

NCRTD Transit Service Plan Update

Technical Memorandum No. 3: *Review of Existing Services*



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Prepared for:
North Central Regional Transit District (NCRTD)



Prepared by:
KFH Group, Inc.
Austin, Texas

Technical Memorandum No. 3: Review of Existing Services

This technical memorandum provides a comprehensive view of the public transportation service provided by North Central Regional Transit District (NCRTD). The technical memorandum also serves as a guide to identify any service gaps and areas for improvement in the performance and organizational efficiency of existing transit services.

The technical memorandum is structured as follows:

- **NCRTD:** General overview of the organization, its structure and service area.
- **Current Service:** Description of existing services including various routes, major origin and destinations, headways, and service hours.
- **System Review:** Performance analysis of NCRTD service fixed routes and paratransit that includes system level performance review, funding sources, existing fleet and facilities.
- **Route Profiles:** Detailed description and analysis of each individual fixed route with stop activity, transfer points and issues associated with each route.

NCRTD – GENERAL OVERVIEW

NCRTD Mission Statement

The mission of the North Central Regional Transit District is to provide safe, secure and effective public transportation within North Central New Mexico in order to enhance the quality of life of our citizens by providing mobility options and spur economic development throughout the region.

The NCRTD region is a large complex service area that now stretches over 270 miles. The service area is comprised of:

- Four Counties – Los Alamos, Rio Arriba, Santa Fe and Taos
- Seven cities, towns and villages – Chama, Edgewood, Espanola, Questa, Santa Fe, Taos, Taos Ski Valley

- Nine tribal entities - Ohkay Owingeh, San Ildefonso, Tesuque, Pojoaque, Santa Clara, Nambé, Picuris, Taos and Jicarilla Apache Nation
- Service to Bloomfield and Farmington, both beyond the service area.
- Organizational Structure/Governance – Board made up of officials from four counties, seven cities, towns and villages and six tribal entities.

CURRENT SERVICE DESCRIPTION

NCRTD provides free public transit in the North Central New Mexico region that includes four counties- Rio Arriba, Santa Fe, Taos and Los Alamos. It currently operates 27 fixed and flex bus routes, two demand response routes and one dial a ride service in the four-county region which has a service area of 10,079 square miles. NCRTD fixed route service extends from Chama and Costilla in the north to Edgewood and Moriarty in the south and westward to Farmington and Bloomfield in the San Juan County. NCRTD's service area with fixed route service is illustrated in Figure 3-1.

Fixed Route Service

Most of the NCRTD fixed route buses operate Monday through Friday and are fare free. However, there are few routes that provide additional service over weekends. Routes 255 Mountain Trail and 305 Taos Express are premium routes with fare charges between \$2 and \$5 for the service. Basic route information is provided in the Table 3-1 below and in the route profiles to follow.

Figure 3-1: NCRTD System Map

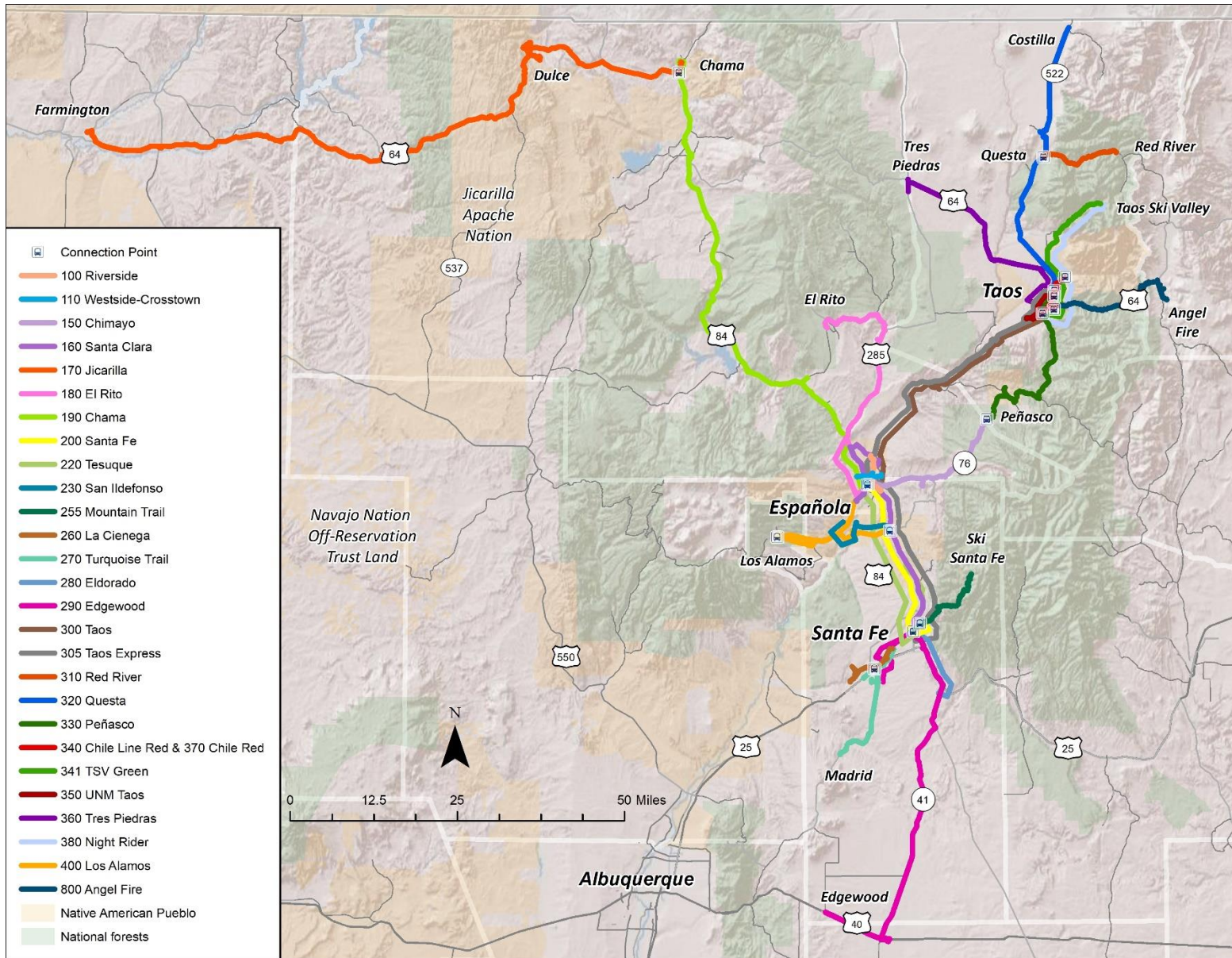







Table 3-1: Summary of NCRTD fixed routes

Service areas:		 Rio Arriba/ Española	 Los Alamos	 Northern Pueblos	 Santa Fe	 Taos		
Route	Type	Major destinations	Connection Points	Connections	Service Days	Service hours	Headways	
100 Riverside	Local	Española Transit Center, Ohkay Owingeh Pueblo, Dreamcatcher Theater, Walmart	Española Transit Center	RTD Routes-110, 150, 160, 180, 190, 200, 220, 300, 400 NMDOT Park & Ride	M T W T F	5:55 a.m.-7:05 p.m. (continuous)	30 min	
110 Westside/ Crosstown	Local	Española Valley High School, Española Transit Center, Presbyterian Española Hospital, Northern New Mexico College, Rio Arriba Health Commons	Española Transit Center	RTD Routes- 100, 150, 160, 180, 190, 200, 220, 300, 400 NMDOT Park & Ride	M T W T F	5:45 a.m.-6:41 p.m. (continuous)	1 hr.	
150 Chimayo	Regional/ Rural	Las Trampas, Truchas, Cordova, Chimayo, La Puebla, Santa Cruz, and Española Transit Center	San José de Gracia Church, Española Transit Center	RTD Routes- 100, 110, 160, 180, 190, 200, 220, 300, 400, 330 (limited connection) NMDOT Park & Ride	M T W T F	7:00 a.m.-7:09 p.m. (8 round trips and 1 one-way trip)	1 hr.	
180 El Rito	Regional/ Rural	El Rito, Ojo Caliente, and Española Transit Center	Española Transit Center	RTD Routes- 100, 110, 150, 160, 190, 200, 300 NMDOT Park & Ride	M T W T F	8:55 a.m.-5:15 p.m. (2 round trips)	6 hr. 24 min	
190 Chama	Regional/ Rural	Chama Rail Station, Tierra Amarilla, Canjilon, Ghost Ranch, Abiquiu, and Española Transit Center	Chama Village Hall Española Transit Center	RTD Routes- 100, 110, 150, 160, 180, 200, 220, 300, 400 NMDOT Park & Ride	M T W T F	5:30 a.m.-7:45 p.m. (3 round trips)	Varies	
170 Jicarilla	Regional/ Rural/ Local Hybrid	Jicarilla Apache Nation, Chama, Chama Rail Station, Dulce, Bloomfield and Farmington	Chama Village Hall	RTD Routes-190	M W F: Chama-Dulce T Th: Chama-Farmington	6:30 a.m.-4:59 p.m. (4 round trips) 6:30 a.m.-4:42 p.m. (3 round trips)	1 hr. 10 min 4 hr.	

Service areas:

■ Rio Arriba/ Española
 ■ Los Alamos
 ■ Northern Pueblos
 ■ Santa Fe
 ■ Taos

Route	Type	Major destinations	Connection Points	Connections	Service Days	Service hours	Headways
400 Los Alamos	Regional/ Rural	Los Alamos, Pojoaque, Santa Clara Pueblo, San Ildefonso, and Española Transit Center	Espanola Transit Center, Los Alamos Atomic City Transit Hub, Cities of Gold Park and Ride	RTD Routes- 100, 110, 150, 160, 180, 190, 200, 220, 230, 300 NMDOT Park & Ride Atomic City Transit Hub connections	M T W T F	10:00a.m.-2:30p.m. (1 round trip each clockwise and counterclockwise)	N/A
230 San Ildefonso	Pueblo Feeder Service	San Ildefonso, El Rancho, Jaconita, and Pojoaque	Cities of Gold Park and Ride	RTD Routes- 160, 200, 220, 400 NMDOT Park & Ride	M T W T F	6:45 a.m.-6:20 p.m. (3 round trips and 1 one-way trip)	2 hr.
220 Tesuque	Regional/ Rural	Santa Fe, Tesuque, Pojoaque, and Española Transit Center	Espanola Transit Center, Cities of Gold Park and Ride, Camel Rock Casino, Sheridan Transit Center, South Capitol Station, Santa Fe Indian Hospital	RTD Routes- 100, 110, 150, 160, 180, 190, 200,230, 255, 280, 290, 300, 400 NMDOT Park & Ride Santa Fe Trails Rail Runner	M T W T F	7:00 a.m.-6:05 p.m. (various route alignments, 5 one-way trips each Northbound and Southbound)	Varies
160 Santa Clara	Local/ Regional/ Rural Hybrid	Santa Clara Pueblo, Chamita, Ohkay Owingeh Pueblo, Española Transit Center, Cities of Gold Park & Ride, and Santa Fe	Espanola Transit Center, South Capitol Station, Santa Fe Indian Hospital, Cities of Gold Park and Ride, Sheridan Transit Center	RTD Routes- 100, 110, 150, 180, 190, 200, 220, 230, 280, 290, 300, 400 NMDOT Park & Ride Santa Fe Trails Rail Runner	M T W T F	6:50 a.m.-6:20p.m. (three different route alignments, 7 Southbound and 5 Northbound one-way trips)	Varies
200 Santa Fe	Regional/ Rural	Santa Fe, Tesuque, Pojoaque, and Española Transit Center.	Espanola Transit Center, South Capitol Station, Cities of Gold Park and Ride, Sheridan Transit	RTD Routes- 100, 110, 150, 160, 180, 190, 220, 230, 255, 280, 290, 305, 400	M T W T F	6:55 a.m.-6:00 p.m. (4 one-way trips each Northbound and Southbound)	Varies

