4:55p	5:00p	5:11p	5:21p	5:25p
5:24p	5:40p	5:45p	5:56p	6:05p	6:09p
6:13p	6:28p	6:32p	6:40p	6:48p	6:52p
6:58p	7:13p	7:17p	7:25p	7:33p	7:37p
7:43p	7:58p	8:02p	8:10p	8:18p	8:22p
8:28p	8:43p	8:47p	8:55p	9:03p	9:07p
9:28p	9:43p	9:47p	9:55p	10:03p	10:07p

Routes 155 - Saturday Northbound

F	E	D	C	B	A
7:44a	7:51a	8:00a	8:10a	8:16a	8:31a
8:39a	8:46a	8:55a	9:05a	9:11a	9:26a
9:24a	9:31a	9:40a	9:50a	9:56a	10:11a
10:09a	10:16a	10:25a	10:34a	10:40a	10:55a
10:53a	11:00a	11:10a	11:18a	11:24a	11:39a
11:37a	11:45a	11:55a	12:03p	12:09p	12:24p
12:24p	12:32p	12:40p	12:50p	12:57p	1:13p
1:09p	1:17p	1:25p	1:35p	1:42p	1:58p
1:54p	2:02p	2:10p	2:20p	2:27p	2:43p
2:39p	2:47p	2:55p	3:05p	3:12p	3:28p
3:24p	3:32p	3:40p	3:50p	3:57p	4:13p
4:07p	4:15p	4:25p	4:36p	4:41p	4:57p
4:52p	5:00p	5:10p	5:21p	5:26p	5:42p
5:37p	5:45p	5:55p	6:06p	6:11p	6:27p
6:24p	6:31p	6:40p	6:48p	6:53p	7:08p
7:09p	7:16p	7:25p	7:33p	7:38p	7:53p
7:54p	8:01p	8:10p	8:18p	8:23p	8:38p

Routes 155 - Sunday Southbound

A	C	D	E	H
1009a	1024a	1030a	1039a	1041a
1054a	1109a	1115a	1124a	1126a
1139a	1154a	1200p	1209p	1211p
1224p	1239p	1245p	1254p	1256p
109p	124p	130p	139p	141p
154p	209p	215p	224p	226p
239p	254p	300p	309p	311p
324p	339p	345p	354p	356p
409p	424p	430p	439p	441p

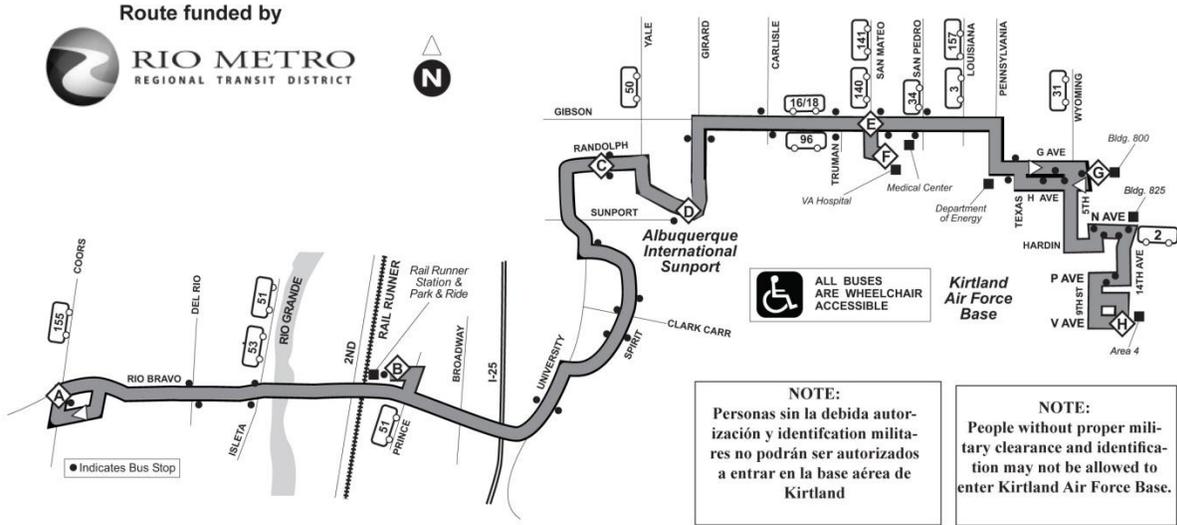
Routes 155 - Sunday Northbound

H	E	D	C	A
1000a	1002a	1011a	1018a	1033a
1045a	1047a	1056a	1103a	1118a
1130a	1132a	1141a	1148a	1203p
1215p	1217p	1226p	1233p	1248p
100p	102p	111p	118p	133p
145p	147p	156p	203p	218p
230p	232p	241p	248p	303p
315p	317p	326p	333p	348p
400p	402p	411p	418p	433p

