

# Public Transportation



This public transportation component of the Metropolitan Transportation Plan (MTP) has been prepared to encompass all modes of public transportation in order to foster further coordination of planning efforts pursuant to 23 CFR particularly sections 450.312 (a), 450.316 (a) 6 & 7, and 450.324 (f) 4. Map 6-1 shows existing public transportation in the AMPA.

## A. Air Travel

The Albuquerque Metropolitan Planning Area (AMPA) is served by two primary airports and two small airports. Albuquerque International Sunport serves commercial air traffic, general aviation traffic, and military operations. Double Eagle II Airport is a general aviation reliever facility. In addition, Mid-Valley Airpark in Los Lunas and Sandia East Airpark in Edgewood are both small, low volume facilities serving general aviation needs for portions of the AMPA.

### 1. Albuquerque International Sunport

The Albuquerque International Sunport is the primary commercial airport in New Mexico, and it provides commercial air service to the traveling public in approximately 75% of the state, as well as southern Colorado and western Arizona. The Sunport is administered by the City of Albuquerque Aviation Department. The runways at the Sunport are shared with Kirtland Air Force Base (KAFB) through a lease agreement with the U.S. government. KAFB military air operations are primarily with the 58th Special Operations Wing and the New Mexico Air National Guard. Aircraft rescue and firefighting services for the airport are provided by KAFB.



Albuquerque International Sunport is served by eight major carriers: American Airlines, Continental Airlines, Delta, Frontier, Northwest/KLM, Southwest Airlines, United Airlines, and US Airways, and six regional and commuter carriers: Shuttle America, Horizon Air, Mesa Airlines, Skywest Airlines, Great Lakes Airlines, and Express Jet (service starting in spring 2007).

During 2005 the Sunport handled over 6,470,000 passengers with an average growth per year of 2% for the last fifteen years. The Sunport's freight center moved over 166,000,000 pounds of cargo in 2005. During the same period the Sunport averaged over 530 takeoffs and landings per day, for an annual total of 196,219 of which 74,834 were by major airlines, 47,732 by commuter airlines, 29,983 by military aircraft, and 43,670 by general aviation aircraft.

The Sunport has four runways:

Runway Designation	Orientation	Length	Width	Usage
08-26	East-West	13,793'	150'	Air Carrier
03-21	NE-SW	10,000'	150'	Air Carrier
17-35*	North-South	10,000'	150'	Air Carrier
12-30	NW-SE	5,000'	150'	Gen. Aviation

\* This runway is proposed to be vacated and closed pending study

### Future Aviation Projects

The City of Albuquerque has completed an Airport Master Plan Update (2004) for Albuquerque International Sunport. The Airport Master Plan identifies short range, intermediate range and long range project proposals for the airport. Please refer to the Airport Master Plan for a complete and comprehensive list of projects planned for this airport

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(available on the City of Albuquerque website [www.cabq.gov](http://www.cabq.gov)).

Included only for informational purposes are several of the proposed projects in Table 6-1.

In addition, the Kirtland Air Force Base and the Mid-Region Council of Governments are collaborating to conduct a Joint Land Use Study (JLUS) for KAFB and the Sunport. The objectives of the JLUS are to 1) encourage compatible land-use planning between KAFB, the Sunport, and surrounding communities to safeguard the military missions as the region's growth occurs; 2) address other community growth issues such as future transportation infrastructure requirements and the economic impact of KAFB on the metropolitan region; and 3) provide recommendations for City, County, or State legislation or ordinances which will provide additional direction for municipal planning. The JLUS is

scheduled to commence in 2007, as a result any projects recommended (those that would require MPO approval) would need to be incorporated into the MTP and TIP through the amendment processes at a later date. Table 6-2 reflects planned MTP and TIP projects related to the International Sunport.

### Intermodal Connections

Passenger transportation to and from the Sunport terminal is via Sunport Boulevard which has a direct connection to I-25 and access to Yale Boulevard and Girard Boulevard. ABQRide provides fixed route bus service to and from the Sunport terminal. The city Aviation Department, through a vendor contract and agreements with all car rental companies, provides a common shuttle service to all car rental company lots. In addition, taxi cabs, shuttles, and hotel/motel courtesy vehicles provide additional ground transportation. By the end of 2007 the New Mexico Rail Runner will begin service to the Bernalillo

**Table 6-1 ► Federally Funded & Major Projects for Albuquerque International Sunport**

Funding Agency	Amount	Project
FAA & PFC	\$25,100,000	Terminal Apron Rehab./Repl. Phases I & II
PFC & ACF & RB	\$13,767,000	Terminal 1, 2 & Communication Ctr. Rehab.
PFC	\$565,000	Terminal Curbs (skycap area) Moderniz.
PFC & ACF & RB	\$6,244,040	Mechanical Systems Improvements
RB	\$483,000	Electrical System Improvements
PFC	\$3,851,210	Flight Info. Displays & Baggage Info. Disps.
RB	\$1,033,680	IT/Security Strategic Plan Improvements
PFC & RB	\$568,800	Baggage Claim Area Restroom Rehab.
PFC	\$340,000	Elevator, Escalator System Upgrade
PFC	\$6,973,485	Proj. Design, Testing & Construction Admin.
FAA	t.b.d.	South General Aviation Ramp Replacement
FAA	\$12,302,592	Security Checkpoint
FAA & PFC	\$3,000,000	Taxiway E Resurfacing & Reconstruction
FAA & PFC	\$785,500	Runway Closure Costs (pending study)
ACF	\$1,250,000	Demolish old Fl. Serv Sta. & Concourse C
ACF	\$11,500,000	Sunport Hangar Design & Construction
ACF	\$4,500,000	Foreign Trade Zone Infrastructure
FAA & ACF	\$9,449,339	South General Aviation Apron
FAA & ACF	\$18,263,785	Air Cargo Apron Expansion

*ACF = Airport Capital Fund*

*FAA = Federal Aviation Administration*

*PFC = Passenger Facility Charge (derived from \$3 charge on tickets for flights from Albuquerque)*

*RB = Revenue Bonds*

**Table 6-2 ► Planned MTP & TIP Projects Related to Albuquerque International Sunport\***

Project Number	Project Name
#345.1	Albuquerque Modern Streetcar
#394	University Boulevard Extension (Mesa del Sol to Rio Bravo)
#437	Sunport Boulevard Extension

*\*see Appendices for complete list of projects*

County/International Sunport (Rio Bravo) Rail Runner station; bus/shuttle service is being planned to link the Sunport with the station. Future ground transportation to and from the airport would also be provided by the proposed Albuquerque Modern Streetcar project utilizing the Sunport Boulevard-Yale & University Boulevards-Central Avenue corridor to downtown.

Future roadway projects improving ground transportation to the Sunport include an extension of Sunport Boulevard westward to Broadway (NM 47) to facilitate improved access to the terminal area by providing a link to an alternate direct north-south route to downtown Albuquerque. Also included is an extension of University Boulevard southward to the proposed Mesa del Sol development. This project will improve access to airport facilities on the south side of the airport.

Freight transportation to and from the Sunport is provided by University Boulevard and several access roads off of University Boulevard with two interchange connections to I-25. Kirtland Air Force Base has its own network of roads providing military access to the southern portion of the airport. Freight can also move to Kirtland Air Force Base via a railroad spur line along the southern portion of the airport.

**2. Double Eagle II Airport**

This is a general aviation airport located on the west side of the city at the top of “Nine Mile Hill” west of Petroglyph National Monument. There are approximately 240 based aircraft and approximately 140,000 annual operations comprised



of training flights, military flights, air ambulance, charter, private and corporate flights. A full scale Instrument Landing System is available for runway 22. Double Eagle II Airport is owned and operated by the City of Albuquerque Aviation Department. In May 2000 Eclipse Aviation selected the airport as its site to manufacture business jets and their first facility is scheduled to open in August 2007 with full operations moving to DE II in 2010.

Double Eagle II Airport has two runways:

Runway Designation	Orientation	Length	Width	Usage
04-22	SW-NE	7,398	100'	Gen. Aviation
17-35	North-South	5,999'	100'	Gen. Aviation

**Future Aviation Projects**

The City of Albuquerque has an approved Airport Master Plan (2003) for Double Eagle II Airport. The Airport Master Plan identifies short range, intermediate range and long range project proposals for the airport. Please refer to the Airport Master Plan for a complete and comprehensive list of projects planned for this airport (available on the City of Albuquerque website [www.cabq.gov](http://www.cabq.gov) ).

Included only for informational purposes are several of the proposed projects in Table 6-3.

**Intermodal Connections**

Ground transportation to Double Eagle II Airport is provided by highway utilizing the I-40 & Central Avenue interchange (Exit #149) and Paseo del Volcan East (also known as Double Eagle II Road). This roadway currently provides the primary means of surface transportation to and from the airport. In

**Table 6-3 ► Federally Funded & Major Projects for Double Eagle II Airport**

Funding Agency	Amount	Project
FAA & ACF	\$1,900,000	Midfield Taxi Lane/Apron/Lighting/etc. Ph 2
NM State	\$50,000	Midfield Taxi Lane/Apron/Lighting/etc. Ph 2
FAA & ACF	\$3,400,000	Control Tower
ACF	\$5,500,000	TVI Development Lease Facility
FAA & ACF	\$2,157,895	Airfield Maintenance Building (75% elig.)
FAA & ACF	\$10,594,737	Runway Extension (t.b.d.)
FAA & ACF	\$4,387,805	Construct Crosswind Runway
US Dept. of HUD	\$201,184	Electric & Gas Distribution System
FAA	\$868,415	Environ. Assessment for Runway Extension
NM State	\$91,802	Environ. Assessment for Runway Extension
US Dept. of Comm.	\$500,000	Storm Water Infrastructure
US Dept. of Comm.	\$1,000,000	Telephone Infrastructure for Aerospace Pk.

\*ACF – Airport Capital Fund  
 \*FAA – Federal Aviation Administration

In addition ABQ Ride has indicated possible future service to Double Eagle II Airport as need develops. The Airport Master Plan has identified the rehabilitation of Paseo del Volcan East as a priority project for airport development. The City of Albuquerque has programmed this project as shown in Table 6-4.

Additionally, the NMDOT is in the process of acquiring right-of-way for a western alignment of a major arterial highway (known as Paseo del Volcan West). This highway as proposed, will connect I-40 to the northern section of Paseo del Volcan West at Southern Boulevard and US 550; it would skirt the west side of the airport thus providing additional access to the airport facility. The right-of-way purchase and several road construction projects have been planned (see Table 6-4). Also, the City of Albuquerque is proposing to study building a major arterial highway connecting Paseo del Volcan West (Double Eagle II Road) with the northern section of Paseo del Volcan at Southern Boulevard and US 550. This alignment would provide arterial highway access to the main entrance of the airport.

As various sections of the Airport Master Plan are implemented (ie. development of corporate hanger complex, fixed base operations sites, etc.), certain

modifications to roadways and access routes to and around the airport may need to be considered to support more efficient access to these areas in the future.

### 3. Mid-Valley Airpark

This is a small general aviation facility located just south of Los Lunas alongside the railroad tracks and highway NM 314 which provides ground access to the airport. It is owned and operated by the Mid-Valley Property Owners and is open to the public. Although the airport is located south of the village, outside the AMPA and primarily serves the residents of Mid-Valley Property Owners it does provide a general aviation facility for the residents of Los Lunas and the surrounding area. There are approximately 130 based aircraft, and aircraft operations average 33 per day of which 83% is local general aviation, 16% is transient general aviation and less than 1% air taxi.

Mid-Valley Airpark has one paved runway:

Runway Designation	Orientation	Length	Width	Usage
18-36	SSW-NNE	4,340'	37'	Gen. Aviation

**Table 6-4 ► Planned MTP & TIP Projects Related to Double Eagle II Airport\***

Project Number	Project Name
#70	Paseo del Volcan Right-of-Way Acquisition
#406	Double Eagle II Road/Paseo del Volcan (East) Road Rehabilitation
#418.1	Paseo del Volcan Northern Section Stage II
#418.2	Paseo del Volcan Construction I-40 to Unser Blvd
#622	Paseo del Volcan & Double Eagle II Road Connection Study

*\*see Appendices for complete list of projects*

**Future Aviation Projects**

There are no known plans for major airport improvements. Geographic constraints limit the extent of any significant improvements and therefore any undertaken would have very little impact on air transportation in the metropolitan area.

However, any studies regarding construction or expansion of roadways near the airport (such as project 537, Morris-Miller Road Corridor & New River Crossing) will need to consider any potential impacts on the airport.

**4. Sandia East Airpark**

This is a small general aviation facility located east of the Bernalillo county line, outside the AMPA, in Edgewood. It is owned and operated by Sandia Airpark Estates and is open to the public. Although the airport primarily serves the residents of Sandia Airpark Estates, it does provide a general aviation facility for the residents of Edgewood, far eastern Bernalillo County and the surrounding area. There are approximately 60 based aircraft, and aircraft operations average 38 per week of which 50% is local general aviation and 50% is transient general aviation.

