

# **SOUTH CENTRAL REGIONAL TRANSIT DISTRICT UPDATED FIVE – YEAR SERVICE AND FINANCIAL PLAN**

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**FINAL DRAFT**



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## **PURPOSE**

The South Central Regional Transit District (SCRTD) is committed to a cooperative and coordinated approach to meeting the public transit needs of its customers, its member governments, the business community, and other groups and organizations, and to meeting the standards of the State of New Mexico and the United State Federal Transit Administration. The SCRTD uses an informed decision-making process to determine the levels of operation needed to provide transit services in areas within its boundaries that did not have access to public transit prior to its implementation of services, or that do not have access to public transit at the time of its adoption of this Update to the 2015 South Central Regional Transit System Service and Financial Plan. The SCRTD also provides connectivity between existing transit systems by sharing infrastructure and timing routes and works with other government entities, the private sector, and non-profits to establish an integrative and efficient public transportation system across district. The SCRTD's financial planning processes allow it to generate and use local, state, and federal resources and funding to administer and operate its services. This approach increases the efficiencies of local and regional transit providers and it fosters the use of existing and future transit oriented decision-making processes.

## **MISSION**

The **mission** of the South Central Regional Transit District (**SCRTD**) is to strengthen communities, facilitate economic and educational activities, and promote health and safety through safe and efficient regional transportation services.

**UPDATED SOUTH CENTRAL REGIONAL TRANSIT DISTRICT  
(SCRTD)  
SERVICE AND FINANCIAL PLAN**

**CHAPTER ONE: INTRODUCTION, SCRTD MEMBERS, BACKGROUND,**

**I. Introduction to the 2018 Plan Update**

In 2015, prior to beginning permanent routes, the South Central Regional Transit District (SCRTD) adopted a Five-Year Service and Financial Plan. This document is an Update of that Plan. This Update summarizes the SCRTD's successes and activities since 2015 and provides the tools required for the SCRTD to continue developing and operating as part of an integrated regional public transit system linking southern New Mexico and west Texas. Map 1 shows the Service Area of the transit system as of January 2018.

The SCRTD's Board of Directors adopted this update because significant changes have occurred in the SCRTD's operations since 2015 and revisions are needed to reflect those changes.

- This Update includes revised Goals and Objectives for the next three years.
- Actual revenues and costs from the first two years of service are used as a basis for projecting future revenues and costs.
- Because routes and schedules have changed since adoption of the 2015 Plan, this Update includes the maps and schedules being used in the spring of 2018, and it includes maps showing planned routes for services north of Las Cruces.
- A timeline for adoption of a new Five Year Plan has been included

**II. SCRTD Member Governments and Board Members**

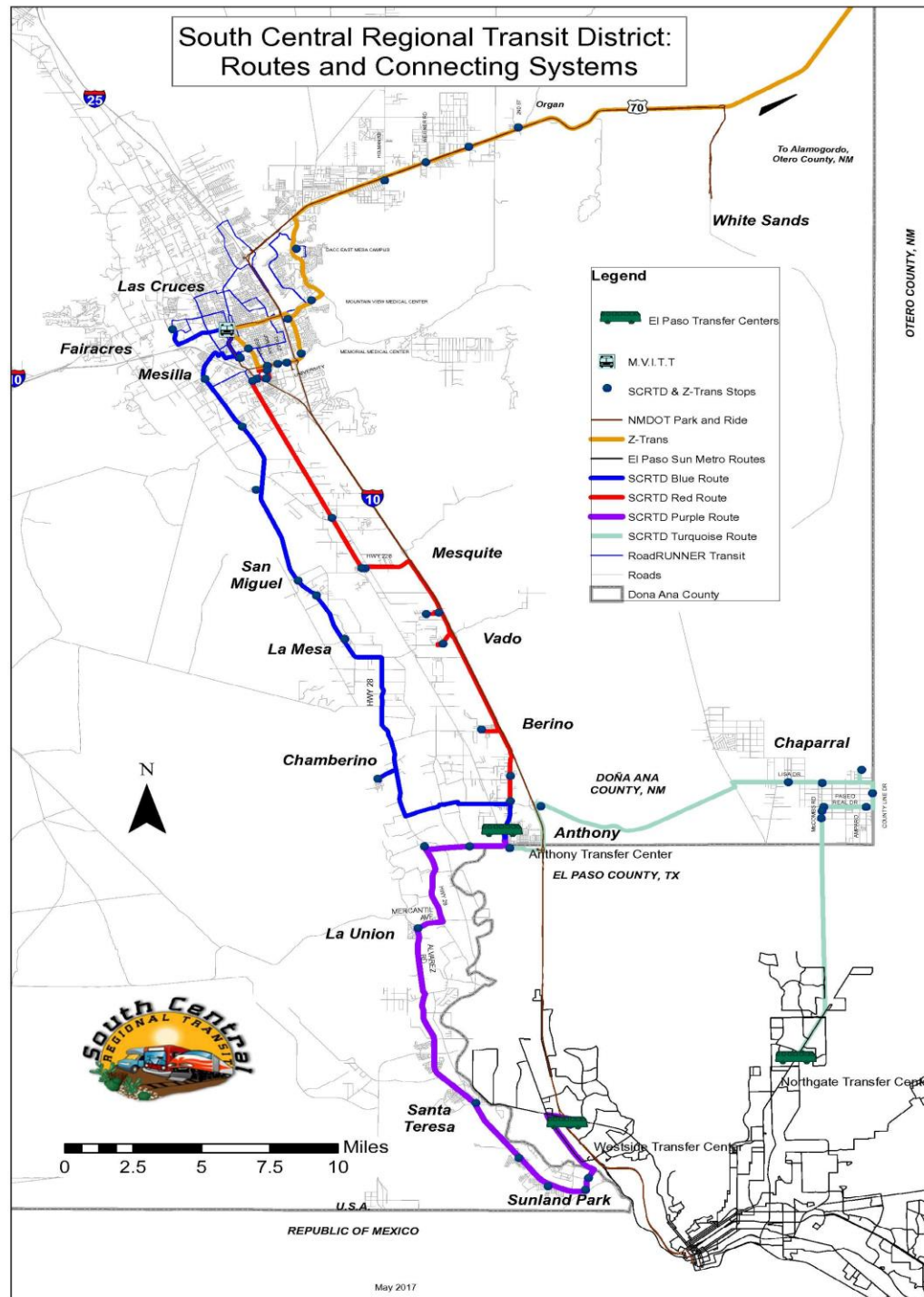
**Member Government**

Doña Ana County  
City of Las Cruces  
Town of Mesilla  
City of Sunland Park  
Village of Hatch  
Village of Williamsburg  
City of Elephant Butte  
City of Truth or Consequences  
Town of Anthony, New Mexico

**Board Member**

Commissioner Billy Garrett  
Councilor Jack Eakman  
Mayor Nora Barraza  
Mayor Javier Perea  
Trustee James "Slim" Whitlock  
Trustee Majorie Powey  
Councilor Gerald Lafont  
Mayor Steve Green  
Mayor Diana Murillo-Trujillo

**MAP 1: SCRTD Service Area and Selected Communities**



Source: Doña Ana County GIS & Mesilla Valley MPO – Mapping Division

### III. Background

In response to a widely documented need, and pursuant to New Mexico Law Section 73 Article 25, NMSA 1978, and et.seq., the SCRTD was created in November of 2006. In the spring of 2014, the SCRTD established starter routes in the counties of Sierra and Doña Ana. Ridership on the starter routes rose steadily from 204 passengers the first week of service to 477 passengers during the final weeks of service. The SCRTD then developed and adopted a Five Year Service and Financial Plan in May of 2015.

On February 22 of 2016, the SCRTD began operating regular routes that link rural areas, unincorporated communities, and municipalities where public transit services had not existed in southern and central Doña Ana County, with connections to El Paso. Phase One has been a success, with ridership rising 160% during the first Fiscal Year of service. From October 2016 through September 2017, a total of 18,846 passenger trips were carried on SCRTD buses. Its success is also demonstrated in the SCRTD's cost per passenger trip dropping from \$49.65 in October of 2016 to \$19.75 in October of 2017. Its cost per vehicle mile dropped from \$2.96 to \$1.94 in its first full year of operation.