Service areas:

■ Rio Arriba/ Española
 ■ Los Alamos
 ■ Northern Pueblos
 ■ Santa Fe
 ■ Taos

Route	Type	Major destinations	Connection Points	Connections	Service Days	Service hours	Headways
			Center, Old Santa Fe Trail & Paseo de Peralta	NMDOT Park & Ride Santa Fe Trails Rail Runner			
300 Taos	Pueblo/ Local/ Regional Hybrid	Taos, Pilar, Dixon, Velarde, Alcalde, and Española Transit Center	Espanola Transit Center, Taos Admin Building	RTD Routes- 100, 110, 150, 160, 180, 190, 200, 220,320, 330, 340, 360, 400 NMDOT Park and Ride	M T W T F	5:45 a.m. -7:12 p.m. (4 one-trips each Northbound and Southbound)	Varies
200/300 Taos-Santa Fe Commuter	Regional	Santa Fe, Española, Taos	Espanola Transit Center, South Capitol Station, Sheridan Transit Center, Taos Admin Building	RTD, Rail Runner, Santa Fe Trails and NMDOT Park and Ride	M T W T F	5:45 a.m.- 7:12 p.m. (2 one-way trips each Northbound and Southbound)	9 hr. 5 min Southbound 8 hr. 5 min Northbound
250/255 Mountain Trail <i>Fare: \$5</i>	Regional/ Ski Bus Service	Downtown Santa Fe, Ten Thousand Waves, trailheads in the Santa Fe National Forest and Ski Santa Fe	South Capitol Rail Runner Station	RTD, Rail Runner, Santa Fe Trails and NMDOT Park and Ride	M T W T F S S	8:00 a.m.-5:30p.m. Winter-Weekday (3 round trips) 8:00 a.m.-6:00 pm Winter-Weekend (7 round trips) 9:00 a.m.- 4:00 pm Summer Weekday (2 round trips) 10:30 a.m.-5:45 p.m. Summer Weekend (Continuous)	Varies ~3 hr. 45min Varies 4 hr. 45 min 2.5 hr.
260 La Cienega	Regional/ Rural	La Cienega Valley, NM 599 Rail Runner Station, Santa Fe	NM 599 Rail Station, Santa Fe Place Mall	Rail Runner, Santa Fe Trails	M T W T F	8:00 a.m.-4:21 p.m. (one one-way morning trip, then continuous)	Varies
270 Turquoise Trail	Regional/ Commuter/ Rural	Santa Fe, Turquoise Trail, Los Cerrillos and Madrid	NM 599 Rail Station, Santa Fe Place Mall, Walmart, Santa Fe Outlet Mall, State Penitentiary Administration Office	RTD Routes- 260, 290 Rail Runner, Santa Fe Trails and NMDOT Park and Ride	M T W T F	6:25 a.m.-6:05 p.m. (different route alignments, 5 one-way trips each Northbound and Southbound)	Varies

Service areas:

■ Rio Arriba/ Española
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 ■ Taos

Route	Type	Major destinations	Connection Points	Connections	Service Days	Service hours	Headways
280 Eldorado	Regional/ Rural	Eldorado- Agora Shopping center and Santa Fe- St. Vincent Hospital, South Capitol Station, Sheridan Transit Center	South Capitol Station, Sheridan Transit Center, Old Santa Fe Trail & Paseo de Peralta Capitol,	RTD Routes- 160, 200, 220, 255, 290 Rail Runner, Santa Fe Trails and NMDOT Park and Ride	M T W T F	7:10 a.m.- 6:15 p.m. (5 one-way trips each Northbound and Southbound)	1 hr. 10 min
290 Edgewood	Regional/ Rural/ Commuter	Santa Fe, Eldorado, Galisteo, Stanley, Moriarty, and Edgewood	Moriarty Park & Ride Lot, St. Vincent Hospital, South Capitol Station, Sheridan Transit Center, Capitol	Rail Runner, Santa Fe Trails and NMDOT Park and Ride	M T W T F	5:45 a.m. – 6:38p.m. (1 Northbound trip in the morning and 1 Southbound trip in the evening)	N/A
305 Taos Express <i>Fare: \$2, \$5</i>	Regional/ Rural/ Commuter	Taos, Española and Santa Fe	Santa Fe South Capitol Rail Runner Station, Santa Fe Depot	Rail Runner, Santa Fe Trails and NMDOT Park and Ride	S	8:30 a.m. -8:15 p.m. (2 round trips)	8 hr.
310 Red River	Regional/ Rural/ Commuter	Questa and Red River	Questa Chevron Station	RTD Route- 320 (limited connection)	M T W T F	5:55 a.m.-6:40 p.m. (4 roundtrips each in the morning and in the evening)	50 min
320 Questa	Regional/ Rural	Costilla, Cerro, Questa and Taos	Questa Chevron Station	RTD Route- 310 (limited connection)	M T W T F	6:10 a.m.- 6:25 p.m. (4 one-way trips each Northbound and Southbound)	2 hr.
330 Peñasco	Regional/ Rural	Taos, Las Trampas, Chamisal, Picuris Pueblo, Peñasco, and, Sipapu Ski Resort	Taos County Administration Building, San Jose de Gracia Church	RTD Routes-150 (limited connection), 300, 320, 340, 360	M T W T F	6:03 a.m.- 6:15 p.m. (4 one-way trips each Northbound and Southbound)	Varies
340 Chile Line Red	Local	Taos Pueblo entrance, Taos Mountain Casino, Convention Center, Public Library, Holy Cross Hospital, Taos Plaza, Taos Youth & Family Center, Taos	Our Lady of Guadalupe Church Parking Lot, Ranchos de Taos Post Office, Taos County Administration	RTD Routes- 300, 330, 350, 360	M T W T F	7:30 a.m.-5:31 p.m. (continuous)	Varies 35 min-1 hr.

Service areas:








■ Rio Arriba/ Española
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 ■ Taos

Route	Type	Major destinations	Connection Points	Connections	Service Days	Service hours	Headways
		Middle School, RV Park, Post office					
341 TSV Green	Regional/ Rural/ Ski Bus Service	Town of Taos, El Prado, Arroyo Seco, Valdez, Taos Ski Valley	Taos County Administration -	-	MTWTFSS	Winter M-Th-7:30 a.m.- 6:08 p.m. (6 round trips each Northbound and Southbound) Winter F-Sun- 7:30 a.m.- 6:08 p.m. (3 round trips each morning and evening and 2 midday round trips) Non-Winter-9:00 a.m.-6:06 p.m. (3 round trips)	Varies 30 min/ 1 hr. 40 min 4.5 hr. / 2.5hr.
350 UNM Taos	Local	UNM Taos Klauer, Ranchos Post Office, Taos County Admin, Guadalupe Parking lot	Taos County Administration -	-	W	8:30a.m.-6:25p.m. (4 round trips)	3 hr.
360 Tres Piedras	Regional/ Rural	Tres Piedras, El Prado and Taos	Holy Cross Hospital, Taos County Admin Building,	RTD Routes- 300, 320, 330, 340	MTWTF	7:50 a.m.-4:07 p.m. (2 round trips)	6 hr. 10 min
380 Night Rider	Regional/ Rural/ Seasonal	Town of Taos, El Prado, Arroyo Seco, Valdez to the Taos Ski Valley	-	-	F Sat	6:10 p.m.-10:10 p.m. (continuous)	2 hr.
800 Angel Fire	Regional/ Rural/ Ski Bus Service	Taos County Administration Building, Taos Holy Cross Hospital, Blinking Light park & ride, Moreno Valley High School (Limited Service), Angel Fire Resort	Taos County Administration Building	RTD Routes- 330, 340, 341, 350, 360	MTWTFSS	6:50 a.m.-5:50 p.m. Weekday (3 round trips) 8:00 a.m.-5:30 p.m. Weekend (3 round trips)	6 hr. 10 min/2 hr. 45 min 2 hr./ 5 hr. 35 min

Other Services

While the vast majority of the NCRTD services are provided through the fixed routes, NCRTD also provides ADA complimentary paratransit, demand response service, dial-a-ride service and route flex. These services are summarized in Table 3-2.

Table 3-2- Various services provided by NCRTD other than fixed routes

Route	Service Area	Fare	Service Days	Service hours
ADA complementary Paratransit Service				
 Espanola	<ul style="list-style-type: none"> Within ¾ mile of fixed route service and within the core service area. RTD Routes include 100, 110, 150, 160 Within a 1.5-mile radius of the Espanola Transit Center located at Paseo de Oñate in Española 	No Fare		Same days and hours of operation of the fixed route service.
 Town of Taos	Within ¾ mile of fixed route service and within the core service area. RTD Routes include 340	No Fare		Same days and hours of operation of the fixed route service.
 Regional	Fixed route bus will flex up to ¾ of a mile. RTD Routes include: 150, 160, 170, 180, 190, 200, 220, 230, 255, 260, 270, 280, 290, 300, 305, 310, 320, 330, 341, 350, 360, 400	No Fare		Same days and hours of operation of the fixed route service.
Demand Response Service				
 Rio Arriba County/ Española	Within 15 miles of the Española Transit Center on Paseo Oñate in Española if within Rio Arriba County and county residents with no access to fixed route.	\$1 one-way fare	M T W T F	6:00 a.m.- 6:00 p.m.
 370 Chile Ride	In the town of Taos within a radius of ¾ mile boundary on either side of the 340 Chile Line Red route	\$1 one-way fare	M T W T F	6:00 a.m.- 6:00 p.m.
Dial A Ride				
 210 Pojoaque/ Nambé	Within Pojoaque and Nambé serving communities along and to the east of US Route 84 and to the North and South of State Highway 503; also includes Pojoaque High School.	No fare	M T W T F	8:00 a.m.- 4:00 p.m.
Fixed Route Flex				
 Fixed Route Flex	¾-mile flex from any fixed route	\$10		Same days and hours of operation of the fixed route service.

ADA Paratransit and Fixed Route Flex

For riders whose disabilities prevent them from accessing NCRTD operated fixed routes, NCRTD provides ADA complementary paratransit service inside three quarters of a mile of the fixed route service network and within the core service area. In addition to ADA paratransit, Fixed Route Flex is also available for general public (including persons with disabilities). Riders are charged a fare of \$10 to flex three quarters mile from any fixed route. Table 3-2 given above provides a detail of areas served by ADA Paratransit and Fixed Flex Route.

To ride ADA paratransit, two types of service are available:

1. **Subscription:** This service is available for riders who regularly use paratransit service every week at the same hour each day for the same scheduled origin and destination.
2. **Reservation:** Service is provided on a demand-response basis and riders need to call a day ahead between 6:00 a.m. to 5:00 p.m. to schedule their trips.

