



Rio Metro Regional Transit District

Short Range Plan

FY2013 - FY2017



RIO METRO
REGIONAL TRANSIT DISTRICT

**FY2014 Budget & Short Range Plan
Addendum**

May 2013

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RESOLUTION: R-13-13 RMRTD

**APPROPRIATING FUNDS FOR THE RIO METRO REGIONAL TRANSIT DISTRICT
FOR FISCAL YEAR 2014 BEGINNING JULY 1, 2013 AND ENDING JUNE 30, 2014**

1 **WHEREAS**, the attached Rio Metro Regional Transit District Fiscal Year 2014
2 Budget has been prepared to provide for the efficient use of funds to advance the
3 expansion and use of transit services in the District; and

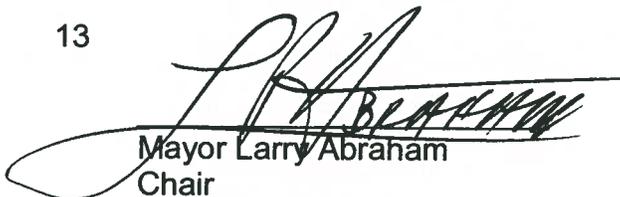
4 **WHEREAS**, appropriations for the Rio Metro Regional Transit District must be
5 approved by the Board of Directors

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

8 The amounts included in the attached fiscal year 2014 Budget (attachments A and B
9 attached hereto) are hereby appropriated for the Rio Metro Regional Transit District Rail
10 and Transit programs for use during fiscal year 2014

11 **PASSED, ADOPTED, AND APPROVED** this 17th day of May 2013 by the Board
12 of Directors of the Rio Metro Regional Transit District.

13


Mayor Larry Abraham
Chair
Board of Directors

ATTEST


Dewey Cave
Chief Executive Officer
R-13-13 RMRTD

May 17, 2013

R-13-13 Attachment B

TRANSIT PROGRAM: SFY 14 BUDGET

State Fiscal Year (\$000)

Capital and Operating Revenues		SFY 2014
5307	Small Urban	\$895
5307	Large Urban	\$250
Subtotal, 5307 Funds		\$1,145
5310	Elderly & Disabled	\$211
5311	Carryover	\$0
5311	Carryover	\$0
5311	Non-Urbanized: Admin	\$227
5311	Non-Urbanized: Operations	\$812
5311	Non-Urbanized: Capital	\$141
5311	Non-Urbanized: Leasing	\$0
Subtotal, Non-Urbanized		1,180.0
CMAQ/STPU Marketing		\$289
CMAQ/STPU Transit Facilities		\$153
CMAQ	BRT Implementation	\$0
STPU	BRT Implementation	\$0
Subtotal, Other Federal Funds		442.0
Total, Fed and State Sources		\$2,978
Local	Cash Reserve	2,006.5
Local	Farebox	\$96
Local	Advertising	\$0
Local	Rio Metro GRT	\$10,531
Total, Local Sources		\$12,633
TOTAL REVENUES		\$15,611

TRANSIT PROGRAM: SFY 14 BUDGET

State Fiscal Year (\$000)

Capital and Operating Expenditures		SFY 2014
Operating & Maintenance Costs		
Sandoval Easy Express (CB)		\$1,488
E&D Paratransit (DR)		\$757
Subtotal, Sandoval County		\$2,245
Valencia (DR/CB/FR)		\$1,693
Subtotal, Valencia County		\$1,693
ABQRide		\$4,755
JARC Taxi Fare Subsidy		\$0
Community Service Transit		\$360
Subtotal, Bernalillo County		\$5,115
505A / Unser/Central Rte 66		\$201
Van Pool		\$165
Purple Route		\$108
Subtotal, Regional Commuter		\$474
Special/New Services		\$510
Administrative Overhead		\$2,320
TDM/Marketing		\$634
NW HCT Study		\$147
Studies and Plans		\$650
Subtotal, Administration & Plans		\$3,751
Subtotal, O&M		\$13,789
Capital Costs		
Rio Metro Vehicle Purchase		\$530
Isleta Pueblo Crossing		\$0
Land Acquisition		\$1,000
BRT Implementation		\$0
Other Equip/Street Furniture		\$292
Subtotal, CIP		\$1,822
Cash Reserve / Emergency		\$0
TOTAL COSTS		\$15,611

Cash Reseve / Carryover / Emergency Reserve Balance \$8,888.1
Revenues less Costs \$0

RAIL PROGRAM: SFY 14 BUDGET**State Fiscal Year (\$000)**

Capital and Operating Revenues	SFY 2014
Federal 5307 (Large Urban)	\$15,717.0
Federal 5307 (Small Urban)	\$150.0
Federal Flex Funds (CMAQ & STPU)	\$955.0
Federal 5337 (SGR)	\$2,000.0
Federal 5317	\$120.0
Federal 5309 (TAMS)	\$340.0
State / RRXing	\$3,304.0
BNSF/Amtrak Lease	\$1,800.0
Rio Metro / NCRTD GRT	\$12,590.4
Farebox	\$3,148.7
Advertising Revenues	\$75.0
Special Project Revenues	\$20.6
Cash Reserve	\$0.0
TOTAL REVENUES	\$40,220.6