Its success is partly due to the SCRTD positive responses to its customer's desires for adjustments to the timing of routes, adding and deleting stops to be more effective to customers' needs for access to medical care, workplaces, job training, post offices, community centers, government offices, stores, and schools. Increasing the frequency of service from three trips per day per route to four or five trips per day per route also had a significant impact on the system's reliability and convenience.

Outreach and education programs across the county, including participation at various festivals and community meetings, teaching people how to read schedules, providing demonstration rides on the buses, and training of promotoras and employees who work with potential riders, have also contributed to the success of the SCRTD.

The SCRTD's success is also due in part to its connections with Las Cruces RoadRunner, NMDOT Park and Ride, and El Paso Sun Metro buses, and to its coordination with Z-trans. SCRTD now provides connections with transit services in three counties: Otero, Doña Ana, and El Paso. In addition to curbside stops, the SCRTD now uses the Mesilla Valley Intermodal Transit Terminal (MVITT), in Las Cruces, and three transit terminals in El Paso.

#### **SCRTD PHASE I SUCCESES**

During FY17, SCRTD's first full year of service, Monthly ridership increased 160%.

Service connections have been added to provide seamless transportation between Las Cruces and El Paso.

The cost per passenger trip has dropped 60%, from \$49.65 to \$19.75 during its first full year of service.

The cost per vehicle mile has dropped nearly 35%, from \$2.96 to \$1.94.

System reliability and convenience were further enhanced by the SCRTD's purchase of five (5) 32 foot, 28-passenger buses in the fall of 2015 and a 14-passenger bus in December 2016. Fleet expansion was completed in May of 2017 when two (2) additional 22-passenger buses were brought into service. These additional buses allow the SCRTD to maintain service during times when buses are undergoing maintenance. These medium-sized buses are being used to establish the north/south backbone of the SCRTD system. Later, smaller buses and vans can be used as circulators that collect people from various communities and outlying rural areas and bring them to the central north/south system.

Finally, the ability of the SCRTD to apply for and receive federal funding has made possible the significant growth of the system. To date, the SCRTD has received over \$900,000 in federal funding.

The routes established in the first Phase of service reflect the SCRTD's physical geography, its demographics, the Goals and Objectives contained in the 2015 Plan, and public input. The routes also meet the SCRTD's need to operate an efficient system. As described below, Phase One routes provide cost efficient service, provide connectivity between routes and with other transit providers, provide appropriate levels of service based on population densities, provide access between rural communities and urban centers, and provide stops at the rural services described by participants in the SCRTD's public outreach process.

The four southern routes use SCRTD buses and drivers (See Map 2). The stops in Doña Ana County in communities along the east mesa (US Route 70) are served by Z-Trans equipment and staff. Z-Trans is located in Alamogordo and provides transportation between Alamogordo and Las Cruces. The SCRTD contracts with Z-Trans to make stops in Doña Ana County. Schedules in effect at the time of adoption of this Update are included as Appendix I.

#### **IV. Demographics**

##### **Population and Density**

Population data in this Plan Update was developed from the 2010 US Census. Updated population data will not be available until after the 2020 census is performed and reported. Population centers in the SCRTD remain concentrated in and along the very narrow Rio Grande valley and no observable significant changes have occurred in the ratios of populations since 2015. Doña Ana County contains approximately 94.5% of the population in the SCRTD area. The remaining 5.5% of the population reside in Sierra County as shown in Table 1:1, below.

The large size of the district results in an overall low population density measurement. However, because potential SCRTD users are primarily concentrated in and along the Rio Grande valley, the population density in the area actually served is much higher.

**Table 1.1: Population and Density**

Entity	2010 Population	Area in Square Miles	2010 Population Density
Doña Ana	209,233	3,815	54.84
Sierra	11,988	4,180	2.87
SCRTD	221,221	7,995	27.70

Source: 2010 Census

The portion of the SCRTD that is located in Doña Ana County is split between the Las Cruces Urbanized Area and the El Paso Urbanized Area. The largest population center in the part of the SCRTD that is located in the Las Cruces Urbanized area is the City of Las Cruces with a population of slightly over 100,000. The other population centers in the Las Cruces Urbanized Area include Doña Ana, Radium Springs, University Park, Vado, and the Town of Mesilla. The population of these smaller communities' totals 10,296. Las Cruces experienced a 31.44% growth rate in the last decade. Radium Springs increased by 11.93%, University Park increased by 53.44%, and Vado increased by 6.36%. The only community in the Las Cruces Urbanized Area to decrease in population was Doña Ana, which decreased by 12.18%.

The second and third largest areas in Doña Ana County, Chaparral, and the City of Sunland Park respectively, are in the El Paso Urbanized Area, but within the SCRTD's boundaries. Chaparral's 2010 population was 14,631 and Sunland Park's was 14,106. Chaparral is unincorporated and, while the majority of its population lives in Doña Ana County, a small percentage lives in Otero County. Because of its geographic isolation from the rest of Otero County's population centers, this analysis will show all of the Chaparral population in the Doña Ana County population analysis. Chaparral had the highest growth rate in the entire county with a 139.18% growth rate. The other areas within the El Paso Urbanized Area include Anthony and Santa Teresa with a total population of 13,618, the majority of whom lives in Sunland Park. Sunland Park experienced a 5.99% growth rate, Anthony grew at 18.42% and Santa Teresa grew at 63.33%. Sunland Park's population is 15,142.

All of Sierra County falls within the SCRTD boundaries. Truth or Consequences has the largest population at 6,023. The other two population centers are Elephant Butte, population 1,341, and Williamsburg, population 421.

In Otero County, the SCRTD has a contract with Z-trans (an Alamogordo to Las Cruces service) to add stops to the portion of their route that passes through Doña Ana County, along highway 70 on the east mesa.



## **Poverty Levels**

Communities with high levels of poverty are likely to have a high need for public transportation. In terms of income, the median household income of Doña Ana County residents (2016) was \$38,636. That means that 27.6% of Doña Ana County residents live in poverty.

Some of the communities located in the El Paso Urbanized area part of Doña Ana County have even higher levels of poverty. In Sunland Park, the median household income is \$28,047. Between 2014 and 2015 the population of Sunland Park, NM, grew from 14,794 to 15,142, a 2.35% increase and its median household income declined from \$28,710 to \$28,047, a 2.31% decrease. The percent of people living in poverty in Sunland Park is 37.8%. Other communities in the El Paso Urbanized Area with a high percentage of persons in poverty include Anthony at 46.2% and Chaparral at 42.8%.

Communities in the Las Cruces Urbanized Area part of Doña Ana County with a high percentage of persons living in poverty include the village of Doña Ana with 32.1%, University Park with 60.4%, and Vado with 38.2%. In the northern part of Doña Ana County, Hatch has a 36.1% rate for persons living in poverty. In Las Cruces, the median income is \$41,330 and the poverty rate is 24.4%.

Outside of University Park, where a high percentage of college students live, the order of poverty in Doña Ana County from highest to lowest is Anthony, Chaparral, Vado, Sunland Park, Hatch, the village of Doña Ana, and Las Cruces.

In Sierra County, 22.1% of residents live below the poverty level. Elephant Butte has the lowest poverty rate at only 18.8%. However, in Truth or Consequences the rate is 33.7% and in Williamsburg the poverty rate is 39.1%.

## **Age of Residents**

Age is another factor that impacts the need for transportation. During the 20th century, the number of persons in the United States under age 65 has tripled. At the same time, the number aged 65 or over has jumped by a factor of eleven!! Consequently, the elderly, who comprised only 1 in every 25 Americans (3.1 million) in 1900, made up 1 in 8 (33.2 million) in 1994.

In New Mexico, the 65+ population is expected to grow 36% between 2011 and 2021. By 2030, the 65+ population in New Mexico will more than double giving New Mexico the 4<sup>th</sup> largest 65+ population in the nation.

In Doña Ana County, 15.2% of residents are over 65. The majority of communities have a rate lower than the national average; however, several individual communities have higher than the national rate averages and the number is rapidly increasing. Mesilla has the highest rate with 23.9% of persons 65 or older. That rate has grown by 6.74% since 2000. Doña Ana has the second highest rate of persons 65 or older with 14.8%. This represents the highest growth rate in the county at 9.36% since 2000. The other community with a higher than average rate of persons 65 + is Las Cruces with 13.6%.