ADA paratransit is provided during the same days and hours of service, as required by the Americans with Disabilities Act (ADA). There is no fare for ADA paratransit because the NCRTD fixed routes are fare free. NCRTD requires that riders complete an ADA paratransit application in order to become qualified to use the service. Paratransit trips can be reserved for any trip purpose and are not limited to medical appointments.

Demand Response

NCRTD provides curb-to-curb demand response service to the residents of Rio Arriba County within 15 miles of the City of Espanola that don't have access to the fixed route service. It is also available to the residents of the Town of Taos. Demand Response service area and operation hours is further detailed in Table 3-2. Demand response service in the Town of Taos, also known as 370 Chile Ride, is illustrated in Figure 3-2.

The service is available on a first come, first served basis and requires advanced reservations. A subscription service is also offered. Reservations can be made between 6:00 a.m. to 5:00 p.m. a day prior to the service day. Demand response service is provided Monday through Friday from 6:00 a.m. to 6:00 p.m. There is a \$1 charge to ride this service. Door-to Door service is also considered on a case-by-case basis.

Dial-A-Ride Service

Dial-a-Ride is a curb-to-curb service that is provided to the Pojoaque-Nambé area residents, also called Route 210 Pojoaque/Nambé Route. It is a fare free service. Riders can book a one-way ride on first come first basis one hour in advance on the same day of the trip. Subscription and Reservation services are also available; rides can be booked a day prior to the service day

and up to four days in advance between 6:00 a.m. and 5:00 p.m. 210 Pojoaque/Nambé Route is shown in the Figure 3-3.

Figure 3-2: 370 Chile Ride ADA Demand Response

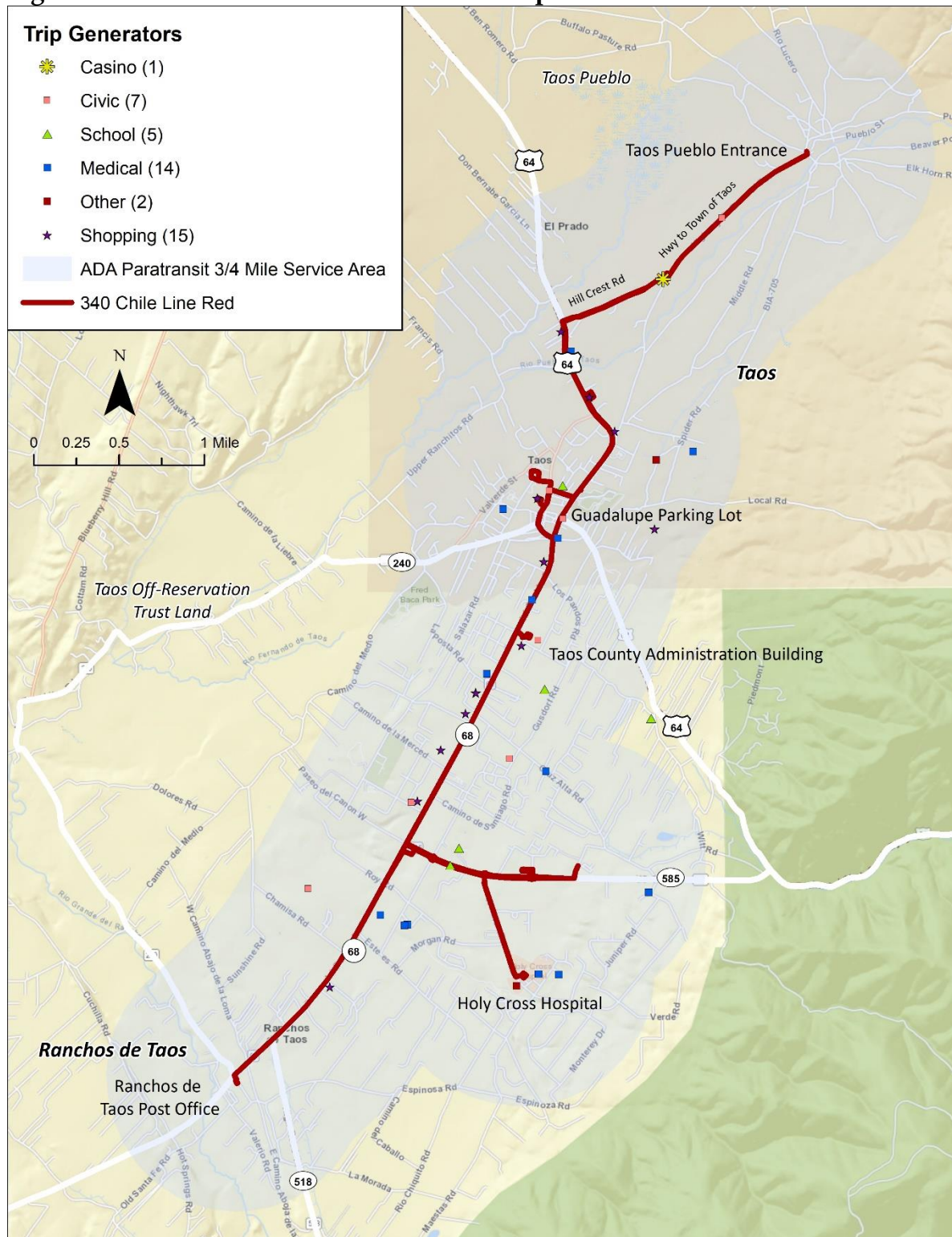


Figure 3-3: 210 Pojoaque/Nambé Dial-A-Ride

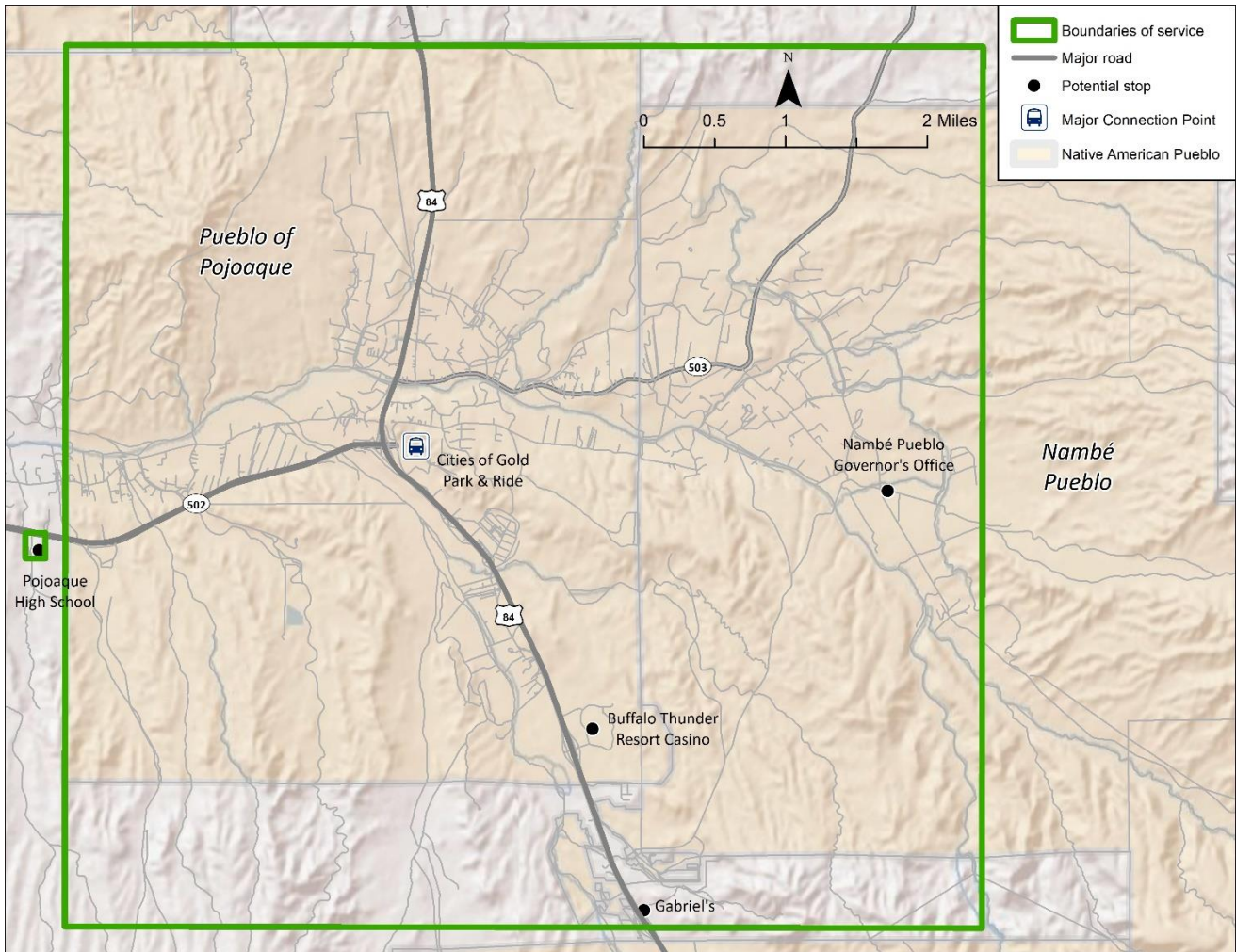
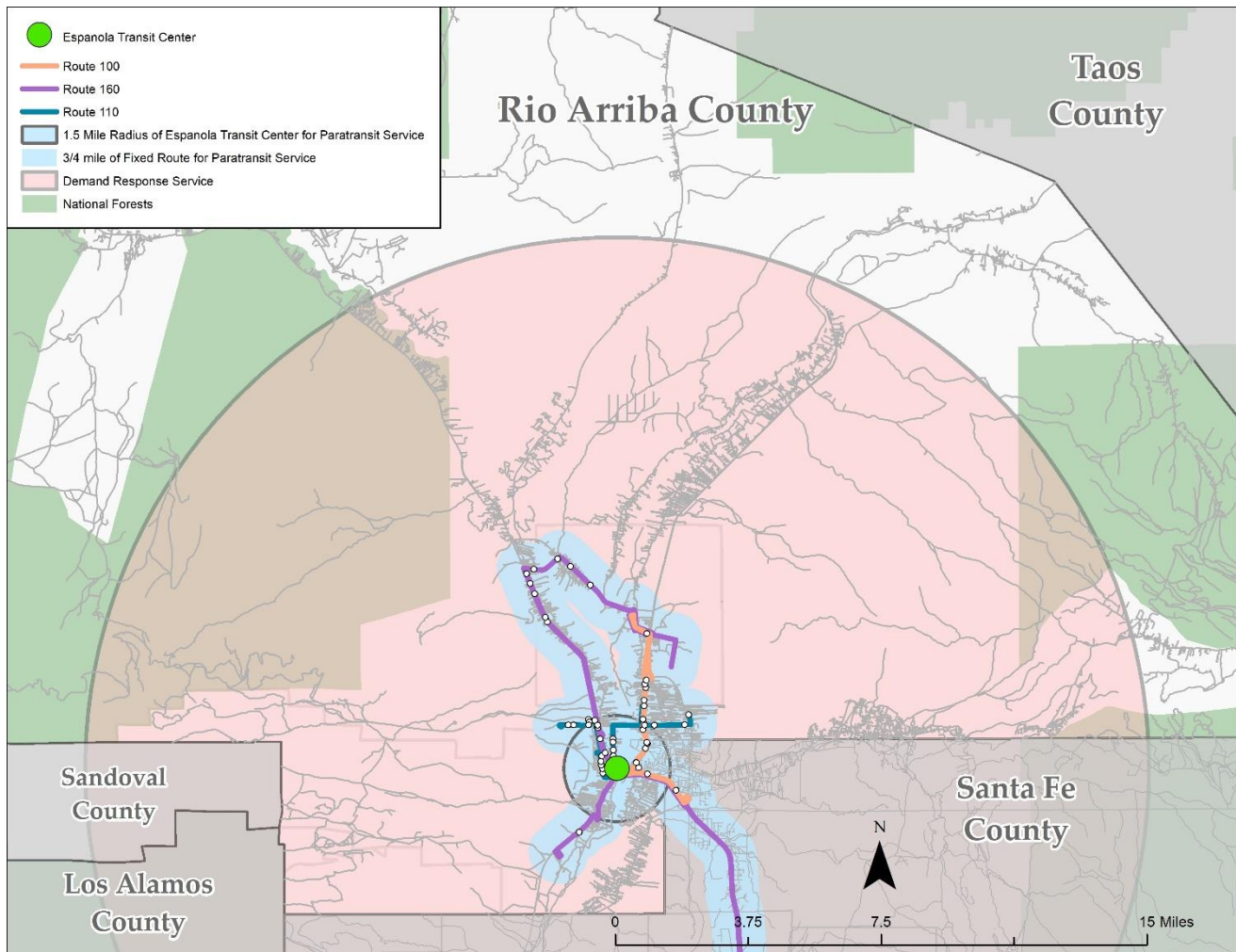