NO SERVICE TO GUN CLUB OR RIO BRAVO ON SUNDAYS

Route 222 / Ruta 222 Rio Bravo - Sunport - Kirtland

Effective: 8/13/2012



Route 222 - Weekday Eastbound

COORS & RIO BRAVO	RAIL RUNNER STATION	DEPART	RANDOLPH & BUENA VISTA	AIRPORT	GIBSON & SAN MATEO	V.A. HOSPITAL	BUILDING 800	AREA 4	VA
ARRIVE	ARRIVE	6:11a	6:20a	6:23a	6:30a	6:35a	6:43a	VA	
5:53a	6:05a	6:11a	6:20a	6:23a	6:30a	6:35a	6:43a	KAFB	
6:49a	7:01a	7:07a	7:16a	7:19a	7:26a	7:33a	7:44a	KAFB	
2:28p	2:40p	2:46p	2:58p	3:03p	3:10p			VA	
5:40p	5:52p	5:58p	6:08p	6:13p	6:20p	6:29p		KAFB	

Route 222 - Weekday Westbound

AREA 4	BUILDING 800	GIBSON & SAN MATEO	V.A. HOSPITAL	AIRPORT	RANDOLPH & BUENA VISTA	RAIL RUNNER STATION	COORS & RIO BRAVO	KAFB
ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	
6:52a	7:01a	7:10a	7:13a	7:26a	7:26a	7:26a	7:38a	KAFB
3:56p	4:04p	4:16p	4:21p	4:32p	4:32p	4:32p	4:51p	KAFB
5:03p	5:21p	5:33p	5:51p	5:58p	6:11p			KAFB
		5:22p	5:33p	5:51p				VA

Be sure to board the bus which will stop where you need to get off!

VA: These buses serve the stops on:

- University
- Spirit Dr
- Airport
- Girard
- Gibson & Carlisle
- Gibson & Truman
- San Mateo & Gibson and
- ends at the VA Medical Center (San Mateo side).

They do not stop on Randolph Rd. or Kirtland Air Force Base.

KAFB: These buses serve only the stops on:

- Randolph Rd.
- Gibson & Valencia and
- Kirtland Air Force Base.

As in the AM peak, two buses meet the PM peak trains:

VA: These buses serve the stops at:

- VA Medical Center (San Mateo side)
- For service from Gibson & San Mateo, use stop at VA or Truman
- Gibson & Truman
- Gibson & Carlisle
- Girard
- Airport
- Spirit Dr. and
- University.

They do not stop on Randolph Rd.

KAFB: These buses serve only the stops on:

- Kirtland Air Force Base
- Gibson & San Pedro and
- Randolph Rd.

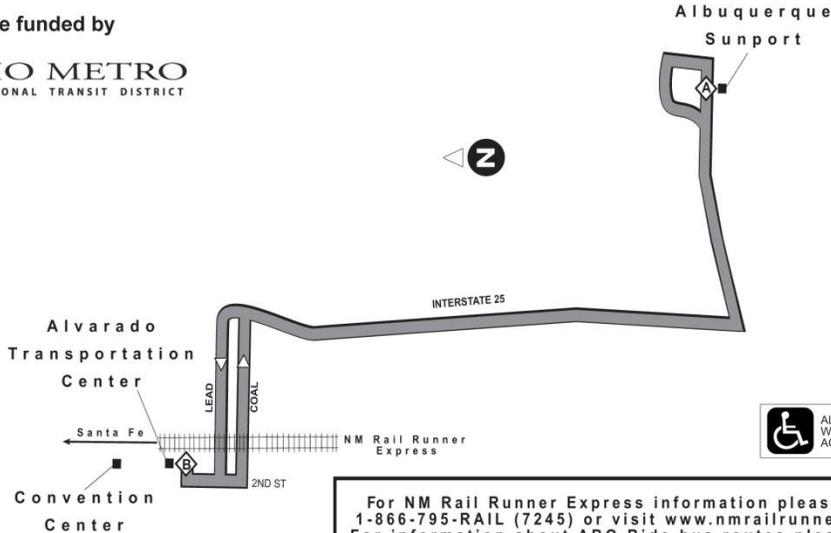
Route / Ruta 250

Effective: 8/13/2012

Downtown - Sunport Nonstop Express



Route funded by



For NM Rail Runner Express information please call 1-866-795-RAIL (7245) or visit www.nmrailrunner.com.
For information about ABQ Ride bus routes please call 505-243-7433 or visit www.cabq.gov/abqride.

Route 250 Weekday - Northbound	Route 250 Weekday - Southbound
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AIRPORT A	ALVARADO TRANSPORTATION CENTER B	NORTHBOUND TRAIN DEPARTURE
9:10a	9:25a	9:35a
4:01p	4:16p	4:26p
5:09p	5:24p	5:34p
6:10p	6:25p	6:48p

SOUTHBOUND TRAIN ARRIVAL	ALVARADO TRANSPORTATION CENTER B	AIRPORT A
7:10a	7:15a	7:30a
8:45a	8:50a	9:05a
2:37p	2:42p	2:57p
5:50p	5:55p	6:10p
6:25p	6:30p	6:45p
7:02p	7:07p	7:22p
8:18p	8:23p	8:38p