Because Las Cruces is often included in various lists of good places to retire, the 65+ populations will certainly increase substantially over the next couple of decades. Members of the local chapter of AARP have already brought this information to the Las Cruces city council. As people age and can no longer drive, the need for transit grows

Sierra County has the highest percentage of persons over age 65 when compared with Doña Ana County, and contains 30.6% of the SCRTD's over 65 population. All the communities in Sierra County have a percentage rate of persons 65 or older that is more than double that of the national average. Elephant Butte has a 43% rate, Williamsburg is at 36.7%, and Truth or Consequences is at 28.8%.

### **Vehicle Ownership**

Another measure of transit need is vehicle ownership. Nationally, the number of households without vehicles is 8.85% according to the 2010 census. Doña Ana County's percentage of households without a vehicle is lower than the national average at 5.64% but has increased slightly by 0.62% since 2000. Individual Doña Ana County communities with a higher percentage of households without a vehicle include Anthony at 8.92%, Sunland Park at 9.58% and University Park at 11.20%. and Vado at 10.13%. Many of these communities are in southern Doña Ana County. Anthony and Sunland Park are in the El Paso Urbanized Area and University Park and Vado are in the Las Cruces Urbanized Area.

Sierra County has the highest percentage of households without a vehicle within the two counties of the SCRTD. At 8.15%, Sierra County is still slightly lower than the national average; however, the increase represents a 2.80% increase within the county. Truth or Consequences and Williamsburg both have a higher than average rate at 10.92% and 13.10% respectively. Unfortunately, in Sierra County, that population is highly dispersed across the county's three municipalities and its rural communities, making transit service more difficult.

Detailed demographic data for the SCRTD and its major population centers are contained in APPENDIX III of the 2015 Plan

## **V. Data Collection**

### **Reference to SCRTD in Planning Documents**

The SCRTD is referenced in many planning documents from a wide range of entities throughout Doña Ana County and has participated in numerous studies about the need for public transportation.

As described in the 2015 Plan, the SCRTD's planning process builds on and supports various local, regional, and state-wide plans and projects, including the following: Camino Real Regional Plan for Sustainable Development; Viva Doña Ana Sustainable Communities Plan; One Valley—One Vision; Doña Ana County Comprehensive Plan; Mesilla Valley Metropolitan Planning Organization (MVMPO) Coordinated Action Mobility Plan and Transport 2040 Plan; Santa Teresa Border Area Transportation Needs Assessment Strategic Plan (TIGER proposal); South Central Council of Governments /

Mesilla Valley Metropolitan Planning Organization / El Paso Metropolitan Planning Organization Coordinated Public Transit—Human Services Transportation Plan; New Mexico State University Parking and Transportation Master Plan; New Mexico Department of Transportation's (NMDOT) Statewide Public Transportation Plan; and, NMDOT Coordinated Management Plan.

### **SCRTD Public Meetings**

In addition to building on the plans listed above and described in the 2015 Plan, the SCRTD scheduled, organized, and participated in its own public meetings with local governments, private sector employers, and other groups throughout the SCRTD between February, 2012, and December, 2014. In the SCRTD's meetings, the public expressed their opinion that current transportation services are grossly inadequate. These meetings also made very clear that people need public transportation because they do not have other transportation options and they need public transportation to access educational and vocational opportunities, social and medical services, and to make necessary purchases. Residents of the valley south of Las Cruces feel especially isolated by the lack of transportation. Building on the information from those meetings allowed the SCRTD to develop the 2015 Plan.

### ***Viva Doña Ana Meetings***

During development of the 2015 Plan, the SCRTD participated in public meetings in communities throughout the SCRTD's area that were held as part of the work of the HUD/DOT/EPA Sustainable Communities Planning Grant (*Viva Doña Ana!*). The SCRTD helped to draft the proposal for the \$2M HUD/DOT/EPA grant and was a member of the board throughout the process of developing both the Doña Ana County comprehensive plan and the Unified Development Code.

### **Empowerment Congress**

The SCRTD was also an important member of the not-for-profit Empowerment Congress of the Ocotillo Institute, whose members selected public transportation as their first project. The Empowerment Congress brought together members of communities throughout Doña Ana County who worked together to set county wide goals that would impact all of the communities, developed working committees, and met monthly to examine their progress. The meetings demonstrated a robust public awareness that public transportation is critical to the solution of the accessibility challenges faced by the people living in the SCRTD area.

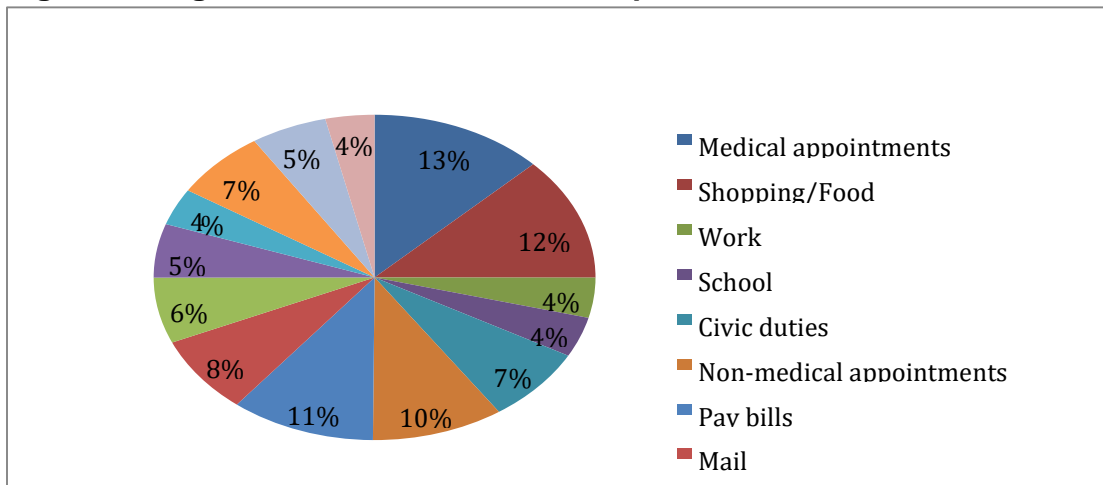
The public input provided during those meetings allowed the SCRTD to identify the type of stop locations that are most important to the transit dependent and transit elective residents of the SCRTD. In many cases, that input allowed the SCRTD to identify specific stops included in this Plan (Appendix II of the 2015 Plan).

As part of their effort to bring public transportation to their communities, the Empowerment Congress also developed and conducted a survey on public transportation needs. Information collected by the Empowerment Congress members in their survey make clear the value community members place on the availability of public transportation. According

to the survey, medical appointments are the number one need followed by shopping/food, work, school, civic duties, and non-medical appointments. People also asked for transportation at a variety of times and mapped out possible stops both across the county and within the various communities.

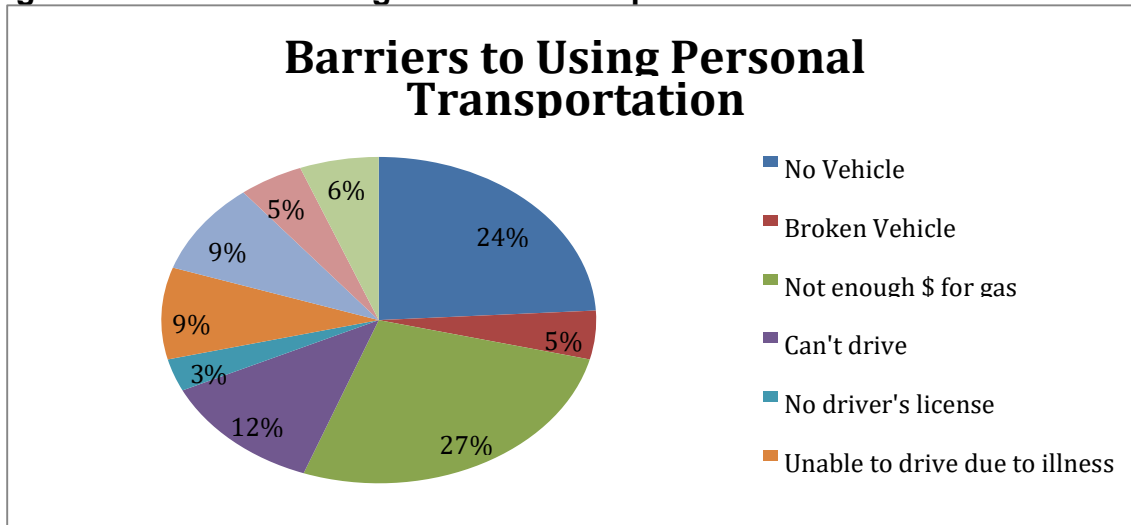
The Empowerment Congress survey results show that 47% would use public transportation two to three times a week. Thirty percent would use it daily. Ten percent said once a week and 9% said weekdays only. Two percent wanted weekend service only, and 2% said they would never use public transportation. The responses described above are summarized in Figures 1 through 3, below.