Expenditures**Operations & Maintenance**

Salaries & Benefits	\$1,040.0
Utilities/Communication	\$433.6
Printing/Supplies	\$56.8
Marketing and Advetising	
Non-Professional Services	\$28.5
Indirect	\$320.0
Travel	\$10.0
Professional Services	\$100.0
Vehicle Maintenance	\$5.2
Herzong Transit Contract	\$16,648.0
MOW Materials	\$1,000.0
Fuel	\$3,465.0
Insurance	\$1,974.5
WiFi/Signal (Operations & Maintenance)	\$200.0
Subtotal, O&M	\$25,281.6

Capitla

Maintenance of Equipment (MOE)	\$728.1
Maintenance of Equipment (Midlife)	\$0.0
Maintenance of Way (MOW and Bridge)	\$895.0
Maintenance (MOE and MOW tbd)	
Crossings (including section 130)	\$3,304.0
TAM (federal 5309 and match)	\$425.0
Automated Passenger Count	\$250.0
Passenger Ticketing	\$100.0
Dispatch / Station IT Improvements	\$639.3
Subtotal, Capital	\$6,341.4

Subtotal Cash Reserve/Emergency	\$8,597.6
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Total Costs	\$40,220.6
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Cash Reserve/Carryover/Emergency Balance	\$8,604.7
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Progress Report (FY 13 Budgeted Projects)

This section assesses Rio Metro’s progress on new initiatives that were included in the FY 2013 budget adopted last year.

Category	Project	Description	Cost (000s)	FY 13 ACTIVITIES TO DATE
Operations	Sandoval County: Demand Response Expansion, Elderly and Disabled	Service expansion	\$118	No action; pushed back to FY 14.
	Valencia County: Demand Response Expansion to Bosque Farms	Service expansion	\$100	Planning in process as part of Valencia County / Bosque Farms Transit and Park and Ride Study.
	Valencia County: NM6 Fixed Route	Service expansion – new route	\$200	Planning complete, not implemented
Capital	Rio Metro Vehicle Purchase	Replace aging buses.	\$1,111	No action, but expect to purchase 5 buses in FY 14.
	Isleta Pueblo Crossing	Construction of roadway crossing of NMRX tracks in Isleta Pueblo	\$1,700	Notice to proceed received and project has been initiated.
	Land Acquisition	Purchase of land for transit facilities	\$1,500	No action.
	Other Equipment / Street Furniture	As needed purchases / improvements	\$144	No action.

Progress Report (Service Expansion & Improvement)

This section reports Rio Metro’s progress on initiatives and capital items that were included in Chapter 5 of the FY 2013-2017 Short Range Plan for the 10 year scope of this section of the plan. These projects were prioritized and assigned rough timelines and costs. In some cases these initiatives were completed in addition to the day to day activities of the RMRTD while other required additional funding.

Category	#	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE
Rail Capital	1.A.1	Double Track Hahn to El Pueblo	MP 899 to 896: 3 miles of new main track; including one crossover, control point, ties and rail. Every industry crossover and other-than-main switch will need electric locks. This project will increase track capacity, improve running times (speed), and improve on-time performance.	High	1-2 yrs	\$4,610	Completed initial project scoping.
	1.A.2	CTC Abajo to Hahn	Upgrade the method of operation between Hahn (MP 899.1) and Abajo (MP 903.8) to Centralized Traffic Control (CTC) to increase maximum speeds and improve safety in this segment. This project will reduce travel times and improve on-time performance.	High	1-2 yrs	\$5,190	No action (unfunded).
	1.A.3	Los Lunas Siding	MP 924 to 924.5 Siding: Construct 1,200 ft. roadbed and mainline passing siding to include two #20 power switches with control points, concrete ties and rail. This project will increase track capacity and improve running times (speed).	High	1-2 yrs	\$2,000	No action (unfunded).

Category	#	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE
Rail Capital	1.A.4	Downtown Alb. Track Switches and Locks	MP 904 to 901: Power switch and control point at Marquette. Industry crossovers and other-than-main switches will need electric locks. This will increase train speed resulting in increased track capacity, improve running times (speed), and improve on-time performance.	High	1-2 yrs	\$1,000	No action (unfunded).
	1.A.5	Los Ranchos Station Expansion	Relocate leased parking facilities south of station to newly purchased lot on west side of tracks.	High	1-2 yrs	\$2,000	No action (unfunded).
	1.A.6	Positive Train Control	Per federal mandate, Positive Train Control (PTC) is required on all track carrying more than 12 scheduled or commuter rail trips per day. NMDOT must equip the Rail Runner alignment, locomotives, and cab cars with PTC by December 31, 2015. Safety benefits of PTC include the prevention of train to train collisions, over speed derailments, incursions into established work zone limits, and movement of trains through improperly positioned switches. Continue to monitor status of PTC legislation and potentially pursue legislative exemption.	High	1-2 yrs	\$30,000	No action (unfunded).
Rail Capital	1.A.7	Chloe Siding	MP 927 to 928 (1 mile) Siding: Work in cooperation with BNSF to construct roadbed and mainline passing siding to include two #20 power switches with control points, concrete ties, and rail. This project will increase track capacity and improve running times and will allow for freight train meets/storage for Transcontinental Hub (Belen).	Med	3-5 yrs	\$2,185	No action (unfunded).

