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LANL Transit Implementation Study

Los Alamos Council

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Purpose of Study

- Expected to grow from ~15,000 to ~18,000 employees by 2028
- Not expanding parking by the level of employee growth
- Most employees (80%) are expected to be on site 4-5 days per week
- Road capacities cannot accommodate new employees driving alone



Purpose of Study

This plan is designed to ultimately facilitate approximately 4,500 LANL employees commuting to and from the Laboratory on either public transit or LANL run shuttles by 2028.

Today, if every seat on public transit serving Los Alamos during peak periods was full, it could serve ~1,500 LANL employees. How do we scale up?

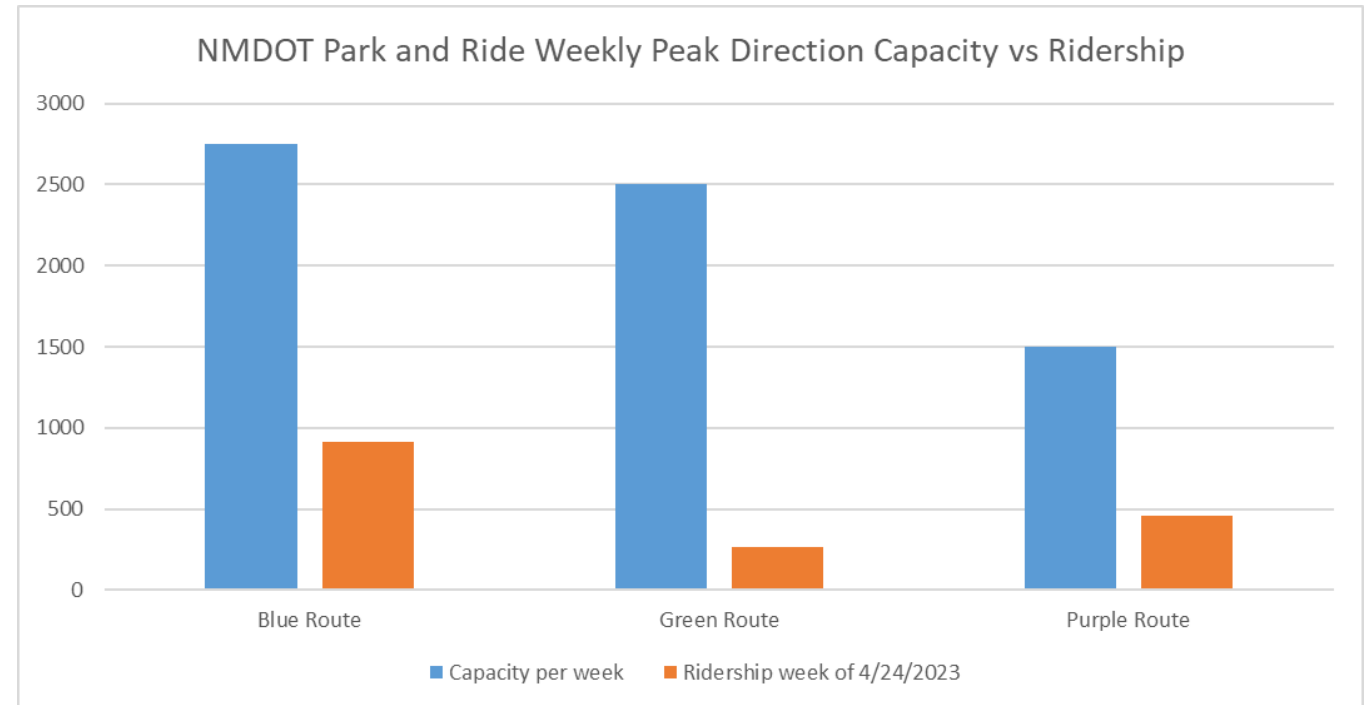


The Scale of Change

- 3,000 employees in the Pajarito Corridor will not have parking and will need to arrive by means other than driving alone
 - LANL is already in the process of changing parking policy and reducing parking capacity in some areas
- Many more employees (1,000+) will choose or want to commute by means other than driving alone
 - Cost savings
 - Working/relaxing instead of concentrating on driving
 - Environmental stewardship
 - Other LANL incentives