**Figure 1. Highest Needs for Public Transportation**



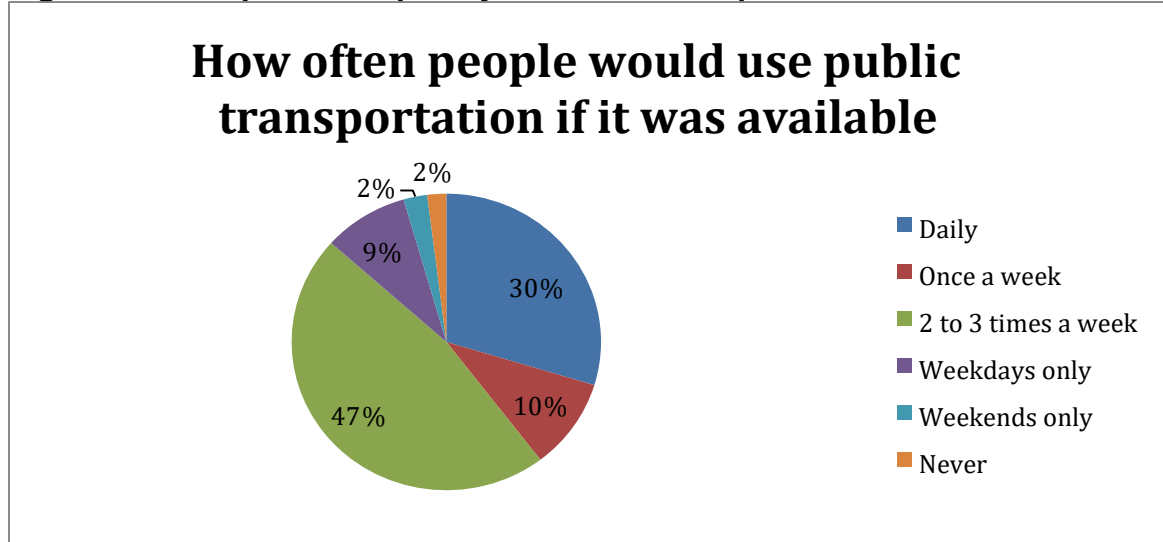
Source: Empowerment Congress of the Ocotillo Institute

**Figure 2: Barriers to Using Personal Transportation**



Source: Empowerment Congress of the Ocotillo Institute

**Figure 3: Anticipated Frequency of Public Transportation Use**



Source: Empowerment Congress of the Ocotillo Institute

According to the Empowerment Congress, public transportation can reduce the cost of driving and provide more disposable income. Typical comments received by the Empowerment Congress are the following: "If people don't need cars, they can save money," and, "If transportation costs less, people have more to spend on housing and will have more choices for where they want to live." In addition, public transportation reduces carbon pollution. "More people on buses means there will be fewer vehicles on the road that means less carbon emission."

Respondents to the Empowerment Congress survey included veterans, the disabled, seniors, people who do not drive or do not have a driver's license. According to the survey, the number one reason for wanting public transportation is that people do not have enough money for gas (27%). A close second is they have no vehicle (24%) or the vehicle is broken (5%). Twelve per cent cannot drive. Other reasons include being unable to drive because of illness, and not having a driver's license.

### **Health Impact Analysis**

In 2015, with funding from the Health Impact Project (a collaboration of the Robert Wood Johnson Foundation and the PEW Charitable Trust) the Center for Environmental Research Management (CERM) at the University of Texas at El Paso (UTEP) initiated a Health Impact Analysis (HIA) of the SCRTD. From January to September of 2015, they conducted 1054 individual surveys from rural communities in southern Doña Ana County. In addition, they interviewed 35 professional or community members, and held one focus group with community health workers.

Their main findings are illustrated in the image (figure 4) below.

**Figure 4. Health Impact Analysis Study**



The study listed the following predicted outcomes.

Public transit would:

- Improve everyone's overall health, especially seniors
- Create a skilled workforce for employers
- Improve the economy for Las Cruces, Anthony, Sunland Park, and smaller rural communities
- Improve air quality
- Build individual and community capacity
- Be used by everyone but most importantly by young adults to access education

Based on the results of the study, the researchers made the following recommendations:

- SCRTD should implement the bus system for rural Doña Ana County
- SCRTD should seek additional funding to continue service
- SCRTD should design systems to meet identified access needs in rural communities
- SCRTD needs to develop and implement a communications plan with education and marketing components
- Implement an evaluation plan to document impacts, benefits, and to monitor sustainability of the transit system

### **Transit Needs Index**

Another way to collect data about a particular region is to use the Transportation Needs Index (TNI). The TNI uses the number of households without vehicles, the percentage of persons in poverty, the population over 65, and the number of persons with disability to determine the TNI for cities and counties. Sierra County scored the highest level of need—

Acute. In Doña Ana County, University Park, Anthony, Sunland Park, and Vado measured a Major Need. Chaparral, Doña Ana, Hatch, Las Cruces, and Santa Teresa scored at the Substantial level. Mesilla came in at Significant. Radium Springs and White Sands were both at the Moderate Level.

#### **Figure 5. Transportation Needs Index**

<b>Sierra County</b>	<b>(15) Acute</b>
<b>University Park</b>	<b>(13) Major</b>
<b>Anthony</b>	<b>(12) Major</b>
<b>Sunland Park</b>	<b>(12) Major</b>
<b>Vado</b>	<b>(12) Major</b>
<b>Chaparral</b>	<b>(11) Substantial</b>
<b>Doña Ana</b>	<b>(11) Substantial</b>
<b>Hatch</b>	<b>(11) Substantial</b>
<b>Las Cruces</b>	<b>(10) Substantial</b>
<b>Santa Teresa</b>	<b>(10) Substantial</b>
<b>Mesilla</b>	<b>(8) Significant</b>
<b>Radium Springs</b>	<b>(7) Moderate</b>
<b>White Sands</b>	<b>(6) Moderate</b>

#### **Scores**

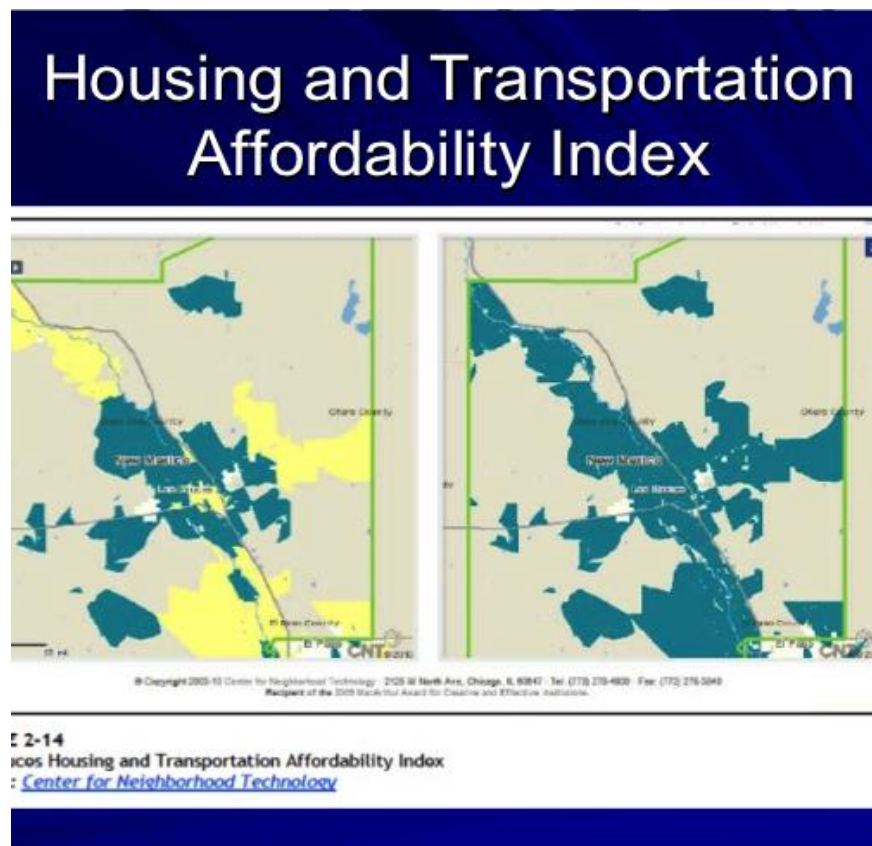
<b>14 or higher</b>	<b>Acute Transit Need</b>
<b>12 - 13</b>	<b>Major Transit Need</b>
<b>10 - 11</b>	<b>Substantial Transit Need</b>
<b>8 - 9</b>	<b>Significant Need</b>
<b>5 - 7</b>	<b>Moderate Need</b>

#### **Housing + Transportation Index (H+T)**

Generally, a family can afford to live in a particular area if their housing cost is not more than 30% of their income. In order to lower their cost of housing, many families move to rural areas where housing is cheaper. Unfortunately, that generally means an increase in transportation costs.