Category #	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE	
Rail Capital	1.A.8	Alameda Siding	MP 894 to 895 (1 mile) Siding: Construct roadbed and mainline passing siding to include two #20 power switches with control points, concrete ties and rail. This project will increase train capacity and improve running times (speed).	Med	3-5 yrs	\$6,500	No action (unfunded).
	1.A.9	Station Rehabilitation	Assess station rehabilitation needs and address short term needs (parking lot paving, furnishings, rider amenities).	Med	3-5 yrs	\$600	No action (unfunded).
	1.A.10	Station Lighting Upgrades	Replace existing lighting to reduce high operation and maintenance costs (ballast).	Low	6-10 yrs	\$2,000	No action (unfunded).
	1.A.11	Vehicle Replacement	Rotate aging staff vehicles.	Med	Ongoing (next 10 yrs)	\$300	Ongoing. Will replace 3 vehicles in FY 14 and 2 per year afterwards.
Rail Planning	1.B.1	Ops /Maint RFP	Develop RFP for Rail Runner operations, MOE and MOW.	High	1-2 yrs	\$50	Selection should be complete by end of FY 13.
	1.B.2	Service Expansion Analysis	Develop ridership projections and identify operational, fleet, and capital needs to accommodate needed capacity. Potential items for study include new rail and sidings, platform extensions to accommodate 5-car trains, additional parking capacity, replacement of jointed rail with continuous welded rail, new facilities for the maintenance and storage of Rail Runner equipment, and offices for service staff.	Med	3-5 yrs	\$750	No action (unfunded).

Category #	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE
Bus Operations	2.A.1	Sandoval County Commuter Bus Modifications	Med	1-2 yrs	N/A	Developed performance measures and monitoring; evaluating service integration under PDN HCTS
	2.A.2	Service Provider Partnerships	Med	3-5 yrs	\$200	No action (unfunded).
Bus Planning	2.B.1	Maintenance and Administrative Facilities - Sandoval	High	1-2 yrs	\$150	No action (unfunded).
	2.B.2	Maintenance and Administrative Facilities - Valencia	High	1-2 yrs	\$150	No action (unfunded).

Category	#	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE
Bus Planning	2.B.3	Long Range Transit Plan	In cooperation with ABQ Ride, develop a plan identifying long range transit opportunities and priorities, including Bus Rapid Transit and premium bus service on river crossings.	High	1-2 yrs	\$250	Collaboration is occurring on PDN HCTS and potential PDN /I25 construction mitigation transit service; potential High Capacity Corridor / Park and Ride study in FY 14.
	2.B.4	Sandoval County Direct Transit Provision Study	Complete a cost-benefit analysis of the operation and maintenance costs of direct transit provision in Sandoval County compared to current third-party contract. Develop recommendations for Rio Metro service provision.	High	1-2 yrs	\$25	No action (unfunded).
	2.B.5	Sandoval Fixed Route Recommendations	Evaluate Sandoval County fixed route service options and develop recommendations, including potential ABQ Ride route extensions serving southern Sandoval County along Southern, Unser, Golf Course, and other routes, and a potential route connecting the US 550 Rail Runner Station to Kirtland Air Force Base. Other potential destinations include Rio Rancho City Center and the new UNM Hospital.	High	1-2 yrs	\$25	Service design changes are being identified through PDN HCTS and include the expansion of service in southern Sandoval County. Activities include ABQ Ride as well as contracted service providers and will identify route and service design recommendations and operating and capital cost estimates.
Bus Planning	2.B.6	Sandoval County Park and Rides	Evaluate the potential for park and rides in Rio Rancho and the surrounding area, particularly in conjunction with potential Bus Rapid Transit routes. Increase awareness of the Northwest Transit Center.	High	3-5 yrs	\$100	Initial effort focusing on Park and Ride facility to serve the PDN HCTS Locally Preferred Alternative.

Category #	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE	
Administration	3.A.1	Discretionary Funding Sources	Inventory, assess, and target discretionary funding sources for identified projects.	High	1-2 yrs	\$50	No action, though activities occur in day to day administrative activities.
	3.A.2	Future Funding Sources	Identify and assess potential funding / financing sources and eligible expenses for service expansions, including bonding and loans.	High	1-2 yrs	\$100	No action (unfunded).
	3.A.3	Title VI Policies	Finalize implementation of Title VI policies for all Rio Metro activities.	High	1-2 yrs	\$25	Ongoing.
	3.A.4	ABQ Ride	In collaboration with ABQ Ride, evaluate administrative, financial, and operations models for integrated local and regional transit services that maximize the effective provision of local and regional transit services. Develop recommendations based on these findings	High	3-5 yrs	\$200	Being initiated.
	3.A.6	Torrance County	Evaluate Torrance County participation in the Rio Metro, Transit-To-Go services, as well as past and projected revenues and expenditures.	Low	3-5 yrs	N/A	Being initiated.