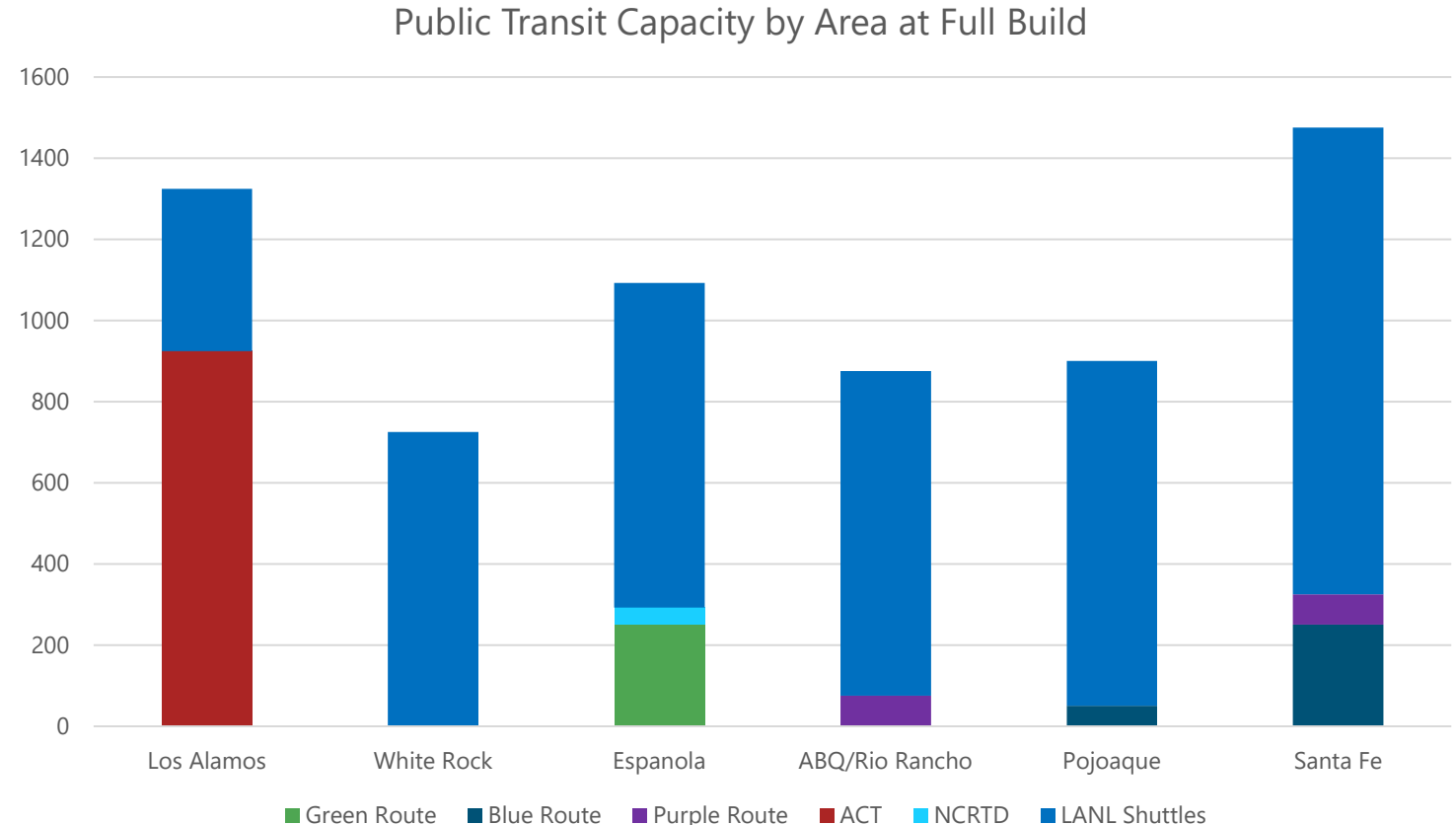
Phased approach

1. Increase ridership on existing public services
 - LANL education employees about transit and incentivizing commuting by transit
2. Implement new services and add trips
 - LANL-Run Service
 - Pilot to Pojoaque
 - White Rock Shuttle/Internal shuttles
 - Long distance shuttles
 - NCRTD Espanola to White Rock
 - Increased trips on NMDOT Park and Ride Routes as ridership grows



Transit Capacity in 2028 by Provider and Area

- Public transit provides just over 25% of capacity in 2028
 - Assumes 4 round trips by NCRTD
 - Assumes 1 added NMDOT Blue Route trip each peak period, could makeup larger percentage if service is added
 - Assumes ACT transit in Los Alamos is a similar capacity to today
- All vehicles are assumed to be 70% full of LANL employees, less capacity is needed if buses are more full



ACT SRTP Results

- Extended afternoon peak service on Route 1, which will now run every 15 minutes from 1pm to 5pm
- Removal of second loop of Route 2T through White Rock during peak times (3-5pm)
- Discontinuation of Route 2P, which operated at peak times from White Rock
- Rerouting of Route 3 to serve Western Area (Sandia and Trinity), which when combined with Route 5 would create service every 15 minutes between Western Area and the Transit Center
- Pilot of early Dial-a-Ride (DAR) service from 5:15am to 6am, with recommendations to continue program if there are more than two riders per hour and increase the number of vehicles at four or more riders per hour
- Pilot of one additional trip from White Rock to Los Alamos Transit Center each early morning, arriving at the Transit Center around 6am, with the caveat that the service may not be needed if LANL runs their own White Rock shuttle