- In the illustration below (figure 5), the map on the left illustrates (in yellow) those parts of Doña Ana County where people can afford to live if the cost of their housing is not more than 30% of their income.
- The map on the right illustrates affordability if the cost of transportation is added to the cost of housing. In that case, there is no place to live in Doña Ana County that is truly affordable.
- On average, the residents of Doña Ana County spend more than 65% of their annual income on housing and transportation (H+T) combined. For a community (Sunland Park-US Census) with a medium household income of \$25,990, that leaves slightly over \$9,000 for all other living expenses.

Figure 6. H+T Index for Doña Ana County



Fortunately, agencies that provide affordable housing can accrue extra points in their applications if public transportation is available. Using public transportation can save \$6,000 to \$9,000 per year that would have been spent on a vehicle. Not having the expenses of a vehicle or a second vehicle means more funds for housing and other needs.

### Resident Participation

Throughout the region, especially in the colonias where the need is the greatest, people are extremely interested in securing public transportation and they are willing to work with the SCRTD to help bring public transportation to their communities. At a meeting of the Doña Ana County Board of Commissioners, 27 residents showed up to support SCRTD's request for the county's membership funding and nine people spoke to the commission. At a second County Commission meeting, approximately 40 residents attended, and 17 persons spoke on the possibility of raising the GRT and using some of the GRT to fund public transportation.

Since starting permanent service in 2016, SCRTD staff has continued to take input from its customers, primarily passengers and potential passengers, but also professionals who have reviewed its planning processes, members of the board of directors, and representatives of from the numerous communities in the district. Their input shaped this



Update, including the amendments of routes and schedules described or mentioned throughout this document.

## **VI. Geography and Existing Public Transportation Systems**

### **Settlement Patterns in Doña Ana County**

Responding to settlement patterns in Doña Ana County (most of the population is concentrated along the Rio Grande Valley), the SCRTD has been able to develop routes serving all the incorporated municipalities and all named unincorporated places with a population greater than 300 in central and southern Doña Ana County: More than 88% of the population in Doña Ana County lives in the communities that are served by existing SCRTD's routes.

In Sierra County, the population is concentrated in the three adjacent incorporated communities of Elephant Butte, Williamsburg, and Truth or Consequences. Those concentrations of population will allow the SCRTD to extend its routes to provide services at rates comparable to those achieved with existing services. In addition, expanding service to Sierra County will also allow the addition of service in Doña Ana County, to Hatch and the unincorporated communities of Doña Ana, Radium Springs, Rincon, Garfield, Salem, and Arrey, located in northern Doña Ana County.

### **Transit Hubs and Service Centers in Doña Ana County**

The SCRTD has met the 2015 Plan's goals of a cooperative and coordinated approach to establish the north/south central transit system by working with local governments to utilize existing transit facilities in Las Cruces and El Paso, and by establishing transit hubs in the City of Sunland Park and Town of Anthony, New Mexico. The SCRTD's use of the City of Las Cruces' Mesilla Valley Intermodal Transit Terminal (MVITT), the Doña Ana County Anthony Complex (ATS), and the City of Sunland Park's Administrative Offices allows the SCRTD to provide intra- and inter-service connections. Multiple connections between the SCRTD and four other public transportation providers are created by this system.

In addition to meeting its goal of coordinating with local governments to build the backbone of the system, having three service centers located across central and southern Doña Ana County allows the SCRTD to provide access from smaller municipalities and rural places to the services provided in larger urban areas. The service centers in Anthony and Sunland Park are especially important going forward so that the SCRTD can work with those communities to develop collector and on-demand services within Anthony and Sunland Park.

The SCRTD operates from offices and with office equipment provided by the City of Las Cruces and the City of Anthony. Bus stops are located curbside on public rights-of-way and in privately or publicly owned parking lots when those are available to the SCRTD at no cost.

SCRTD buses connect at MVITT with the RoadRUNNER system, NMDOT Park and Ride Silver and Gold routes, and the Z-Trans system. The MVITT is used by the SCRTD's Yellow Route which operates on Highway 70 and which provides connections with Z-Trans

buses operating in Otero County. It is also used by the SCRTD Blue and Red Routes which operate south of Las Cruces. SCRTD buses using this hub have timed connections with RoadRUNNER buses. Those connections allow passengers traveling between the SCRTD's rural and small urban stops to use the RoadRUNNER system for their travel within the City. Connections at MVITT also link SCRTD buses with the NMDOT's Park and Ride Gold and Silver Route Those connections allow passengers to use public transit to travel between Las Cruces and White Sands Missile Range and allow SCRTD passengers to connect with express service to El Paso, Texas, creating a public transit service linking Alamogordo, Las Cruces, and El Paso.

Use of the ATS hub creates timed connections between SCRTD Blue, Red, Orange, and Purple Route buses. It also allows timed connections between SCRTD routes and buses from other systems at other locations and creates an integrated morning, mid-day, and afternoon/evening public transit service linking the major residential and commercial areas of the SCRTD.

### **Connectivity in southern Doña Ana County**

Connections between SCRTD Blue and Red Route buses and SunMetro buses at the City of Sunland Park create inter-regional and inter-system links, expanding transit connectivity to an area of over 70 miles in length, north to south. Because of the proximity of the City of El Paso's Downtown Terminal to the City of Juarez, Mexico, the system is essentially international in character and function. Table 1.3 provides a summary of existing SCRTD transit services in Fiscal Year 2018.

**TABLE 1.3: Summary of SCRTD Services: March 2018**

Route	Annual Route Cost	Runs Per Day	Inter- & Intra-Service Connections	% of SCRTD Population Served	No. of Stops	No. of Rural Service
Orange: Hwy. 70	\$12,000.00	6	7	44%	10%	3
Blue:						
Las Cruces – Anthony	\$157,372.00	6	17	52%	14	8
Red:	\$226,616.00	11	20	-	19	9
Las Cruces – Anthony				-		
Turquoise: Anthony – Sunland Park	\$193,343.00	8	9	11%	17	15
Purple: Anthony – El Paso	\$179,854.00	8	9	12%	15	8
TOTAL	\$769,185.00	39				

### **Population Distribution in Doña Ana County**

The City of Las Cruces has approximately half the total population of Doña Ana County, with the rest of the population almost entirely within the narrow band that contains the major north-south highways (Highway 478, Highway 28 and I-10), the rail lines, and the Rio Grande River. The exception is Chaparral, which straddles the Doña Ana County/ Otero County line and is connected to Alamogordo and El Paso by Highway 54. Most of the population outside the city in this corridor is concentrated in discrete communities, some of which date back hundreds of years. This reflects the traditional settlement pattern for the region that has changed little despite contemporary development pressures. Several of these communities are recognized by the state and federal government as *Colonias*, defined in the United States Code as distinct residential areas that lack adequate sewage systems and decent, safe, and sanitary housing. They often lack other basic infrastructure and may be subject to flooding. Colonias are economically disadvantaged and residents often lack access to private vehicles for transportation to jobs, schools, medical care, and government services.