Figure 3-4: Demand Response and ADA Paratransit within Espanola Core Service Area



SYSTEM REVIEW

NCRTD Performance Review

The performance review begins by looking at operating data for the study area. This data includes ridership (one-way passenger trips), vehicle miles, vehicle hours, and operating expenses. While there are many performance indicators, typically the most useful single measure is the passenger trips per hour measure, as it reflects usage in relation to the amount of service provided. Generally speaking, the majority of transit operating costs are hourly (wages and benefits), so higher values of trips per hour reflect better use of existing resources and lower costs per trip.

Table 3-3 presents trend data for general operating statistics of NCRTD fixed routes for the past five fiscal years and the present year followed by graphs showing annual ridership,

revenue miles, revenue hours and one-way trips per revenue hours in the Figure 3-5, Figure 3-6, Figure 3-7 and Figure 3-8 respectively.

Table 3-3: NCRTD Fixed Route Transit Operating Statistics, FY 2015- FY 2020

Fixed Route Service	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020 ⁺
One-Way Passenger Trips	142,870	149,796	269,499	257,225	280,762	69,659
Revenue Miles	NA	459,935	1,121,907*	1,190,858	1,307,880	511,202
Revenue Hours	NA	17,144	40,678 *	43,178	46,965	18,137
Revenue Miles Per Hour	NA	26.83	27.58 *	27.58	27.85	28.19
Revenue Miles per One-Way Trips	NA	3.07	4.16	4.63	4.66	7.34
One-Way Trips per Revenue Hour	NA	8.74	6.63	5.96	5.98	NA
On-Time Performance (percent)	NA	53.80	53.90	62.40	67.60	62.50

All data sourced from DataPoint NA=Not Available

⁺ Ongoing Fiscal year

*Note: Revenue Miles and Revenue hours for FY 2017 were not available and were calculated based on the following calculation:

It is assumed that the service hours for FY 2017 were similar to FY 2018 minus service hours on holidays (100 hours) since the holiday service started in the year 2017. Revenue hours for FY 2017 were calculated by subtracting 2500 (100x25) service hours from the total revenue hours of FY 2018. Revenue miles for FY 2017 were calculated assuming similar MPH for both the fiscal years i.e. FY 2017 and F 2018.

Figure 3-5: Ridership, FY 2015-FY 2019

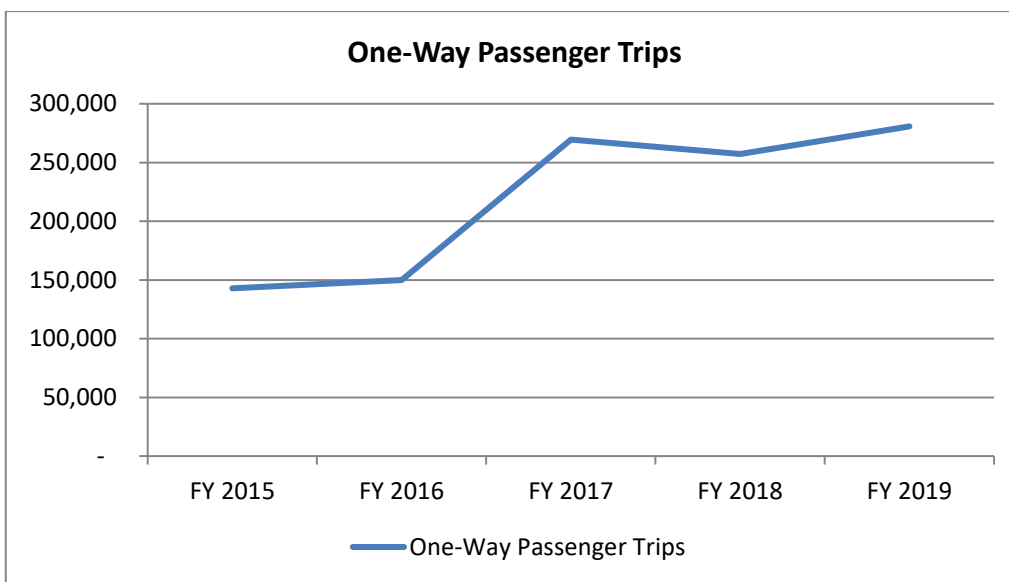
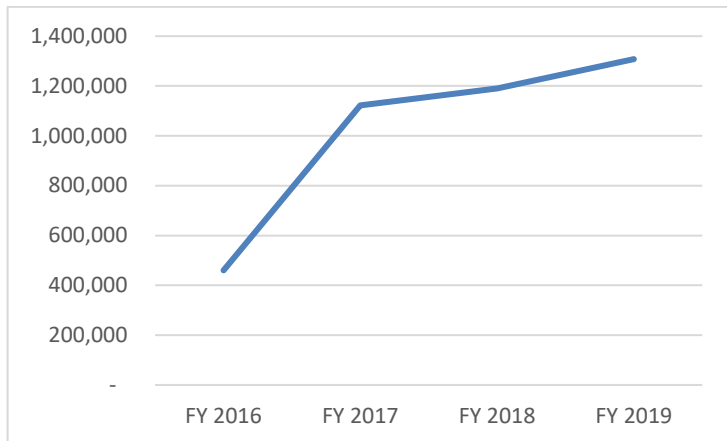
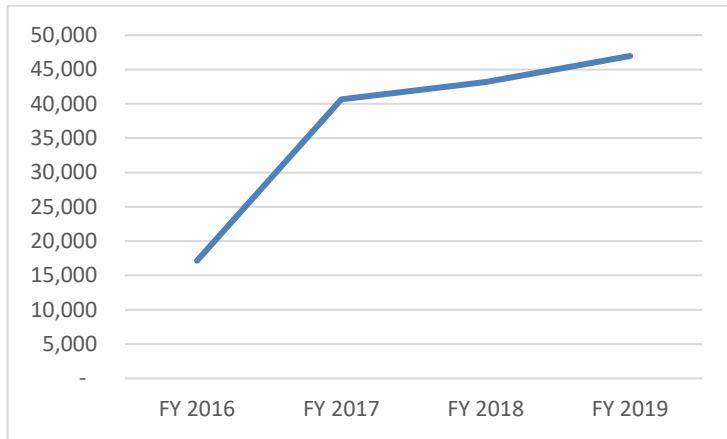


Figure 3-6: Revenue miles, FY 2015*-FY 2019



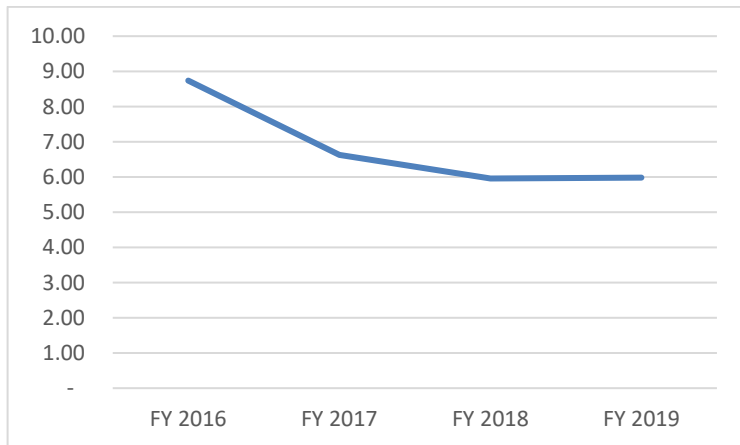
*No Data Available

Figure 3-7: Revenue hours, FY 2015*-FY 2019



*No Data Available

Figure 3-8: Ridership per Revenue hour, FY 2015*-FY 2020



*No Data Available

Trend data for the past five years for fixed routes show that the ridership almost doubled from 142,870 one-way trips in FY 2015 to 280,762 trips in FY 2019. Such a high growth in ridership can be explained by two actions:

- The implementation of a new plan in 2016 increased ridership by almost 50 percent in one year.
- The expansion of service with ski basins, service to Farmington, and the transferring of the Town of Taos Chile Line.

As opposed to increase in service and ridership of fixed routes, the productivity of system declined by 32% between FY 2016 and FY 2019 from 8.74 one-way trips per hour to 5.98 one-way trips per hour. On-time performance of the service increased from 54.8% to 67.6% on-time ratio between FY 2016 and FY 2019.

Route Level Performance Review

Ridership varies by route. Some routes will never have high ridership due to the service they provide, other routes could be expected to produce higher numbers. Given that the objective here is not to single out low productivity services but rather to benchmark the service and then seek to improve the performance of every route.

Fixed Route

This is a summary of performance of the fixed routes. Each route is profiled in detail with performance measures, maps and an analysis in the Route Profile section of this Memorandum.

NCRTD's fixed route ridership is primarily concentrated in its larger communities along two local routes- 100 Riverside with its core service area in Española and 340 Chile Line that serves the Town of Taos with total one-way trips hovering around 60,000 each year. Both the routes have consistently produced a very high number of one-way trips for the past four fiscal years and collectively generated forty three percent of the total system ridership in FY 2019, as shown in Figure 3-9. Other routes that yielded considerable amount of ridership were 200 Santa Fe, 320 Questa and 110 Westside/Crosstown.

Routes that have low ridership in the system are 350 UNM Klauer, 400 Los Alamos, 305 Taos Express, 260 La Cienega and 180 El Rito. These routes generated between 1000 and 2000 one-way trips per year within last four fiscal years. Annual ridership of each route from FY 2017 to FY 2020 is illustrated in Figure 3-10.