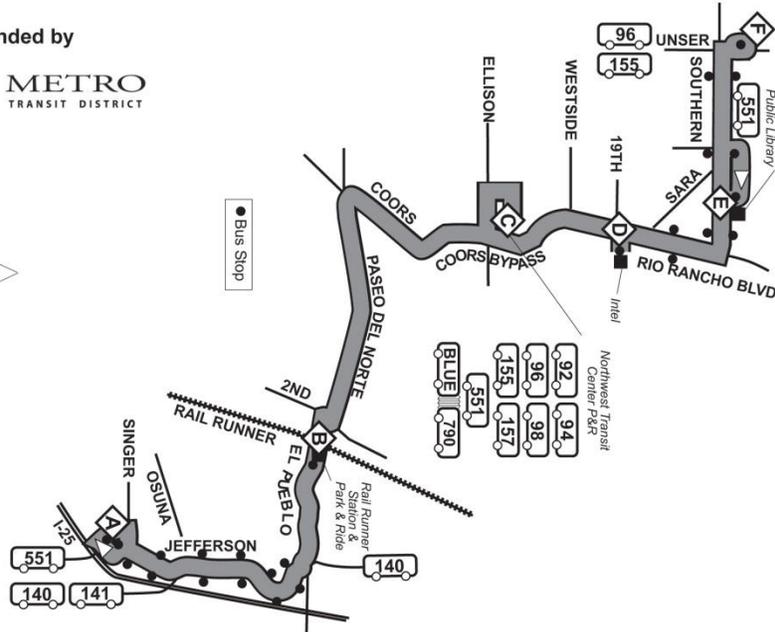
Route / Ruta 251

Effective: 8/13/2012

Rio Rancho-Albuquerque / Rail Runner Connection



Route funded by



Route 251- Weekday North / Westbound

EL PUEBLO STATION	CENTURY RIO 24 THEATER	EL PUEBLO STATION ARRIVAL	DEPARTURE	NORTHWEST TRANSIT CENTER PAR	INTEL	SOUTHERN & PINETREE	SOUTHERN & UNSER
B	A	B	C	D	E	F	
.....	6:14a	6:28a	6:35a	6:49a	6:57a	7:03a	7:09a
.....	6:37a	6:51a	6:58a	7:12a	7:20a	7:26a	7:32a
.....	7:16a	7:30a	7:37a	7:51a	7:59a	8:05a	8:11a
.....	8:12a	8:26a	8:33a	8:47a	8:55a	9:01a	.....
.....	9:31a	9:45a	9:51a	10:05a	10:13a	10:19a	10:25a
.....	2:02p	2:16p	2:22p	2:36p	2:44p	2:50p	2:56p
.....	4:09p	4:23p	4:35p	4:42p	5:01p	5:09p	5:22p
.....	5:00p	5:14p	5:26p	5:35p	5:55p	6:03p	6:16p
.....	5:18p	5:37p	6:15p	6:35p	6:43p	6:50p	6:56p
.....	6:30p	6:44p	6:50p	7:04p	7:12p	7:18p	7:24p
.....	6:47p	7:01p	7:07p	7:21p	7:29p	7:35p	7:41p

For service to the 4:35p and 5:29p trains, use the southbound trips leaving the station at 4:03p and 4:55p and returning to the station at 4:29p and 5:21p respectively by a different route. Be sure to catch the bus at a southbound stop.

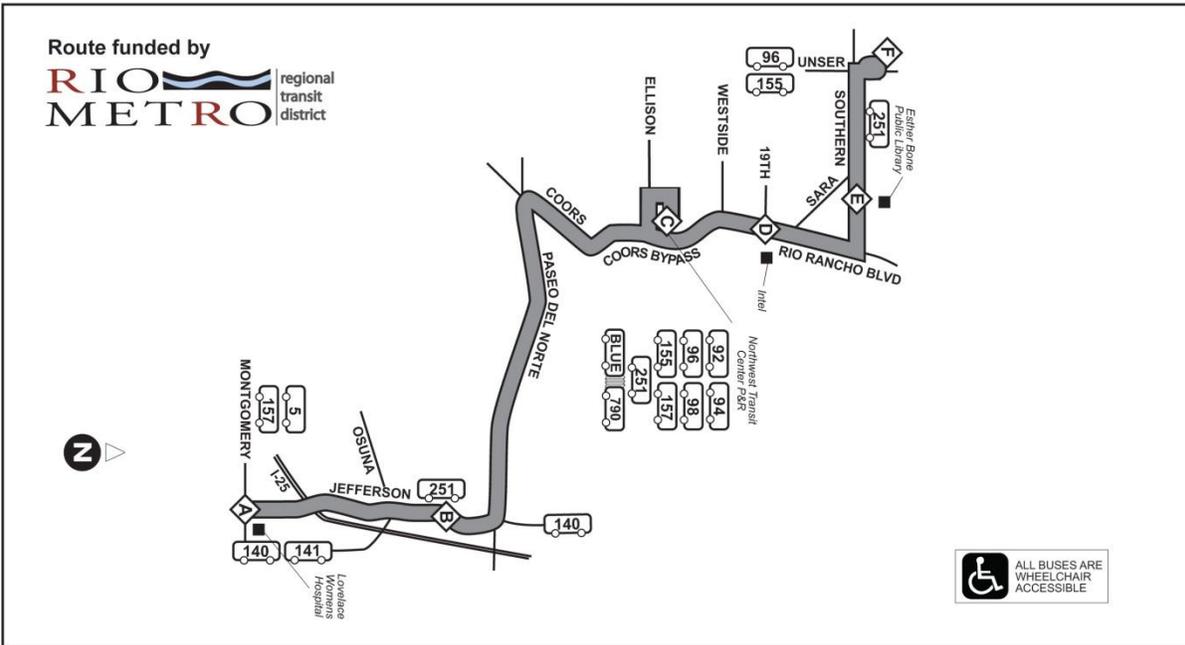
Para el servicio a la 4:35 y 5:29p trenes, utilice el sur viajes salir de la estación de 4:03 a 4:55p, y de regresar a la estación de 4:29 a 5:21p, respectivamente, por una ruta diferente. Asegúrese de coger el autobús en una parada hacia el sur.