While the SCRTD's current service area is over 110 miles north to south, and approximately 20 miles at its widest point east to west, the majority of the SCRTD's population is contained within the approximately 40 mile stretch along the river valley from Las Cruces to Sunland Park, and within that area the population is found within discrete and relatively high density residential communities and town centers, which outside of Las Cruces are not served by transit. This population distribution permits the SCRTD to provide higher levels of service for the greatest number of residents, while still extending its capacity to serve communities in northern Doña Ana and Sierra Counties where there is much lower density and overall population, albeit significant transit need.

### **Population Growth in Doña Ana County**

The most significant population growth that has occurred outside of the river valley has been in the areas north and south of Highway 70 to the east of Las Cruces that have been annexed to the city. This is the single greatest area of sprawl produced by the housing bubble of the '90s. Highway 70 is currently served by a City of Las Cruces Roadrunner Transit route; however, that service ends at the city limits. Several communities in the county and along highway 70 (Organ and Butterfield), have no access to transit service without the services provided by the SCRTD through a contract with Z-Trans, an Alamogordo transit provider. These routes provide transit to downtown Las Cruces, New Mexico State University, Doña Ana Community College, two major hospitals, the City of Las Cruces' Intermodal Transit Center, and destinations in Otero County.

Doña Ana County's *Vision 2040* master plan calls for growth centers in existing communities, with disincentives for residential expansion in presently uninhabited or very low densities areas of the county. This strategy is central to the coordinated land use planning that took place under the HUD/DOT/EPA Sustainable Communities Planning

grant (*Viva Doña Ana!*). As a result of these efforts, population growth in Doña Ana County will have an increasingly transit-compatible form.

### **Linking Major Population Centers**

Additionally, the SCRTD has been able to link the Cities of Las Cruces and El Paso. Both of those urban population centers have well-developed public transit systems that benefit from better connectivity with each other and the larger region. Because the city centers are 42 miles apart, the SCRTD can coordinate with and expand on the well-organized systems of Sun Metro system in El Paso and RoadRUNNER system in Las Cruces, as well as the NMDOT Park and Ride system and the El Paso County Rural Transit System that link the two large municipalities.

### **Sierra County**

On a much smaller scale, a similar development pattern and geographical distribution of population is found in Sierra County, where the much smaller population of the county is concentrated in the three adjacent incorporated communities of Elephant Butte, Williamsburg, and Truth or Consequences. That concentration of population makes Sierra County relatively easy to serve with public transit. The major transit need in Sierra County is for access to the much larger Las Cruces area, and that need can be met with focused routes.

**UPDATED SOUTH CENTRAL REGIONAL TRANSIT DISTRICT  
(SCRTD)  
SERVICE AND FINANCIAL PLAN**

**CHAPTER TWO: PHASE ONE: IMPLEMENTATION; PHASE TWO: FUTURE SERVICES; UPDATED GOALS AND OBJECTIVES**

**I. Phase One Implementation**

The timeline for implementing Phase One was the following:

- Contract entered into for Executive Director to administer, coordinate, and manage the operations of the system. November 2015.
- Interim agreement made for vehicle maintenance, fleet storage, fueling, and other essential services in February 2016.
- Initial staff of drivers/operators and other support staff hired, and trained in January and February 2016.
- Routes began operation in February 2016.

As anticipated in the 2015 Plan, the four southern routes use SCRTD buses (mid-sized) and drivers to establish the central north/south backbone of the system. The route between Las Cruces and Organ uses Z-Trans equipment and staff operating under contract with the SCRTD.

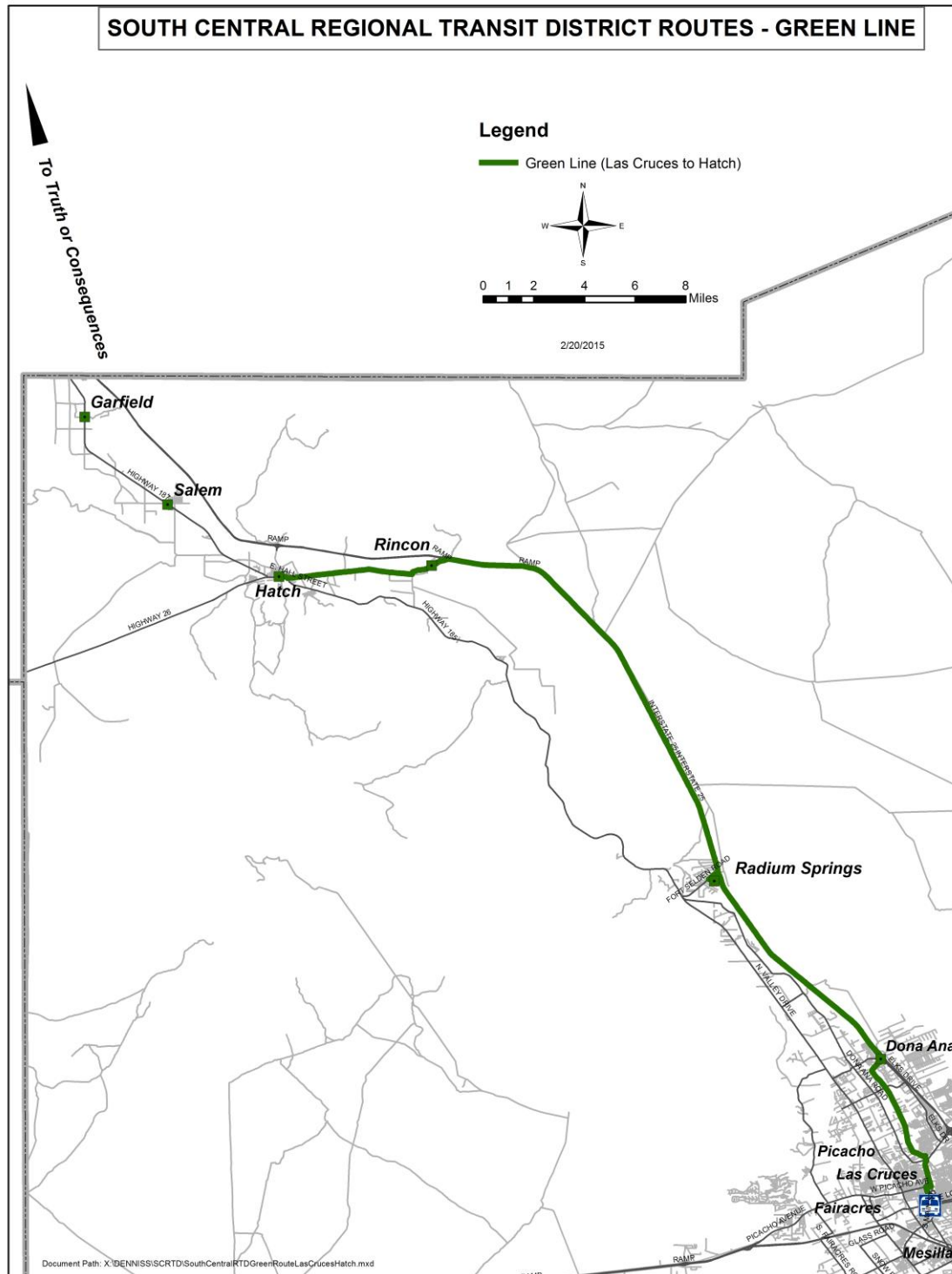
**II. Phase Two: Future Services**

As mentioned in other places in this Update, a high priority for the SCRTD is adding service to communities north of Las Cruces. The SCRTD plans to add those services in 2018. The routes the SCRTD plans to add are shown in Maps 4 and 5, below and their anticipated costs are shown in TABLE 2.1.

