



North Central Regional Transit District (NCRTD) Reauthorization Ballot Issue Fact Sheet

On the November 6th ballot will be a question asking voters whether they are for or against the County Regional Transit Gross Receipts Tax Reauthorization (RTGRT). Registered voters will be voting to reauthorize the existing County Regional Transit Gross Receipts Tax of 1/8% that is used to finance the operational costs and capital expenditures and removing the 2024 Sunset provision.

Voting for Reauthorization **will not** increase taxes.

Will voting “yes” increase taxes?

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Why is this an issue now?

When the North Central Regional Transit District was initially established in 2004 there was no source of funding other than membership contributions and matching federal funds. In order to establish a reliable funding source in addition to the federal funding and to enhance and expand transit service, the Board requested that a 1/8% Regional Transit Gross Receipts Tax be presented to the voters to fund the NCRTD. This election occurred in November 2008 and was approved by the voters. The ordinance that was adopted by the Counties contained a sunset provision, which required that the tax be rescinded in January 2024 or presented to the voters for reauthorization.

What is the current tax?

The Regional Transit Gross Receipts Tax is 1/8th of a cent or 2.5 cents on \$20.

How much does the tax fund of the NCRTD’s operation?

Currently approximately 68%. The remainder is made up through federal grants and various revenues. Of that RTGRT collected, approximately 60% totaling \$4.7 million is shared with Santa Fe Trails (SF Trails), Los Alamos Atomic City Transit (LAC) and NM Rail Runner Express (RR Exp) to fund regional services they provide.

How much is given specifically to SF Trails, LAC Atomic City and RR Express?

What does it fund?

For 2019 the following is allocated to each entity:

- **SF Trails, \$1,026,620 (Santa Fe pickup, Folk Art Market, Spanish Market, Indian Market, Zozobra, Farolito Walk and Route 22, 2 and 4)**
- **LAC, \$1,466,600 (Route 2, 11, 3 and 4, enhanced services and various capital needs)**
- **RR Exp, \$2,250,000 (operations)**

What is the NCRTD service area?

The NCRTD covers more than 10,000 square miles with 55 buses, 68 bus passenger shelters, 468 bus stops and 79 employees. 14 (18%) of these employees are in administrative positions and 65 (82%) are in operations.

NCRTD provides fare-free and premium fare-based bus transit connecting more than 70 communities, Pueblos and Tribal Nation throughout the counties of:

- **Santa Fe**
- **Taos**
- **Los Alamos**
- **Rio Arriba**

And the Pueblos and Nation of:

- **Pojoaque**
- **Nambé**
- **Tesuque**
- **San Ildefonso**
- **Santa Clara**
- **Ohkay Owingeh**
- **Picuris**
- **Taos**
- **Jicarilla Apache Nation**

In 2008 the RTD had 10 routes and one Demand Response. Over the years, due to RTGRT and federal funds, the NCRTD has expanded service and now provides 25 fixed and flex routes, one Demand Response service area, one Dial-a-Ride service and complementary paratransit service in the Taos area. The RTD Blue Buses also connect to the NM Rail Runner Express, Los Alamos Atomic City Transit, Santa Fe Trails, NMDOT Park & Ride, and Red River Miner's Transit.

Who benefits from the NCRTD's services?

- **Commuters**
- **Students**
- **Seniors, Retirees & Care Givers**
- **Veterans**
- **People with disabilities**
- **People without cars (56% of transit riders don't own a car)**
- **Visitors and Tourists**
- **Everyone. Reduced carbon footprints benefit us all.**
- **Everyone. Less wear and tear on the highways saves money on road repair.**
- **Everyone. Less cars on the road means fewer accidents.**
- **Everyone. NCRTD assists people getting to and from work and school and positively impacts economic development.**

How has ridership been doing?

In FY2018, there were more than 784,946 passenger trips provided by the RTGRT; and a total of 7.3 million trips since 2008. This includes routes operated by NCRTD and those funded by NCRTD and operated by Santa Fe Trails, NM Rail Runner Express (southbound only) and Los Alamos Atomic City Transit. 2018 also saw an increase in ridership on NCRTD-operated routes with a 1.8% increase, bucking the national trend of a 5.7% decrease.

What are some highlights of the Blue Bus?

- Installed and launched an Intelligent Transportation System providing real time bus information;
- Established permanent year-round RTD Mountain Trail route to the Santa Fe National Forest and Ski Santa Fe;
- Launched a customer friendly trip planning feature, in partnership with Google Maps, that offers convenience and ease in planning a trip utilizing any of the transit district's RTD "Blue Buses," as well as connecting transit services;
- The NCRTD has received top honors from the Government Finance Officers Association for each of the past three years for its Comprehensive Annual Financial Report; and the past two years for its annual budget;
- Received the 2014 Federal Transit Administration award for Outstanding Public Service in Rural Transportation.

Why do we need continued funding?

- The Regional Transit Gross Receipts Tax provides 68% of our revenue, without the continuation of this funding source the NCRTD will not be able to continue to operate the existing services it provides today and will need to provide in the future;
- Federal funding sources for transit have been declining therefore the RTGRT fills the funding gap that has been created due to this declining revenue source;
- The fleet is aging. Because of reduced funding, we are forced to maintain existing fleets longer until we have enough funding to purchase new vehicles;
- The need for transit is growing. Continued funding allows us the opportunity to add more routes and services.

What happens if the tax is not reauthorized?

Without a secure stream of ongoing funding, the NCRTD will cease to exist.

But you still have federal funds?

Federal funding provides approximately 26% of the annual operating costs and is contingent upon having a matching source of non-federal dollars. These matches range from 50/50 (operations) to 80/20 (administration & capital). Therefore, without a corresponding non-federal match, the federal funds will not be available.