Sandia East Airpark has one paved runway:

Runway Designation	Orientation	Length	Width	Usage
09-27	East-West	5,280'	30'	Gen. Aviation

**Future Aviation Projects**

There are no known plans for major airport improvements at Sandia East Airpark. Any likely

improvements at this time would have very little impact on air transportation in the metropolitan area.

**5. Sandoval County Airport Feasibility Study**

Sandoval County will be conducting a study to determine the feasibility of constructing a general aviation facility in the county including the identification of possible locations. The county has secured \$100,000 of earmarked Federal funds from the Federal Aviation Administration for the study. The study is expected to be completed in the next few years. Although the airport will most likely be located outside the AMPA, it would serve general aviation needs of Rio Rancho and the surrounding area.

**Air Travel Scheduling and Affordability**

For the purposes of this MTP, an analysis of scheduled passenger air travel was not undertaken due to the complexity and nature of scheduled passenger air service. It is adequate to state that collectively, all air carriers serving Albuquerque International Sunport have frequent daily flights to many airports throughout the country including flights to hub airports with connecting service worldwide. Furthermore, due to the current structuring of air fares by commercial carriers, the cost of air travel greatly fluctuates based on date and time of travel, timing of seat reservations, and other factors. Therefore, cost of air travel to any one city from Albuquerque varies from low cost, affordable air fares to higher cost fares. Travelers must perform a price comparison analysis based on their individual travel needs.

## B. Intermodal Connectivity

Each public transportation mode includes specific information on intermodal connections. However, there is certain intermodal information applicable to all public transportation modes.

### Alvarado Transportation Center

Albuquerque has a central transportation facility, the Alvarado Transportation Center (ATC), which serves as a focal point for most passenger ground transportation systems, thus providing easy intermodal connectivity. The ATC is actually a complex of several neighboring buildings on the same block all within easy walking distance to most locations downtown. The ATC is the main depot and/or stop for: ABQ Ride bus transit (including buses to and from Albuquerque International Sunport), the Downtown Shuttle, ABQ Ride commuter bus routes, ABQ Ride Rapid Ride service, Amtrak, New Mexico Rail Runner commuter trains, New Mexico Park & Ride buses, and all but one intercity bus company. The proposed Albuquerque Modern Streetcar system would use the ATC as a downtown stop. Taxi services and shuttles also serve and use the ATC.



### Automobile and Transit Connections

Automobile access to public transportation is provided by park and ride lots at stops along transit routes. Given the lower residential density and patterns of development in much of the metropolitan area, park and ride service will continue to be a feasible method

of transit for many commuters. Service is usually provided only during peak commuting hours. Amenities for commuters should include a well lighted, safe and secure parking facility with a comfortable waiting area. Albuquerque has several park and ride lots providing connections to ABQ Ride bus routes, local and Rapid Ride buses, New Mexico Park and Ride routes, and New Mexico Rail Runner stations. In addition, several new park and ride locations and new commuter shuttles are planned. Proposed park and ride projects are discussed further in the Intercity Regional Surface Transportation and Metropolitan Area Transit sections.

### Bicycle, Pedestrian Access and Transit Connections

Pedestrian accessibility to public transportation varies by route and location. Some transit stops have excellent pedestrian access, particularly in the core city areas such as downtown, Central Avenue, etc. while other areas have substandard sidewalks or no sidewalks at all. (Refer to the Bicycle and Pedestrian Section of this MTP and the map *Pedestrian Composite Index for the AMPA: A Preliminary Analysis of Class 3 and 4.*) The ease or difficulty of pedestrian accessibility to public transit routes and stops affects the public's use of transit. Not surprisingly, many of ABQ Ride's most heavily utilized transit routes are in areas with a high level of pedestrian access.

Amenities for transit riders vary by route and location. Amenities range from stops with only a bus stop sign, stops with a bench, stops with bus shelters, to full transit facilities such as the ATC. The availability and quality of amenities for riders is often a factor in transit ridership. Any location where riders wait to transfer between routes may be areas of particular concern.

Bicycle and transit connections are available in the Albuquerque area. Most ABQ Ride buses are equipped with bicycle racks and the New Mexico Rail Runner trains allow bicycles in each car. Amenities for transit-bicycle riders are sparse in the area. Particularly absent are sufficient numbers of secure storage facilities for bicycles which would allow riders to "park" their bike in a safe and secure location.

## Handicap Accessibility to Public Transportation

Accessibility to public transportation by handicap individuals is dependent upon a variety of factors. Accessibility of the public transportation vehicle itself, ease of accessibility of the location to embark and disembark, and the capabilities of the individual. Many facilities within the area are fully accessible and in compliance with the Americans With Disabilities Act (ADA) such as Albuquerque International Sunport, the Alvarado Transportation Center, New Mexico Rail Runner trains and stations, and other newer facilities. Many buses serving the metro area are also accessible; those that are not are being replaced with accessible buses as part of the various bus replacement plans. In addition as older infrastructure is reconstructed or rehabilitated, compliance with ADA requirements is undertaken.

For individuals with extraordinary needs, various transit providers and social service agencies provide transportation tailored to the needs of groups of individuals. (Refer to the Human Services Transportation section.)

## Bicycle, Pedestrian & Transit Connections – Future Planning

Planning, development review, zoning, and implementation of capital projects throughout the metropolitan area are conducted by the various municipalities. It is encouraged that all planning and development agencies throughout the metropolitan area should begin, or continue, to coordinate planning of bike routes and pedestrian facilities with transit.

Other areas for consideration include:

- ▶ Building sidewalks in new residential areas throughout the metropolitan area
- ▶ Repairing/building sidewalks in redevelopment areas
- ▶ Include sidewalk construction/repair in roadway capital projects and modify as necessary to fully comply with Americans With Disabilities Act (ADA)
- ▶ Conduct an inventory of all amenities currently in place for transit riders and analyze their purpose

and use

- ▶ Place and/or relocate transit amenities to high use areas, especially transfer locations
- ▶ Provide bus lockers at certain transit stops where higher levels of bike ridership exists and in park and ride lots near existing and proposed bike routes
- ▶ Provide full service bike station (ie. secure storage, showers & changing areas) at certain transit stops where high levels of bike ridership exists
- ▶ Investigate successful efforts in other cities for integrating transit use with pedestrian and bicycle modes
- ▶ Review public transportation facilities, transit routes, vehicles, pedestrian access and other amenities for full compliance to the ADA, and plan projects as necessary
- ▶ Assure that all transit maps, schedules, and other information provide complete and accurate information regarding handicap accessibility and services.

## C. Intercity and Regional Surface Transportation

The Albuquerque Metropolitan Area is served by two passenger train services: Amtrak and the New Mexico Rail Runner and several intercity bus systems. Regional bus service is provide by New Mexico Park and Ride, and Tarrant County TOGO, with future commuter shuttle service planned by Los Lunas Transit, Shâa’srk’a Transit of Laguna Pueblo, and Sandoval County.

### 1. Intercity Long Distance Rail : Amtrak

Amtrak (National Passenger Railroad Corporation) provides long distance connections to Chicago, Kansas City and Los Angeles with intrastate stops at Lamy (Santa Fe), Las Vegas (NM) Raton and Gallup. Service by Amtrak to and from Albuquerque is scheduled on trains known as the “Southwest Chief”. Albuquerque is a “lay-over” stop for train operations producing an indirect benefit by allowing time for local

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people to sell crafts on the train platform to passengers.

### Intercity Rail Travel Long Distance Scheduling and Affordability

Although limited in schedule, Amtrak provides daily, affordable transportation to long distance destinations (see Table 6-5). Train fares are available at “coach” level with additional costs for optional sleeper compartments and roomettes. In addition, Amtrak has agreements in place which provide “Thruway Motorcoach Connections” to and from several stations (as noted below), thus giving Albuquerque regularly scheduled daily service to these locations.

- ▶ From Raton to Pueblo, Colorado, Colorado Springs, and Denver, CO
- ▶ From Lamy to Santa Fe
- ▶ From Albuquerque to Belen, Socorro, Truth or Consequences, Hatch, Las Cruces, & El Paso, TX
- ▶ From Flagstaff, AZ to Phoenix, AZ
- ▶ From Williams Junction, AZ (via railway) to Grand Canyon National Park
- ▶ From Kingman, AZ to Laughlin, and Las Vegas, NV

### Long Distance Rail Intermodal Connections

Amtrak train station is part of the Alvarado Transportation Center (ATC) complex, which provides excellent connections to other modes of transportation including public transportation to and from Albuquerque International Sunport and connections with intercity bus service.

### Future Intercity Rail Projects

At this time Amtrak has no immediate or long range plans to increase service through Albuquerque. However, the proposed Alvarado Transportation Center Phase III project will provide improvements to the Albuquerque Amtrak station (see Table 6-6).

**Table 6-6 ▶ Planned MTP & TIP Projects Related to Intercity Rail\***

Project Number	Project Name
#391.1	Alvarado Transportation Center Phase III

*\*see Appendices for complete list of projects*



## 2. Commuter Rail: New Mexico Rail Runner Express

New Mexico Rail Runner operations began July 14, 2006 with limited service and schedule. Initial service was implemented between three of the nine planned stations of Phase I between Downtown Albuquerque and Sandoval County/US 550 stations. By February 2007, service expanded south to Los Lunas and Belen. The Rail Runner is a project of the New Mexico Department of Transportation (NMDOT) in cooperation with the Mid-Region Council of Governments (MRCOG) as the implementing agency. Funds are provided for operations and

**Table 6-5 ▶ Amtrak Service: Frequency and Affordability**

Los Angeles	Kingman	Williams Jct	Flagstaff	Gallup	Albuquerque Arrive - Depart	Lamy	Las Vegas	Raton	Chicago
6:45pm	2:03am	4:20am	4:56am	8:41am	12:22 - 12:45pm	1:50pm	3:35pm	5:22pm	3:20pm
▶▶▶ Southwest Chief Train # 4 EASTBOUND DAILY Read Left to Right ▶▶▶									
8:15am	11:36pm	9:23pm	8:41pm	6:58pm	4:05 - 4:35pm	2:24pm	12:38pm	10:56am	3:15pm
◀◀◀ Southwest Chief Train # 3 WESTBOUND DAILY Read Right to Left ◀◀◀									
\$58	\$55	\$51	\$51	\$15	sample one-way coach fares from Albuquerque	\$15	\$21	\$38	\$110

*NOTE: Information per April 2006 schedule; fares (as of 2006) may vary & change and are listed for informational purposes only.*

maintenance of the rail line for three years. A funding plan for future years is being developed by MRCOG. General information is available at [www.nmrailrunner.com](http://www.nmrailrunner.com) or (505) 245-RAIL. Initial estimates of ridership predicted approximately 1000 passengers per day. After the first ten days of operation there were approximately 50,000 boardings due to a high level of interest. At the end of September (and approaching the end of the free fare period) the system averaged 2,800 boardings per day. On February 22, 2007 the Rail Runner boarded its 300,000th passenger.

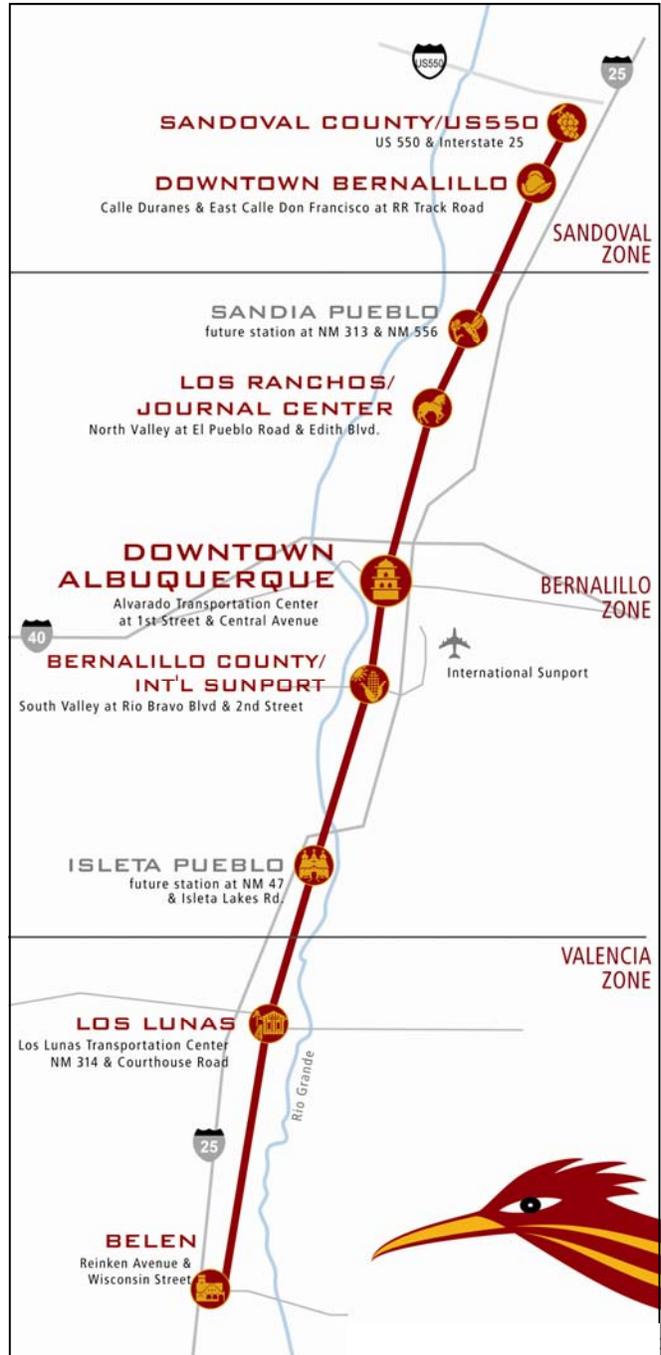
As of March 2007 the Rail Runner serves most stations planned for Phase I from Belen in the south to Downtown Albuquerque and Sandoval County/US 550 at the north end. The schedule is designed around the work day to serve commuters. As the system expands and demand increases, additional trains may be added. Rail service does not operate on weekends and major holidays. However, service is occasionally operated and/or increased for special events and holidays (Balloon Fiesta, Christmas weekend shopping, etc.).

