

ACT Short Range Transit Plan

Los Alamos County
Public Works Department

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LOS ALAMOS

Purpose:

A Transit Study is required of transit agencies receiving funding from the Federal Transit Administration (FTA) to produce a before and after study that assesses services.

Study Timeline:

- February 23, 2022 - LAC/ACT Transit Study Launched
- July 2022 – Consultant performs review of existing services and one-on-one meetings with stakeholders
- October 6, 2022 – Presentation to Transportation Board on Interim report and Analysis
- March 14, 2023 – Presentation to Council and open for public comment
- March – May 2023 – Consultant received recommendations and considerations
- June 1, 2023 – Final Transit Study

Summary of Study Elements

Table 30: Summary of Atomic City Transit Operating Plan Elements

	Change from Base Case		Benefits	Disadvantages
	Ridership	Operating Cost		
Extend Peak Service on Route 1 from 1 PM to 5 PM	32,240	\$102,160	Cost effective	New vehicle and driver
Saturday Service - Fixed/Microtransit Phase I Pilot Program	7,560	\$181,520	New type of service, Serve more people directly	Additional driver shifts Not as cost effective as fixed route
Saturday Service - Fixed/Microtransit Phase II	10,600	\$284,286	Serves more of Los Alamos directly	Additional driver shifts Not as cost effective as fixed route
Eliminate Second Loop on Route 2T from 3 PM to 5 PM	120	-\$3,200	Improve on-time performance, Cost savings	Eliminate bi-directional service for some White Rock residents
Route 1 & 3 Revisions	5,330	-\$5,200	Improve on-time performance, Western area has more service	Co-op served hourly instead of half-hourly
Early Service to LANL Pilot Program	1,990	\$24,200	Serve LANL employees with early shifts	If popular, will require additional driver shift
Rt 5 - Eliminate Service on Range Road	-500	-\$8,500	Eliminates spur which receives low ridership	Eliminates service to a small number of homes

Staff Recommendations

Summary of Staff Recommendations of Transit Operating Plan Elements

Extend Peak Service on Route 1 from 1 PM to 5 PM	Support for the increase in Route 1 Peak services, as staffing will allow – Ridership reports support continued customers above standard threshold to support the additional service and capture additional ridership.
Saturday Service - Fixed/Micro transit Phase I Pilot Program	Support for the discontinuation of Route 2 Peak services – This service was created to support additional service during construction of the 502 Roundabout. As construction has been completed, the need for this service is no longer needed.
Saturday Service - Fixed/Micro transit Phase II	Support for Saturday service concept recommendation. Implementation of this recommendation will largely be dependent on staffing levels. Capital equipment is available as currently little capital is used during the weekends.
Eliminate Second Loop on Route 2T from 3 PM to 5 PM	Support for Route 2T – second loop from 3:00 pm to 5:00 pm to adjust for traffic congestion, currently this route routinely runs late 15 – 30 minutes daily. Reduction of the second loop during rush hour could eliminate some of this lateness. In addition, staff recommends the option to service Rover Blvd on every other trip during non-rush hour times. This would give additional service to an area currently not being served.
Route 1 & 3 Revisions	Support redesign of Route 3 to include service to Western area and redesign of Route 1 to include service to Camino Entrada area for hourly service – Recently a reduction in passenger use of the Camino Entrada area has been identified. Reducing service to hourly service and providing additional service to the Western area would provide better options for customers.
Early Service to LANL Pilot Program	Recently identified in this study as well as the NCRD Regional LANL Transit study, a need to provide early morning service to the Transit Center was identified. We could use existing staffing and capital to start demand service between 5 am and 6 am on a first come first service basis. In addition, staff recommends removing the 1 st trip of 2M as historically this has not been utilized and applying those resources to this early morning service.
Rt 5 - Eliminate Service on Range Road	Staff recommends, as there is some limited ridership, moving this service to be performed on-request would be a better option than elimination. This would reduce the amount travel time by 5 to 7 minutes, dependent on traffic to the Transit Center.

Where We Are Today

NMDOT announced award of the 5310 and 5311 annual funding award.

Through competition between 21 funding agencies, Los Alamos County received a ranking of #1 in annual ridership and an overall ranking of #3.

Atomic City Transit received the applied Administrative and Operating monies requested along with Capital awards of :

- One Eldorado EZ Rider bus to replace equipment that has met its useful life
- One ARBOC Cutaway bus to replace equipment that has met its useful life
- Replacement of Surveillance and Security equipment that has also met its useful life



Questions?

Thank You!