Route 251- Weekday East / Southbound

SOUTHERN & UNSER	SOUTHERN & PINETREE	INTEL	NORTHWEST TRANSIT CENTER PAR	EL PUEBLO STATION ARRIVAL	DEPARTURE	CENTURY RIO 24 THEATER
F	E	D	C	B	A	
5:16a	5:24a	5:32a	5:38a	5:56a	6:05a	6:19a
5:44a	5:52a	6:00a	6:06a	6:26a	6:35a	6:49a
6:02a	6:10a	6:18a	6:24a	6:45a	6:58a	7:12a
6:38a	6:46a	6:55a	7:02a	7:24a	7:37a	7:51a
7:35a	7:43a	7:52a	7:59a	8:21a	8:33a	8:47a
.....	9:12a	9:20a	9:26a	9:44a	9:51a	10:05a
1:35p	1:43p	1:51p	1:57p	2:15p	2:22p	2:36p
3:52p	4:00p	4:08p	4:14p	4:30p	.....	.....
4:39p	4:48p	4:57p	5:04p	5:23p	5:35p	5:49p
4:59p	5:08p	5:17p	5:24p	5:43p	5:50p	6:04p
6:02p	6:10p	6:19p	6:25p	6:43p	6:50p	7:04p

Route/Ruta 551 Jefferson - Paseo del Norte Express

Effective 1/29/2011



Route 551- Weekday East / Southbound

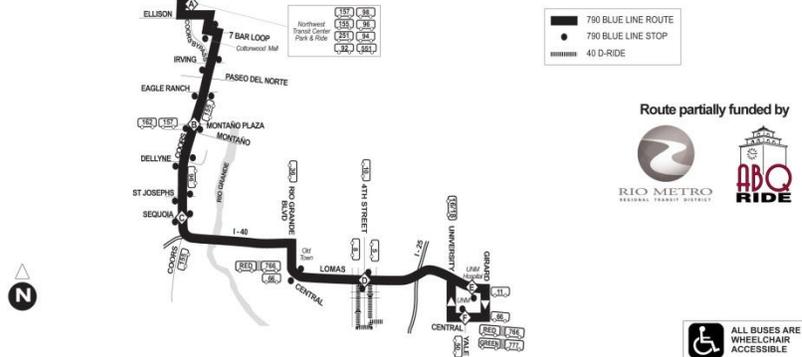
Route 551- Weekday North / Westbound

F	E	D	C	B	A
SOUTHERN & UNSER	SOUTHERN & PINETREE	INTEL	NORTHWEST TRANSIT CENTER PARK	JEFFERSON & MASTHEAD	JEFFERSON & MONTGOMERY
6:11a	6:17a	6:25a	6:32a	6:49a	7:01a
7:11a	7:17a	7:25a	7:32a	7:49a	8:01a

A	B	C	D	E	F
JEFFERSON & MONTGOMERY	JEFFERSON & MASTHEAD	NORTHWEST TRANSIT CENTER PARK	INTEL	SOUTHERN & PINETREE	SOUTHERN & UNSER
4:10p	4:17p	4:38p	4:45p	4:53p	4:59p
5:10p	5:17p	5:38p	5:45p	5:53p	5:59p