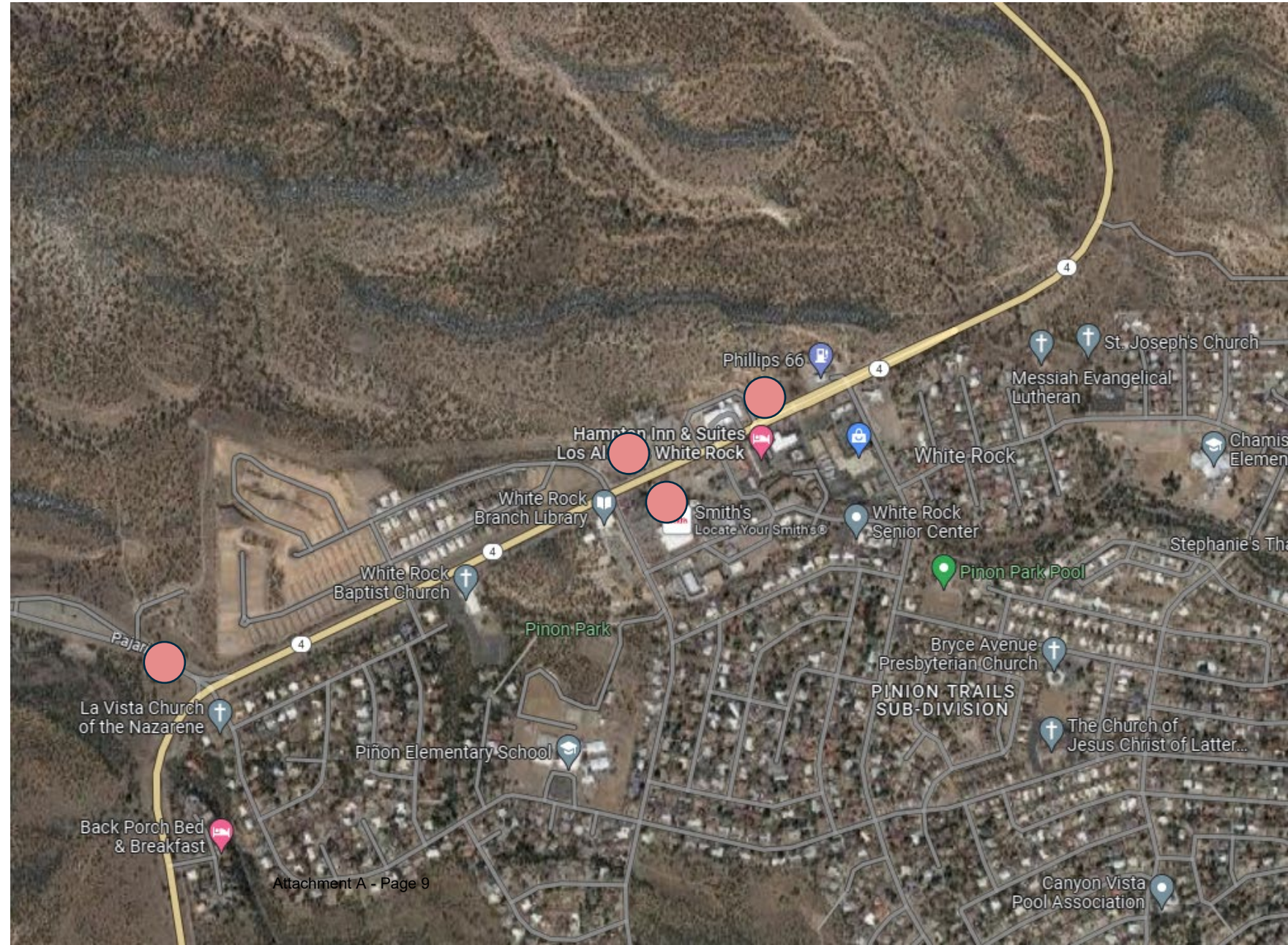
Proposed NCRTD Route

- Currently no direct route from Espanola to White Rock
 - 57 mins on Green Route transfer to ACT
 - New route 34 mins, almost cut in half
- Provide connection to LANL White Rock Shuttle
- Start with 2 round trips the morning and 2 in the afternoon every weekday
- Provide Connection to growing jobs in White Rock



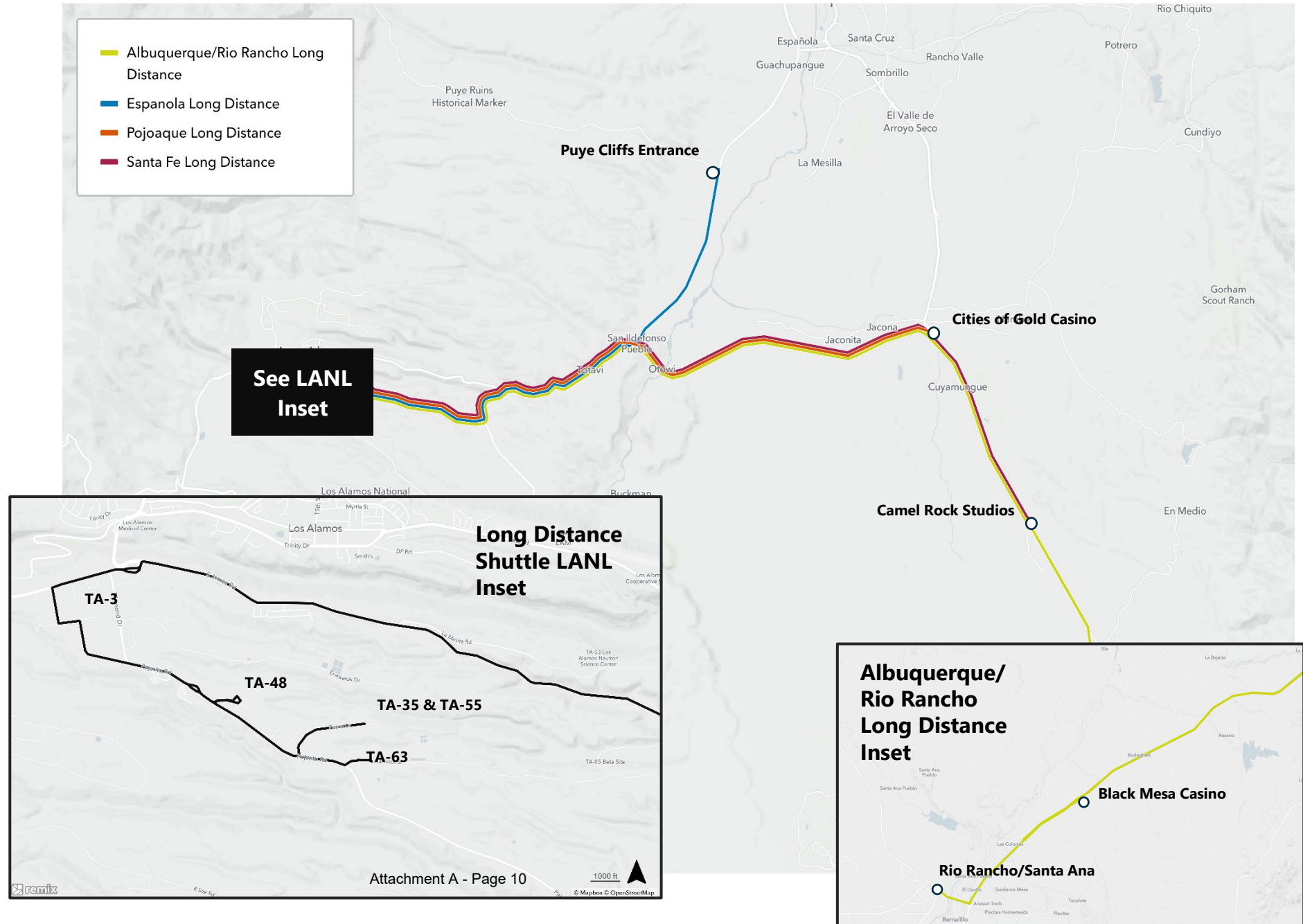
White Rock Transit Center Potential Locations