**Commuter Rail Scheduling**

In order to encourage ridership and to familiarize the people of New Mexico with commuter rail service, the Rail Runner waived fares for the first three months between Albuquerque and Sandoval/US 550 and later between Albuquerque and Belen with the opening of the Los Lunas station. After the waived fare period, introductory fares were implemented. Regular fares (see Table 6-7) began April 1, 2007 and are based on travel within and between zones. Rail Runner fares include free transfer to ABQ Ride buses. New Mexico Park & Ride pass holders can transfer to the Rail Runner for free.

**Commuter Rail Intermodal Connections**

A major train station and destination for the Rail Runner is the Alvarado Transportation Center (ATC) complex, which provides excellent connections to other modes of transportation including public transportation to and from Albuquerque International Sunport. Connections to ABQ Ride buses are available



*New Mexico Rail Runner Express System Map*

at the ATC and Los Ranchos/Journal Center stations. New Mexico Park & Ride provides connecting service to Santa Fe from the Sandoval County/US 550 station and NMP&R has extended a route into Rio Rancho to a park & ride lot at the Sandoval County Judicial

**Table 6-7 ► Rail Runner Fares**

Full Fare	One Zone	Two Zones	Three Zones
one-way	\$1	\$2	\$3
day pass	\$2	\$3	\$4
monthly pass	\$35	\$50	\$65
annual pass	\$350	\$500	\$650
Reduced Fare*	One Zone	Two Zones	Three Zones
one-way	\$1	\$1	\$2
day pass	\$1	\$2	\$3
monthly pass	\$17	\$25	\$32
annual pass	\$175	\$250	\$3325

*\* Reduced fares are available to senior citizens 65 and over, students between ages 10 & 18, and people with disabilities. Children under 10 free.*

Center. Also, in an agreement between the Mid-Region Transit District and the City of Albuquerque, ABQ Ride instituted a new commuter route from the Los Ranchos-Journal Center rail station to Rio Rancho, Intel and the Jefferson Street commercial corridor. Funding is provided through a separate agreement between Sandoval County, the City of Rio Rancho, and New Mexico Rail Runner Express. Los Lunas Transit started shuttle bus service at the Los Lunas station (see Los Lunas Transit section). The University of New Mexico has implemented UNM Shuttle service between the ATC and Las Lomas Road & Yale Boulevard on the UNM campus. Private shuttle service has also been implemented between the rail stations and some casinos.

Preliminary planning has begun for shuttle service between Albuquerque International Sunport and the Bernalillo County/International Sunport (Rio Bravo) rail station. Sandoval County is planning two bus routes that will connect to the Sandoval County/US 550 Rail Runner station (see Sandoval Easy Express section). ABQ Ride’s Short Range Transit Plan has identified several potential bus route extensions and modifications to serve commuter rail stations. The Albuquerque Modern Streetcar would also provide a direct connection from the Alvarado Transportation Center to Albuquerque International Sunport in addition to major activity centers along Central Avenue. When the proposed Montaña Rail Runner station opens (see Future Commuter Rail Projects below) connecting bus and/or express bus service may be planned.

*New Mexico Rail Runner Express Bicycle Commuters*



Several bike projects are planned by local municipalities. Both the Village of Los Lunas and the Town of Bernalillo have several bike route/trail projects in long range plans which will have the effect of increasing bicycle connectivity to the commuter rail line. In particular, proposed bike lanes on US 550 from NM 528 to the eastern Bernalillo town line will serve the Sandoval/US 550 station. Other bikeway projects proposed include: Rio Bravo Blvd. bike trail from I-25 to University Blvd., and a bike trail serving Bernalillo County/International Sunport rail station from South Diversion Channel.

Trains come equipped with bicycle racks so one can ride a bike to and from each station. Each train can accommodate up to 12 bicycles. While each passenger car has space dedicated for two bicycles (for a total of four per train) additional space in the areas reserved for wheelchairs may be available if those areas are not being utilized. Valid Rail Runner tickets allow boarding of a standard style bicycle at no extra cost. Also, bicycle racks are located at each train station.

**Future Commuter Rail Projects**

Phase I of the Rail Runner project is nearly complete. One station, Bernalillo, will be opened by the end of May 2007. The two remaining stations (Sandia and Isleta) are projected to be completed by late 2007.

Phase II of the commuter rail project will extend the system to Santa Fe. Phase II will utilize the existing Burlington Northern & Santa Fe rail line recently purchased by the State of New Mexico, and a portion of the Santa Fe Southern rail line. The Albuquerque-Santa Fe Transportation Corridor Alternatives Analysis identified several alternate routes for this section. The selected route will utilize the existing railroad tracks from Bernalillo northward under I-25 and around La Bajada. Then, on newly constructed

track, the route will utilize the right-of-way of I-25 beginning approximately at the I-25 rest area to the proposed connection with the existing Santa Fe and Southern tracks south of St. Francis Drive. Right-of-way purchase began in early 2007. The planned schedule calls for the system to be operational to Santa Fe by the end of 2008. Phase II construction is primarily located outside the AMPA and therefore, will not be carried in the Albuquerque TIP.

Also planned is the construction of a Rail Runner Station at Montaña Road. This will provide a stop serving the North Valley, Northeast Albuquerque and the Montgomery Boulevard corridor, and additional service for commuters west of the Rio Grande utilizing the Montaña Bridge. This project is partially funded and is in the early stages of development. Table 6-8 shows planned projects related to commuter rail.

**3. New Mexico Park & Ride (NMP&R)**

This is a service of the New Mexico Department of Transportation which contracts for the operation of the service (currently provided by All Aboard America). NMP&R operates six routes, one in southern New Mexico and five in northern New Mexico. One route, the Purple Route, serves the Albuquerque metropolitan area providing commuter service to Santa Fe with direct and connecting service to Los Alamos. NMP&R also operates the US\$50 Shuttle connecting major activity centers in Rio Rancho to the Sandoval Rail Runner station.

**NMP&R Scheduling and Affordability**

The purple route operates 13 northbound trips and 12 southbound trips. Stops include the Alvarado Transportation Center, NMDOT District 3 Building at Del Rey Avenue NE at Pan American Freeway North, Sandoval County Judicial Complex at NM 528 and Idalia Road in Rio Rancho, and the Bernalillo Park & Ride lot on US 550 next to the Rail Runner station. Not all trips serve all stops. Sample one-way fares are \$3.00 from Albuquerque-Bernalillo-Rio Rancho to Santa Fe and \$6.00 to Los Alamos with monthly discount passes available. New Mexico Park & Ride pass holders can transfer to the Rail Runner for free.

**Table 6-8 ► Planned MTP & TIP Projects Related to Commuter Rail\***

Project Number	Project Name
#421.1	Commuter Rail Service Implementation
#422	Commuter Rail Quiet Zones
#423	Commuter Rail - Montaña Rail Runner Station
#445	Commuter Rail Operations & Maintenance
None**	Commuter Rail Stage II, Bernalillo to Santa Fe
#403+404	Sandoval County Deviated Fixed Bus Route Service
#405	Sandoval County Transit Facilities
#409	Sandoval County Demand Response Bus Service
#540	Commuter Rail Transit Connections
#596	Los Lunas Transportation Center
#598	Los Lunas Rail Runner Shuttle
#619	Bernalillo Rail Runner Station Entrance Road

*\*see Appendices for complete list of projects  
 \*\*Stage II is almost completely outside the AMPA and is listed for informational purposes only*

## Mid-Region Council of Governments

### NMP&R Future Service

The New Mexico Park & Ride is planning on providing service from the Moriarty and Edgewood areas into Albuquerque (see Table 6-9) as a congestion mitigation measure during the reconstruction of I-40 from Tijeras Canyon eastward. Locations of park and ride lots, destinations, and scheduling are in preliminary development. Depending upon ridership and future funding, there is a possibility this could develop into a permanent park and ride service. This will primarily serve residents in Torrance County, outside the AMPA with connections in Albuquerque.



NMDOT Park and Ride Lot in Bernalillo

**Table 6-9 ► Planned MTP & TIP Projects Related to New Mexico Park and Ride\***

Project Number	Project Name
#546	Moriarty & East Mountains Park & Ride Service

*\*see Appendices for complete list of projects*

### 4. Intercity Long Distance Bus Service

The Albuquerque metropolitan area is served by several commercial providers of intercity bus service. New Mexico Park & Ride provides commuter routes to Santa Fe with connections to Los Alamos and other northern New Mexico communities (see section above). Long distance bus transportation is provided by Americanos USA, El Paso-Albuquerque Limousine Express, Greyhound, and Texas-New Mexico & Oklahoma Coaches, Inc. (TNM&O).

#### Intercity Bus Scheduling and Affordability

Greyhound and TNM&O have several buses departing Albuquerque daily. Intrastate service is provided to several communities, among those are: Gallup, Grants, Las Cruces, Deming, Roswell, Tucumcari, Santa Fe, and Farmington. Interstate bus service continues to Denver, Los Angeles, El Paso, Oklahoma City, Las Vegas, Nevada & Chicago with connecting service to many locations in the United States, Canada and Mexico. Sample fares in early 2007 were: Grants & Gallup \$17-\$26, Santa Fe \$15-\$18, Roswell \$35-\$45, Las Cruces \$21-\$50, Tucumcari \$30-\$45, Farmington \$30-\$40, Las Vegas, NV \$75-

\$80, Denver \$40-\$90, Los Angeles \$70-\$85, and Chicago \$150-\$180.

Americanos USA has several scheduled, daily bus routes departing Albuquerque to Denver, El Paso, Ciudad Juarez and Durango, Mexico. From Juarez connecting service is available to Mexico City and other locations in Mexico.

El Paso-Albuquerque Limousine Express provides daily service to Denver, Los Angeles, Las Vegas, Nevada, Las Cruces, El Paso, and Ciudad Juarez, Chihuahua, and Torreón, Mexico.

#### Intercity Bus Connections to Other Transportation Modes

All intercity bus companies, except El Paso-Albuquerque Limousine Express, utilize the Alvarado Transportation Center (ATC) providing connections to other intercity buses, Amtrak, New Mexico Rail Runner, ABQ Ride buses (including buses to the Sunport), taxis, and pedestrian access to downtown. The El Paso-Albuquerque Limousine Express is located on the Central Avenue bus routes with high frequency service to downtown and the ATC.

#### Future Intercity Bus Transportation

With the completion of the Alvarado Transportation Center as the major depot for intercity buses, there will be little change to intercity bus service. However, each bus company revises schedules and service from time to time to accommodate changes in ridership demand.





*Downtown Albuquerque.*

## D. Metropolitan Area Transit

Public transit in the Albuquerque Metropolitan Area is provided primarily by the City of Albuquerque's Transit Department (ABQ Ride) along with providers of commuter bus routes such as New Mexico Park & Ride, and Torrance County TOGO. The New Mexico Rail Runner also provides transit within the metropolitan area and will provide a connection to the Santa Fe metropolitan area. (See separate section on Commuter Rail.) This section provides information on all transit providers who operate or are planning to operate transit services within the AMPA.



### 1. City of Albuquerque Transit – ABQ Ride

The ABQ Ride Transit System serves the City of Albuquerque and portions of unincorporated Bernalillo County. The city has a fleet of 150 buses serving 21 high frequency routes, 15 commuter

routes, one frequent service Rapid Ride route, and one Rapid Ride commuter route. The system has two bus maintenance facilities: the Yale or South Side Maintenance Facility located on Yale Boulevard and the Daytona or West Side Maintenance Facility in the Atrisco Business Park near Unser Boulevard and I-40. ABQ Ride serves an area of approximately 184 square miles and a population of 450,000. ABQ Ride provides approximately 34,000 daily weekday trips, 17,500 trips on Saturdays and 7,000 trips on Sundays.

The Transit Department has developed "Transit to the

Future: Short Range Transit Plan 2006-2011 (SRTP)" to address needs in that time frame. (Available from the City of Albuquerque Transit Department, 100 1st Street SW, Albuquerque, NM 87102.) The SRTP addresses the system's history, financial status, service area demographics, assets, ridership, agency goals and objectives, service standards, alternatives for service 2006-2011 and marketing the transit system.

### ABQ Ride - Ridership

Ridership has increased 13% since 1996. Ridership in 2001 exceeded 8,000,000 boardings during the reconstruction of the Big I (I-25 & I-40 interchange), followed by a decline after construction was completed, then increasing again to exceed 8,590,000 boardings in 2006. Monthly trip boarding averages are 650,000 for weekday service, 65,000 on Saturdays and 23,000 on Sundays.

In September 2006, ridership reached an all-time monthly high of 922,887 boardings. Total boardings are estimated to increase to 9,960,000 in 2007, an increase of over 2,000,000 boardings since 2005. According to ABQ Ride, ridership has increased 43% over the past two years and 50% over the past three years. The SRTP projects an annual growth in ridership of 1.4%. Compared to other metropolitan areas of similar size (from the National Transit Database), ABQ Ride averages 34 boardings per hour of service compared to the national average of 20 boardings per hour of service. In fact, 70% of ABQ Ride's routes average 30 boardings per hour of service or higher.

The busiest routes are located along the Central Avenue (Rt 66), Lomas Boulevard (Rt 11) and San Mateo Boulevard (Rts 140 & 141). The average monthly ridership in August 2005 for each route was 269,367; 46,014 and 66,318 respectively. In August 2006 the Central Avenue corridor (including Rapid Ride) had its highest ridership to date. Passenger boardings for route 66 alone, reached its highest level at 208,777 in August 2006, while Rapid Ride also reached its highest level at 143,795 boardings for the month.

**ABQ Ride - Comparison With Similar Size Transit Markets**

Table 6-10 compares ABQ Ride to other similar size transit markets. The data is compiled from the 2005 National Transit Database which is a uniform transit data reporting system. (Available at [www.ntdprogram.gov/ntdprogram/](http://www.ntdprogram.gov/ntdprogram/)) It should be noted that any review or analysis of data must take into consideration that service varies by frequency, fares charged, hours and days of operation, length of routes, geographic area served, and other variables which would affect any direct comparison.

**ABQ Ride - Bus Fleet 2005**

Based on the Federal Transit Administration’s (FTA) guidelines, the SRTP makes note that 60% of the bus fleet has more than two years of service life remaining and 40% of the fleet is beyond their minimum service lives. The SRTP also noted goals for the bus fleet: a) replace vehicles within the guidelines of their expected normal service life, b) build a fleet with lower exhaust emissions by purchasing buses that use alternative

fuels and c) only purchase low-floor buses for local service. In order to achieve these goals the Transit Department is developing a Fleet Management Plan and Fleet Replacement Schedule from which future, additional TIP projects may emerge.

**ABQ Ride - Scheduling and Affordability**

There are currently 37 bus routes provided by ABQ Ride each with its own schedule. Headways on buses range from 10 minute headways to 60 minute headways with some routes operating only during peak rush hours. Fares throughout the ABQ Ride system are \$1 per ride-adult, 35¢ per ride-seniors, students & disabled with free transfers (the downtown circulator bus, D-Ride, is free). Monthly passes are available for \$28 for unlimited rides throughout the month. Monthly passes, if used for only two rides per day for 20 days per month (40 trips), cost 70¢ per ride. ABQ Ride’s fare structure is among the lowest in the country enabling most residents affordable access to transit services.

**Table 6-10 ► ABQRide Comparison with Similar Size Transit Markets - 2005**

Transit Agency <sup>1</sup>	Service Area <sup>2</sup>			Annual Service Data		Cost Effectiveness <sup>5</sup>		Service Effectiveness <sup>5</sup>	
	Num B.O. <sup>4</sup>	Mi <sup>2</sup>	Pop.	Ann. Pass. Miles	Ann. UPT <sup>3</sup> (Boardings)	Oper. Exp. per Pass. Mile	Oper. Exp. per UPT <sup>3</sup>	UPT <sup>3</sup> /Veh Rev. Hour	UPT <sup>3</sup> /Veh Rev. Mile
<b>ABQ Ride</b>	<b>150</b>	<b>224</b>	<b>598,191</b>	<b>21,387,302</b>	<b>7,876,527</b>	<b>\$1.22</b>	<b>\$3.13</b>	<b>30.15</b>	<b>1.86</b>
New Haven, CT	83	285	531,314	22,916,161	7,734,650	\$0.99	\$2.94	28.46	2.53
Syracuse, NY	131	180	402,267	23,895,892	8,171,621	\$1.24	\$3.56	27.35	2.27
Charleston, SC	49	231	423,410	11,543,570	1,090,851	\$0.46	\$4.85	16.14	1.33
El Paso, TX	121	219	674,801	57,693,651	12,605,143	\$0.59	\$2.65	23.31	1.87
Omaha, NE	99	226	626,623	15,499,763	4,671,454	\$1.14	\$3.75	16.74	1.22
Tucson, AZ	155	291	720,425	61,707,346	16,620,475	\$0.66	\$2.37	29.98	2.35
Baton Rouge, LA	71	281	479,019	16,358,940	4,810,436	\$0.74	\$2.45	27.51	1.72
Toledo, OH	149	202	503,008	24,878,940	5,688,718	\$1.03	\$4.38	20.55	1.49

Data shown in this chart does not include demand response bus service.

<sup>1</sup> Except for ABQ Ride, the transit agency is indicated by major city served not the agency’s name.

<sup>2</sup> Service area statistics correspond to the transit agency’s area of service which may not correspond to metropolitan-wide area statistics.

<sup>3</sup> UPT = Unlinked Passenger Trips (boardings), these are the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel to their destination.

<sup>4</sup> B.O. = Buses Operated which in all cases is direct operation except in Charleston, SC.

<sup>5</sup> Effectiveness, for both cost and service, is dependent upon a variety of factors such as those listed in the paragraph above. In general, a higher number indicates greater “Service Effectiveness”, and a lower dollar figure indicates greater “Cost Effectiveness”.

### ABQ Ride – Primary Destinations

The SRTP has identified eight clearly defined destinations in the metropolitan area as specific markets for transit. They are:

1. Kirtland Air Force Base/Sandia National Laboratories/U.S. Dept. of Energy/U.S. Air Force Research Laboratories which, combined, have over 22,000 employees.
2. Downtown Albuquerque with large concentration of employers & offices and its redevelopment into a cultural and entertainment destination.
3. UNM area with 25,000 students and several thousand faculty and staff.
4. Uptown in the vicinity of Coronado Mall, Winrock Center, ABQ Uptown and several large office buildings, hotels, restaurants and a developing mixed-use area.
5. I-25 & Jefferson Street Corridor from Montgomery Boulevard to Alameda Boulevard, an area of many businesses and commercial development.
6. Three Regional shopping malls, Coronado Mall and Winrock Center both in the Uptown area and Cottonwood Mall on the west side of the Rio Grande.
7. The “String of Pearls”: Old Town, the Museums, the Zoo, and the Bio Park.
8. Medical Center complexes at Presbyterian Hospital, UNM Hospital and Sandia Lovelace/Veteran’s Administration Hospital.

### ABQ Ride - Transit Service Structure

According to the SRTP the current services offered by ABQ Ride are as follows.

**Bus Rapid Transit or Rapid Ride** – This limited express or “Rapid Ride” service was introduced in December 2004, and expanded in 2005 to include late night weekend service and again in 2006 to serve Coors Boulevard during peak commuter periods. It utilizes 60' articulated, low-floor buses equipped with low-emission diesel-electric hybrid engines. The main service is on Central Avenue, the system’s most heavily utilized transit corridor. The goal of this service is to decrease travel time through the corridor, therefore

Rapid Ride stops are placed approximately one mile apart along the route. Buses are equipped with a traffic signal priority system that allows the bus to positively affect upcoming traffic signals. Central Avenue Rapid Ride service operates on a 10-minute headway, seven days a week from 6:00 am to 8:00 pm Mondays-Saturdays and Sundays 7:00 am to 6:00 pm. In the summer of 2005, Rapid Ride service expanded on Friday and Saturday nights to 3:00 am. This service, “Rapid After Dark,” increased its ridership over 150% in the first four weekends of service. Rapid After Dark operates only during the summer months. In 2006, Rapid Ride was expanded to Coors Boulevard during peak commute periods. Buses operate during weekday rush hours.

In early 2007, ABQ Ride received six new, 60' articulated, buses for Rapid Ride expansion. In April 2007 the city announced a new Rapid Ride route which will run from Montaña Plaza to the UNM Hospital and Campus, utilizing Coors Boulevard, I-40, Rio Grande Boulevard, Lomas Boulevard, Girard Boulevard, Central Avenue and University Boulevard. (see Map 6-2.) The service will start July 2007 and run approximately every 15 minutes.

**Commuter Routes** – Commuter service typically operates weekdays during peak commuter periods in the morning and afternoon (approximately 6:00 am to 9:00 am and 3:00 pm to 6:00 pm). These routes travel between the suburban edges of the service area to major employment centers and downtown. There are fifteen commuter routes.

**Express Routes** – Express service also operates during the morning and afternoon commuter periods but makes no stops along major portions of the route. Express routes use limited access highways for the “closed door” portions of their routes in order to provide fast service from a few points of origin to a common destination. There are five express routes.

**Local Routes** – Local routes provide service throughout the day (from approximately 6:00 am to 9:00 pm with some routes operating past 9:00 pm) and have frequent stops. There are currently twenty

local routes.

**Circulator Routes** – Circulators operate in a very limited area using small buses or vans which connect to other routes. Currently the only circulator route is the D-Ride which is a free bus with seven-minute headways serving the downtown business district.

**Deviated Route Services** – Sometimes called “Flex Routes” this type of service is most efficient during off-peak periods when headways exceed 30 minutes. Buses follow a fixed route but are allowed to deviate from the route to pick up or discharge passengers. ABQ Ride currently does not offer this service but may consider this in the future.

**Demand Response Service** – Sometimes referred to as “Dial-A-Ride”, this is a highly personalized level of service usually provided in a limited area or locations with low population density. Presently, ABQ Ride is operating a demand response service as a pilot project in the Kirtland Addition neighborhood near Gibson Boulevard and University Boulevard.

**Paratransit** – This is a door-to-door service for riders with physical disabilities. MINI RIDE provides paratransit service to the ABQ Ride service area under the Americans with Disabilities Act (ADA). In FY 2005 MINI RIDE carried 187,660 passengers or approximately 663 per average weekday. The total cost of service was approximately \$4,600,000 which was offset by \$330,744 in passenger fares with remaining costs covered by the City of Albuquerque, the Federal Transit Administration, and the State of New Mexico.

**Park & Ride** – ABQ Ride has seventeen park & ride lots in its service area. These are served by various combinations of local routes, Rapid Ride routes, and commuter routes.

**Old Town Trolley** – Operating during the summer months, this service utilizes a bus which looks like an old time trolley, to provide shuttle service from downtown Albuquerque to Old Town.

**Guaranteed Ride Home (GRH)** – This is an enrollment program that entitles every registered

participant up to five free rides home per year when emergencies arise. The program helps to assure transit riders, carpool users, and those who commute by bicycle or walking, that they won't be stranded at work or school when unusual circumstances arise. The program operates only within the City of Albuquerque and most of Bernalillo County from Monday through Saturday 5:30 am to 10:00 pm and Sunday from 7:00 am to 7:30 pm.

#### **ABQ Ride – Future Service Alternatives**

Three scenarios for future level of service were developed in the SRTP.

1. No Build Scenario – this would maintain all current level of service with no provisions for new or expanded service. Although service levels would remain constant, economic factors such as inflation, increase labor costs and fluctuating fuel prices could necessitate additional funding to maintain current service levels.
2. City Scenario – this scenario addresses two specific needs: the continuing growth of the city and the improvement of overall system services. Three objectives guided the development of the “City Scenario.” The first objective was to provide appropriate service to areas of the city currently underserved. This includes the majority of the west side of Albuquerque. The second objective was to utilize all river crossings and to develop new transit travel patterns to and from centers of employment, service or entertainment. The primary purpose of this strategy is to eliminate the Rio Grande as a barrier to transit service. Third, all existing routes were analyzed to determine what adjustments to service may be necessary. As part of the third objective ABQ Ride planning staff reviewed new and planned developments, both residential and commercial, with respect to anticipated transit needs.
3. Regional Scenario – this scenario is designed to meet the goals of the “City Scenario” as well as two additional goals. The first is to expand the transit service area to major employment and residential centers outside city limits. The second is to establish ABQ Ride as the major provider of transit services in the region. It is acknowledged



that regional transportation services will be further needed and refined with the establishment of commuter rail and the Mid-Region Transit District.

**ABQ Ride – Rapid Ride Route Expansion (Local & Rapid Ride)**

In early 2007 ABQ Ride received six new, 60' articulated buses for Rapid Ride expansion (see Map 6-2). In April 2007 the city announced a new Rapid Ride route which runs from Montaña Plaza to the UNM Hospital and Campus, utilizing Coors Boulevard, I-40, Rio Grande Boulevard, Lomas Boulevard, Girard Boulevard, Central Avenue and University Boulevard. The service will start July 2007 and run approximately every 15 minutes.

Depending on scheduling, funding and the availability of vehicles, there is potential for the further expansion of Rapid Ride service along any high capacity transit corridor. (Refer to section on High Capacity Transit Corridors).

**ABQ Ride – Potential Route Expansion (Local & Rapid Ride)**

The SRTP identified several possible other route extensions/expansion of service. However, most of these potential routes do not have funding identified and/or interagency agreements in place, both of which are prerequisites for implementation. It is recommended that local governments and agencies cooperatively examine the feasibility of implementing appropriate service along these routes.

- ▶ Rt 10 (4<sup>th</sup> Street line) extension to serve the Sandia Rail Runner station and Sandia Casino.
- ▶ Rt 10 (4<sup>th</sup> Street line) extension continuing from above, into Town of Bernalillo and the two Rail Runner stations there.
- ▶ New service on Broadway & Edith Boulevards.
- ▶ Extension of Broadway & Edith Boulevard line to Isleta Rail Runner station, Isleta Casino and Isleta Pueblo and possible continued extension of this line to Belen to serve the east side of the Rio Grande valley augmenting the Rail Runner service operating only at peak hours.
- ▶ New service on 12<sup>th</sup> Street from Barelás

neighborhood to Comanche Road.

- ▶ Rt 36 extension to Cottonwood Mall to serve the North Valley.
- ▶ Continued Rt 36 extension through Corrales to NM 528.
- ▶ Rt 52 extension to serve Rail Runner stations and augment commuter rail service along the west side of the Rio Grande to Los Lunas and Belen.
- ▶ New service along South 4<sup>th</sup> Street and Trumbull Avenue to Wyoming Boulevard.
- ▶ Extension of Rt 66 service on Central Avenue to Paseo del Volcan & I-40 exit # 149.
- ▶ Extension of the San Pedro line to serve the Sandia Casino.
- ▶ Service along University & Alexander Boulevards serving the Sunport with possible extension to serve Mesa del Sol in the future.
- ▶ Extension of the Universe & Rainbow Boulevards' line into Rio Rancho.
- ▶ Extension of the Coors Boulevard line into Rio Rancho to serve NM 528 and Santa Ana Casino.
- ▶ Extension of the Golf Course Road line into Rio Rancho.
- ▶ Institute service on Unser Boulevard from Rio Bravo Boulevard to Rio Rancho.
- ▶ New service in the 98<sup>th</sup> Street & Ladera Drive areas serving the west side of the city.
- ▶ New service along Rio Bravo Boulevard from I-40 exit #149 & Paseo del Volcan to Rio Bravo Boulevard serving the Bernalillo County/ International Sunport Rail Runner station and the Sunport.
- ▶ New cross-town service along Montaña Road & Montgomery Boulevard from Unser Boulevard to Tramway Boulevard.
- ▶ New east side cross-town service along Osuna & Academy Roads.
- ▶ New cross-town service along Irving & Alameda Boulevards with possible future extensions westward to Quail Ranch and eastward to the Sandia Peak Tram.
- ▶ New service along McMahon Boulevard serving the TVI campus and possible extension into Corrales.
- ▶ Expanded service along Paseo del Norte eastward to Tramway Boulevard and westward to Volcano

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- ▶ Heights and Double Eagle Airport.
- ▶ Implement commuter buses to the Northeast Heights via I-25 and various routes into the area.
- ▶ New cross-town service from Cottonwood Mall to Gibson Boulevard and Kirtland Air Force Base and Sandia National Laboratories.
- ▶ Modifications as necessary, to existing routes to accommodate the new routes.

**ABQ Ride Long Range Considerations**

High priority should be considered for expansion of service in the form of increased frequency and/or express/rapid bus transit for routes serving southwest

Albuquerque, Coors Boulevard-NM 528 corridor, North Valley-4<sup>th</sup> Street corridor, and river crossing corridors at the Montañño, Paseo del Norte, Alameda, Barelás, and Rio Bravo bridges. A study of river crossings should include the potential for dedicated transit lanes to foster shorter transit commutes.

ABQ Ride is looking into the development of a long range plan for both facilities and operations. This will allow the city to begin early planning, analysis and identification of projects needed to meet future needs, maintain existing facilities, and protect and manage the investment in the transit system’s infrastructure and

**Table 6-11 ▶ Planned MTP & TIP Projects Related to ABQ Ride Transit Service\***

Project Number	Project Name
#35.1	ABQ Ride – Park & Ride Facility Development
#37	ABQ Ride – Vehicles & Equipment Purchase (Revenue Vehicles)
#38	ABQ Ride – TDM – Transportation Demand Management
#44	ABQ Ride – Transit Enhancements
#46	ABQ Ride – Westside (Daytona) Transit Facility
#341	ABQ Ride – Transit Facility Rehabilitation
#345.1	Albuquerque Modern Streetcar
#391.1	Alvarado Transportation Center Phase III
#392	ABQ Ride JARC
#417	ABQ Ride – Transit Planning
#423	Commuter Rail - Montañño Rail Runner Station
none**	Commuter Rail Stage II, Bernalillo to Santa Fe
#429	ABQ Ride – Transit Security Equipment Upgrade
#430	ABQ Ride – Transit Technology Upgrade
#431	ABQ Ride – Bus Stop Facilities Improvements
#432	ABQ Ride – Transit Facility Rehabilitation
#433	ABQ Ride – Southwest Mesa Park & Ride
#497	ABQ Ride Fixed Route Expansions & Revisions
#540	Commuter Rail Transit Connections
#546	Moriarty & East Mountains Park & Ride Service
#560.1	Paseo del Norte Corridor Transportation Study
#571	Shaa’skr’a Transit Shuttle to Albuquerque
#611	ABQ Ride – New Freedom Program
#616	Coors Corridor Study

*\*see Appendices for complete list of projects*

*\*\*Stage II is almost completely outside the AMPA and is listed for informational purposes only*

assets. This includes identification of capital projects for facilities, buildings, bus shelters, etc. in order to plan for repairs and renovations which will eventually be needed and areas to review for any necessary expansions. Table 6-11 shows MTP and TIP projects related to ABQ Ride transit service.

**ABQ Ride – Specialized Transit Services**

Job Access & Reverse Commute (JARC) – This service by ABQ Ride actually has two separate components. Job Access service provides curb-to-curb transportation for qualified low income residents to get to a job or job training program. Since transportation can be a barrier to employment for low income residents, Job Access was developed to overcome transportation obstacles and help people get and keep jobs. The Reverse Commute program is a federally funded program that assists commuters whose transportation needs are outside of the normal service hours of the transit system. Many people have benefited from using JARC and have found it beneficial to bridge the transportation gap.

exceeded 22,000, FY 2006-2007 is expected to exceed 28,000 and ridership for FY 2007-2008 expected to exceed 30,000.

**Los Lunas Transit - Service Structure**

In 2006, fixed route service to downtown Albuquerque was eliminated in favor of the pending Rail Runner commuter service. The entire system is presently a Demand Response service. Patrons schedule their service by calling 24 hours in advance allowing Los Lunas Transit to schedule and dispatch vehicles.

**Los Lunas Transit - Bus Fleet 2006**

Los Lunas Transit owns nine vehicles: four fifteen passenger buses and five vans with plans for the purchase of one more van and gradual replacement of each vehicle in the fleet as they age.

**Los Lunas Transit – Planned Projects**

In August 2006 a draft version of the *Village of Los Lunas Fixed Route Commuter Train Connector Alternatives* report was prepared by a consultant for the Mid-Region Transit District and the Village of Los Lunas. The study reviewed travel patterns, development patterns and demographics to determine the feasibility of various options for providing shuttle service to the Los Lunas station of the New Mexico Rail Runner. In addition, commuter service may be provided into Albuquerque during periods when there is no Rail Runner service. Five fixed route service options were identified; these are located both within



**2. Los Lunas Transit**

The Village of Los Lunas operates a public transportation system serving

not only the village by much of Valencia County. Therefore, services are provided both within and outside the AMPA. Ridership in FY 2004-2005

**Table 6-12 ► Planned MTP & TIP Projects Related to Los Lunas Transit\***

Project Number	Project Name
#596	Los Lunas Transportation Center
#597**	Los Lunas Public Transit Operations & Administration
#598**	Los Lunas Rail Runner Station Shuttle & Route to Albuquerque
#599	Los Lunas JARC
#601	Los Lunas Transit Bus Replacement Stage I
#603	Los Lunas Transit Vehicle Replacement Stage II
#604	Los Lunas Transit Vehicle Replacement Stage III

\*see Appendices for complete list of projects  
 \*\*Project will be financially accounted for in STIP not TIP per agreement with NMDOT Transit & Rail Bureau but are listed here for informational purposes.

and outside the AMPA:

- ▶ Option 1A: connecting to the “Y” commercial district (Heritage Park) direct route
- ▶ Option 1B: connecting to the “Y” commercial district via Carson Drive neighborhood
- ▶ Option 2A: connecting UNM Valencia Campus via the “Y” commercial district & route 1A
- ▶ Option 2B: connecting UNM Valencia Campus via the “Y” commercial district & route 1B
- ▶ Option 3: connecting to the Sand Sage Road area on the west side of Los Lunas

Service options 1B and 3 were recommended as the most feasible, near-term fixed route solutions. Both connect the most densely populated areas of the community and provide access to local public transportation and commercial areas. Los Lunas Transit has applied for Federal Transit Administration funding to implement this service. See Table 6-12 for Los Lunas’ planned projects.

**Los Lunas Transit – Specialized Transit Services**

Los Lunas Transit is also applying for funds to provide transportation for disadvantage persons utilizing the Federal Transit Administration’s Job Access Reverse Commute (JARC) program funds from the New Mexico Department of Human Resources’ Temporary Assistance to Needy Families (TANF) funds. This will serve residents located both inside and outside the AMPA. This proposed service actually has two separate components similar to those described for ABQ Ride.

**3. Pueblo of Laguna – Shâa’srk’a Transit**

Shâa’srk’a Transit primarily serves the pueblo outside of the AMPA but occasionally provides service to the

Bernalillo County portion of the pueblo. They currently provide demand response service with plans to implement a limited fixed route into Grants to link with the proposed Grants transit system. In addition they have applied for FTA 5311 funding for the purchase of a 25 passenger bus/van to implement service to link with ABQ Ride at a point along Central Avenue. This shuttle service when implemented in coordination with the Grants system will form a transit connection from Albuquerque to Grants (see Table 6-13).

**4. Rio Rancho High Capacity Transit Feasibility Review**

The City of Rio Rancho is in the very early stages of exploring a fixed route transit system such as a maglev. If pursued further, this could generate a project for inclusion into the TIP by amendment at a later date.

**5. Sandoval Easy Express**

Sandoval County Department of Public Works is



planning to establish three commuter shuttle routes to be known as Sandoval Easy Express. The routes will primarily serve residents outside the AMPA but will extend into the AMPA serving Santa Ana Pueblo and

connect with bus lines and the Rail Runner. The system would be operated by a commercial contractor with contract oversight administered by the Mid-Region Transit District. One route would extend from Jemez Springs to San Ysidro and along US 550 to the New Mexico Rail Runner station at US 550 and La Plazuela de Sandoval (Sandoval County Judicial Complex). The second route would extend from

**Table 6-13 ▶ Planned MTP & TIP Projects Related to Shâa’srk’a Transit \***

Project Number	Project Name
#571**	Pueblo of Laguna Shâa’srk’a Transit: Shuttle to Albuquerque

*\*see Appendices for complete list of projects  
 \*\* Project will be financially accounted for in STIP not TIP per agreement with NMDOT Transit & Rail Bureau but are listed here for informational purposes..*

**Table 6-14 ► Planned MTP & TIP Projects Related to Sandoval County Transit Proposals \***

Project Number	Project Name
#403**	Sandoval County Deviated Fixed Route Service (Jemez & Cochiti)
#404**	Sandoval County Deviated Fixed Route Service (Cuba)
#405	Sandoval County Transit Facilities
#409	Sandoval County Demand Response Bus Service (t.b.d.)

*\*see Appendices for complete list of projects*  
*\*\* Project will be financially accounted for in STIP not TIP per agreement with NMDOT Transit & Rail Bureau but are listed here for informational purposes..*

Cochiti Lake and Peña Blanca to the Rail Runner station at US 550 . Once the Rail Runner begins operation to Santa Fe, the bus may utilize an intermediate rail station. The third route would reestablish the commuter route from Cuba also operating on US 550 to the Rail Runner station at US 550 and La Plazuela de Sandoval. In addition, Sandoval County will be planning and constructing a transit facility at US 550 and I-25 at the Rail Runner station to provide transit shelter and amenities for commuters and administrative offices; a park and ride lot for 200 cars at La Plazuela de Sandoval including amenities for commuters; and various transit shelters and amenities at several locations. All these projects are currently under development (see Table 6-14).

The county is also investigating the possibility of implementing “Demand Response” transit service in the Jemez Springs and Cuba areas, and/or service in the south central portion of the county in sections of the Placitas-Bernalillo-Rio Rancho areas.

**6. Santa Ana Pueblo Transit Proposal**

Santa Ana Pueblo will be receiving FTA 5311(c) funds to begin planning and development of a transit route or shuttle service connecting the community to the US 550/Sandoval County Rail Runner station and other locations identified in the planning process. As part of the development process, the pueblo will be seeking

additional FTA funding for service implementation (see Table 6-15).

**7. Torrance County Project Office TOGO Transit**

Torrance County Project Office TOGO Transit operates a fixed route commuter service to the Central Avenue & Tramway Boulevard Park & Ride lot thus connecting the metropolitan area with neighboring Torrance County. Providing two morning and three afternoon commuter trips, TOGO serves commuters from Mountainair, Willard, Estancia, Moriarty, and Edgewood utilizing I-40 and/or old route 66 (NM 333). TOGO also provides services into the Albuquerque area (and Belen) for the elderly and disabled. They also operate a JARC program and provide transit for eligible clients under Temporary Assistance to Needy Families (TANF). Although operations extend into the AMPA, TOGO’s service area is outside the AMPA therefore any requested Federal funding would not be part of this MTP.

**8. Town of Bernalillo Transit Feasibility Review**

The Town of Bernalillo is in the early stages of exploring a shuttle service from the Rail Runner stations and park and ride lots to the business district. If pursued further, this could generate a project for inclusion into the TIP by amendment at a later date.

**Table 6-15 ► Planned MTP & TIP Projects Related to Santa Ana Pueblo Transit Proposal\***

Project Number	Project Name
#658	Santa Ana Pueblo Transit Service

*\*see Appendices for complete list of projects*

## E. High Capacity Transit Corridors

High capacity transit (HCT) corridors have been identified in several documents in the past few years. The *Alternatives Analysis Report for the Rapid Transit Project* noted the corridors identified in previous reports including the *Middle Rio Grande Connections Study* and the *Long Range High Capacity Transit System Map* adopted by MRCOG. Although there were some differences in specific areas identified and alternate routing, all previous studies identified the same basic corridors. However, previous studies identified these corridors prior to the establishment of the New Mexico Rail Runner, so intermodal connectivity with this mode of transportation was not previously identified. Additionally, Rapid Ride express bus service along Central Avenue and limited service along Coors Boulevard was implemented subsequent to these studies. The City of Albuquerque is also studying a proposed streetcar system for the Central Avenue & Sunport Corridors (see next section).

### HCT Definition, Mode Selection & Recommendations

For the purposes of this document, the definition of HCT is any transit service capable of transporting large numbers of passengers. This includes but is not limited to: commuter rail, light rail, streetcars, bus rapid transit, high frequency bus service, and monorail or other innovative technologies.

The selection of the appropriate mode of high capacity transit and route selection in each corridor should be determined based on existing, planned and desired land uses, density of development, and their proximity to regional activity centers, employment centers, and major destination points. Any analysis must consider connections to other transportation modes to allow for an integrated public transportation system with easy and efficient transfers between modes. Funding for implementation, operations and maintenance of transit mode selected should be identified.

It is recommended that each corridor be studied for implementation of appropriate transit service, and extension of the corridors as development expands in

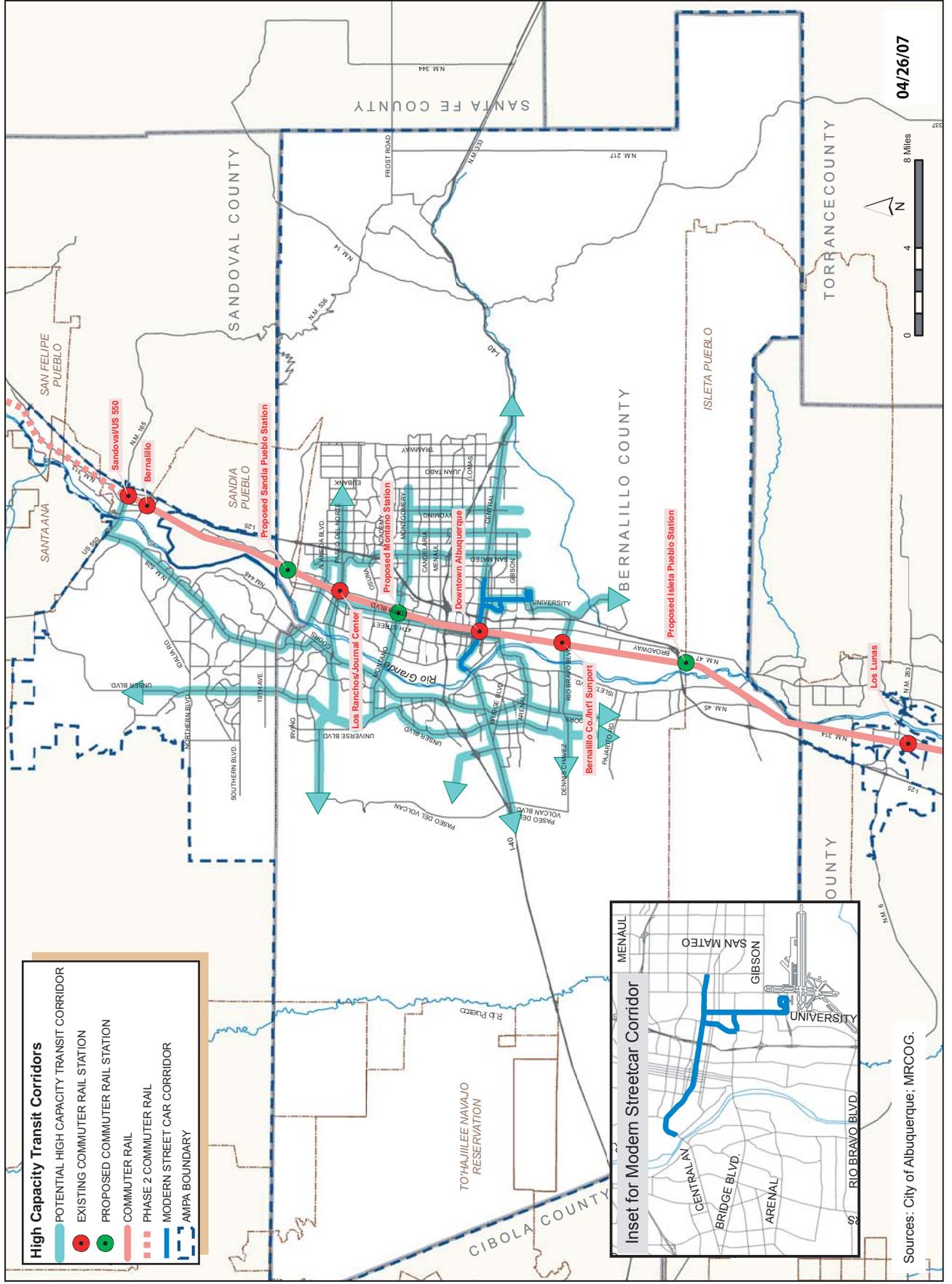
the metro area. Implementation plans should identify desired changes to existing land use policies along the selected route(s) that may augment successful high capacity transit in the corridor. It is further recommended that local municipalities accommodate these corridors in their area and sector plans, development plan approval processes, other land use planning activities, and future capital programs as growth continues. Consideration should be given to preserving rights-of-way for transit use.

### HCT Corridors

The corridors identified for this Plan and shown on Map 6-3 were selected based on service to major employment and activity centers and commuting travel patterns. This MTP carries forward the following basic corridors and recommends further study and analysis as noted above:

- ▶ Central Avenue Corridor connecting the commercial and higher density developments along Central with Albuquerque Bio Park, Old Town, downtown Albuquerque, the Alvarado Transportation Center, Presbyterian Hospital, the University of New Mexico & UNM Medical Center, Nob Hill, and the State Fairgrounds
- ▶ Northeast Corridor utilizing various alternate routes such as San Mateo, Louisiana, and Wyoming Boulevards from Gibson Boulevard & Kirtland Air Force Base to Uptown and Montgomery Boulevard or Paseo del Norte and connecting with the Los Ranchos/Journal Center Rail Runner Station and I-25 & Jefferson employment centers
- ▶ Southwest Corridor utilizing various alternate routes connecting Central Avenue and Coors, Isleta, Bridge, and Rio Bravo Boulevards, and Arenal Road and serving the Rio Bravo Rail Runner Station
- ▶ North Valley Corridor with route alternatives on 2<sup>nd</sup> Street, 4<sup>th</sup> Street, or existing railroad right-of-way
- ▶ Northwest Corridor serving the Rio Rancho Boulevard & NM 528 vicinity and connecting with Rail Runner stations, Intel, and with the I-25 & Jefferson employment centers and the Northeast Corridor

Map 6-3 ► High Capacity Transit Corridors for Further Study and Review



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- ▶ Westside Corridor serving the Coors & Unser Boulevards commercial areas and connecting to several other corridors and the future location of downtown Rio Rancho
- ▶ Paseo del Norte Corridor connecting the Los Ranchos/Journal Center Rail Runner Station and I-25 & Jefferson employment centers, with the Westside, Northwest and Northeast Corridors and providing a transit corridor to far west developing areas
- ▶ Montañó Road/Montgomery Boulevard Corridor connecting the proposed Montañó Rail Runner Station with the Westside, Northwest and Northeast Corridors
- ▶ Mesa del Sol Corridor connecting the proposed Mesa del Sol development with the Rio Bravo Rail Runner Station, downtown Albuquerque and/or the University & Sunport transit lines
- ▶ Rio Bravo-Sunport Corridor connecting the Westside Corridor with the Rio Bravo Rail Runner Station and Albuquerque International Sunport



### Albuquerque Modern Streetcar Project

In 2006, the City of Albuquerque chose a streetcar project as its preferred method of

high capacity transit for the Central Avenue Corridor and Sunport connection. The city's stated vision and purpose of this project is *"..to allow Albuquerque to continue moving forward as a premier destination city by creating more walkable communities, connecting neighborhoods, stimulating the local economy, and providing a direct route from the Sunport to the Alvarado Transportation Center."* The city completed the *Alternatives Analysis Report for the Rapid Transit Project* (available at [www.cabq.gov/transit/modernstreetcar.html](http://www.cabq.gov/transit/modernstreetcar.html) or from the city Department of Municipal Development) and selected the streetcar as the alternative to move forward.

### Proposed Modern Streetcar Route Alignment

The proposed eight-mile long streetcar route will serve some of Albuquerque's most densely populated neighborhoods and several activity centers such as the University of New Mexico, Presbyterian Hospital and historic Old Town and the museums (see Map 6-4). The main route corresponds with the city's most highly patronized bus routes, 66 & 766 which combined, exceeded 350,000 boardings in August 2006. Central Avenue was identified as one of the high capacity transit corridors in the previous *Long Range High Capacity Transit System Map* and continues to be identified as a high capacity transit corridor in this document. All streetcars will be low-floor vehicles allowing for easy and quick ingress and egress for wheelchairs, mobility challenged passengers, and passengers with bicycles.

### Project Schedule

The project is underdevelopment by the city's Department of Municipal Development (see Table 6-16). Preliminary engineering for this project began in early 2006. Public information meetings began in September 2006. Further study of the project and identification of potential funding sources has delayed the schedule of the project. As of spring 2007 the Albuquerque City Council is in the process of review and further evaluation of the project. (Further information on this project is available from the City of Albuquerque [www.cabq.gov/transit/modernstreetcar.html](http://www.cabq.gov/transit/modernstreetcar.html) or at their published phone number for public inquiries (505) 830-5462.)