Route/Ruta 790 Rapid Ride Blue Line

Effective: 8/13/2012



Route partially funded by



Route 790 - Weekday

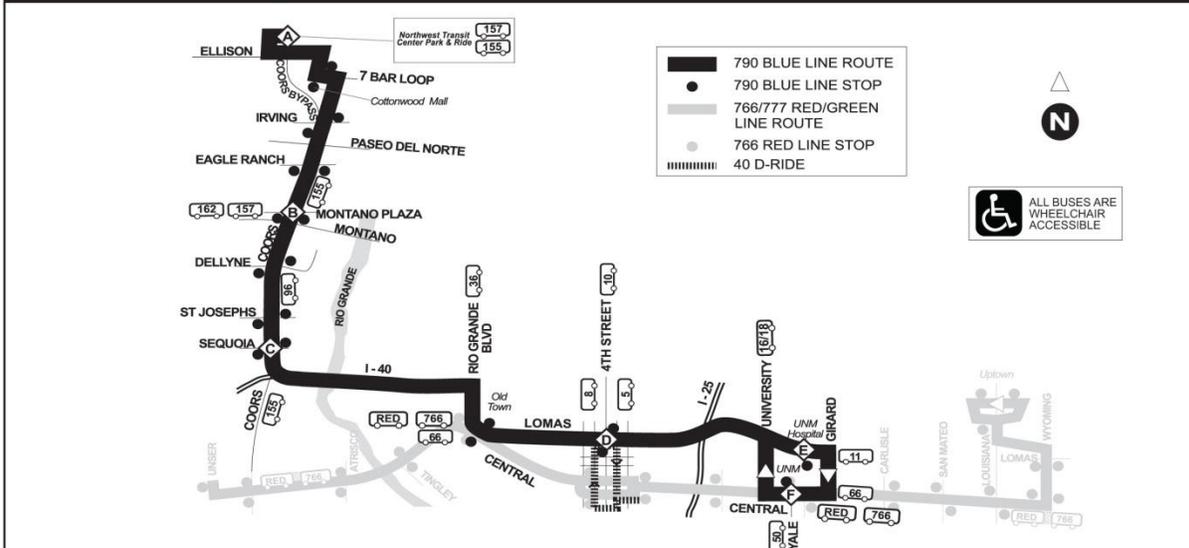
EASTBOUND						WESTBOUND									
A	B	C	D	E	F	F	D	C	B	A					
5:19a	5:31a	5:37a	5:48a	5:55a	6:00a	6:02a	6:08a	6:18a	6:25a	6:39a					
5:54a	6:06a	6:12a	6:23a	6:30a	6:35a	6:37a	6:43a	6:53a	7:00a	7:14a					
6:18a	6:30a	6:36a	6:48a	6:55a	7:00a	7:02a	7:08a	7:19a	7:26a	7:40a					
6:34a	6:47a	6:53a	7:07a	7:15a	7:20a	7:37a	7:44a	7:55a	8:01a	8:15a					
6:47a	7:00a	7:07a	7:21a	7:29a	7:35a	7:55a	8:02a	8:13a	8:19a	8:33a					
6:53a	7:06a	7:13a	7:27a	7:35a	7:41a	8:13a	8:20a	8:31a	8:37a	8:51a					
7:00a	7:13a	7:20a	7:34a	7:42a	7:48a										
	7:05a	7:18a	7:25a	7:39a	7:47a	8:28a	8:35a	8:46a	8:52a	9:06a					
	7:19a	7:32a	7:39a	7:57a	8:05a	8:48a	8:55a	9:06a	9:12a	9:26a					
	7:34a	7:47a	7:54a	8:12a	8:20a	9:18a	9:25a	9:36a	9:42a	9:56a					
	7:45a	7:58a	8:05a	8:20a	8:27a	9:48a	9:55a	10:06a	10:12a	10:26a					
	7:53a	8:06a	8:13a	8:28a	8:35a	10:08a	10:15a	10:26a	10:32a	10:46a					
	7:59a	8:12a	8:19a	8:34a	8:41a	10:30a	10:37a	10:48a	10:54a	11:08a					
	8:16a	8:29a	8:36a	8:49a	8:56a	10:46a	10:53a	11:04a	11:10a	11:24a					
	8:26a	8:39a	8:46a	8:59a	9:06a	10:54a	11:01a	11:12a	11:18a	11:32a					
	8:32a	8:45a	8:51a	9:03a	9:11a	11:20a	11:27a	11:38a	11:44a	11:58a					
	8:51a	9:04a	9:11a	9:23a	9:31a	11:50a	11:57a	12:08p	12:14p	12:28p					
	9:01a	9:14a	9:21a	9:33a	9:41a	12:10p	12:17p	12:29p	12:35p	12:50p					
	9:21a	9:34a	9:41a	9:53a	10:01a	12:30p	12:37p	12:49p	12:55p	1:10p					
	9:43a	9:56a	10:03a	10:15a	10:23a	12:50p	12:57p	1:09p	1:15p	1:30p					
	9:59a	10:12a	10:19a	10:31a	10:39a	1:10p	1:17p	1:29p	1:35p	1:50p					
	10:07a	10:20a	10:27a	10:39a	10:47a	1:30p	1:37p	1:49p	1:55p	2:10p					
	10:34a	10:47a	10:53a	11:05a	11:13a	1:50p	1:57p	2:09p	2:15p	2:30p					
	11:04a	11:17a	11:23a	11:35a	11:43a	2:10p	2:17p	2:29p	2:35p	2:51p					
	11:23a	11:36a	11:43a	11:55a	12:03p	2:30p	2:37p	2:49p	2:55p	3:11p					
	11:43a	11:56a	12:03p	12:15p	12:23p	2:49p	2:56p	3:10p	3:17p	3:33p					
	12:03p	12:16p	12:23p	12:35p	12:43p	3:07p	3:14p	3:29p	3:36p	3:53p					
	12:23p	12:36p	12:43p	12:55p	1:03p	3:13p	3:20p	3:35p	3:42p	3:59p					
	12:41p	12:54p	1:01p	1:15p	1:23p	3:23p	3:30p	3:45p	3:52p	4:09p					
	1:01p	1:14p	1:21p	1:35p	1:43p										
	1:21p	1:34p	1:41p	1:55p	2:03p										
	1:43p	1:56p	2:03p	2:15p	2:23p										
	2:02p	2:15p	2:22p	2:34p	2:42p										
	2:20p	2:33p	2:40p	2:52p	3:00p										
	.....	.....	.....	.....	3:08p										
	.....	.....	.....	.....	3:17p										
	2:46p	2:59p	3:06p	3:18p	3:26p										
	3:07p	3:20p	3:27p	3:39p	3:47p										
	3:22p	3:35p	3:42p	3:54p	4:02p										
	3:42p	3:55p	4:02p	4:14p	4:22p										
	.....	.....	.....	.....	4:39p										
	4:05p	4:19p	4:26p	4:39p	4:47p										
	4:17p	4:31p	4:38p	4:51p	4:59p										
	4:32p	4:46p	4:53p	5:07p	5:15p										
	4:53p	5:07p	5:14p	5:28p	5:36p										
	5:15p	5:29p	5:36p	5:50p	5:58p										
	5:46p	5:59p	6:06p	6:18p	6:25p										
	6:22p	6:35p	6:42p	6:54p	7:00p										
	6:57p	7:10p	7:17p	7:29p	7:35p										
	7:20p	7:33p	7:40p	7:52p	7:58p										
	7:53p	8:06p	8:12p	8:24p	8:30p										
	8:28p	8:41p	8:47p	8:59p	9:05p										