Monthly performance data for each fixed route for FY 2017, FY 2018, FY 2019 and FY 2020 is provided in Route Profiles Section of this memorandum. Figure 3-11 shows the annual productivity of all routes from FY 2018 to FY 2020. This data shows that the highest

performing route in terms of passenger trips per revenue hour (productivity) within past three fiscal years is 340 Chile Line, followed by 100 Riverside and 200 Santa Fe. Productivity of these routes ranged between 11.2 to 14.3 one-way trips per hour. Clearly, 340 Chile Line and 100 Riverside are the best routes in the system with a very high ridership and productivity. Routes with lowest productivity were 260 La Cienega and 170 Jicarilla with 1.5 one-way trips and below per hour. Annual performance data for fixed Route from FY 2017-FY 2020 is provided in Appendix A.

Figure 3-9: FY 2019 Annual Ridership by Routes

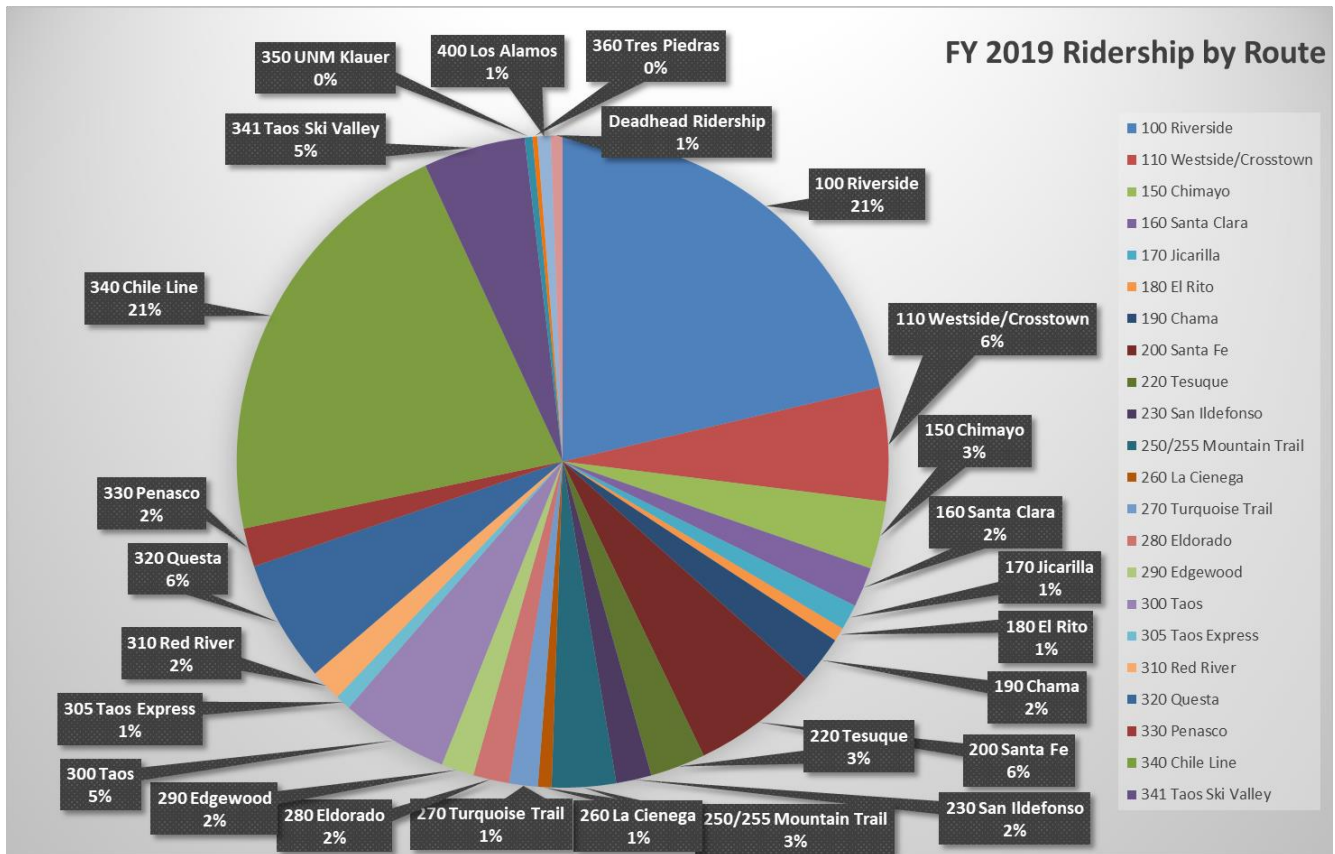


Figure 3-10: Annual Ridership of all routes FY 2017-FY 2020

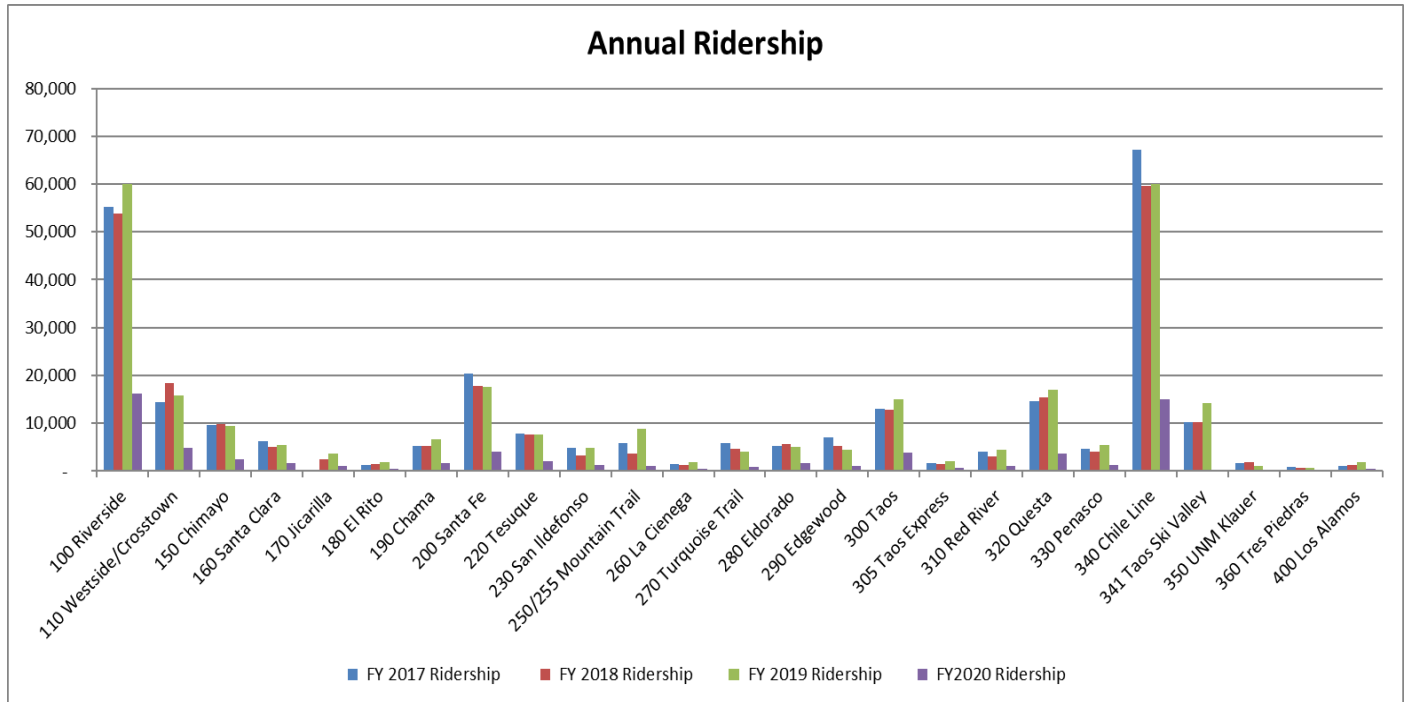
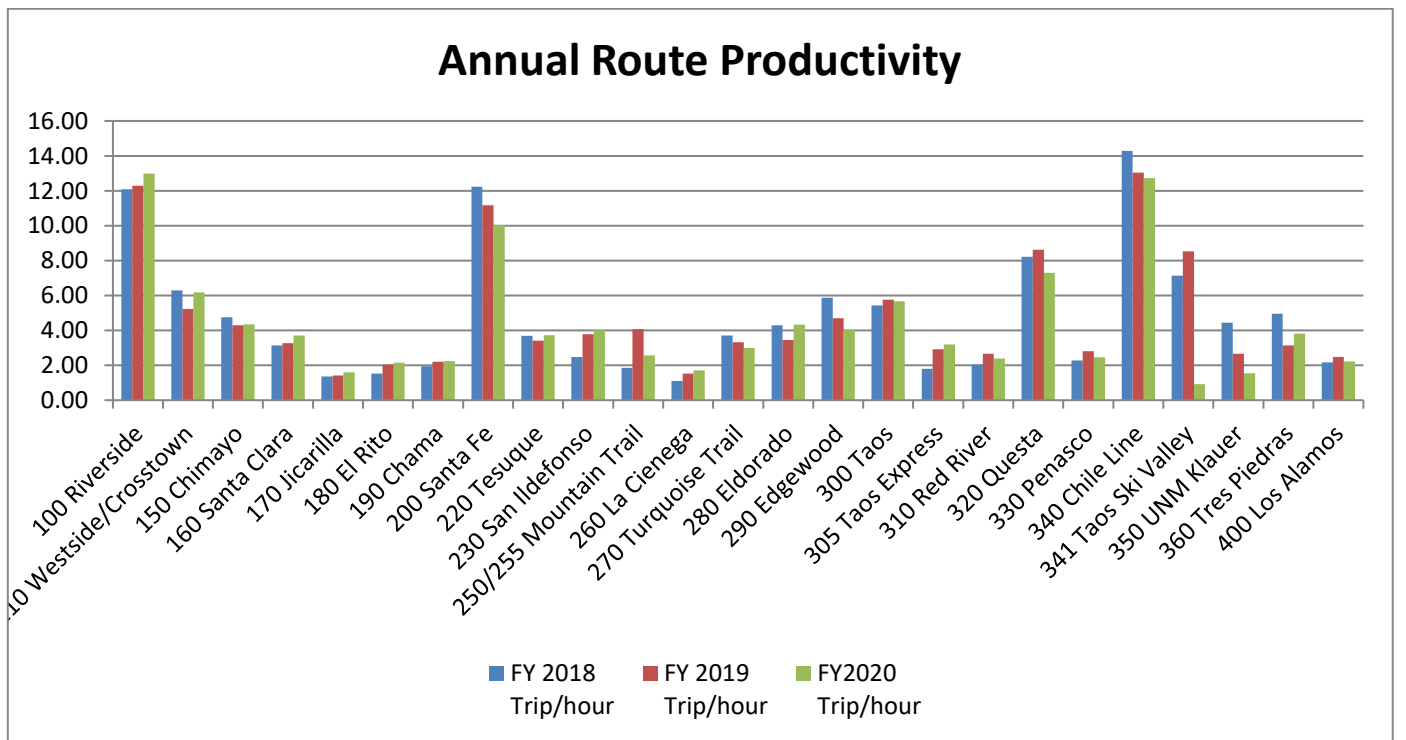


Figure 3-11: Annual Route Productivity, FY 2018-FY 2020



Demand Response / ADA Paratransit

NCRTD operates a variety of demand services including ADA complimentary paratransit in Espanola and Taos, demand response service surrounding a larger area around Espanola and Taos, dial-a-ride service in Pojoaque and Nambe Pueblos and route flex service on all rural routes.