- Potential Locations at:
 - Pajarito Rd near LANL Gate
 - Visitor Center Site
 - Bonnie View Site
 - Fire Station #3 Site



LANL Long Distance Shuttles

- Long distance shuttles from 4 main markets outside of Los Alamos County
- All serve only TA-3 and Pajarito Corridor
- Park and Ride Locations are examples or in the works



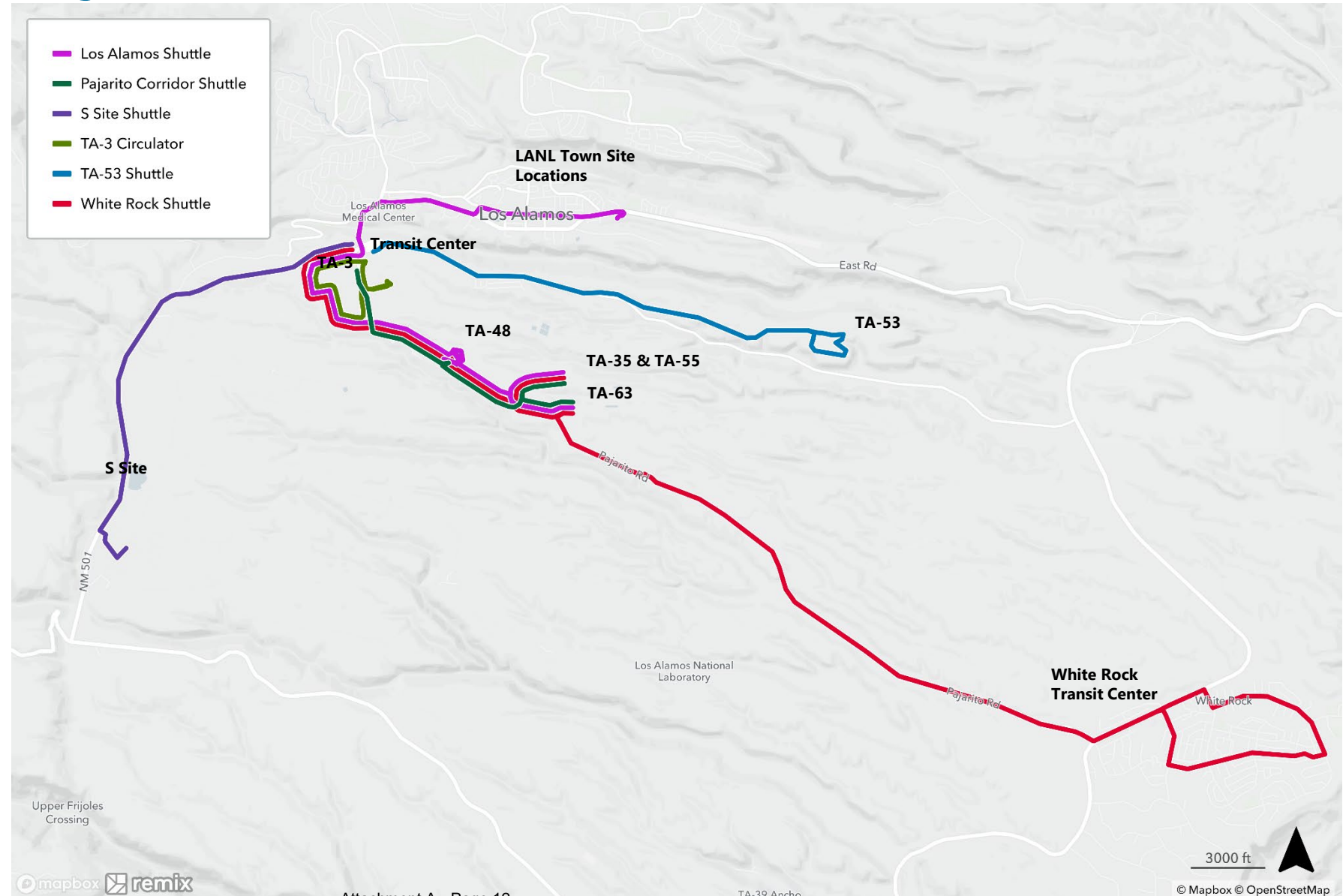
Park and Ride Needs

- Thousands of riders will need thousands of parking spots identified
- More than one lot in each market will probably need to be served
- Look for existing underutilized parking first rather than developing
- Ways to decrease the need for parking:
 - Incentivize carpooling to park and ride lot
 - Run shuttles through denser parts of Santa Fe where people can walk

Area	Total Parking Spots Needed	Identified/Potential Lots
ABQ/Rio Rancho	560	<ul style="list-style-type: none"> ▪ Black Mesa Casino/San Felipe lot already identified ▪ Potential Municipal Lot in Rio Rancho ▪ Potential Santa Ana Lot
Española	525	<ul style="list-style-type: none"> ▪ Developing a lot at Puye Cliffs Welcome Center identified as possibility with San Ildefonso Pueblo ▪ Totavi could be developed
Pojoaque	595 (200 identified)	<ul style="list-style-type: none"> ▪ Cities of Gold secure lot already in use for Pojoaque Pilot, 200 spots identified
Santa Fe	805	<ul style="list-style-type: none"> ▪ Possible lots include: <ul style="list-style-type: none"> - Tesuque Casino - Camel Rock Movie Studio - Unused NM-599 Station Spaces - Unused spaces at the Capitol Building - Santa Fe Place
Total	2,485	-