Category #	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE	
Administration Admin/Planning	3.A.5	Combined Bus & Rail Policies	Update and combine Rio Metro bus and rail operating and passenger policies.	Low	3-5 yrs	N/A	No action.
	3.B.1	Data Collection, Performance Measures, and Reporting	Improve data collection and tracking, particularly relating to ridership and budget expenditures. Develop an evaluation method and procedure for the various services and routes operated by Rio Metro and a mechanism for developing supporting ridership and financial reports for the Board and general public.	High	1-2 yrs	\$100	Implemented Trapeze software system in October 2012 for improved data collection. Developing quarterly and annual performance reports.
	3.B.2	Travel / Household Survey	Update regional model data to level adequate for future planning activities.	Med	1-2 yrs	\$600	Ongoing.
Marketing	3.C.1	Advertising	Implement advertising revenue program.	High	1-2 yrs	N/A	Complete - revenue generating advertising program implemented.
	3.C.2	Commuter Tax Benefit	Work with area employers to promote the commuter tax benefit.	Med	3-5 yrs	N/A	Ongoing.
	3.C.3	Business Partnerships	Work with area employers to promote alternative transportation in the workplace.	High	1-2 yrs	N/A	Ongoing.

Category	#	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE
Marketing	3.C.4	Transit Awareness Campaign	Gear marketing campaigns to educating community about public transportation; work with other partners.	High	1-2 yrs	N/A	Ongoing.
	3.C.5	Improved Coordination between Marketing and Other Staff	Improve internal coordination between marketing staff and customer service and also between marketing and bus and rail drivers and conductors (esp. for service changes and special events)	High	1-2 yrs	N/A	Ongoing.
	3.C.6	Spanish Language Modifications	Make more printed materials and website content available in Spanish.	Med	1-2 yrs	N/A	Ongoing.
	3.C.7	Improved Branding	Improve branding efforts (internal and external) so Rio Metro is better recognized and its services are understood to be provided by a single agency.	Med	3-5 yrs	N/A	Ongoing.

Category #	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE	
Technology	3.D.1	Transit Asset Management System	Develop and implement a transit asset management system that will encourage a proactive approach towards maintenance and rehabilitation of Rio Metro's rail and bus assets and to comply with new federal funding requirements (grant funding applied for in March 2012).	High	1-2 yrs	\$400	No progress. TAMS will be implemented as part of the Commuter Rail Ops/Maintenance RFP. Contract award, including the TAMS project, is anticipated by early summer 2013.
	3.D.2	Website Improvements	Make additional investments to website to improve functionality and combine bus and Rail Runner information in one place.	High	1-2 yrs	N/A	Complete - Rio Metro website launched in January 2013.
	3.D.3	Smart Card / Phone Ticketing	In coordination with ABQ Ride, develop plans for the implementation a smart card system for all transit modes and systems in region.	Med	3-5 yrs	\$200	Ongoing.
Job Access/ Reverse Commute	3.E.1	Expand JARC Geographic Coverage	Expand taxi cab service area and address reverse commute needs for Valencia and Sandoval counties.	High	1-2 yrs	\$400	NEW JARC taxi contracts in progress. Also, new policies and procedures in consideration which will allow for qualifying Sandoval and Valencia Counties residents for taxi service.

Category #	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE	
Job Access/ Reverse Commute	3.E.2	Improve JARC Daily Operations	Evaluate current operations and develop a strategic plan to create a more efficient process for managing data, communications, and operations for Providers, Partners, and Rio Metro staff.	High	1-2 yrs	N/A	Utilizing Quickbooks software to manage and store client documentation. Moving away from hard copies and making documentation more accessible to all Job Access Staff. Next phase will be to implement the use of Dropbox, for the purpose of providing Job Access staff at the Business and Career center access to Job Access common files.
	3.E.3	Business & Career Center Partnership Project	Create a model for multi-jurisdictional partnerships on a regional level. Expand employment transportation services to WIA workforce participants and other workforce supportive service agencies.	High	1-2 yrs	N/A	Currently, 2 staff positions have been developed for the BCC site on Mountain Road. Positions are being funded and supported by two work experience programs; YDI and ALTSD. Next phase, researching grants that will support a full-time Job Access position at the BCC on a more long-term basis.

Category	#	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE
Job Access/ Reverse Commute	3.E.4	Integrate Rail Runner Passes with JARC Program	Integrate the use of Rail Runner passes to complement JARC services. Address the immediate need with a short-term solution and then work with Marketing/Operations to identify options for Smart Card and Smart Phone Ticketing.	Med	1-2 yrs	N/A	Pending discussions with ABQ RIDE & RMRTD to develop and all in one pass, which allow for a rider to utilize ABQ Ride, Rio Metro Bus and NMRX systems.
	3.E.5	JARC Marketing Campaign	Continue with the development of marketing programs promoting existing public transportation alternatives and JARC programs.	Low	1-2 yrs	N/A	First phase of marketing completed in November 2012. Second phase of marketing campaign to begin May 2013.

SFY 14 INITIATIVES

Category	#	Project	Description	Priority	Time-frame	Cost (000s)	FY 13 ACTIVITIES TO DATE
Rail Capital	1.A.12	Automated Passenger Count (NEW)	Permanent hardware and software to complete actual passenger counts on all trains.	High	1-2 yrs	\$250	Added to FY 14 budget.
Rail Capital	1.A.13	Passenger Ticketing (NEW)	Mobile applications to facilitate rail tickets purchases	High	1-2 yrs	\$100	Added to FY 14 budget.
Rail Capital	1.A.14	Dispatch/Station IT Improvements (NEW)	Computer hardware and software to transition to address non-supported and end of life equipment.	High	1-2 yrs	\$639	Added to FY 14 budget.
Rail Capital	1.A.15	Bridge Maintenance (NEW)	Ongoing bridge repair and maintenance.	High	1-2 yrs	\$500	Added to FY 14 budget.
Transit Operations	2.A.3	Vanpool (NEW)	Evaluate and implement vanpool service .	High	1-2 yrs	\$165	Added to FY 14 budget.

State FY 2014 Budget & FY 2015-2020 Budget Projections

Rail

The RMRTD rail budget for State FY 14 includes \$40.2 million in revenues and \$40.2 million in expenditures for the New Mexico Rail Runner Express. The budget reflects significantly larger revenues and expenditures than were included in the FY 13 budget. The RMRTD anticipates “catching up” on Federal 5307 revenues, which will bring in an additional \$7.9 million in SFY 14. Additionally, the RMRTD will receive \$2.0 million of federal 5337 (State of Good Repair) funds in SFY 14, a new source of revenue for the RMRTD.

The additional revenues are allocated to Maintenance of (right of) Way (MOW) and Maintenance of Equipment (MOE). These responsibilities were only partially funded in SFY 13. Additionally, a cash reserve / emergency fund is created for rail operations and capital. The fund will provide the RMRTD resources roughly equal to four months of capital and operating expenses. This reserve will also fund the mid-life refurbishment of rolling stock starting in SFY16. While the cash reserve will likely be achieved toward the end of the fiscal year the budget anticipates this fund to be \$8.6 million.

As with the SFY 13 budget, the SFY 14 budget assumes a constant level of service through the year.

Key Revenue Notes:

- Federal 5307 (Fixed Guideway) revenues increase from \$9.0 million to \$15.7 million by “catching up” on capturing federal fiscal year 14 distribution in the SFY budget.
- Federal 5337 (State of Good Repair) revenues are received by the RMRTD for the first time, amounting to \$2.0 million.
- Gross Receipts Tax revenue (combined from RMRTD and NCRTD bases) for SFY13 and 14 are projected to be lower than anticipated in last year’s budget (reflecting decreases of \$125k and \$350k, respectively).
- Farebox revenues are projected to be slightly lower in SFY 13 and 14 than anticipated in last year’s budget.

Key Expenditure Notes:

- The operations and maintenance budget has been revised to reflect the new contract with Herzog and breaks out the “Herzog Transit Contract” and the materials used in these activities. Overall, the new contract is expected to reduce expenditures by approximately \$1.0 million annually.

- The major maintenance plan reflects full funding for all anticipated MOW and MOE activities identified in last year's plan. Last year's budget reflected these activities being funded at 20% of the identified level.
- Bridge maintenance expenditures were added to a new expenditure line of "Maintenance of Way (MOW and Bridge) and are funded at \$500 per year for SFY14 – SFY 17.

Key SFY 2015 – 2020 Forecast Notes

Federal 5307 and GRT revenues are forecasted to consistently increase through 2020, while Federal 5337 funds increase to full allocation levels in 2015 (\$5.5 million) and continue through 2020. Expenditures begin in 2016 for mid-life refurbishments of rolling stock (locomotives, coach cars, and cab cars) with expenditures distributed over time to maintain cash reserve levels and to reflect operational considerations. Revenues from the cash reserve fund are shown in SFY17 and 18, two years of high MOE costs, to offset these activities. The costs of refurbishing 8 of nine locomotives, 15 of 18 coaches, and all 9 cab cars (for a total of \$24.8 million) are reflected in state fiscal years 16 -20. The refurbishment of the remaining locomotive and 3 coaches is expected to occur after FY 20 and will be reflected in future budget projections.

These projections assume a constant level of service through the year.

DRAFT RAIL BUDGET TO BE INCLUDED IN BOARD PACKET TO BE CONSIDERED FOR ADOPTION

(Note: only FY 14 is adopted as budget. Out years are adopted as update to Short Range Plan)

