

# CITY of ALBUQUERQUE

## TWENTY-FIFTH COUNCIL

COUNCIL BILL NO. R-23-163 ENACTMENT NO. \_\_\_\_\_

SPONSORED BY: Isaac Benton

1 RESOLUTION

2 DIRECTING THE CITY OF ALBUQUERQUE TRANSIT DEPARTMENT AND RIO  
3 METRO REGIONAL TRANSIT DISTRICT TO CONDUCT A STUDY FOR  
4 CONSOLIDATING ABQ RIDE AND RIO METRO AND DEVELOP A  
5 CONSOLIDATION PLAN; APPROPRIATING FUNDING TO FUND THE STUDY  
6 AND PLAN.

7 WHEREAS, consolidating transportation systems at the regional level has  
8 been an effective mechanism for improving efficiencies and reducing costs  
9 across jurisdictions; and

10 WHEREAS, the City of Albuquerque Transit Department is responsible for  
11 operating fixed route service, paratransit service, and BRT service within the  
12 city limits; and

13 WHEREAS, the Rio Metro Regional Transit District (RMRTD) Board of  
14 Directors is responsible for carrying out the functions conferred by the  
15 provisions of the state's Regional Transit District Act, with the establishment of  
16 a regional transit system that is compatible with state and local transportation  
17 plans, the development of policies and procedures to support the establishment  
18 of this system, and the development of a sound financial plan that provides for  
19 the capital, operating, and maintenance requirements of the regional transit  
20 system; and

21 WHEREAS, ten local governments participate in the RMRTD, including the  
22 City of Albuquerque, Town of Bernalillo, Bernalillo County, Village of Bosque  
23 Farms, Village of Corrales, Village of Los Lunas, Los Ranchos de Albuquerque,  
24 City of Rio Communities, City of Rio Rancho, Sandoval County, and Valencia  
25 County; and

1 WHEREAS, the City of Albuquerque has five seats on the Board, four of  
2 which are filled by City Councilors and one filled by the Mayor; and

3 WHEREAS, consolidating transit agencies can be a complex process that  
4 involves merging and/or integrating existing entities into a single, unified  
5 organization; and

6 WHEREAS, municipalities, counties, and regions in other states have  
7 recently consolidated their transit agencies and, as a result, have improved  
8 efficiencies and reduced costs across their jurisdictions; and

9 WHEREAS, the Federal Transit Administration recommends factors that  
10 should be considered in the process of consolidating transit agencies include  
11 but not be limited to transit planning, operational cost effectiveness, regional  
12 collaboration, resource allocation, grant application and management,  
13 compliance with federal and state regulation, and quality of service; and

14 WHEREAS, benefits of consolidation found in other parts of the country with  
15 similar land use patterns and transportation needs include:

- 16 • Reducing administrative and management costs through the elimination of  
17 duplicative functions and organizations,
- 18 • Reducing overall operating costs by reducing the sum of operating costs for  
19 the current individual agencies,
- 20 • Using savings generated through consolidation to meet current and future  
21 needs with in-house personnel or other resources,
- 22 • Improving fleet maintenance through the consolidation of maintenance  
23 management systems, parts inventories, and other maintenance activities,
- 24 • Improving technology and workflows through the implementation of  
25 integrated, updated systems such as demand-response scheduling software  
26 (improving communications and performance, and potentially reducing  
27 operating costs),
- 28 • Enabling operational efficiencies by streamlining demand-response  
29 operations and adjusting service levels to meet demand on an ongoing basis,
- 30 • Increasing ridership and revenue by making a regional transit system that is  
31 more interconnected, convenient, and understandable to riders,
- 32 • Streamlining and integrating management functions to be more responsive  
33 to transit and shared-ride needs,

1 • Consolidating service by participating in a joint powers agreement with the  
2 RMRTD, which has an existing consolidated board consisting of one or more  
3 representatives from each of the participating local governments; and  
4 WHEREAS, other municipalities, counties, and regions have co-conducted  
5 studies and developed consolidation plans for their transit agencies; and  
6 WHEREAS, the Transit Department and RMRTD could benefit from co-  
7 conducting a similar study for consolidating their transit agencies and  
8 developing a Consolidation Plan; and  
9 WHEREAS, general assessment steps that should be included in the Study  
10 of the consolidation process include the following: evaluating the need,  
11 conducting a feasibility study, examining financial implications, taking an  
12 inventory of legal and regulatory requirements, developing a workforce  
13 development plan, and establishing avenues for public input; and  
14 WHEREAS, the Study should provide a comprehensive understanding of the  
15 benefits, challenges, and potential risks associated with consolidation; and  
16 WHEREAS, the development of the Consolidation Plan should be based on  
17 the findings of the Study and should include a detailed plan that outlines the  
18 objectives, timelines, and steps for consolidating the transit agencies. The  
19 Consolidation Plan should consider various aspects of consolidation, such as  
20 measures for communicating, engaging, and collecting community input from  
21 stakeholders, including but not limited to employees, transit unions,  
22 passengers, local government officials, and community organizations. These  
23 measures should be able to address concerns from stakeholders, build support  
24 for the consolidation process, and establish clear expectations and  
25 communications throughout the consolidation process, and should include but  
26 not be limited to:

- 27 • Potential legal barriers or requirements for consolidation and ensure  
28 compliance with federal and state regulations,
- 29 • A proposed unified organizational structure for the consolidated transit  
30 agency within the NMRTD responsible for decision-making, defining  
31 roles and responsibilities, developing clear reporting lines, and  
32 identifying the size, scope, and operational requirements of the  
33 consolidated entity,

- 1 • Strategies to integrate operations and services of the different transit  
2 agencies. This may involve reassigning roles, negotiating labor  
3 agreements, providing training or retraining opportunities, and ensuring  
4 a fair and smooth transition for affected employees,
- 5 • Plan to integrate funding sources and budgets. This should involve  
6 considering how revenues, grants, subsidies, and expenses will be  
7 consolidated and allocated within the unified agency. This should also  
8 involve identifying any potential cost savings or revenue generation  
9 opportunities through consolidation,
- 10 • Performance metrics and monitoring mechanisms to assess the  
11 effectiveness and efficiency of the consolidated transit agency. This  
12 should involve regularly evaluating the consolidated transit agency's  
13 performance, gathering feedback from stakeholders, and making  
14 necessary adjustments to ensure the desired outcomes are achieved.

15 **BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF**  
16 **ALBUQUERQUE:**

17 **SECTION 1.** Upon the enactment of this resolution by both the City and  
18 **RMRTD, the Transit Department and Rio Metro shall conduct a Study for**  
19 **consolidating ABQ Ride and Rio Metro and use the findings to develop a**  
20 **Consolidation Plan.**

21 **SECTION 2.** The City encourages RMRTD to pass a companion resolution to  
22 **carry out the Consolidation Plan.**

23 **SECTION 3.** That the following amounts from the City of Albuquerque are  
24 **appropriated to fund the Study and the Consolidation Plan. These amounts**  
25 **will be matched by Rio Metro by resolution.**

26 **GENERAL FUND - 110**

27 **City Support**

28 **Transfer to Other Funds:**

29 **Operating Grants Fund (265)**

30 **150,000**

31 **OPERATING GRANTS FUND - 265**

32 **Transit Department**

33 **150,000**

**1 SECTION 3. EFFECTIVE DATE. This resolution shall take effect five days**  
**2 after publication by title and general summary.**

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**FISCAL IMPACT ANALYSIS**

DIRECTING THE CITY OF ALBUQUERQUE TRANSIT DEPARTMENT AND RIO METRO REGIONAL TRANSIT DISTRICT TO CONDUCT A STUDY FOR CONSOLIDATING ABQ RIDE AND RIO METRO AND DEVELOP A CONSOLIDATION PLAN; APPROPRIATING FUNDING TO FUND THE STUDY AND PLAN.

TITLE:

R: 23-163  
FUND: ( 110) and 265  
DEPT: Transit

- No measurable fiscal impact is anticipated, i.e., no impact on fund balance over and above existing appropriations.
- (If Applicable) The estimated fiscal impact (defined as impact over and above existing appropriations) of this legislation is as follows:

		Fiscal Years			
		2023	2024	2025	Total
Base Salary/Wages		-	-	-	-
Fringe Benefits at	1.4500%	-	-	-	-
Subtotal Personnel		-	-	-	-
Operating Expenses		-	-	-	-
Property		-	-	-	-
	(potential draw down on Component Capital Plan Account)	-	-	-	-
Capital		-	-	-	-
Indirect Costs	9.80%	-	-	-	-
Total Expenses		\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> Estimated revenues not affected					
<input checked="" type="checkbox"/> Estimated revenue impact					
	Amount of Grant	-	-	-	-
	City Cash Match	-	-	-	-
	City Inkind Match	-	-	-	-
	City IDOH	-	-	-	-
Total Revenue		\$ -	\$ -	\$ -	\$ -

These estimates do not include any adjustment for inflation.

\* Range if not easily quantifiable.

Number of Positions created \_\_\_\_\_

**MONETARY IMPACTS COMMENTS: Moves \$150,000 from Operating Fund 110 to Transit Grants fund 265.**

**COMMENTS ON NON-MONETARY IMPACTS TO COMMUNITY/CITY GOVERNMENT:**

COUNCIL SERVICES STAFF PREPARED BY: