

Comments & Responses To Property Value Issues

Background:

The comments included in this document were derived from several sources, including the Public Hearing for the New Mexico Rail Runner Express service extension to Santa Fe held on August 21, 2007 and two more public meetings held on October 23, 2007 and October 30, 2007 respectively. Some comments were also generated from emails or phone calls as a result of these meetings. Specific references to home addresses or names have been omitted from the comments for privacy reasons. For further information on project plans and updates please consult the New Mexico Rail Runner Express website at www.nmrailrunner.com

Comments on Property Values

General: *Based on the experience of other communities that have implemented commuter and/or light rail the NMDOT does not anticipate any adverse impact to property values. A study in Dallas found that residential property values within ½ mile of train stations increased 39% more than a control group of residential properties. Studies in other parts of the United States have resulted in similar findings. The properties in question are located next to an existing active railroad with train horn noise and residual noise from jointed rail and old train equipment. In addition there are several places along the line that are currently used to store old railroad equipment and supplies and others that serve as rail freight to truck offloading points. This equipment and these activities will be relocated away from residential areas as part of the project. In addition almost 3 miles of rail trail will be added in the corridor as well as tree plantings in several locations. The establishment of quiet zones and the use of new continuous welded rail will reduce the most offensive noise affecting adjacent properties today. While more trains will be using this corridor this also means more activity and surveillance of the corridor. Suspicious activities in the corridor will be reported immediately to local law enforcement by locomotive engineers which should result in a reduction of crime and vandalism to properties within the vicinity of the railroad tracks. While efforts will continue to provide more information on this issue, when all of these elements are considered together relative to the existing condition, they tend to support the conclusion that property values are not likely to be negatively affected.*

1. How will the Rail Runner affect the property values of houses on Santa Rosa Drive?

See General Comments above. Also, based on the experience of other communities that have implemented commuter and/or light rail the NMDOT does not anticipate any adverse impact to property values. A study in Dallas found that residential property values within ½ mile of train stations increased 39% more than a control group of residential properties. Studies in other parts of the United States have resulted in similar findings. Due to the close proximity of

Santa Rosa Drive to the station at Alta Vista, the train will likely increase property values in that neighborhood.

2. This will have an immense impact on our neighborhood, with implications for lowered property values, noise impacts, and access to our home. Will the state compensate homeowners for lowered property values? Why are noise walls not considered?

See General Comments above. The NMDOT does not expect the Rail Runner service to have an adverse impact to property values nor will it change access to any residential property. Accordingly, the NMDOT does not have plans to compensate homeowners for a change in property value. The reasons why noise walls are not proposed are addressed in the response to noise questions.

3. What analysis, if any, went into impact of property values around the Rail yard?

See general Comments above. Specific analyses of the area surrounding the Rail Yard and property values were not conducted. However, any change in property values near the rail yard are likely to be positive.

4. Will the state pay to relocate me?

Relocation assistance is provided when a property is adversely impacted and can no longer be used for its intended use due to a loss of access or the direct taking of a residence and/or ancillary facilities. Because this will not occur, the NMDOT does not intend to relocate any property owners.