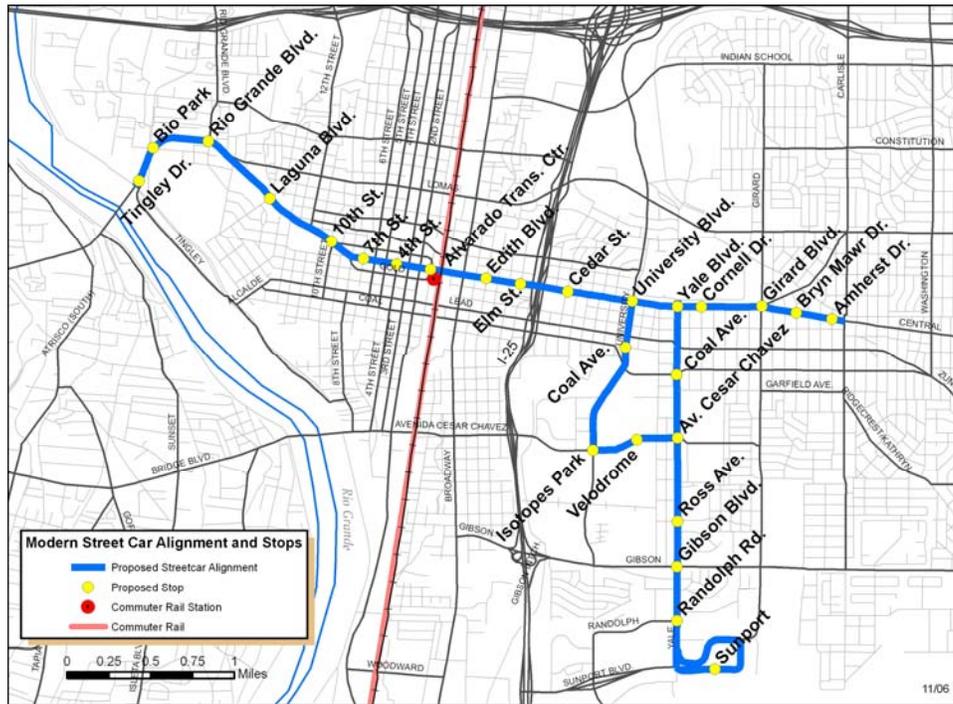
### Streetcar Scheduling and Affordability

As of spring 2007 the project is still under review and development. Scheduling, headways (time between trains), hours of operation, fare structure and other operational aspects will be determined at a later date.

### Streetcar Intermodal Connections

One of the streetcar's goals is to connect downtown Albuquerque from the Alvarado Transportation Center with Albuquerque International Sunport. Also, the ATC has connections to intercity busses, commuter rail, New Mexico Park & Ride, and Amtrak.

Map 6-4 ► Proposed Alignment of Albuquerque Modern Streetcar



Since the proposed streetcar will serve some of the densest developed areas of the city, the streetcar will be accessible by a several minute walk for pedestrians within one-half mile from the streetcar line. The Central Avenue portion of the streetcar line would have numerous existing bus routes intersecting it. ABQ Ride is studying the possible rerouting and/or rescheduling of existing bus routes 66, 50, and 766 (Rapid Ride) buses once the streetcar is operational. Other connections to the streetcar would be available

through the existing UNM Shuttle Bus service.

**Future Streetcar Projects**

Since this project is currently being developed, planning beyond the initial stage would be premature due to fiscal constraints. The city has indicated that future considerations may envision extensions of the streetcar line both eastward and westward along Central Avenue.

Table 6-16 ► Planned MTP Projects Related to the Albuquerque Modern Streetcar\*

Project Number	Project Name
#345.1	Albuquerque Modern Streetcar Stage I

\*see Appendices for complete list of projects

## F. Federal Funding for Transit Services

The Federal Transit Administration (FTA) provides funding for various transit services. New Mexico is part of FTA Region VI. Funding is administered through the New Mexico Department of Transportation, Transit and Rail Bureau and is divided into several categories:

- ▶ **FTA 5303, 5304 & 5305** provides planning funds for MPO's, and state DOT's for metropolitan and statewide planning.
- ▶ **FTA 5307 and 5340** for urbanized areas were combined. This category provides grants for urbanized areas for public transportation capital investments (and operating expenses in areas under 200,000 in population) from the Mass Transit Account of the Highway Trust Fund. This section now incorporates section 5340 funding. Recipients of these grants in urbanized areas over 200,000 must expend not less than 1% of the amount received each year for transit enhancements (ie. bus shelters, benches, pedestrian access, signage, bicycle amenities, etc.).
- ▶ **FTA 5308** provides capital grants for clean fuel buses and related facilities.
- ▶ **FTA 5309 & 5318** provides funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, transfer facilities, terminals, computers, garage equipment, bus rebuilds, and passenger shelters. (This does not include vehicles using overhead catenaries which are classified as fixed guideway, by law.)
- ▶ **FTA 5309 (d, e & m)** provides funding for major fixed guideway capital investment projects (New Starts) and capital investment grants of \$75 million or less (Small Starts). Bus rapid transit is allowed under "Small Starts".
- ▶ **FTA 5310** provides funding to increase mobility for the elderly and people with disabilities.
- ▶ **FTA 5311** provides capital and operating assistance for rural and small urban public transportation. This section combined funding from section 5340 for non-urbanized areas.

- ▶ **FTA 5311(c)** provides direct grants to Indian Tribes for public transportation on Indian Reservations through "set-aside" funding from funds allocated to states under section 5311.
- ▶ **FTA 5316** provides funding for local programs that offer job access and reverse commute services (JARC). These provide transportation for low income individuals who may live in the city and work in suburban locations.
- ▶ **FTA 5317** (New Freedom Program) provides funding to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). These funds can be used for associated capital and operating costs.
- ▶ **FTA 5320** (Transit in the Parks) provides funds to support public transportation in Federal parks and public lands.

## G. Human Services Transportation

ABQRide and Los Lunas Transit operate specialized transit services within the AMPA (see appropriate sections above). In addition, several other agencies also serve as providers and are listed in this section below.

### Human Services Transportation Planning

Beginning in FY 2007, a locally developed human services transportation coordination plan is required under SAFETEA-LU. The planning process is to include representatives from public, private and nonprofit transportation and human service providers and the general public. For the AMPA, the Mid-Region Transit District (MRTD) will be coordinating the development of this plan for the AMPA and adjacent areas. This requirement applies to FTA 5310, 5316, and 5317 funding.



community transportation services began when the Mid-Region Council of Governments retained a consultant (Nelson/Nygaard) which, also working with the State of New Mexico, is developing an Action Plan to guide the coordinated delivery of these services in the four county region (Bernalillo, Sandoval, Tarrant and Valencia counties), including the AMPA. "Community transportation services" encompass both publicly funded specialized transit services, such as paratransit, as well as human service agency transportation, such as that provided for the Medicaid program.

The project consultant has completed the benchmarking component of the work effort. This information provides a snapshot of ridership and funding levels during fiscal year 2004. A minimum of 1,151,000 rides were provided at a cost of at least \$19,000,000. Of all the trips, 50% were provided by state agencies, 32% by county/city/local agencies, and 18% by Medicaid non-emergency medical transportation providers. The breakdown of transportation expenditures are: Medicaid non-emergency medical transportation providers 42%, county/city/local agencies 34% and other state agencies 23%.

The Action Plan will: provide an overall framework, clarify roles and responsibilities at the regional and local/provider levels along with the relationship between the regional efforts and state level efforts, include implementation activities for initial coordination within the MRCOG region, and meet the coordinated transportation planning requirements under SAFETEA-LU.

In addition to those providers listed below which serve the Albuquerque Metropolitan Planning Area, several providers travel into the AMPA in order to serve rural residents. The United We Ride reports will provide a complete listing of human service providers including ridership, service and funding information.

#### **ABQ Ride Para-Transit**

For a description of human services transportation, please see the ABQ Ride section above.

#### **Adelante Development Center, Inc.**

Adelante serves developmentally disabled adults at several locations in Bernalillo, Sandoval and Valencia counties. They have several vehicles including nine obtained through FTA 5310 (six minibuses and three vans) and a few older vehicles released from 5310. They have plans to apply for further FTA 5310 funding. The vans are used to transport clients to and from homes, group homes, assisted living units, employment, job coaching sites, employment counseling, recreational activities, medical appointments, and other activities.

#### **Albuquerque Department of Senior Affairs**

The Department of Senior Affairs provides weekday trips to seniors (over the age of 60) to meal sites, senior centers, Foster Grandparent sites, special events, and medical appointments within Albuquerque and Bernalillo County. They have a fleet of 15 vehicles. The Department coordinates efforts with the Jewish Family Services Transportation Program.

#### **Bernalillo County Parks and Recreation Department (BCP&R)**

BCP&R operates a door to door service to bring participating seniors to several meal sites and occasional field trips. Funding is through Bernalillo County drivers are employed by the City of Albuquerque.

#### **Casa Angelica**

Casa Angelica is a home for severely mentally retarded children. They utilized FTA 5310 funds to purchase a van for the children's transportation primarily to medical facilities.

#### **Los Lunas Transit**

For a description of human services transportation, see the Los Lunas Transit section above.

#### **Pueblo of Isleta Elderly Center**

This is a Title VI (of the Civil Rights Act of 1964) program primarily serving the elderly and some disabled adults. The program serves residents outside the AMPA but occasionally transports clients to medical facilities in Albuquerque.

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**Pueblo of Sandia Senior Program**

The Pueblo of Sandia’s Senior Program, operated by Five Sandoval Indian Pueblos, offers meals, exercise and arts and crafts programs, and transportation for various purposes. Most seniors reside outside the AMPA except those living in southern section of the pueblo located within Bernalillo County.

Transportation provided includes field trips and medical care in the Albuquerque area. The program uses two vans, one of which is handicapped accessible and one minivan. One van was acquired using Federal funds; the other van and minivan were recently acquired using State appropriations. The program plans on replacing the older van in the near future.

**PB&J (Peanut Butter & Jelly) Family Services**

PB&J provides services to disabled children and adults. They have a fleet of nine vans to transport clients to/ from their homes to PB&J services and/or medical locations.

**Rio Transit**

Rio Transit operates a paratransit system serving seniors and eligible disabled adults. Funding is provided through FTA 5310 and the city of Rio Rancho general fund (see Table 6-17). Riders must be residents of the City of Rio Rancho. Trips are available for any purpose in Rio Rancho and are limited to medical, educational, or work purposes in Albuquerque, Placitas, Bernalillo, and Corrales.

**Table 6-17 ► Planned MTP Projects Related to Rio Transit\***

Project Number	Project Name
#452	Rio Transit Bus Replacement Stage I
#453	Rio Transit Bus ITS & Bus Service Expansion

*\*see Appendices for complete list of projects*

**Sandoval County Senior Services**

Sandoval County Senior Services has three fifteen-passenger minibuses serving seniors and eligible disabled adults. Funding is provided through FTA

5310. Although primarily serving the rural areas of Sandoval County, service does extend into portions of the AMPA along with necessary travel to Rio Rancho and Albuquerque.

**Share-Your-Care**

Share-Your-Care operates programs in several locations in Albuquerque, Rio Rancho and Gallup. The programs serve developmentally disabled adults, clients receiving assistance under Title XX (a social services block grant program), mentally ill clients, and persons with dementia or Alzheimer’s disease. They own 10 vans and lease 2 others to transport clients between their homes and center based programs, for socio-recreational programs, community outings and occasional trips to medical facilities.

**St. Martin’s Hospitality Center**

The center operates two programs. One serves the homeless and near homeless individuals and the other services clients with severe mental disabilities. The center has two vans, one used for the “self sufficiency” program to transport clients to and from the residential center, job training locations and other activities; the second van is used for the psycho-social (life skills) rehab programs to transport clients on outings, training, and other activities.

**Transitional Living Services, (TLS) Inc.**

TLS provides services for individuals with mental illness. They have two seven-passenger vans and one new fifteen-passenger van. The vans are used to transport consumers to job training, psycho-social rehab (life-skills), residences, and other activities.

**Valencia Counseling Service (VCS)**

This agency has four vans and two small buses used to transport clients (adults and children) to and from their homes to treatment centers with occasional travel to Albuquerque. VCS serves all of Valencia County both within and outside the AMPA. Also, the agency serves portions of Torrance and Cibola counties with vans in Estancia and Grants.

**Valencia County Foster Grandparent Program of Services Employment and Redevelopment of New Mexico**

This is a Federal program to recruit low income elderly individuals to work with children with special needs in the public schools. They have one van in service and another on order. The vans are used to transport the elderly between their homes and the public schools where they work. This program serves all of Valencia County both within and outside of the AMPA.

**Other Service Providers**

In addition to the agencies listed above several others provide specialized transportation: Alta Mira Family Services, A.R.C.A., Barrett Foundation, Easter Seal of New Mexico, Go Fors Too, Inc., Jewish Family Services of New Mexico, and La Vida Felicidad.