RAIL PROGRAM: SFY 14 BUDGET AND SEVEN YEAR FINANCIAL PLAN							
	State Fiscal Year (\$000)						
Capital and Operating Revenues	SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020
Federal 5307 (Large Urban)	\$15,717.0	\$8,155.0	\$8,399.0	\$8,651.0	\$8,911.0	\$9,178.0	\$9,453.34
Federal 5307 (Small Urban)	\$150.0	\$154.5	\$159.1	\$163.9	\$168.8	\$173.9	\$179.1
Federal Flex Funds (CMAQ & STPU)	\$955.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Federal 5337 (SGR)	\$2,000.0	\$5,500.0	\$5,665.0	\$5,835.0	\$6,010.0	\$6,190.0	\$6,375.70
Federal 5317	\$120.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Federal 5309 (TAMS)	\$340.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State / RRKing	\$3,304.0	\$950.0	\$950.0	\$950.0	\$950.0	\$950.0	\$950.0
BNSF/Amtrak Lease	\$1,800.0	\$1,854.0	\$1,909.6	\$1,966.9	\$2,025.9	\$2,086.7	\$2,149.3
Rio Metro / NCRTD GRT	\$12,590.4	\$13,052.8	\$13,489.1	\$13,883.6	\$14,254.9	\$14,636.2	\$15,027.8
Farebox	\$3,148.7	\$3,211.6	\$3,275.9	\$3,341.4	\$3,408.2	\$3,476.4	\$3,545.9
Advertising Revenues	\$75.0	\$125.0	\$128.8	\$132.6	\$136.6	\$140.7	\$144.9
Special Project Revenues	\$20.6	\$21.2	\$21.9	\$22.5	\$23.2	\$23.9	\$24.6
Cash Reserve	\$0.0	\$0.0	\$0.0	\$2,180.5	\$0.0	\$3,015.8	\$0.0
TOTAL REVENUES	\$40,220.6	\$33,024.1	\$33,998.3	\$37,127.5	\$35,888.6	\$39,871.5	\$37,850.7
Costs							
Operations & Maintenance							
Salaries & Benefits	\$1,040.0	\$1,081.6	\$1,124.9	\$1,169.9	\$1,216.7	\$1,265.3	\$1,315.9
Utilities/Communication	\$433.6	\$446.6	\$460.0	\$473.8	\$488.1	\$502.7	\$517.8
Printing/Supplies	\$56.8	\$58.5	\$60.2	\$62.0	\$63.9	\$65.8	\$67.8
Non-Professional Services	\$28.5	\$29.4	\$30.3	\$31.2	\$32.1	\$33.1	\$34.1
Indirect	\$320.0	\$329.6	\$339.5	\$349.7	\$360.2	\$371.0	\$382.1
Travel	\$10.0	\$10.3	\$10.6	\$10.9	\$11.3	\$11.6	\$11.9
Professional Services	\$100.0	\$103.0	\$106.1	\$109.3	\$112.6	\$115.9	\$119.4
Vehicle Maintenance	\$5.2	\$5.3	\$5.5	\$5.6	\$5.8	\$6.0	\$6.1
Herzong Transit Contract	\$16,648.0	\$17,147.4	\$17,661.9	\$18,191.7	\$18,737.5	\$19,299.6	\$19,878.6
MOW Materials	\$1,000.0	\$1,030.0	\$1,060.9	\$1,092.7	\$1,125.5	\$1,159.3	\$1,194.1
Fuel	\$3,465.0	\$3,569.0	\$3,747.4	\$3,859.8	\$4,052.8	\$4,174.4	\$4,383.1
Insurance	\$1,974.5	\$2,033.7	\$2,094.8	\$2,157.6	\$2,222.3	\$2,289.0	\$2,357.7
WiFi/Signal (Operations & Maintenance)	\$200.0	\$206.0	\$212.2	\$218.5	\$225.1	\$231.9	\$238.8
Subtotal, O&M	\$25,281.6	\$26,050.4	\$26,914.1	\$27,732.8	\$28,653.7	\$29,525.5	\$30,507.4
Capital							
Maintenance of Equipment (MOE)	\$728.1	\$535.5	\$344.6	\$371.8	\$219.3	\$219.3	\$219.3
Maintenance of Equipment (Midlife)	\$0.0	\$0.0	\$4,200.0	\$6,900.0	\$2,000.0	\$7,900.0	\$3,800.0
Maintenance of Way (MOW and Bridge)	\$895.0	\$1,335.0	\$1,245.0	\$845.0	\$929.0	\$929.0	\$929.0
Crossings (including section 130)	\$3,304.0	\$950.0	\$950.0	\$950.0	\$950.0	\$950.0	\$950.0
TAM (federal 5309 and match)	\$425.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Automated Passenger Count	\$250.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Passenger Ticketing	\$100.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Dispatch / Station IT Improvements	\$639.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Subtotal, Capital	\$6,341.4	\$2,820.5	\$6,739.6	\$9,066.8	\$4,098.3	\$9,998.3	\$5,898.3
Subtotal Cash Reserve/Emergency	\$8,597.6	\$4,153.2	\$344.5	\$0.0	\$3,136.6	\$0.0	\$1,445.0
Total Costs	\$40,220.6	\$33,024.1	\$33,998.3	\$36,799.6	\$35,888.6	\$39,523.8	\$37,850.7
<i>* Revenues are listed by year of anticipated receipt, not apportionment</i>							

Transit

The RMRTD transit budget for State FY 14 reflects \$15.6 million in revenues and \$15.6 million in expenditures. The budget includes a range of transit services in the RMRTD service area such as demand response, commuter bus, elderly and disabled, fixed route service, and service contracted through ABQRide. The excess expenditures are funded by cash carryover from previous years, including funding for service expansions that were not implemented.