* Designated trips that operate only when U.N.M. is in session.
M,T,W,Th,F = All weekday service
M,W,F = Only Monday, Wednesday & Friday Service
T,Th = Only Tuesday & Thursday Service

* Designado viajes que operan sólo cuando U.N.M. se encuentra en periodo de sesiones.
M,T,W,Th,F = Servicio los lunes, martes, miércoles, jueves y viernes.
M,W,F = Servicio sólo los lunes, miércoles y viernes.
T,Th = Servicio sólo los martes y jueves.

Route/Ruta 790 Blue Line Rapid Ride

Effective 5/7/2011



Route 790 - Saturday

EASTBOUND

STATION	6:53a	7:08a	7:13a	7:23a	7:29a	7:34a
A						
B	7:39a	7:54a	7:59a	8:09a	8:15a	8:20a
C	8:25a	8:40a	8:45a	8:55a	9:01a	9:06a
D	9:11a	9:26a	9:31a	9:41a	9:47a	9:52a
E	9:57a	10:12a	10:17a	10:27a	10:33a	10:38a
F	10:43a	10:58a	11:03a	11:13a	11:19a	11:24a
	11:29a	11:44a	11:49a	11:59a	12:05p	12:10p
	12:15p	12:30p	12:35p	12:45p	12:51p	12:56p
	1:01p	1:16p	1:21p	1:31p	1:37p	1:42p
	1:47p	2:02p	2:07p	2:17p	2:23p	2:28p
	2:33p	2:48p	2:53p	3:03p	3:09p	3:14p
	3:19p	3:34p	3:39p	3:49p	3:55p	4:00p
	4:05p	4:20p	4:25p	4:35p	4:41p	4:46p
	4:51p	5:06p	5:11p	5:21p	5:27p	5:32p
	5:37p	5:52p	5:57p	6:07p	6:13p	6:18p
	6:23p	6:38p	6:43p	6:53p	6:59p	7:04p
	7:09p	7:24p	7:29p	7:39p	7:45p	7:50p

STATION	7:36a	7:42a	7:55a	8:00a	8:15a
F					
D	8:22a	8:28a	8:41a	8:46a	9:01a
C	9:08a	9:14a	9:27a	9:32a	9:47a
B	9:54a	10:00a	10:13a	10:18a	10:33a
A	10:40a	10:46a	10:59a	11:04a	11:19a
	11:26a	11:32a	11:45a	11:50a	12:05p
	12:12p	12:18p	12:31p	12:36p	12:51p
	12:58p	1:04p	1:17p	1:22p	1:37p
	1:44p	1:50p	2:03p	2:08p	2:23p
	2:30p	2:36p	2:49p	2:54p	3:09p
	3:16p	3:22p	3:35p	3:40p	3:55p
	4:02p	4:08p	4:21p	4:26p	4:41p
	4:48p	4:54p	5:07p	5:12p	5:27p
	5:34p	5:40p	5:53p	5:58p	6:13p
	6:20p	6:26p	6:39p	6:44p	6:59p
	7:06p	7:12p	7:25p	7:30p	7:45p
	7:52p	7:58p	8:11p	8:16p	8:31p

WESTBOUND

Rail Runner Schedules



NEW MEXICO
RAIL RUNNER
EXPRESS

WEEKDAY SCHEDULE

Effective August 13, 2012

Please note: schedule subject to change. Check website for latest schedule information.

..... Designated QUIET CAR Service
Only cars nearest to locomotive are Quiet Cars

0:00 Train arrives but does not continue

For departures from Downtown ABQ
#500-Purple Use bus stop on 1st street at Alvarado Transit Center
#505-B Use bus bay "N"

