http://www.riometro.org/ 809 Copper Nw Albuquerque, Nm 87102-3009

Rio Metro Regional Transit District 2021 Annual Agency Profile

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Performance Measure Targets - 2022 Performance Measure - Asset Type - Target % not in State of Good Repair

| | | | General Infor | mation | | | | | | | Financial I | Informatio | n | | Performance Measure Targets - 2022 |
|--|---------------------------|--|--|--|-----------------------|--------------------|---|--------------------------------|--------------------------|-------------------------------------|--|----------------|--|--|--|
| Urbanized Area Statistics - 2010 Census Albuquerque, NM | | Service Co | | Database Information | | | Sources of Operating Funds Expended Operating Funding S | | | | | unding Sources | Performance Measure - Asset Type - Target % not in State of Good | | |
| | | 2,547,887 | 2,547,887 Annual Passenger Miles (PMT) | | | NTDID: | 60111 | Fares and Directly | | Generated | \$2,395,497 | 7.3% | | | Equipment - Automobiles - 50% |
| 251 Square Miles | | 81,400 A | Annual Unlinked Tri | ps (UPT) | | Reporter Type: | Full Reporter | | Ĺo | cal Funds | \$5,908,313 | 18.1% | | | Equipment - Trucks and other Rubber Tire Vehicles - 19% |
| 741,318 Population | | 607 Average Weekday Unlinked Trips | | | Asset Type: Tie | | Tier I (Rail) | | St | ate Funds | \$20,419 | | | | Facility - Administrative / Maintenance Facilities - 33% |
| 56 Pop. Rank ou | t of 498 UZAs | 558 Average Saturday Unlinked Trips | | | Sponsor NTDID: | | | Fedr | Federal A | Assistance | \$24,381,574 | | | | Facility - Passenger / Parking Facilities - 0% |
| Other UZAs Served | | | Average Sunday Un | | | · | | | | | += ., | | | 7.3% | Infrastructure - CR - Commuter Rail - 5% |
| 326 Santa Fe, NM, 433 Los Luna | NM 0 New Mexic | | tronago ouniday on | innou inpo | | | | Total C | Departing F | unds Expended | \$32,705,803 | 100.0% | 74.5% | | Rolling Stock - CU - Cutaway - 35% |
| ozo odnia i o, min, noo zoo zana | , 1111, 0 11011 110,10 | | | | | Assets | | | sporuling . | | <i>QZ,I DU,DU</i> | 100.070 | | 18.1% | Rolling Stock - MV - Minivan - 33% |
| Service Area Statistics | | Service S | Supplied | | | Revenue Vehicles | 82 | Sources of Capital | | Funds Expended | | | | Rolling Stock - RL - Commuter Rail Locomotive - 0% | |
| 915 Square Miles | | | 905.223 Annual Vehicle Revenue Miles (VRM) | | | Service Vehicles | | Fares and Directly Generated | | | \$0 | 0.0% | | | Rolling Stock - RP - Commuter Rail Passenger Coach - 0% |
| 929,543 Population | | 39.867 Annual Vehicle Revenue Hours (VRH) | | | | Facilities | 22 23 | 1 4165 41 | | cal Funds | \$2,044,740 | 22.3% | | 0.1% | Rolling Stock - RF - Commuter Rail Passenger Coach - 076 |
| 929,543 Population | | 58,667 Annual Venicle Revenue nois (VRH) 58 Vehicles Operated in Maximum Service (VOMS) 75 Vehicles Available for Maximum Service (VAMS) | | | | Facilities | 112.41 | | State Funds \$2,044,740 | | 0.0% | | | | |
| | | | | | | | | Federal Assistance | | \$0 \$7,130,651 | 77.7% | | | | |
| | | 75 1 | renicies Available in | or waximum Service | | Lane willes | - | | Federal P | ASSISTATICE | \$7,130,031 | 11.170 | Capital Fund | ling Courses | |
| | | | Modal Charac | tariation | | | | | | | | 100.0% | Capital Fund | ing sources | |
| | Vahials - O | manata d | wodar Charac | JUEI ISTICS | | | | Tota | ai Capital F | Funds Expended | \$9,175,391 | 100.070 | | | |
| Ma dal Ormaniana | Vehicles O | | | | | | | | • | | | | | | |
| Modal Overview | in Maximun | | | | es of Capital Fur | nds | | | Sum | nmary of Operation | ng Expenses (OE) | | | | |
| | Directly | Purchased | Revenue | Systems and | Facilities and | | | | | | | | | | |
| Mode | Operated | Transportation | Vehicles | Guideways | Stations | Other | Total | | | Labor | \$4,344,679 | 14.2% | 77.7% | 22.3% | |