The SFY 14 budget includes some minor service changes. Some service changes were identified for SFY 13 such as the expansion of elderly and disabled transit service in Sandoval County (\$100k); the expansion of transit service in Valencia County (the NM 6 route and other service to be determined) (\$200k); and a maintenance of and slight increase of the expanded services contracted through ABQRide initiated in the SFY 13 budget. Additionally, a new budget category for van pool service is included in the SFY 14 budget. The budget reflects a decrease in the amount of funding for taxi subsidies (in what was previously called the Job Access Reverse Commute program), but the decrease largely reflects the omission of one time advertising expenses captured in the SFY 13 budget. Transit planning efforts by the Metropolitan Planning Organization, including the development of a long range transit plan, are also included in the SFY 14 budget.

The budget forecasts include no significant changes in revenues until SFY 16 when federal CMAQ and STPU funds are received for the implementation of bus rapid transit. These revenues range from \$5.6 to \$6.3 million annually between SFY 16 and SFY 20. Expenditures for the implementation of bus rapid transit for this time frame reflect these revenues plus local matching funds. The bus rapid transit expenditures reflect capital improvements, not operating expenses. All existing transit services maintain their SFY14 levels of funding through SFY 2020. Special / New Service maintains its level of expenditure through SFY 2020 as opposed to the decrease in funding reflected in the SFY13 forecast.

DRAFT TRANSIT BUDGET TO BE INCLUDED IN BOARD PACKET TO BE CONSIDERED FOR ADOPTION

(Note: Only FY 14 is adopted as budget. Out years are adopted as update to Short Range Plan)

TRANSIT PROGRAM: SFY 14 BUDGET AND SEVEN YEAR FINANCIAL PLAN								
		State Fiscal Year (\$000)						
Capital and Operating Revenues		SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020
5307	Small Urban	\$895	\$922	\$950	\$978	\$1,130	\$1,164	\$1,199
5307	Large Urban	\$250	\$258	\$265	\$273	\$281	\$290	\$299
	Subtotal, 5307 Funds	\$1,145	\$1,179	\$1,215	\$1,251	\$1,411	\$1,454	\$1,497
5310	Elderly & Disabled	\$211	\$217	\$224	\$231	\$237	\$245	\$252
5311	Non-Urbanized: Admin	\$227	\$234	\$241	\$248	\$255	\$263	\$271
5311	Non-Urbanized: Operations	\$812	\$836	\$861	\$887	\$914	\$941	\$970
5311	Non-Urbanized: Capital	\$141	\$145	\$150	\$154	\$159	\$163	\$168
5311	Non-Urbanized: Leasing	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal, Non-Urbanized	1,180.0	1,215.4	1,251.9	1,289.4	1,328.1	1,367.9	1,409.0
CMAQ/STPU	Marketing	\$289	\$298	\$1,255	\$1,000	\$1,060	\$1,090	\$1,123
CMAQ/STPU	Transit Facilities	\$153	\$228	\$0	\$0	\$0	\$0	\$0
CMAQ	BRT Implementation	\$0	\$0	\$2,481	\$1,636	\$2,620	\$3,194	\$0
STPU	BRT Implementation	\$0	\$0	\$1,934	\$3,652	\$0	\$2,055	\$0
	Subtotal, Other Federal Funds	442.0	526.0	5,670.0	6,288.0	3,680.0	6,339.0	1,122.7
	Total, Fed and State Sources	\$2,978	\$3,138	\$8,360	\$9,059	\$6,657	\$9,405	\$4,281
Local	Cash Reserve	2,006.5	1,053.5	1,263.0	890.1	356.1	1,076.0	51.5
Local	Farebox	\$96	\$98	\$100	\$102	\$104	\$106	\$108
Local	Advertising	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	Rio Metro GRT	\$10,531	\$10,952	\$11,346	\$11,698	\$12,025	\$12,362	\$12,708
	Total, Local Sources	\$12,633	\$12,103	\$12,709	\$12,690	\$12,485	\$13,544	\$12,868
	TOTAL REVENUES	\$15,611	\$15,241	\$21,069	\$21,749	\$19,142	\$22,949	\$17,149