The SCRTD anticipates refining its connections with Z-Trans, RoadRUNNER, NMDOT Park and Ride, and the El Paso Sun Metro system and anticipates creating connections with other local transit systems whenever it is possible and feasible to do so. Modifying or eliminating existing routes may also be needed or desirable at some point in the future. The SCRTD will identify what changes in service are warranted and justifiable, and which schedules will be followed by using its performance measures and planning processes

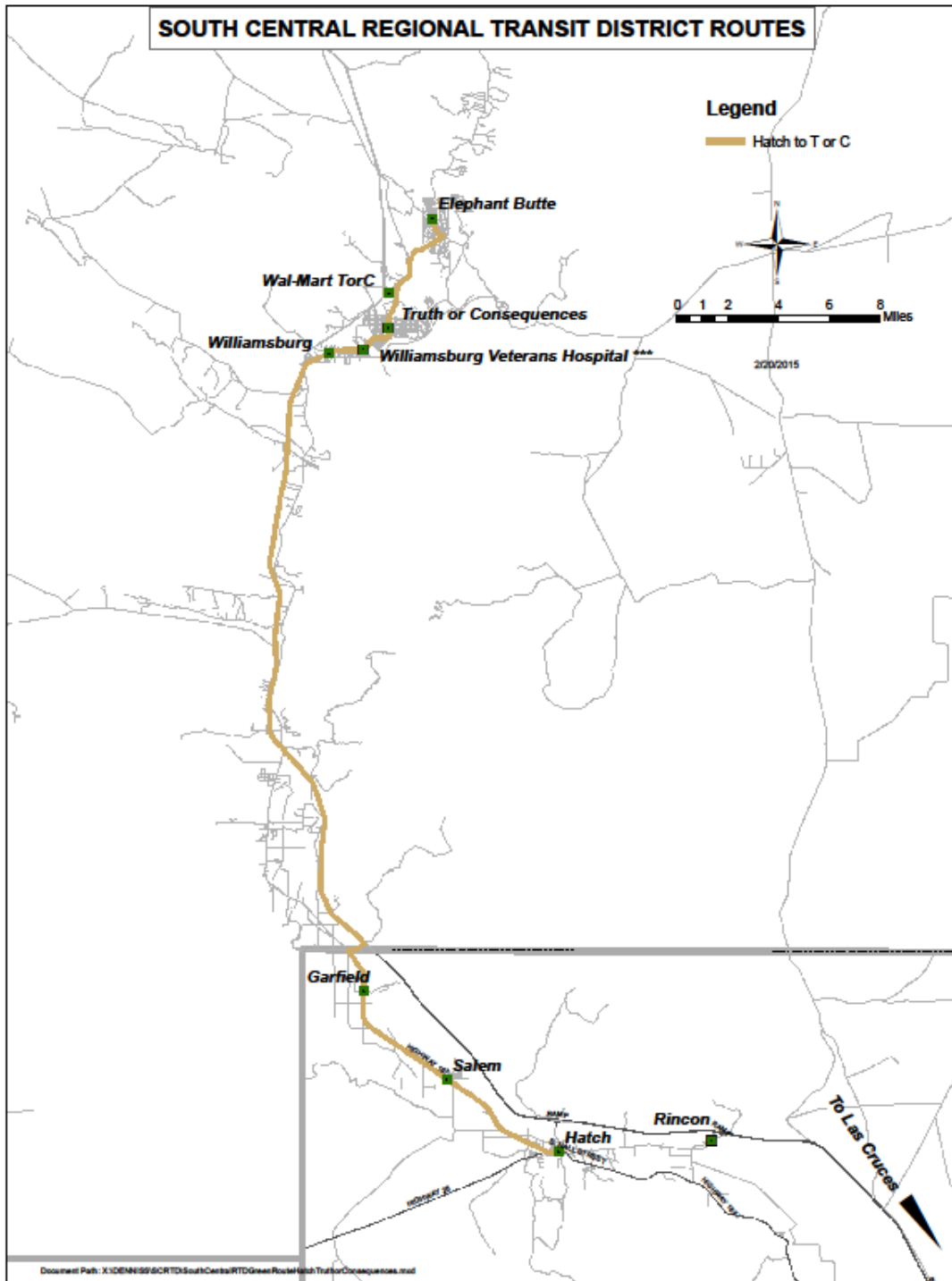
And, as detailed in the Doña Ana County 2015 Federal Transit Administration's TIGER Grant Application, the SCRTD will develop and improve or develop transit hubs in Anthony, Santa Teresa, Chaparral, and Sunland Park, and will develop all-weather stops throughout its service area when funding becomes available.

**MAP 4: Planned Hatch to Las Cruces Route**



Source: Doña Ana County GIS – Mapping Division

**MAP 5: Planned Sierra County to Hatch Route**



Source: Doña Ana County GIS – Mapping Division

**TABLE 2.1: Planned SCRTD Services**

Route	Route Cost	Runs Per Day	Inter- and Intra- Service Connections	% of SCRTD Population Served	No. of Stops In SCRTD	No. of Rural Service Stops
Sierra County – Las Cruces Route	\$78,000	6	8	50%	6	6

**III. Updated Goals and Objectives**

In its first two years of operations, the SCRTD achieved most of the 2015 Plan's Goals and Objectives, which were scheduled for the first five years of operation. Those successes resulted in the need to refine and update the SCRTD's Goals and Objectives for years 2018 through 2020. The SCRTD Board of Directors has identified the following Goals and Objectives for use through 2020.

**Goal 1. Maintain and Expand a Safe and Efficient Public Transit System Based on the SCRTD's Available Funding, Performance Measures, and Planning Processes.**

**Objective 1.** Continue providing and refining service on existing routes in central and southern Doña Ana County, with connections in El Paso County, utilizing a combination of SCRTD owned and contracted vehicles.

**Objective 2.** As funds become available and as need is demonstrated and documented:

- a. expand the system by adding a route or routes which will link northern Doña Ana County and Sierra County to other routes and transit systems at the MVITT in Las Cruces;
- b. increase the frequency of service in central and southern Doña Ana County.
- c. increase system flexibility by establishing circulator and on-demand services using smaller vehicles that bring passengers to the existing north/south central service.
- d. expand system to provide service to workplaces and workforce development programs.

**Goal 2. Coordinate with Local Governments, Employers, Other Government Entities, Non-Profits, and Transit Providers Within and Adjacent to the SCRTD.**

**Objective 1.** Continue to use the Mesilla Valley Intermodal Transit Terminal (MVITT), the City of Sunland Park's Administrative Offices, and the Doña Ana County Anthony Office Complex as the SCRTD's primary service hubs until an appropriate permanent hub can be developed in Anthony, New Mexico.



**Objective 2.** Continue to use and refine schedules that provide connectivity with the City of Las Cruces RoadRunner system, the NMDOT Park and Ride Gold and Silver Routes, and the El Paso Sun Metro system when doing so is appropriate and feasible.

**Objective 3.** Continue to develop and use schedules that provide connectivity between SCRTD routes when doing so is feasible.

**Objective 4.** Continue to contract with Z-Trans to provide public transit linking Las Cruces and communities up to the eastern Doña Ana County line until the SCRTD can provide that service with equal regularity for equal or lower cost than the cost of the contract with Z-Trans.

**Objective 5.** Develop contracted services with the Rio Grande Transit system or another entity to provide public transit services linking communities north of Las Cruces in Doña Ana County to the MVITT facility in Las Cruces.

**Objective 6.** When feasible, establish connectivity with the El Paso County Rural Public Transportation Service.

**Objective 7.** Work with local communities (south of Las Cruces) to develop circulator/collector and on demand service in their communities (using vans or small buses) to connect to the north/south backbone of the system that has been established using medium-sized buses.

**Objective 8.** Work with employers to provide transit service to jobs, especially in Santa Teresa.

**Objective 9.** Coordinate planning with other government agencies, such as New Mexico Workforce Connection, and non-profits, such as the Community Action Agency, who also engage in transit planning and services.

### **Goal 3. Utilize a Progressive Financial Planning Process**

**Objective 1.** Utilize available local, state, and federal funds and revenues to administer and operate the SCRTD's service.

**Objective 2.** Research and where possible integrate the SCRTD's infrastructure costs with the transportation plans in the member communities in order to establish a complete system request for federal funding.

**Objective 3.** Explore local revenue funding options used by other states and develop those options when it is appropriate and feasible to do so.

**Objective 4.** Help Sunland Park and Anthony to become certified grant recipients so that they can procure federal funds for local circulator/collective and on demand services in their communities to bring passengers to the established north/south backbone of the system.

**Goal 4. Implement and Use a Public Outreach And Education Plan and Develop a Long-Range Transit Plan**

**Objective 1.** Maintain local community memberships and continue to participate in planning processes of local governments and the NMDOT.

**Objective 2.** Participate in developing a Coordinated Mobility Action Plan, or a similar group to lobby for transit needs in the SCRTD's boundaries.

**Objective 3.** Maintain a public outreach and education program designed to inform and solicit input from communities and populations that have or may have an interest in and need for the SCRTD's services, including formal and informal meetings in unincorporated communities

**Objective 4.** Solicit and utilize input from private sector employers and not-for-profit organizations during the development of a long-range transit plan

**Objective 5.** Utilize planning documents of the SCRTD's member organizations; the Las Cruces and El Paso MPOs; other entities such as the Community Action Agency and New Mexico Workforce; and the New Mexico Department of Transportation to inform the long range-transit plan.