..... Service provided by Rio Metro RTD bus

" - " Means train does not stop

ESTACIONES DE TREN

TRAIN STATIONS	Northbound												
	#500 PURPLE	PURPLE SHUTTLE	#502	#504	#102 EXPRESS	#506	#508	#510	#512	#514	#516	#518	#520
Belen	-	-	-	3:55A	5:39A	6:35A	8:04A	-	3:40P	-	5:51P	7:01P	7:57P
Los Lunas	-	-	-	4:15A	5:49A	6:46A	8:15A	-	3:51P	-	6:01P	7:12P	8:08P
Isleta Pueblo	-	-	-	4:35A	6:02A	6:59A	8:27A	-	4:04P	-	6:16P	7:26P	8:22P
Bernalillo County	-	-	-	4:45A	6:10A	7:06A	8:35A	-	4:11P	-	6:29P	7:35P	8:31P
Downtown ABQ	4:00A	-	4:32A	5:02A	6:22A	7:19A	8:42A	9:35A	4:26P	5:34P	6:48P	7:42P	8:38P
Los Ranchos / JC	4:18A	-	4:47A	5:17A	6:34A	7:36A	-	9:50A	4:41P	5:49P	7:06P	-	-
Sandia Pueblo	-	-	4:52A	5:22A	-	7:42A	-	9:55A	4:46P	5:54P	7:12P	-	-
Downtown Bernalillo	-	-	5:01A	5:31A	-	7:52A	-	10:03A	4:54P	6:07P	7:26P	-	-
Sandoval / US 550	4:36A	-	5:05A	5:35A	6:46A	7:58A	-	10:08A	4:59P	6:12P	7:31P	-	-
Kewa	-	-	5:25A	5:55A	7:05A	8:18A	-	10:28A	5:19P	6:34P	7:50P	-	-
SF County / NM 599	5:11A	5:11A	5:48A	6:18A	7:24A	8:39A	-	10:51A	5:43P	6:57P	8:13P	-	-
South Capitol	-	5:28A	6:08A	6:38A	7:40A	8:54A	-	11:11A	5:58P	7:17P	8:33P	-	-
Santa Fe Depot	-	5:33A	6:13A	6:43A	7:45A	8:59A	-	11:16A	6:03P	7:22P	8:38P	-	-

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ESTACIONES DE TREN

TRAIN STATIONS	Southbound												
	#501	#503	#505-A	#505-B	#507	#509	#511	#513	#515	#101 EXPRESS	#517	#519	#521
Santa Fe Depot	-	-	-	-	5:39A	7:13A	1:02P	-	4:15P	5:04P	5:30P	6:46P	9:00P
South Capitol	-	-	-	-	5:43A	7:18A	1:07P	-	4:20P	5:09P	5:35P	6:51P	9:05P
SF County / NM 599	-	-	-	-	6:01A	7:37A	1:26P	-	4:39P	5:26P	5:54P	7:10P	9:24P
Kewa	-	-	-	-	6:19A	7:55A	1:44P	-	4:57P	-	6:12P	7:28P	9:42P
Sandoval / US 550	-	-	5:51A	-	6:38A	8:14A	2:03P	-	5:16P	6:02P	6:31P	7:47P	10:01P
Downtown Bernalillo	-	-	-	-	6:43A	8:18A	2:07P	-	5:20P	-	6:35P	7:51P	10:05P
Sandia Pueblo	-	-	-	-	6:52A	8:27A	2:16P	-	5:29P	-	6:44P	8:00P	10:14P
Los Ranchos / JC	-	-	-	6:04A	6:57A	8:32A	2:21P	-	5:34P	6:14P	6:49P	8:05P	10:19P
Downtown ABQ	4:45A	5:37A	6:20A	6:25A	7:10A	8:45A	2:37P	4:30P	5:50P	6:25P	7:02P	8:18P	10:32P
Bernalillo County	4:53A	5:45A	-	6:37A	7:19A	-	2:45P	4:38P	5:57P	-	7:09P	-	-
Isleta Pueblo	5:01A	5:53A	-	6:49A	7:27A	-	2:52P	4:45P	6:06P	-	7:17P	-	-
Los Lunas	5:13A	6:06A	-	7:09A	7:39A	-	3:05P	4:58P	6:22P	-	7:31P	-	-
Belen	5:24A	6:17A	-	7:27A	7:50A	-	3:15P	5:08P	6:33P	-	7:42P	-	-

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Horas de Servicio al Cliente:
lunes a viernes 5am - 8pm,
sábado y domingo 9am - 5pm.

Shown are departure times, unless otherwise noted.
Horario demuestra tiempos de salida a no ser que se indique lo contrario.

ESTACIONES DE TREN		Northbound Saturday / Sábado Hacia el Norte				
TRAIN STATIONS	#702	#704	#706	#708	#710	
Belen	8:28A	1:08P	5:50P	7:41P	10:30P	
Los Lunas	8:38A	1:18P	6:00P	7:51P	10:40P	
Isleta Pueblo	8:49A	1:29P	6:11P	8:02P	10:51P	
Bernalillo County	8:56A	1:36P	6:18P	8:09P	10:58P	
Downtown ABQ	9:06A	1:46P	6:28P	8:19P	11:08P	
Los Ranchos / JC	9:21A	2:01P	6:43P	8:34P	--	
Sandia Pueblo	9:26A	2:06P	6:48P	8:39P	--	
Downtown Bernalillo	9:34A	2:14P	6:56P	8:47P	--	
Sandoval / US 550	9:37A	2:17P	6:59P	8:50P	--	
Kewa	9:55A	2:35P	7:17P	9:08P	--	
SF County / NM 599	10:13A	2:53P	7:35P	9:26P	--	
South Capitol	10:29A	3:09P	7:51P	9:42P	--	
Santa Fe Depot	10:34A	3:14P	7:56P	9:47P	--	

READ DOWN
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“ ” Means train does not stop.
significa el tren no hace parada

0:00 Train arrives but does not continue.
El tren llega hasta este punto pero no continua