TRANSIT PROGRAM: SFY 14 BUDGET AND SEVEN YEAR FINANCIAL PLAN							
	State Fiscal Year (\$000)						
Capital and Operating Costs	SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020
Operating & Maintenance Costs							
Sandoval Easy Express (CB)	\$1,488	\$1,533	\$1,579	\$1,626	\$1,675	\$1,725	\$1,777
E&D Paratransit (DR)	\$757	\$780	\$803	\$827	\$852	\$878	\$904
<i>Subtotal, Sandoval County</i>	<i>\$2,245</i>	<i>\$2,313</i>	<i>\$2,382</i>	<i>\$2,454</i>	<i>\$2,527</i>	<i>\$2,603</i>	<i>\$2,681</i>
Valencia paratransit	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Valencia Fixed Route	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Valencia (DR/CB/FR)	\$1,693	\$1,743	\$1,796	\$1,850	\$1,905	\$1,962	\$2,021
<i>Subtotal, Valencia County</i>	<i>\$1,693</i>	<i>\$1,743</i>	<i>\$1,796</i>	<i>\$1,850</i>	<i>\$1,905</i>	<i>\$1,962</i>	<i>\$2,021</i>
ABQRide	\$4,755	\$4,803	\$4,851	\$4,899	\$4,948	\$4,998	\$5,048
JARC Taxi Fare Subsidy	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Community Service Transit	\$360	\$371	\$382	\$393	\$405	\$417	\$430
<i>Subtotal, Bernalillo County</i>	<i>\$5,115</i>	<i>\$5,173</i>	<i>\$5,233</i>	<i>\$5,293</i>	<i>\$5,353</i>	<i>\$5,415</i>	<i>\$5,477</i>
505A / Unser/Central Rte 66	\$201	\$207	\$213	\$219	\$226	\$233	\$240
Van Pool	\$165	\$170	\$175	\$180	\$186	\$191	\$197
Purple Route	\$108	\$111	\$115	\$118	\$122	\$125	\$129
<i>Subtotal, Regional Commuter</i>	<i>\$474</i>	<i>\$488</i>	<i>\$503</i>	<i>\$518</i>	<i>\$533</i>	<i>\$549</i>	<i>\$566</i>
Special/New Services	\$510	\$525	\$541	\$557	\$574	\$591	\$609
Administrative Overhead	\$2,320	\$2,390	\$2,461	\$2,535	\$2,611	\$2,690	\$2,770
TDM/Marketing	\$634	\$654	\$673	\$693	\$714	\$736	\$758
NW HCT Study	\$147						
Studies and Plans	\$650	\$350	\$361	\$371	\$382	\$394	\$406
<i>Subtotal, Administration & Plan</i>	<i>\$3,751</i>	<i>\$3,393</i>	<i>\$3,495</i>	<i>\$3,600</i>	<i>\$3,708</i>	<i>\$3,819</i>	<i>\$3,934</i>
Subtotal, O&M	\$13,789	\$13,636	\$13,949	\$14,271	\$14,601	\$14,940	\$15,288
Capital Costs							
Rio Metro Vehicle Purchase	\$530	\$1,202	\$1,238	\$1,159	\$597	\$1,353	\$1,393
Isleta Pueblo Crossing	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$1,000	\$250	\$258	\$265	\$273	\$281	\$290
BRT Implementation	\$0	\$0	\$5,467	\$5,892	\$2,990	\$6,203	\$0
Other Equip/Street Furniture	\$292	\$153	\$158	\$162	\$167	\$172	\$177
Subtotal, CIP	\$1,822	\$1,605	\$7,120	\$7,478	\$4,027	\$8,009	\$1,861
Cash Reserve / Emergency	\$0	\$0	\$0	\$0	\$514	\$0	\$0
TOTAL COSTS	\$15,611	\$15,241	\$21,069	\$21,749	\$19,142	\$22,949	\$17,149

Notes:

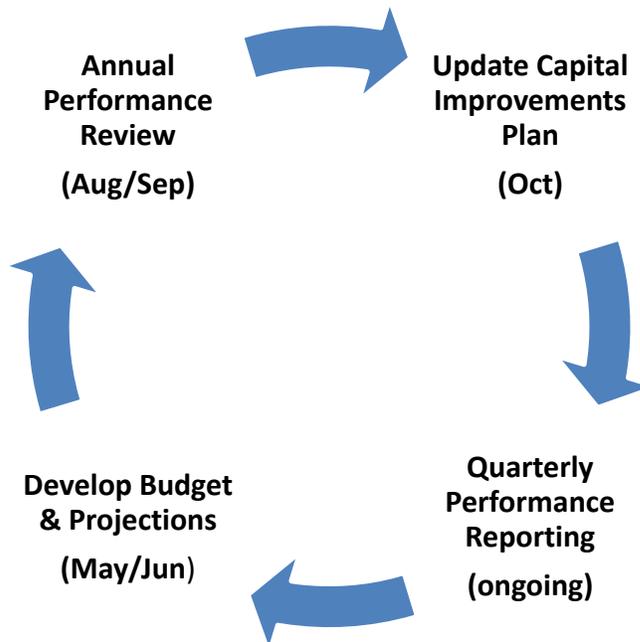
1. Revenues are listed by anticipated year of receipt, not apportionment
2. Does include Bosque Farms and Valencia County studies which were excluded from budget total but are funded by FHWA Transf
3. CB - Commuter Bus, DR - Demand Response, FR - Fixed Route

Rio Metro Planning Cycle

This budget and addendum is part of an ongoing planning cycle that Rio Metro staff members are working to establish. The goal is that one part of the process will feed into the next, informing decisions that are made further down the line.

This cycle starts with an annual performance review, which will examine the effectiveness, efficiency, and quality of the RTD's rail and transit route and services. This will be reported on a fiscal year basis and should be available in late summer once the data have been collected and analyzed. The cycle continues with an update of the capital improvements plan provided in the FY 13-17 Short Range Plan. The goal is to adopt this in October, in time for the state legislative session that begins in January. This will be followed by quarterly performance reporting, which will track trends in the RTD's services. Finally, the budget for the upcoming fiscal year will be adopted in May or June, based in part on the most recent performance reporting.

Every five years, the Short Range Plan will be completely overhauled and updated. The most recent Short Range Plan was adopted in December 2012.



Preliminary Rio Metro Planning & Budget Development Calendar

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Annual service evaluation	█											
Develop & adopt CIP			█									
Quarterly service evaluations				█			█			█		
Develop & adopt budget										█		
Agency progress report/Short Range Plan addendum											█	