Demand Response

Demand response service is unfortunately not disaggregated by service area, therefore an analysis of each individual service cannot be performed. Table 3-4 and Figure 3-12 depicts ridership in this service and it has remained stable over the study period. Figure 3-13 depicts productivity which has remained stable. Figure 3-14 depicts ridership trends.

Table 3-4: Operational Statistics- Entire Demand Response FY 2015- FY 2019

Demand Response	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
One-Way Passenger Trips	7,582	10,766	10,447	14,312	15,021
Total Actual Vehicle Miles	76,558	277,531	352,471	318,715	140,682
Total Actual Vehicle Hours	6,338	8,125.27	8,704.55	11,602.63	12,607.57
Total Actual Revenue Miles	63,692	84,221	*	103,302	102,525
Total Actual Revenue Hours	5,069.28	5,857.08	5,475.07	7,553.88	8,403.00
Revenue Miles Per Hour	12.56	14.38	*	13.68	12.20
One-Way Trips per Revenue Mile	0.12	0.13	*	0.14	0.15
One-Way Trips per Revenue Hour	1.50	1.84	1.91	1.89	1.79
On-Time Performance	91.43%	94.70%	96.21%	86.06%	90.97%

Source: Board Packet November 2019 and NCRTD

*Reliable data is not available for revenue miles for the FY 2017

Figure 3-12: Total Demand Response One-Way Trips, Revenue Hours and Miles

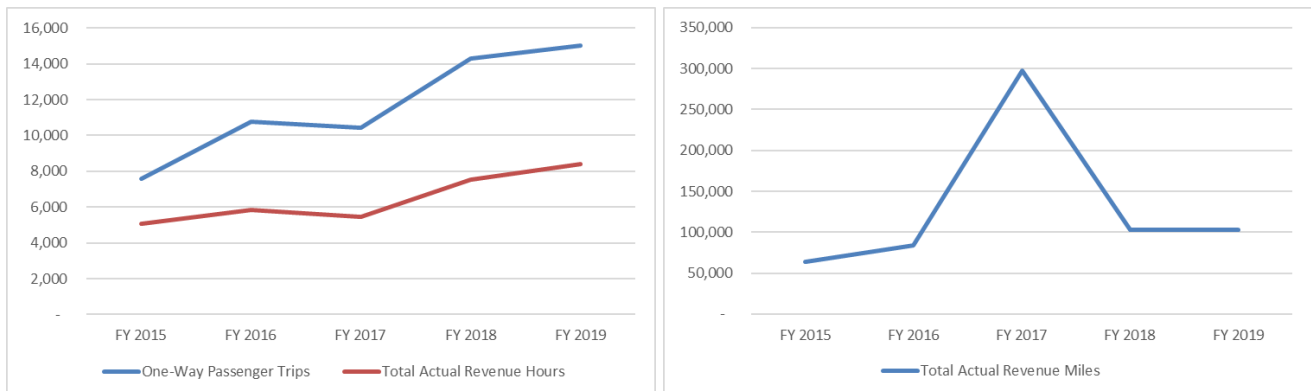


Figure 3-13: Demand Response One-Way Trips per Revenue Hour

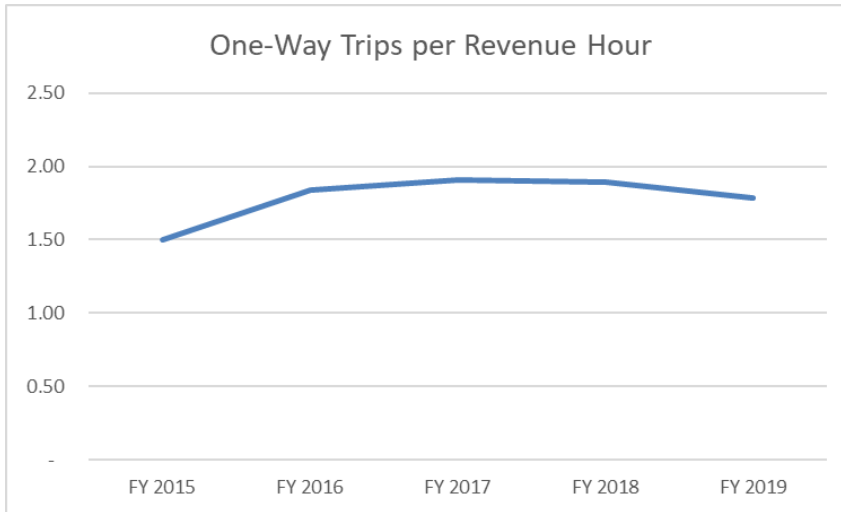
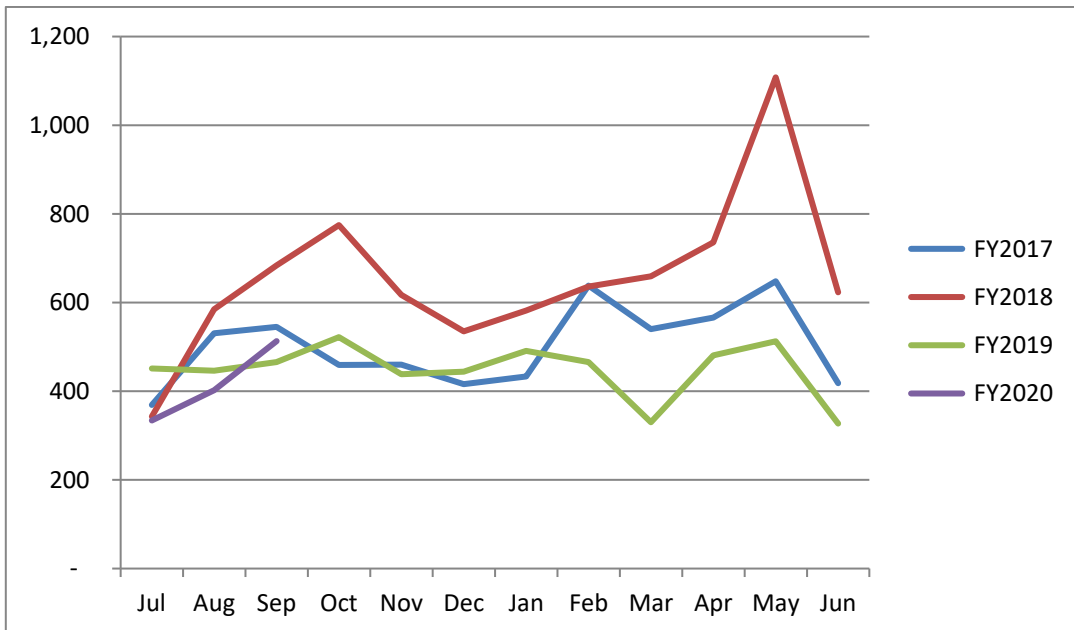


Figure 3-14: Demand Response Monthly Ridership Trend



Dial a Ride

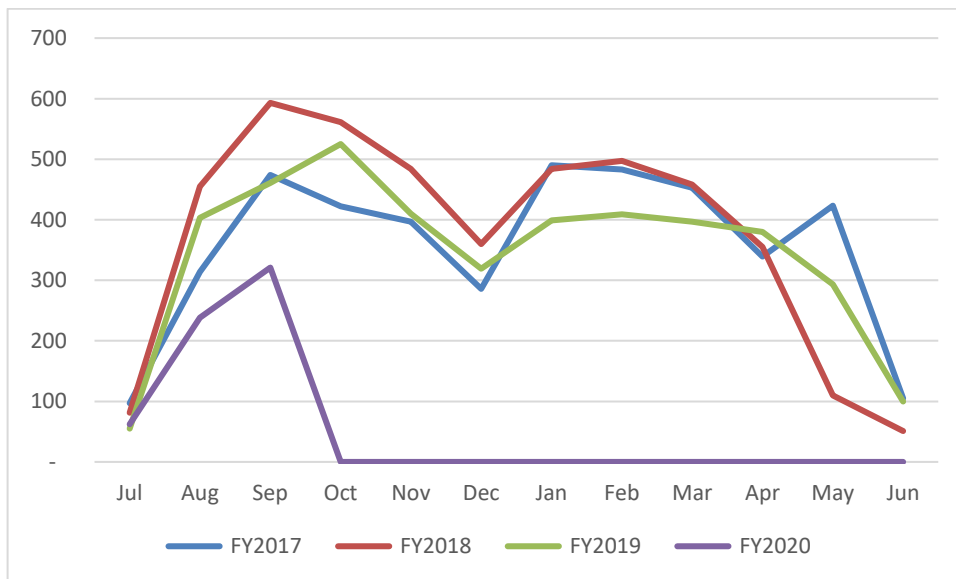
The dial a ride service ridership is in Table 3-5 and Figure 3-15. Service levels are very low.

Table 3-5: 210 Pojoaque-Nambe Ridership FY 2017-FY 2020

Month	FY 2017	FY 2018	FY 2019	FY 2020
Jul	97	81	55	62
Aug	314	455	403	238
Sep	474	593	461	321
Oct	422	561	525	-
Nov	397	484	410	-
Dec	286	360	319	-
Jan	490	484	399	-
Feb	483	497	409	-
Mar	453	458	397	-
Apr	339	355	380	-
May	423	110	293	-
Jun	105	51	100	-
Total	4,283	4,489	4,151	621

Source: NCRTD Board Meeting Agenda November 2018 & 2019

Figure 3-15: 210 Pojoaque-Nambe Monthly Ridership Trend



ADA Paratransit

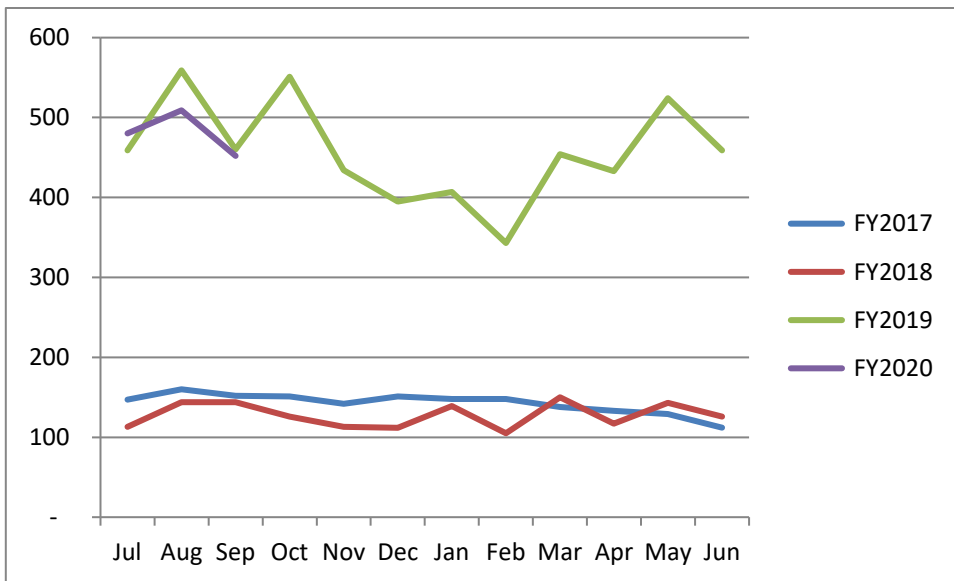
ADA ridership data is aggregated for both Espanola and Taos and is depicted in Table 3-6 and Figure 3-16. Unfortunately mileage and hours were not available for these services.