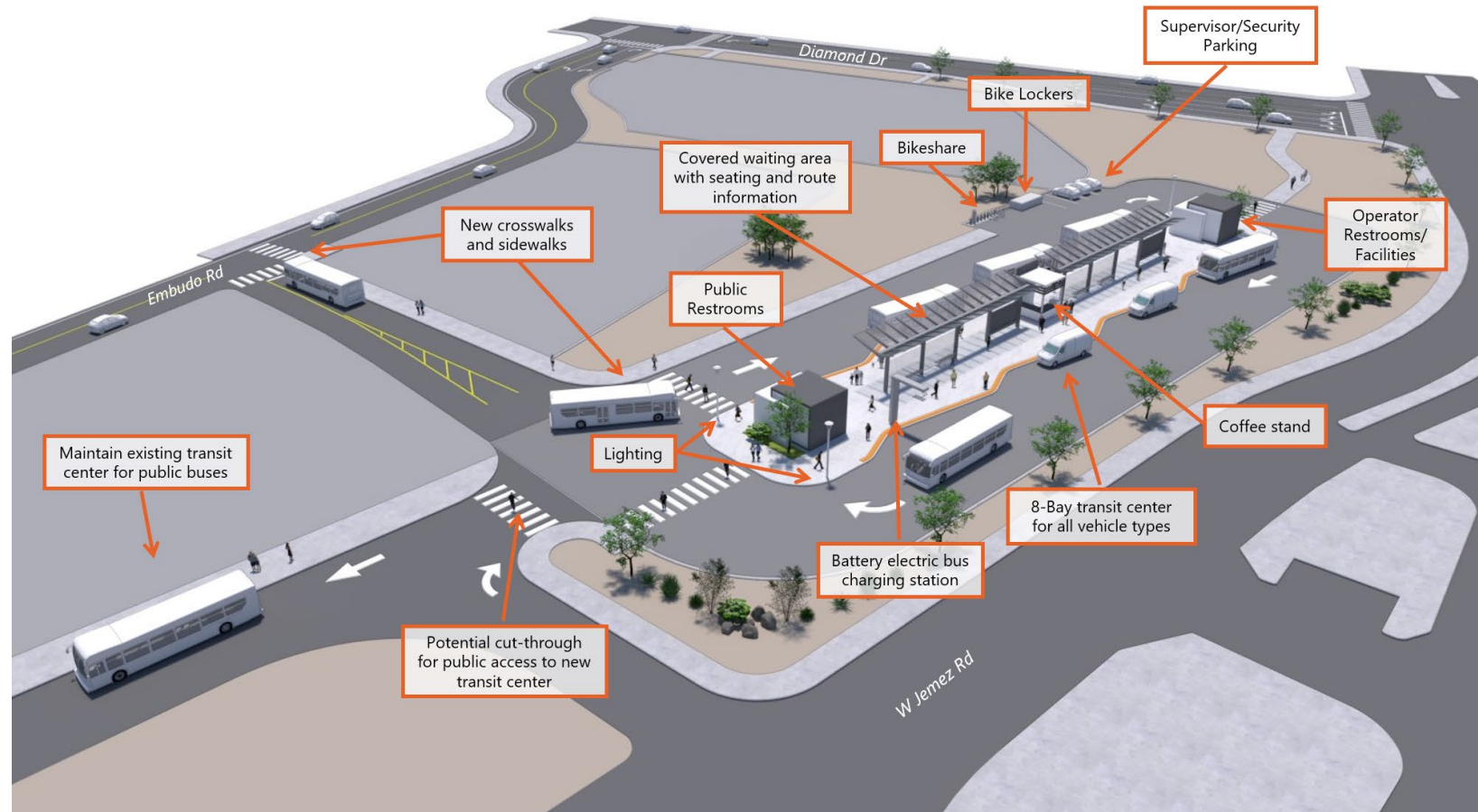
LANL Internal/Hybrid Shuttles

- Connect public transit riders to work site
- Connect work sites to one another for employees who have meetings elsewhere
- Connect White Rock and Los Alamos residents to TA-3 and Pajarito Corridor
- Connect into LANL townsite locations in Los Alamos and White Rock and lunch spots



Los Alamos Transit Center

- Transit Center needs to expand for new service
- Amenities can be shared between LANL and public service operators
- Responding to missing amenities identified in Los Alamos County Short-Range Transit Plan