**H. Specialized Transit Services**

**1. Public School Transportation**

Each school district in the metropolitan area provides bus transportation for students in conformance to New Mexico state laws (6.41.3 NMAC - *Standards for Determining Hazardous Walking Conditions* and 6.41.4 NMAC - *Standards for Providing Transportation to Eligible Students*). In general, students are eligible for transportation as follows: elementary students are eligible if their registered address is one mile or more from their assigned school of attendance, middle school/junior high students are eligible if their registered address is one and one-half mile or more



from their assigned school of attendance, and high school students are eligible if their registered address is two miles or more from their assigned school. A child may be eligible for additional transportation services if specified by an Individualized Education Program (IEP). Transportation to and from private and parochial schools or schools outside a child’s residence school is not required to be provided by the school district.

**Albuquerque Public Schools Transportation**

The Albuquerque Public School District (APS) is the 25<sup>th</sup> largest school district in the nation serving over 87,000 children. APS Student Transportation Services oversees 16 bus contractors that transport over 38,000 of the district’s children each day to over 140 locations. For the 2006-2007 school year APS utilizes 419 contract buses and 80 additional spare buses. Collectively APS buses travel over 6.08 million miles annually. School transportation is provided throughout the regular school year and during the summer for those schools on a “Year Round Calendar” and those on an “Extended School Year.” In addition, transportation is provided for various school sponsored activities.

**Bernalillo Public Schools Transportation**

The Bernalillo Public School District (BPS) serves a large and diverse section of New Mexico and is located both within and outside the AMPA. BPS has an enrollment of over 3,500 students. BPS owns and operates a fleet of over 36 school buses and transports approximately 2,755 students daily.

**Los Lunas Public Schools Transportation**

The Los Lunas Public School District (LLPS) is a very large and sprawling school district in Valencia County, partially located within the AMPA. LLPS has an enrollment of approximately 9,000 students. The Los Lunas Schools Transportation Department has 142 employees and 112 school buses that travel more than 1.253 million miles annually. The district transports approximately 7,000 students daily.

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### Pueblo of Sandia Education Department

The Pueblo provides transportation for students from the Pueblo community who attend public and private schools in Albuquerque. Most students reside outside the AMPA except those residing in southern section of the pueblo located within Bernalillo County. The Department currently uses two twenty-seven passenger school buses and one passenger vehicle for this purpose. The Department also owns one twenty-four passenger school bus currently used to transport Head Start students, and will be purchasing one seventy-one passenger school bus using a State appropriation. The Department also has contracted bus services from Bernalillo Public Schools to transport students on field trips.

### Rio Rancho Public Schools Transportation

Founded in July 1994, the Rio Rancho Public School District (RRPS) has an enrollment of over 14,800 students making RRPS the third largest school district in the state. RRPS District contracts with Durham School Services to transport over 7,000 students daily to 20 locations. For the 2006-2007 school year RRPS utilizes 57 contract buses which serve a 146 square mile area daily, and travel over 580,000 miles annually. In addition, transportation is provided for various school sponsored activities some of which is contracted to Sanchez Southwest (Paradise Tours).

### University of New Mexico Transportation

The University of New Mexico (UNM) operates a transit system serving the university community, primarily students, faculty and staff. UNM maintains a

*UNM's Rail Runner Shuttle*



fleet of approximately 30 buses; the system averages from 1,600,000 to 2,100,000 passenger boardings per year. The UNM transit system operates Mondays through Thursdays from 6:30am – 10:00pm and until 7:00pm on Fridays. Service is provided throughout the year with additional service for special events. In addition, UNM provides shuttle service between the ATC and Las Lomas Road & Yale Boulevard on the UNM campus to accommodate Rail Runner commuters.

## 2. Vanpool Services

One primary and two smaller vanpool operators serve the AMPA. Safe Economical Commuting Alternative operated by the State Employees Commuter Association (SECA) is the largest with 38 vans and more than 500 subscribing riders. Two other operators provide services, the Socorro-Los Lunas Vanpool Express and the Socorro-Albuquerque Vanpool. Each utilizes one van. Vanpooling is one strategy of Travel Demand Management (TDM) to reduce air pollution and decrease the number of vehicles utilizing the highway network.

### SAVE Vanpool Service

Socorro-Albuquerque Van Express (SAVE) operates one van with one round-trip per day to New Mexico Institute of Mining and Technology in Socorro. There are approximately 10 riders per day.

### SECA Vanpool Service

SECA service is provide by the State Employees Commuter Association, Incorporated (a member rider does not have to be a State employee). SECA is a nonprofit organization governed by a Board of Directors which serves the greater Albuquerque area and parts of northern New Mexico. (Further information is available on their website [www.seca-vanpools.org](http://www.seca-vanpools.org) or calling (505) 410-1742.) SECA operates seven routes serving the AMPA with 32 vans. Table 6-18 provides information for each route.



**Table 6-18 ► SECA Ridership**

ROUTE (from NMDOT as of February 2006 & SECA website October 2006)	# Vans	Apprx. # Riders
Albuquerque to Santa Fe	12	175
Albuquerque East Mountains to Santa Fe	1	14
Albuquerque to Los Alamos	4	34
Albuquerque to Nat'l Guard/La Cienega in SF	7	85
Albuquerque to Socorro	1	10
Rio Rancho to Santa Fe	2	35
Rio Rancho to Los Alamos	4	50
Rio Rancho to Nat'l Guard/La Cienega in SF	1	17
<b>Total</b>	<b>32</b>	<b>420</b>

**SECA Scheduling and Affordability** — SECA vans are scheduled to match the common work hours of those utilizing the van, both State employees and non-State employees. Rates may vary depending upon ridership and destination. Sample rates (as of May 2006) for daily, round trips from Albuquerque are: to Santa Fe \$8.50, to Socorro \$10.25, and to Los Alamos \$11.00.

**SECA Future Expansion** — SECA may add one or more routes to Sandia National Laboratories.

#### **SOLVE Vanpool Service**

Socorro-Los Lunas Van Express (SOLVE) operates one van with one round-trip per day to New Mexico Institute of Mining and Technology in Socorro. There are approximately 10 riders per day.

### **3. Carpooling and Rideshare**

This is an arrangement by which two or more people voluntarily share the use and cost of privately owned automobiles in traveling to and from prearranged destinations together. Carpooling and ride-matching services are provided in the metropolitan area through ABQ Ride Carpool Now (505) 243-RIDE and [www.cabq.gov/transit/carpool.html](http://www.cabq.gov/transit/carpool.html). According to the 2000 Census, in New Mexico, carpool drivers comprise 15% of commuters compared to the national

average of 12%. Carpooling and ridesharing are two strategies of Travel Demand Management (TDM) to reduce air pollution and decrease the number of vehicles utilizing the highway network (see Table 6-19 for TDM proposals in the MTP and TIP).

### **4. Commuter Choice Program**

The New Mexico Commuter Choice is a tax-free transportation benefit that companies and/or non-profits can offer their employees. It allows employees who commute to work utilizing public transit, vanpools, or other methods rather than driving alone, to receive a reduction in their payroll (social security and Medicare taxes, also known as FICA) and their state and federal income taxes. Employers benefit from a reduction in their taxes, including corporate taxes. An information packet, Commuter Choice To Go Kit, describes the program and how to meet Internal Revenue Service requirements and take advantage of this tax-free transportation benefit. Information is available at [www.seca-vanpools.org/images/Commuter%20Choice.pdf](http://www.seca-vanpools.org/images/Commuter%20Choice.pdf) and at [www.fta.dot.gov](http://www.fta.dot.gov) then go to Commuter Choice. This is one more strategy in TDM to discourage the use of single occupancy vehicles by volunteer efforts and tax break incentives.

## I. Metropolitan Approach to Public Transportation

The Albuquerque Metropolitan Planning Area (AMPA) has grown and expanded considerably over the last 50 years. The metro area has matured beyond the period when most of the population was clustered within a small geographic area surrounded by rural areas interspersed with a few small villages. The AMPA today consists of a vastly expanded City of Albuquerque, the newer City of Rio Rancho, increased development in nearby towns and villages with development spreading further from the traditional “core area.” People commute daily from Belen and Los Lunas in Valencia County, Edgewood, Moriarty, other communities east of the Sandia Mountains, and along the I-25 corridor to Santa Fe. Such a shift in development patterns and travel patterns requires transportation planners and transit providers to undertake a regional approach in the development of comprehensive, coordinated, metropolitan/regional transit planning efforts. The establishment of the Mid-Region Transit District is a major step in this endeavor.

Furthermore, Federal legislation under the Safe Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that all projects selected for certain categories of federal funding be derived from a coordinated public transit-human services plan (see Human Services Transportation section).

### Metropolitan Area Overview

A review of the Albuquerque Metropolitan Planning Area (AMPA) reveals several noteworthy items relevant to public transportation planning. Chapter 2 of this MTP shows the AMPA has increased in population 9.1% in the four-year period from 2000 to 2004, with continued growth predicted in the future. The region has several “employment clusters” which foster the use of public transportation. The number of vehicle miles traveled (VMT) continues to increase with volumes at the river crossings in 2015 anticipated to increase nearly 30% from 2004. Approach volumes

to the I-40 & I-25 interchange (Big I) are anticipated to increase approximately 15% for the same timeframe (Chapter 3). A comparison of Maps III-1 and III-2 indicate more congested roadways and river crossings by 2015 during the PM peak hour. Travel times (maps 3-4, 3-5 and 3-6) to and from major activity centers will also increase. In addition, ABQ Ride’s Short Range Transit Plan (SRTP) identified areas of high transit needs based on population densities, population densities of people with disabilities, and median household income. Los Lunas Transit has done the same for its service area.

Increased use of transit is needed to address congestion issues and air quality throughout the area. Increasing transit’s share of travel throughout the region and decreasing travel by single occupancy vehicles will continue to have an impact on both congestion and air quality in the region, increase the efficiency of the existing transportation infrastructure, and meet the goals of the MTP.

### Metropolitan Area Long Range Transit Planning & Considerations

A comprehensive, integrated and regional approach to long range transit planning is encouraged to insure coordination of the delivery of transit services among local fixed route, express/rapid ride services, circulator routes, demand response service, streetcar, commuter rail, and between the various transit providers. Future areas of consideration should include:

- ▶ Appropriate transit service for areas currently not served, based on population densities, demographics, and need
- ▶ A review of river crossings should be undertaken to study the potential for dedicated transit lanes to foster shorter transit commutes
- ▶ Identification and study of transit corridors, and/or dedicated transit corridors into future developing areas to connect with activity centers and existing and planned transit services
- ▶ Review high capacity transit corridors for implementation of appropriate service
- ▶ Review of all employment clusters to determine appropriate level of transit service to deliver passengers within the cluster and appropriate

transit connections to other activity centers and residential areas

- ▶ It is recommended that each High Capacity Transit Corridor be studied for implementation of appropriate transit service and extension of the corridors as development expands in the metro area. It is further recommended that local municipalities accommodate these corridors in their area and sector plans, development plan approval processes, other land use planning activities, and future capital programs as growth continues.
- ▶ Encourage local municipalities to review their land use plans and zoning ordinances as part of a comprehensive look at transportation services and development patterns and the interdependency between the two. Encourage coordination of planning efforts among local municipalities. Subsequent to this, local municipalities are encouraged to identify areas for transit-oriented development (TOD), mixed-use development, and other strategies that foster the use of public transportation to and from major activity centers, and revise land use plans and zoning ordinances accordingly.

Village of Corrales, Village of Los Lunas, and the Village of Los Ranchos de Albuquerque. The MRTD has hired a consultant to prepare a Ten Year Service & Financial Plan for the MRTD (see Table 6-20). The tentative schedule for the plan is to begin public involvement in mid 2007 and have a draft plan to the MRTD Board in late 2007. The plan which would likely be finalized in 2008 may produce additional projects for inclusion into this MTP at a later date through the MTP amendment process.

In March 2007, the MRTD Board of Directors chose “Rio Metro” as the marketing and branding name for services provided by the Mid-Region Transit District.

**Table 6-20 ▶ Planned MTP & TIP Projects Related to the Mid-Region Transit District (MRTD)\***

Project Number	Project Name
#612	Regional Transit District Service Plan

*\*see Appendices for complete list of projects*

**Table 6-19 ▶ Planned MTP & TIP Projects Related to Transportation Demand Management\***

Project Number	Project Name
#1	Bicycle TDM
#38	Transportation Demand Management Project

*\*see Appendices for complete list of projects*

**Mid-Region Transit District**



In March 2005, the Mid-Region Transit District (MRTD) was formed. As of October 2006, eleven municipalities have become members of the district: Bernalillo County, Sandoval County, Valencia County, City of Albuquerque, City of Belen, City of Rio Rancho, Town of Bernalillo, Village of Bosque Farms,