Table 3-6: ADA Paratransit Ridership FY 2017-FY 2020

Paratransit ADA Ridership				
Month	FY 2017	FY 2018	FY 2019	FY 2020
Jul	147	113	459	480
Aug	160	144	559	509
Sep	152	144	460	452
Oct	151	126	551	
Nov	142	113	434	
Dec	151	112	395	
Jan	148	139	407	
Feb	148	105	343	
Mar	138	150	454	
Apr	133	117	433	
May	129	143	524	
Jun	112	126	459	
Total	1,711	1,532	5,478	1,441

Source: NCRTD Board Meeting Agenda November 2018 & 2019

Figure 3-16: Paratransit ADA Monthly Ridership Trend



Flex Route

Flex route service needs are very low, with only a handful of annual requests as expected (Table 3-7).

Table 3-7: Flex Route Ridership FY 2018-FY 2020

Month	FY 2018	FY 2019	FY 2020
Jul	-	-	2
Aug	-	2	-
Sep	1	6	4
Oct	-	-	
Nov	-	-	
Dec	34	-	
Jan	41	4	
Feb	45	4	
Mar	38	-	
Apr	25	1	
May	1	-	
Jun	-	-	
Total	185	17	6

Source: NCRTD Board Meeting Agenda November 2019

Financial

This review looks at the budget, costs and revenue for the service. Recently NCRTD gained permanent status to collect gross receipts tax (GRT), thus assuring the system of sustainability for the long term future.

It should be understood that very few rural transit districts of any size, anywhere in the country have dedicated tax revenue. This sustainability allows the system to serve very low density areas and to meet the needs of the region.

Revenues, Administrative, Operating, and Capital Expenses

As reflected in Table 3-8, the GRT revenue accounts for about 68 percent of the system revenue, a crucial resource. Table 3-9 reflects the administrative and operating expenses. These expenses have remained stable over the past five years with under 5 percent change over that time.

Table 3-8: NCRTD Revenue by Sources

Fiscal Year	Gross Receipt	Fed Grant	State Capital/ Outlay	Local Match	5311c/ Member Contributions	Use of Fund Balance	Misc. Revenues	Total Revenue
Actual FY 2015	\$ 7,247,120	\$ 1,833,820	\$ -	\$ 400,000	NA	\$ -	\$ 92,909	\$ 9,573,849
Actual FY 2016	\$ 7,673,654	\$ 3,041,790	\$ 301,312	\$ 350,000	\$ 156,154	\$ -	\$ 161,238	\$ 11,684,148
Actual FY 2017	\$ 7,568,341	\$ 3,623,558	\$ 93,000	\$ 350,000	\$ 146,629	\$ 71,687	\$ 205,733	\$ 12,058,948
Actual FY 2018	\$ 8,063,102	\$ 3,149,703	\$ -	\$ 483,956	\$ 40,952	\$ -	\$ 137,268	\$ 11,874,981
Actual FY 2019	\$ 8,557,978	\$ 2,663,936	\$ -	\$ 482,142	\$ 386,395	\$ -	\$ 279,731	\$ 12,370,182
Percent Change FY 2015 to FY 2016	5.89%	65.87%		-12.50%			73.54%	22.04%
Percent Change FY 2016 to FY 2017	-1.37%	19.13%	-69.13%	0.00%	-6.10%		27.60%	3.21%
Percent Change FY 2017 to FY 2018	6.54%	-13.08%		38.27%	-72.07%		-33.28%	-1.53%
Percent Change FY 2018 to FY 2019	6.14%	-15.42%		-0.37%	843.53%		103.78%	4.17%
Percent Change FY 2015 to FY 2019								29.21%

Source: Board Packets- November 2019 and 2015

Table 3-9: NCRTD Expenses by Type

Year	Administrative Expenses	Operating Expenses	Capital Expenses
Actual FY 2015	\$ 1,126,883	\$ 7,033,005	\$ 374,409
Actual FY 2016	\$ 1,219,644	\$ 7,759,932	\$ 1,582,637
Actual FY 2017	\$ 1,323,408	\$ 8,614,559	\$ 2,154,781
Actual FY 2018	\$ 1,390,891	\$ 8,844,180	\$ 1,084,584
Actual FY 2019	\$ 1,516,264	\$ 8,051,802	\$ 911,197
Percent Change FY 2015-FY 2016	8.23%	10.34%	322.70%
Percent Change FY 2016-FY 2017	8.51%	11.01%	36.15%
Percent Change FY 2017-FY 2018	5.10%	2.67%	-49.67%
Percent Change FY 2018-FY 2019	9.01%	-8.96%	-15.99%
Percent Change FY 2015-FY 2019	34.55%	14.49%	143.37%

Source: Board Packet-November 2017

Cost Performance

Table 3-10 summarizes system wide data and performance measures based on operating costs for the past five fiscal years. A review of this data suggests that the increase in ridership, coupled with a small increase in operating costs, resulted in a 28% decrease in cost per one-way trip between FY 2015 and FY 2019. However, it should be noted that the major drop in this cost (24%) occurred between FY 2015 and FY 2016 after which the cost per one-way trip slightly increased from FY 2016 and FY 2017. It further declined by almost 11% between FY 2018 and FY 2019 to \$27.36 per one-way trip.

Table 3-10: Cost Performance FY 2015-FY 2019

Year	Operating Expenses	Total one-way trips (system wide)	Total Revenue Hours	Operating Costs/Trip	Operating Costs/Hour
FY 2015	\$7,033,005	184,320	NA	\$38.16	NA
FY 2016	\$7,759,932	267,870	25,268.77	\$28.97	\$307.10
FY 2017	\$8,614,559	284,285	49,382.65	\$30.30	\$174.45
FY 2018	\$8,844,180	289,441	54,780.73	\$30.56	\$161.45
FY 2019	\$8,051,802	294,313	59,572.07	\$27.36	\$135.16
% Change FY 2015-FY 2016	10.34%	45.33%	NA	-24.08%	NA
% Change FY 2016-FY 2017	11.01%	6.13%	95.43%	4.60%	-43.20%
% Change FY 2017-FY 2018	2.67%	1.81%	10.93%	0.84%	-7.45%
% Change FY 2018-FY 2019	-8.96%	1.68%	8.75%	-10.47%	-16.28%
% Change FY 2016-FY 2019	3.76%	9.87%	135.75%	-5.56%	-55.99%
% Change FY 2015-FY 2019	14.49%	59.68%	NA	-28.30%	NA

NA= Not available

Data Source: Ridership-Board Packets November 2019 and 2018; Operating Expenses-Board Packets November 2016, 2017, 2018 and 2019; Revenue Hours- DataPoint for fixed routes and NCRTD for Demand Response system

Facilities

NCRTD uses a variety of facilities, some owned and operated by NCRTD and others owned by local governments and other transit systems. These facilities include: transfer centers, park and ride facilities, overnight/weekend bus storage and the operations, maintenance and administrative center in Espanola.

Jim West Regional Transit Center

The Jim West Center is the headquarters for NCRTD and also serves as the operations and maintenance hub for the service. It is centrally located in Espanola on Riverside Drive. It also has additional space for expansion as well as a park and ride/transfer facility.

Transfer Centers and Park and Ride

There are multiple transfer centers and park and ride facilities across the system. These are described below.

Española Transit Center and Park and Ride

- 8 routes and 24 or more times in the day with multiple buses
- Additionally, NMDOT park and ride buses are part of this mix,
- Timed nature of NCRTD routes can include 3 – 4 buses or more at one time, in addition to NMDOT buses
- The facility has difficulty with multiple buses arriving at one time
 - Crowded with no separation of buses from pedestrians and passenger vehicles
 - Pedestrian mingle with buses and other traffic
 - Parking is close to maximum
- City of Espanola property

Santa Fe South Capitol Station

- Some routes meet the Rail Runner trains
- Space for one bus with shelter

Santa Fe Sheridan Transit Center

- Transfers to Santa Fe Trails
- Multiple NCRTD buses stop here throughout the day
- Santa Fe trails buses are timed to meet
- Space for up to two NCRTD buses
- City facility – on the street. A new facility is planned at same location

Cities of Gold Transfer and Park and Ride

- 4 routes and 5 or more times in the day with multiple buses
- Space for park and ride and bus shelter

Taos County Administration – Transfer Point

Our Lady of Guadalupe Church Parking Lot – Transfer Point

- 6 routes and 8 or more times in the day with multiple buses
- The north and south buses stop at different transfer points
- Each only serves as stop/transfer point in one direction.
- At the Taos facility:
 - Unprotected turn
 - Not enough space
 - Pedestrian, passenger cars and buses all mingle

- County wants the transfer site to move

599 Rail Runner Station and Park and Ride

- Multiple NCRTD buses and Rail Runner but no real meets
- All NCRTD service here is local
- Santa Fe Trails also provides service here
- Large parking lot

El Dorado Park and Ride

- Current park and ride to be displaced
- Out of the way currently
- New location is needed.

Taos – KTAO Park and Ride

- Well used transfer facility with buses from Questa, Tres Piedras, Taos Ski Valley, Taos Pueblo and Chile Line.

Chama Senior Center – Transfer

- Chama and Dulce buses meet

Farmington – Red Apple Transit

- Stops at a parking lot where two (of four buses) Red Apple buses stop (but don't meet).
- Bus does not go to the transfer center, downtown

Garages and Vehicle Facilities

The far flung network of services provided by NCRTD, over 270 miles long, requires a number of locations to store buses overnight, where it isn't feasible to return to Espanola. NCRTD has arrangements with local governments to store vehicles at their secure facilities. The primary maintenance facility and central overnight bus lot is in Espanola at the Jim West Facility where the operations and administration of the organization is housed. NMDOT stores Park and Ride buses overnight at this facility

In addition to the Jim West facility, the following are the locations of the vehicle storage facilities:

1. Taos – County Maintenance
 - 17 vehicles are based here
2. Cerro VFW (2 Vehicle)

3. Chama (2-3)
4. Edgewood (1 bus)
5. Penasco (1)
6. Santa Fe Trails (3-4)

Major needs include a maintenance facility in Taos, where 17 vehicles are maintained. At the same time a transfer center is also needed in Taos. El Dorado is in need of a new park and ride location. Espanola is in need of a more expansive transfer center to allow for space for enhanced connections.

Transit Fleet

NCRTD currently owns 75 transit buses, including 41 active vehicles, 17 reserve vehicles out of which seven are new and unused, and 17 older vehicles that have been retired from the fleet. The transit fleet has a mix of passenger buses with seating capacity between 12 and 36 while there are three 9-passenger paratransit vans and one 3-passenger paratransit van. All the vehicles are body-on-chassis style and are lift-equipped except for the 3-passenger van which is a purpose-built model and has an ADA-approved ramp access.