ESTACIONES DE TREN		Southbound Saturday / Sábado Hacia el Sur				
TRAIN STATIONS	#701	#703	#705	#707	#709	#711
Santa Fe Depot	--	10:48A	3:28P	--	8:09P	10:01P
South Capitol	--	10:53A	3:33P	--	8:14P	10:06P
SF County / NM 599	--	11:09A	3:49P	--	8:30P	10:22P
Kewa	--	11:27A	4:07P	--	8:48P	10:40P
Sandoval / US 550	--	11:45A	4:25P	--	9:06P	10:58P
Downtown Bernalillo	--	11:48A	4:28P	--	9:09P	11:01P
Sandia Pueblo	--	11:56A	4:36P	--	9:17P	11:09P
Los Ranchos / JC	--	12:01P	4:41P	--	9:22P	11:14P
Downtown ABQ	7:35A	12:16P	4:58P	6:48P	9:37P	11:29P
Bernalillo County	7:45A	12:26P	5:08P	6:58P	9:47P	--
Isleta Pueblo	7:52A	12:33P	5:15P	7:05P	9:54P	--
Los Lunas	8:03A	12:44P	5:26P	7:16P	10:05P	--
Belen	8:13A	12:54P	5:36P	7:26P	10:15P	--

READ DOWN
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Please note: schedule subject to change. Check website for latest schedule information. / Tome nota: horario puede cambiar. Consulte el sitio web para información sobre el horario.

Información en español al reverso

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ESTACIONES DE TREN		Northbound Sunday / Domingo Hacia el Norte		
TRAIN STATIONS	#702	#704	#706	
Belen	8:28A	1:08P	5:50P	
Los Lunas	8:38A	1:18P	6:00P	
Isleta Pueblo	8:49A	1:29P	6:11P	
Bernalillo County	8:56A	1:36P	6:18P	
Downtown ABQ	9:06A	1:46P	6:28P	
Los Ranchos / JC	9:21A	2:01P	6:43P	
Sandia Pueblo	9:26A	2:06P	6:48P	
Downtown Bernalillo	9:34A	2:14P	6:56P	
Sandoval / US 550	9:37A	2:17P	6:59P	
Kewa	9:55A	2:35P	7:17P	
SF County / NM 599	10:13A	2:53P	7:35P	
South Capitol	10:29A	3:09P	7:51P	
Santa Fe Depot	10:34A	3:14P	7:56P	

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0:00 Train arrives but does not continue.
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ESTACIONES DE TREN		Southbound Sunday / Domingo Hacia el Sur			
TRAIN STATIONS	#701	#703	#705	#709	
Santa Fe Depot	--	10:48A	3:28P	8:09P	
South Capitol	--	10:53A	3:33P	8:14P	
SF County / NM 599	--	11:09A	3:49P	8:30P	
Kewa	--	11:27A	4:07P	8:48P	
Sandoval / US 550	--	11:45A	4:25P	9:06P	
Downtown Bernalillo	--	11:48A	4:28P	9:09P	
Sandia Pueblo	--	11:56A	4:36P	9:17P	
Los Ranchos / JC	--	12:01P	4:41P	9:22P	
Downtown ABQ	7:35A	12:16P	4:58P	9:37P	
Bernalillo County	7:45A	12:26P	5:08P	--	
Isleta Pueblo	7:52A	12:33P	5:15P	--	
Los Lunas	8:03A	12:44P	5:26P	--	
Belen	8:13A	12:54P	5:36P	--	

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Information in english on reverse side

El Rio Metro esta comprometido a sus obligaciones con Title VI. No discriminamos a base de raza, color o origen nacional al desempeñar nuestro servicio. Para obtener más información sobre nuestra obligación con Title VI o para presentar una queja, favor de contactarnos en 809 Copper NW, ABQ, NM 87102.



Rail Runner Fares



NEW MEXICO
RAIL RUNNER
EXPRESS

ZONE-BASED FARES

Effective May 21st, 2012

(Receive Discount Online)

HOW TO CALCULATE YOUR FARE

Step 1: Count the number of zones

Count the number of zones through which you will travel.

Step 2: Pick the type of fare you need

Do you want a one-way ticket, a day pass, or a monthly or annual pass? Are you eligible for a reduced fare?

Step 3: Check the chart below and see how much your fare is

FULL FARE

	one-way	day pass	monthly pass	annual pass
1 zone	\$2	\$3	\$39	\$385
2 zones	\$3	\$4	\$55	\$550
3 zones	\$5	\$6	\$72	\$715
4 zones	\$8	\$9	\$105	\$1045
5 zones	\$9	\$10	\$110	\$1100
6 zones	\$10	\$11	\$121	\$1210

REDUCED FARE

	one-way	day pass	monthly pass	annual pass
1 zone	\$1	\$2	\$19	\$187
2 zones	\$1	\$2	\$28	\$275
3 zones	\$2	\$3	\$36	\$352
4 zones	\$4	\$6	\$52	\$517
5 zones	\$4	\$7	\$55	\$550
6 zones	\$5	\$8	\$61	\$605

Children 9 and under ride free!

REDUCED FARES ARE AVAILABLE TO

- Youth ages 10-17
- Students with a valid student ID
- Seniors age 62+
- People with disabilities who show:
 - A Medicare card
 - An NM Motor Vehicle Department notification
 - A letter from doctor indicating the disability (with exp. date)
 - An ABQ RIDE Honored Citizen Card
 - A Santa Fe Ride Card or Santa Fe Trails Half Fare Card
 - A disabled veteran ID card

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SYSTEM MAP



Station Coming Soon

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