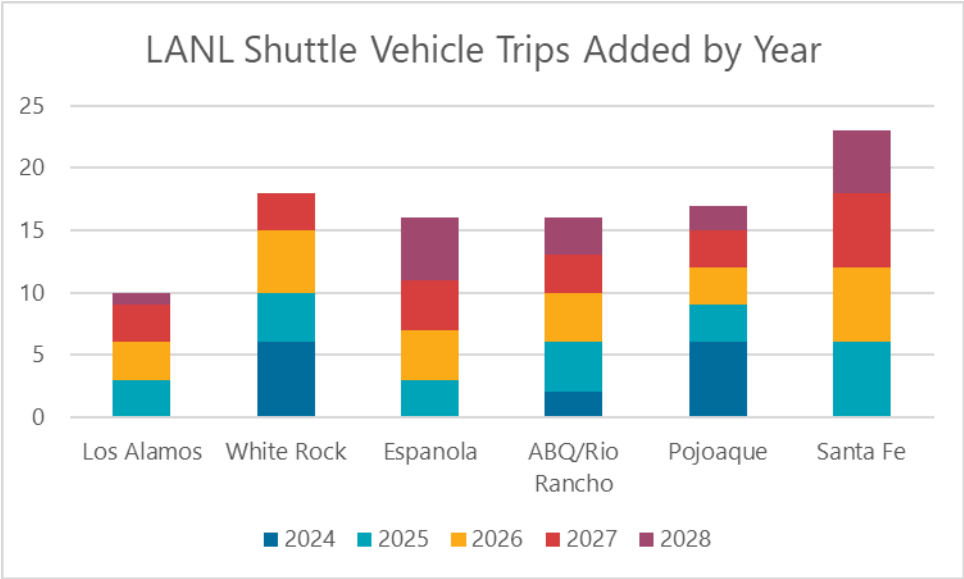


LANL Implementation

- 32 new 50-passenger buses needed at a minimum by 2028 (without spares)
- Most buses can make 2-3 round trips per peak period
- Total of 100 vehicle trips at full build out
- 2024:
 - White Rock Pilot
 - Continue and expand Pojoaque Express
 - Pilot two round trips to Black Mesa Casino to serve ABQ area

Peak Period Vehicle Trips Added to Service per Year

	Los Alamos	White Rock	Espanola	ABQ/Rio Rancho	Pojoaque	Santa Fe	Total
2024-			6-		2	6-	14
2025		3	4	3	4	3	23
2026		3	5	4	4	3	25
2027		3	3	4	3	3	22
2028		1	0	5	3	2	16
Total		10	18	16	16	17	23

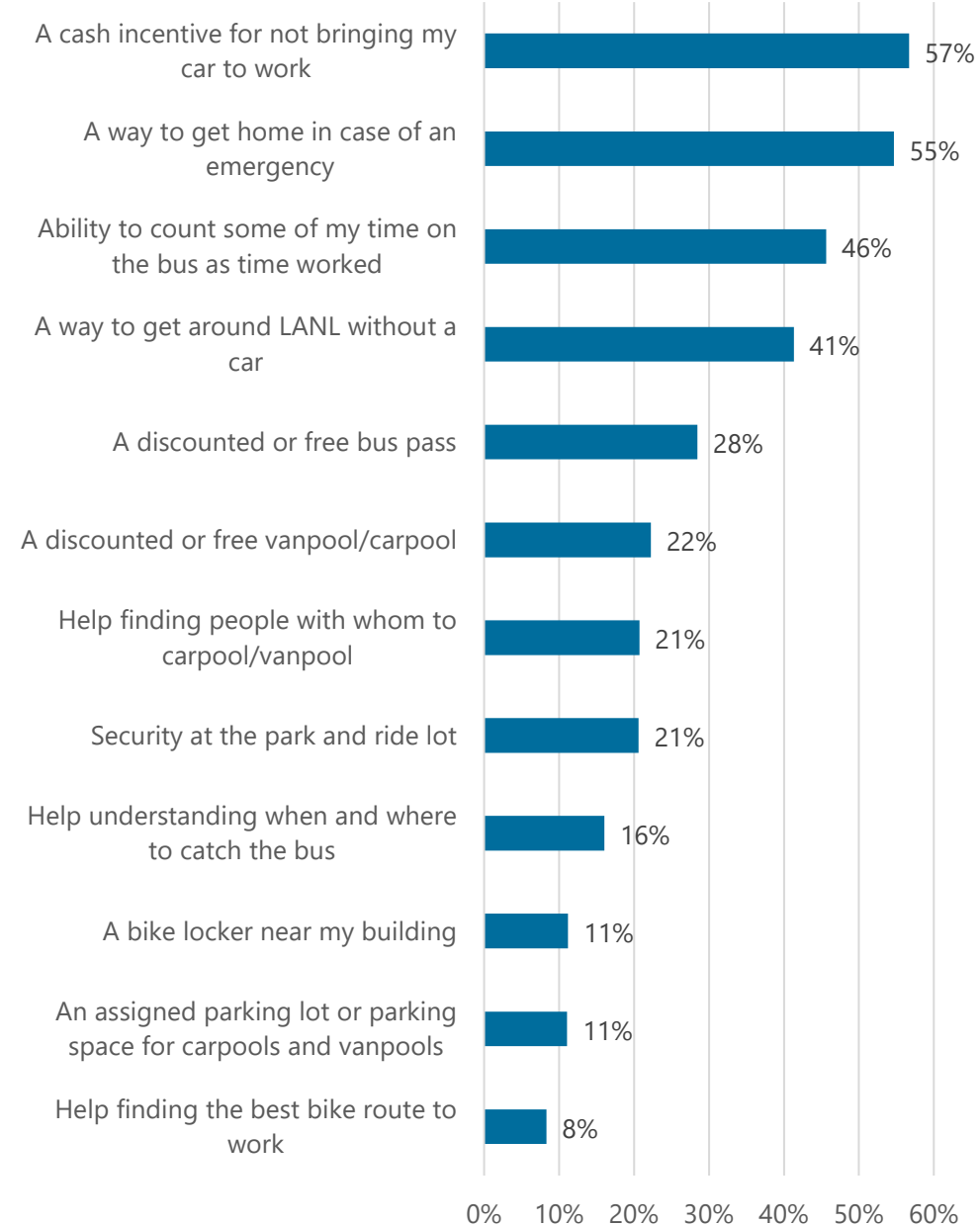


LANL Planned and Potential Incentives

Programs responding to 5 most popular answers for what would encourage employees to not drive alone

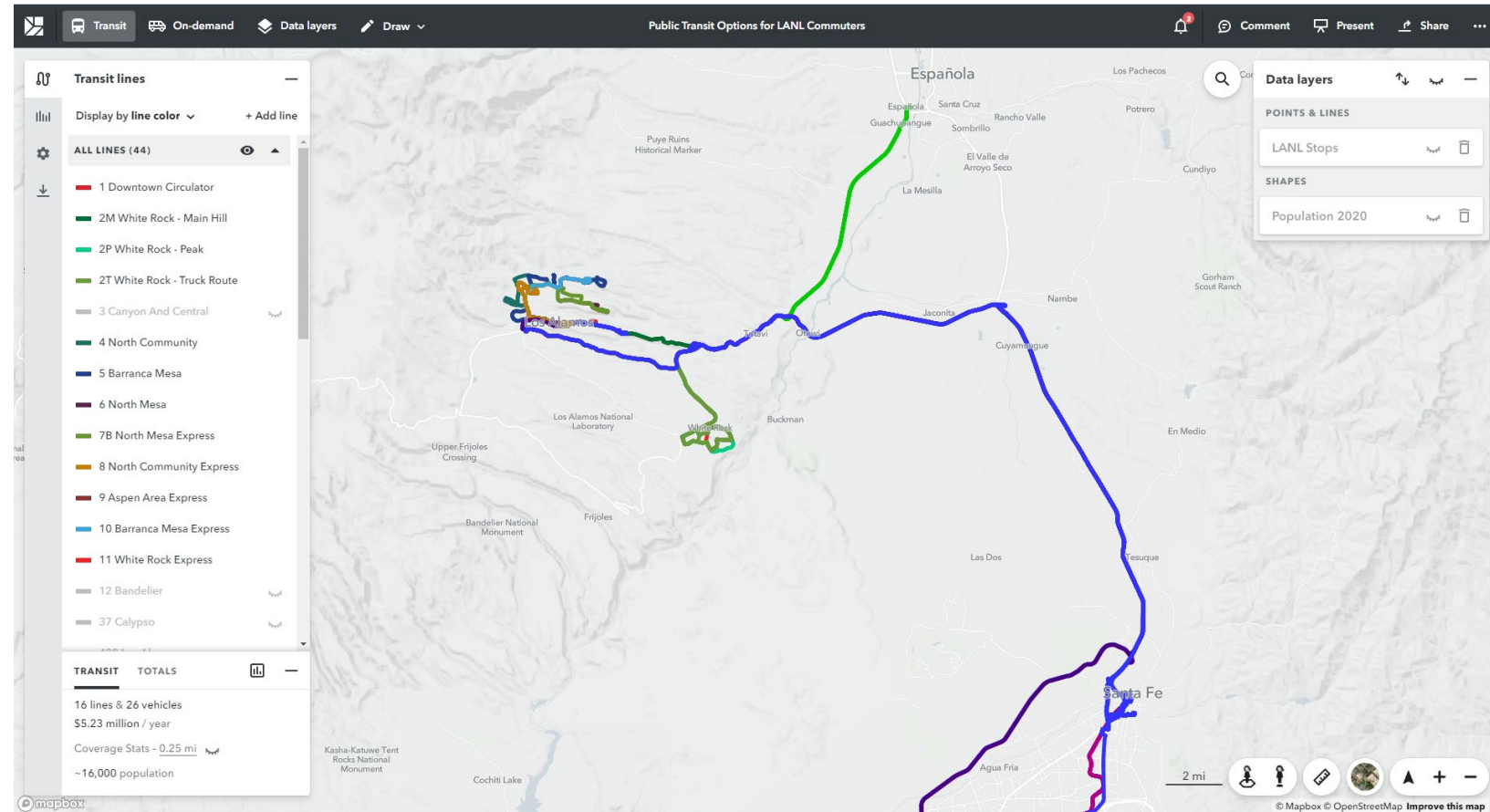
- LANL is investigating paying employees directly for not driving alone to work. Other national laboratories in the country have had great success with cash payments.
- LANL now allows employees to take a government vehicle if they do not have their own on site overnight if an emergency arises.
- LANL is working with supervisors on policies around this concept.
- Internal/hybrid shuttles, bikeshare, and using government owned vehicles will also be ways to get around LANL without a personal vehicle
- LANL has approached and is in conversation with NMDOT about purchasing bulk passes and providing them at a discount or free to employees.

What would encourage you or help you make the choice to not drive alone? (Select all that apply, n=2027)



LANL Public Transit Remix Map

- NCRTD will host an up-to-date Remix map on the website with public transit options to travel to and in Los Alamos
- Today will show ACT, NMDOT Park and Ride, and Rail Runner
 - NCRTD service when it comes online
- As public services become available or schedules change, this map will change to reflect it



Green Espanola - Los Alamos

All
 Weekday
Both directions
All patterns
+ Service window

Outbound

Espanola
Tech Area 3 (TA-3)
Los Alamos Medical Center...
Ashley Pond
Trinity-7th
Entrada Dr.
Mesa Public Library

12 - 06:53 · Once · 3 trips (1 Inbound, 2 Outbound)

Runtime	Headsign	♿	🚲	0	+30:00	+5:00	+1:00	+2:00	+8:00	+7:00
30 min		☉	☉	05:42	06:12	-	-	-	-	-
53 min		☉	☉	06:00	06:30	06:35	06:36	06:38	06:46	06:53

53 - 08:26 · Every 23.3 min · 8 trips (5 Inbound, 3 Outbound)

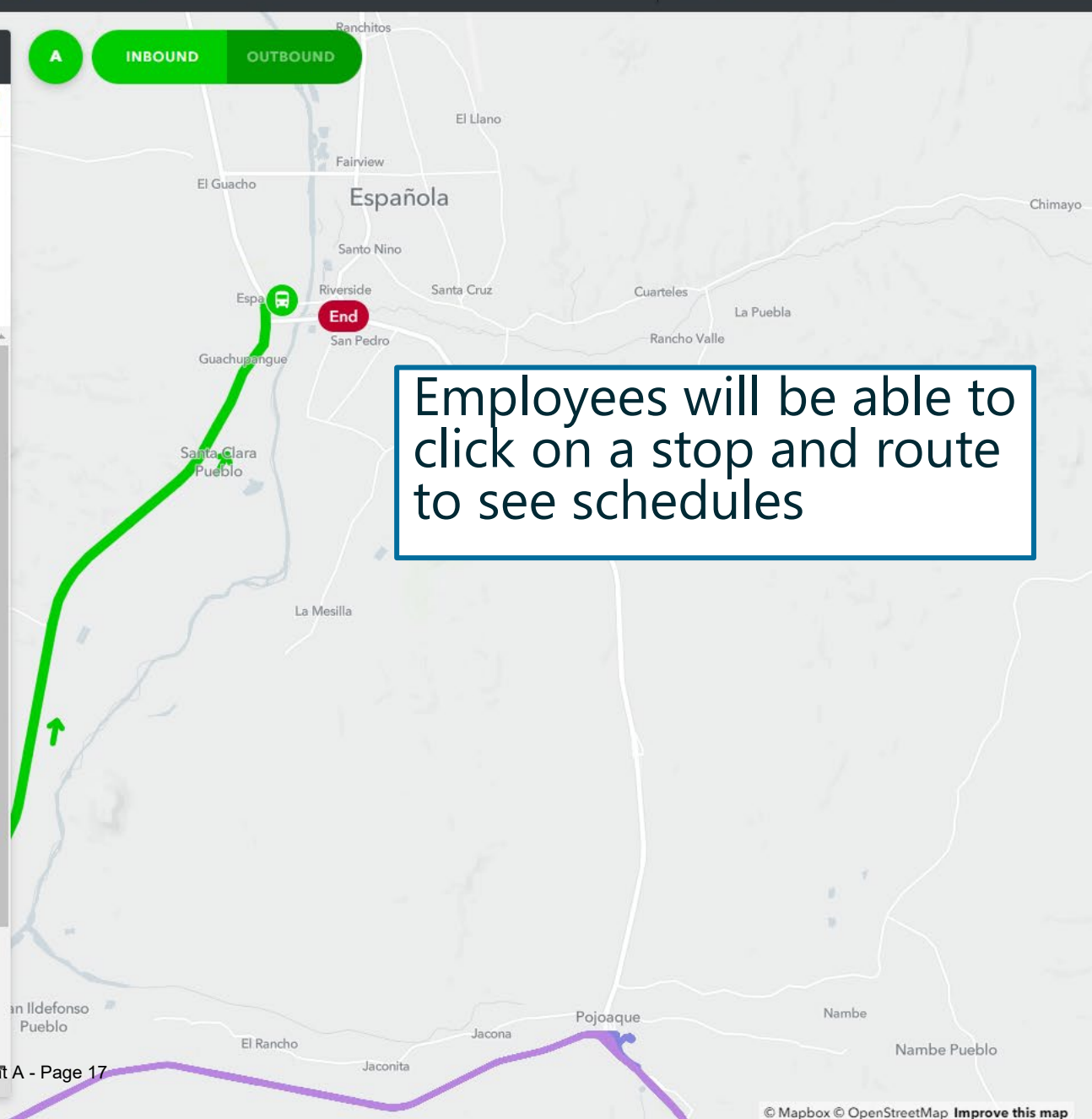
Runtime	Headsign	♿	🚲	0	+29:40	+5:00	+1:00	+2:00	+8:00	+7:00
40 min		☉	☉	06:32	07:02	07:07	-	-	-	07:12
53 min		☉	☉	06:52	07:22	07:27	07:28	07:30	07:38	07:45
53 min		☉	☉	07:34	08:03	08:08	08:09	08:11	08:19	08:26

07 - 15:46 · Once · 3 trips (1 Inbound, 2 Outbound)

Runtime	Headsign	♿	🚲	0	+30:00	+5:00	+1:00	+2:00	+8:00	+7:00
39 min		☉	☉	14:28	14:58	15:03	-	-	-	15:07
53 min		☉	☉	14:47	15:17	15:22	15:23	15:25	15:33	15:40

40 - 17:43 · Every 30.8 min · 9 trips (5 Inbound, 4 Outbound)

Runtime	Headsign	♿	🚲	0	+29:30	+5:00	+1:00	+2:00	+8:00	+7:00
40 min		☉	☉	15:30	16:00	16:05	-	-	-	16:10
53 min		☉	☉	15:48	16:17	16:22	16:23	16:25	16:33	16:40
40 min		☉	☉	16:20	16:50	16:55	-	-	-	17:00



Employees will be able to click on a stop and route to see schedules

Strategies to respond to Operator shortage

- **Pay competitive salaries** –Paying an attractive wage from the get-go, with opportunity for raises and other types of advancement, can help attract workers.
- **Work hours and scheduling** – Split-shifts and mandated overtime make it very difficult for operators to maintain a work-life balance. Scheduling appealing shifts with regular work weeks can help attract operators.
- **Facilities** – Making sure operators have clean bathrooms, comfortable break rooms, and access to water and food is vital to attracting employees and showing them the respect they deserve. Lack of bathrooms along routes is particularly troublesome for women and contributes to the large gender gap in transit operators.
- **Focus on carpooling/vanpooling.** Carpool and vanpool drivers are employees themselves, and do not need to be paid additional salaries. They also provide their own vehicles or get them through the state program. Focusing on incentivizing employees to carpool and vanpool can relieve the need for LANL-run Long Distance Shuttles

Thank you!



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