| Commuter Bus | - | 6 1 | | \$0 | \$0 | \$0 | \$0 | | laterials and | | \$1,244,518 | 4.1% | | 22.370 | |
| Commuter Rail | - | 25 1 | | \$8,664,433 | \$22,912 | \$82,573 | \$8,769,918 | | hased Tran | | \$19,392,286 | 63.2% | | | |
| Demand Response | 22 | - | \$0 | \$81,748 | \$323,725 | \$0 | \$405,473 | Other | r Operating | | \$5,707,351 | 18.6% | | | |
| Bus | 5 27 | - | \$0 \$0 | \$0 \$8,746,181 | \$0 | \$0 | \$0 | | | rating Expenses | \$30,688,834 | 100.0% | | | |
| Total | 27 31 | | \$0 | \$8,746,181 | 81 \$346,637 | \$82,573 | \$9,175,391 | Reconciling O | | | \$2,016,969 | | | | |
| | | | | | | | | | hased Tran Reported S | | \$0 | | | | |
| Operation Characteristics | | | | | | | | | | hicles Available | | | | Average | |
| | Operating | | Uses of | Annual | Annual | Annual Vehicle | Annual Vehicle | | tional | | ehicles Operated in | - | | Fleet Age in | |
| Mode | Expenses | Fare Revenues | Capital Funds | Passenger Miles | Unlinked Trips | Revenue Miles | Revenue Hours | Route | | Service | Maximum Service | | pare Vehicles | Years ^a | |
| Commuter Bus | \$1,654,556 1 | \$0 1 | \$0 | 177,329 | 7,804 | 239,221 | 10,476 | | 0.0 | 7 | 6 1 | | 16.7% | 4.9 | |
| Commuter Rail | \$26,133,409 ¹ | \$131,360 1 | \$8,769,918 | 2,106,072 | 40,894 | 305,317 | 7,969 | | 193.1 | 31 | 25 1 | | 24.0% | 14.8 | |
| Demand Response | \$2,424,191 \$476,678 | \$0 \$0 | \$405,473 \$0 | 163,481 | 26,303 6,399 | 219,596 141,089 | 14,339 7,083 | | 0.0 | 30 7 | 22 | | 36.4% 40.0% | 6.6 6.4 | |
| Bus Total | \$476,678 | \$0 \$131,360 | \$9,175,391 | 101,005 2.547,887 | 81,400 | 905.223 | 7,083 39.867 | | 193.1 | 75 | 58 | | 40.0% | 6.4 | |
| Total | \$30,000,034 | \$151,500 | \$9,175,591 | 2,547,007 | 61,400 | 905,223 | 39,007 | | 195.1 | | | | 22.170 | | |
| Performance Measures | 0 | | rvice Efficiency | | | | 0 | - | 0 | Service Effecti | | Trips per | Unthe | ked Trips per | |
| Mode | | ating Expenses per hicle Revenue Mile | | ating Expenses per hicle Revenue Hour | | Mode | | Expenses per Passenger Mile | | ng Expenses per I Passenger Trip | Vehicle Rev | | | evenue Hour | |
| Commuter Bus | | \$6.92 | VCI | \$157.94 | | Commuter Bus | | \$9.33 | Ommiked | \$212.01 | Venicie itev | 0.0 | Venicie i | 0.7 | |
| Commuter Bail | | \$85.59 | | \$3,279.38 | | Commuter Bas | | \$12.41 | | \$639.05 | | 0.0 | | 5.1 | |
| Demand Response | | \$11.04 | | \$169.06 | | Demand Response | | \$14.83 | | \$92.16 | | 0.1 | | 1.8 | |
| Bus | | \$3.38 | | \$67.30 | | Bus | | \$4.72 | | \$74.49 | | 0.0 | | 0.9 | |
| Total | | \$33.90 | | \$769.78 | | Total | | \$12.04 | | \$377.01 | | 0.0 | | 2.0 | |
| - otar | | 00000 | | ¢1.0011.0 | | | | ¢12.01 | | <i>worriot</i> | | 0 | | 2.0 | |
| Operating Expense per Vehi | | Operating Expense pe | | | nger Trip per Vehicle | Oper | rating Expense per Vehi | | Op | perating Expense per | | | ssenger Trip per | | |
| Mile: Commuter R | 311 \$15.00 - | Commute | er Rail | Revenue Mil | e: Commuter Rail | \$15.00 | Mile: Demand Respo | | \$20.00 | Demand Resp | ponse | Revenue M | lile: Demand Res | ponse | |
| 80.00 | | | | 0.80 | | \$15.00 | | | \$15.00 | | 0.20 | | | | |
| 60.00 | \$10.00 | | | 0.60 | | \$10.00 | | | \$10.00 | | 0.10 | | | | |
| 40.00 | | | | 0.40 | | \$5.00 | | | | | 0.10 | | | | |
| \$40.00 | | | | | | | | | | | | | | | |
| \$20.00 \$20.00 | \$5.00 | | | 0.20 | | | | - | \$5.00 | | 0.05 | | | | |

Notes: ¹Demand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data. ¹Includes data for a contract with another reporter. ¹This agency has a purchased transportation relationship in which they buy service from All Aboard America (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode CB/PT. ¹This agency has a purchased transportation relationship in which they buy service from Herzog Transit Services, Inc. (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode CR/PT.