The fleet is owned and maintained by NCRTD. 55 of the vehicles use regular gasoline as their fuel, 17 use diesel while one use E-85 flex fuel that can only be refueled in Nambe, Santa Fe and Taos. Two of the vehicles use LPG and CNG respectively and can only be refueled in Santa Fe. All the buses are equipped with bicycle racks. Table 3-11 on the following page provides the detailed information on the NCRTD fleet as of January 31st, 2020.

Technology

Currently NCRTD uses a variety of technologies in support of the operations. Current technologies in place include:

1. ADEPT paratransit software – This software does not have up to date maps, limiting its usefulness
2. Automated passenger counters – By stop, route and time of day, a valuable planning tool
3. Automatic vehicle locators
4. Administrative tools and technologies for recordkeeping and reporting
5. Passenger App - Blue Bus Tracker: to determine the location of the bus in real time.

Table 3-II: NCRTD Active Vehicle Fleet, January 2020

Bus #	Status	Current Mileage	Year	Years in Service	Chassis Make	Chassis Model	Body Make	Fuel Type	Seating		Lift or Ramp
									Passenger	Wheel-chair	
T-308	In Service	131,487	2013	4.6	FORD	F-550	Eldorado National	Diesel	27	1	Lift
T-309	In Service	127,046	2013	4.6	FORD	F-550	Eldorado National	Diesel	27	1	Lift
T-530	In Service	193,405	2013	4.7	FORD	F-550	Eldorado National	Diesel	26	2	Lift
T-551	In Service	268,753	2011	8.8	FORD	F-550	Glaval Bus	Diesel	28	2	Lift
T-553	In Service	194,614	2011	8.1	FORD	F-550	Glaval Bus	Diesel	28	2	Lift
T-554	Reserve	255,699	2011	8.2	FORD	F-550	Glaval Bus	Diesel	28	2	Lift
T-567	In Service	184,313	2014	6.7	CHEVY	E4500	Glaval Bus	GAS	18	2	Lift
T-568	In Service	208,348	2014	6.7	Freightliner	M2	CHAMPION	Diesel	28	2	Lift
T-570	In Service	223,165	2014	5.6	CHEVY	E4500	Glaval Bus	GAS	18	2	Lift
T-571	Reserve	174,842	2014	6.0	CHEVY	E4500	Glaval Bus	GAS	18	2	Lift
T-574	In Service	190,613	2015	4.9	CHEVY	E4500	Glaval Bus	GAS	14	2	Lift
T-575	In Service	59,044	2014	4.8	MV-1	MV-1	MV-1	GAS	3	1	Ramp
T-579	In Service	164,622	2016	4.2	FORD	E-450	STARTRANS	GAS	14	2	Lift
T-580	In Service	159,629	2016	4.0	FORD	F-550	STARTRANS	Diesel	20	2	Lift
T-581	In Service	92,652	2016	3.4	FORD	E-350	STARTRANS	CNG	18	2	Lift
T-582	In Service	114,162	2016	3.4	FORD	E-350	STARTRANS	LPG	18	2	Lift
T-583	In Service	139,048	2013	3.4	Freightliner	S2C	Freightliner	Diesel	32	2	Lift
T-584	In Service	109,211	2016	3.9	FORD	E-350	STARTRANS	GAS	14	2	Lift
T-585	In Service	167,701	2016	3.7	Freightliner	S2C	Freightliner	Diesel	36	2	Lift
T-586	In Service	130,678	2016	3.8	FORD	E-350	STARCRAFT	Gas/E-85	14	2	Lift
T-587	In Service	136,379	2016	3.8	FORD	E-350	STARCRAFT	GAS	14	2	Lift
T-588	In Service	138,451	2016	3.8	FORD	E-350	STARTRANS	GAS	14	2	Lift
T-589	In Service	124,874	2016	3.8	FORD	E-350	STARCRAFT	GAS	14	2	Lift
SCP-590	In Service	112,849	2017	2.8	FORD	E-450	STARTRANS	GAS	14	2	Lift
N-591	In Service	57,305	2017	2.7	FORD	E-450	STARTRANS	GAS	14	2	Lift
T-592	In Service	48,985	2015	3.6	FORD	Transit	FORD/TRANSIT	GAS	9	1	Lift

Bus #	Status	Current Mileage	Year	Years in Service	Chassis Make	Chassis Model	Body Make	Fuel Type	Seating		Lift or Ramp
									Passenger	Wheel-chair	
T-593	In Service	65,931	2015	3.6	FORD	Transit	FORD/TRANSIT	GAS	9	1	Lift
T-594	In Service	65,621	2015	0.5	FORD	Transit	FORD/TRANSIT	GAS	9	1	Lift
T-595	In Service	595	2015	3.5	FORD	Transit	FORD/TRANSIT	GAS	14	1	Lift
D-596	In Service	57,820	2017	2.8	FORD	E-450	STARCRAFT	GAS	14	2	Lift
D-597	In Service	51,332	2017	2.8	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-598	In Service	82,901	2016	3.2	FORD	F-550	STARCRAFT	Diesel	28	2	Lift
T-600	In Service	100,804	2017	2.7	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-601	In Service	99,201	2017	1.7	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-602	In Service	77,565	2017	2.7	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-603	Reserve	47,672	2017	1.7	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-604	In Service	79,987	2017	2.6	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-605	In Service	128,467	2017	2.6	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-606	In Service	72,867	2017	2.7	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-607	In Service	118,158	2017	2.6	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-608	Reserve	86,280	2017	2.8	FORD	E-450	STARCRAFT	GAS	14	2	Lift
T-609	In Service	69,105	2017	2.6	FORD	E-450	STARTRANS	GAS	14	2	Lift
T-610	In Service	82,389	2017	1.9	FORD	E-450	Glaval Bus	GAS	14	2	Lift
T-616	In Service	31,219	2018	1.3	FORD	E-450	El Dorado	GAS	18	2	Lift
T-617	In Service	31,196	2018	1.3	FORD	E-450	El Dorado	GAS	18	2	Lift
T-619	Reserve	7,772	2018	0.7	FORD	E-450	El Dorado	GAS	14	2	Lift
T-620	Reserve	31,720	2018	1.4	FORD	E-450	El Dorado	GAS	14	2	Lift
T-621	Reserve	10,930	2018	1.0	FORD	E-450	El Dorado	GAS	14	2	Lift
T-622	Reserve	13,234	2018	1.2	FORD	E-450	El Dorado	GAS	14	2	Lift
T-623	Reserve	8,559	2018	0.8	FORD	E-450	El Dorado	GAS	14	2	Lift
T-624	Reserve	9,776	2018	0.9	FORD	E-450	El Dorado	GAS	14	2	Lift
T-626	Reserve	757	2019	0.0	FORD	E-450	El Dorado	GAS	14	2	Lift
T-627	Reserve	766	2019	0.0	FORD	E-450	El Dorado	GAS	14	2	Lift
T-628	Reserve	757	2019	0.0	FORD	E-450	El Dorado	GAS	14	2	Lift

Bus #	Status	Current Mileage	Year	Years in Service	Chassis Make	Chassis Model	Body Make	Fuel Type	Seating		Lift or Ramp
									Passenger	Wheel-chair	
T-629	Reserve	799	2019	0.0	FORD	E-450	El Dorado	GAS	14	2	Lift
TES-630	Reserve	765	2019	0.0	FORD	E-450	El Dorado	GAS	14	2	Lift
LC-631	Reserve	748	2019	0.0	FORD	E-450	El Dorado	GAS	14	2	Lift
T-632	Reserve	751	2020	0.0	FORD	F-550	El Dorado	Diesel	25	2	Lift

APPENDIX A

Annual Performance Data for Fixed Route from FY 2017-FY 2020

#	Route	FY 16-17 Ridership	FY 16-17 Trip/hour	FY 16-17 MPH	FY 17-18 Ridership	FY 17-18 Trip/hour	FY 17-18 MPH	FY 18-19 Ridership	FY 18-19 Trip/hour	FY 18-19 MPH	FY19-20 Ridership	FY19-20 Trip/hour	FY 19-20 MPH
100	Riverside	55,197	NA	NA	53,832	12.08	17.39	59,923	12.29	17.43	16,279	12.99	17.43
110	Westside/Crosstown	14,316	NA	NA	18,395	6.29	18.07	15,782	5.22	18.42	4,804	6.19	18.42
150	Chimayo	9,673	NA	NA	9,821	4.75	29.24	9,405	4.29	29.26	2,453	4.36	29.26
160	Santa Clara	6,317	NA	NA	5,102	3.15	27.79	5,542	3.26	30.10	1,620	3.70	30.11
170	Jicarilla	-	0	0	2,507	1.36	42.30	3,574	1.42	42.28	1,019	1.59	42.14
180	El Rito	1,290	NA	NA	1,471	1.53	44.35	1,901	2.05	43.58	514	2.15	43.58
190	Chama	5,190	NA	NA	5,240	1.95	45.33	6,593	2.21	44.54	1,714	2.23	44.54
200	Santa Fe	20,381	NA	NA	17,857	12.23	33.93	17,667	11.17	34.53	4,079	10.04	34.53
220	Tesuque	7,742	NA	NA	7,641	3.69	25.21	7,659	3.42	26.08	2,149	3.73	26.08
230	San Ildefonso	4,861	NA	NA	3,258	2.48	19.42	4,936	3.78	20.83	1,348	4.01	20.83
250/255	Mountain Trail	5,917	NA	NA	3,587	1.86	18.75	8,922	4.07	18.81	1,081	2.57	18.84
260	La Cienega	1,447	NA	NA	1,263	1.11	18.68	1,886	1.52	18.68	541	1.70	18.68
270	Turquoise Trail	5,940	NA	NA	4,735	3.70	28.62	3,990	3.33	28.87	925	3.00	28.87
280	Eldorado	5,168	NA	NA	5,738	4.30	25.30	5,012	3.45	25.55	1,619	4.34	25.55
290	Edgewood	6,997	NA	NA	5,324	5.86	39.14	4,550	4.70	38.99	998	4.02	39.01
300	Taos	13,004	NA	NA	12,770	5.43	38.04	15,033	5.77	37.27	3,792	5.66	37.27
305	Taos Express	1,591	NA	NA	1,377	1.80	40.88	2,145	2.91	40.76	583	3.19	40.74
310	Red River	4,058	NA	NA	3,122	2.04	31.20	4,430	2.67	30.92	1,021	2.39	30.92
320	Questa	14,701	NA	NA	15,396	8.22	33.60	16,986	8.62	34.07	3,697	7.30	34.06
330	Penasco	4,673	NA	NA	4,011	2.27	30.93	5,389	2.80	30.52	1,213	2.45	30.52
340	Chile Line Red	67,161	NA	NA	59,630	14.29	16.58	60,015	13.04	16.46	15,047	12.72	16.47
341	Taos Ski Valley	10,208	NA	NA	10,187	7.13	22.03	14,186	8.54	21.97	143	0.91	23.62
350	UNM Taos	1,707	NA	NA	1,895	4.44	17.17	1,092	2.66	17.30	124	1.55	17.30
360	Tres Piedras	872	NA	NA	677	4.95	37.77	668	3.14	36.59	207	3.82	36.59
400	Los Alamos	1,088	NA	NA	1,306	2.17	33.43	1,855	2.48	34.09	428	2.23	34.09

Source: DataPoint