**Objective 6.** Obtain funding and develop and adopt a long-range transit plan within three years of adoption of this Update.

**Objective 7.** Educate employers on tax benefits available for providing workers with public transit to job sites.

**IV. Updated Performance Measures**

The SCRTD has adopted many of the performance measures used by the New Mexico Department of Transportation (NMDOT) in its Statewide Public Transportation Plan and its State Management Plan. SCRTD also uses the standards NMDOT applies in its ranking of applicants in its annual disbursement of Federal Transit Administration (FTA) grant funds. These performance measures are based on Federal legislation: Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), which was signed into law in 2012. Using these measures and standards allows the SCRTD to monitor its successes and to compare its activities with all other transit systems in New Mexico. The Performance Measures and Standards that will be used by the SCRTD in its applications for Federal funding are shown in Table 2.1, below.

**Table 2.2 Performance Measure**

<b>Performance Measure</b>	<b>Measurable Standard</b>
Accessibility	Maintain ADA accessibility on SCRTD buses
Connectivity	Establish and maintain connectivity with other transit systems operating within and adjacent to the SCRTD
Rural Public Transit Ridership	Develop and maintain a ridership of at least 2,000 passengers per month
Total Administration/Operations Ratio	Maintain an A/O ratio of 0.24 or better
Cost Per Passenger Trip	Maintain a cost of \$27 or lower
Cost per Vehicle mile	Maintain a cost of \$1.00 or lower
RPO Prioritization Ranking	Maintain a ranking of Highly Recommended or better
Percentage of Previous Year's Federal Award Expended	Maintain an expenditure of 100%

The SCRTD has also found that some other performance measures contained in the 2015 Plan may be useful in refining its services. Those measures are consistent with guidance contained in MAP-21, NMDOT planning documents, and measures used by public Transit operations in the United States and will be used for internal operational planning processes.

### **Performance Measures**

Total annual revenue	Unlinked passenger trips per vehicle revenue hour
Sources of Revenue	Operating costs per vehicle revenue hour
Total annual capital costs	Operating costs per unlinked trip
Revenue vehicle miles	Passenges per mile
Operating costs per revenue mile	Ridership
Trips provided by route and by stop	Revenue per passenger and revenue per mile
Unlinked passenger trips per revenue mile	Accidents

## **V. Integration With Other Public Transportation Providers**

Consistent with Goal Two of Chapter One, the SCRTD will utilize the City of Las Cruces' Intermodal Transit Center (MVITT) and the Doña Ana County Anthony Complex (ATS) as its main hubs. As described above, use of two public transportation hubs allow the SCRTD to provide intra- and inter-service connections for all its routes

The MVITT is used by the SCRTD's Yellow Route, which operates on Highway 70, its Green Route, which operates north of Las Cruces, and its Blue and Red Routes, which operate south of Las Cruces. SCRTD buses using this hub will have timed connections with RoadRUNNER Public Transportation buses and a connection with the NMDOT Park and Ride Gold Route. Those connections allow passengers traveling between the SCRTD's rural and small urban stops to use the Las Cruces RoadRUNNER system for their travel within the City. Use of the ATS hub creates timed connections between SCRTD Blue, Red, Orange, and Purple Route buses.

Timed connections create an integrated morning, mid-day, and afternoon/evening public transportation service linking the major residential and commercial areas of the SCRTD.

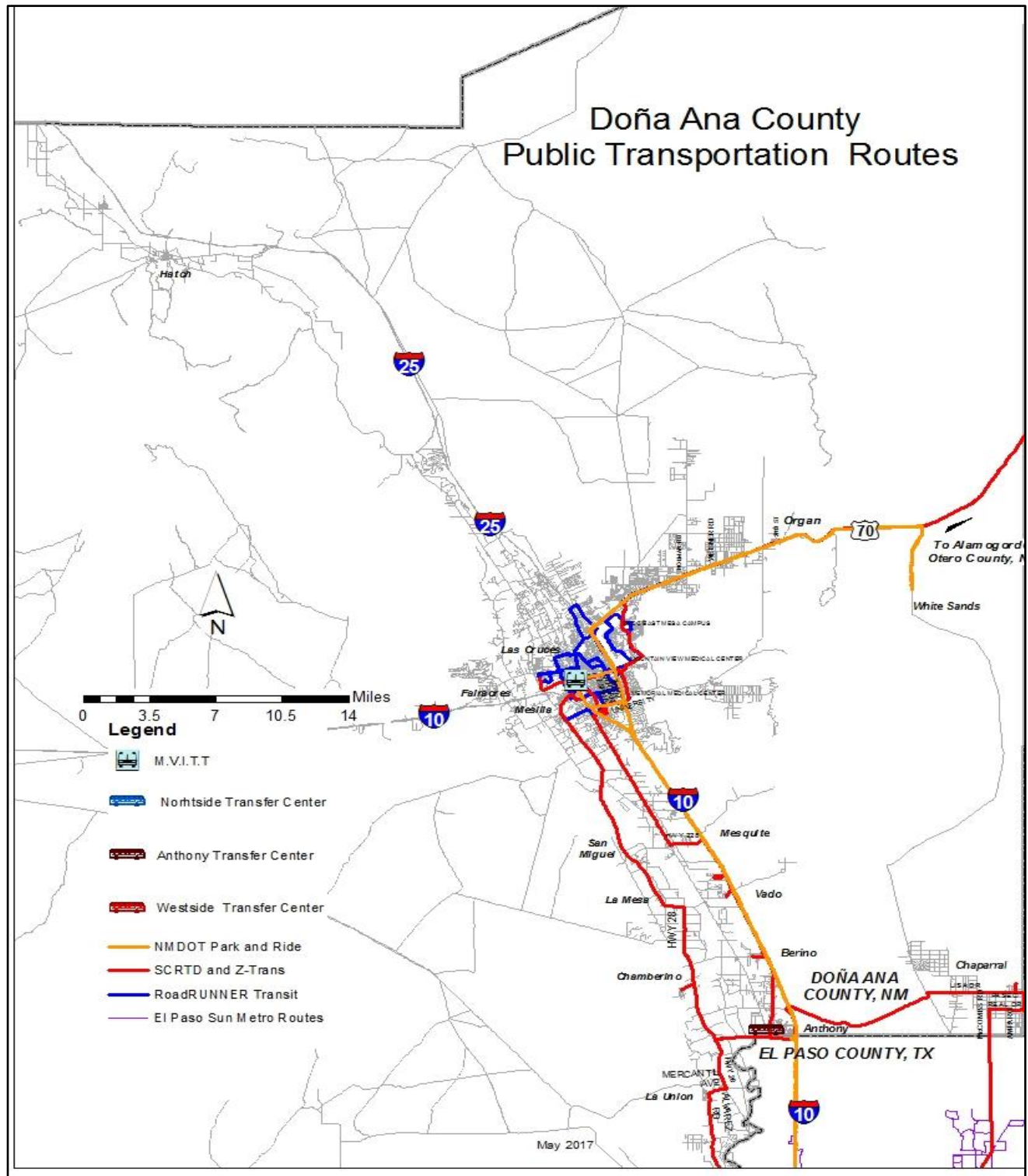
## **VI. Development of Routes**

The SCRTD's routes reflect the SCRTD's physical geography, its demographics, and public input. All the incorporated municipalities located within the southern half of the SCRTD, along with all unincorporated places with a population greater than 300 in that area are served by these routes. More than 88% of the population in Doña Ana County and more than 69% of Sierra County's population live in the communities that are or that will be served by the SCRTD's routes. Information collected by the SCRTD and by ECOI staff at local meetings was used to identify the locations of stops. Specifically, stops in city, town, and village centers as well as stops in rural places meet the public's needs for access to medical care, work places, post offices, community centers, government offices, stores, and schools (Appendix II, 2015 Plan).

The routes also meet the SCRTD's need to operate an efficient system. As described in TABLE 2.2, below, Phase One routes are designed to provide cost efficient service, provide connectivity between routes and with other transit providers, provide appropriate levels of service based on population densities, provide access between rural communities and urban centers, and provide stops at the rural services described by participants in the SCRTD's public outreach process.

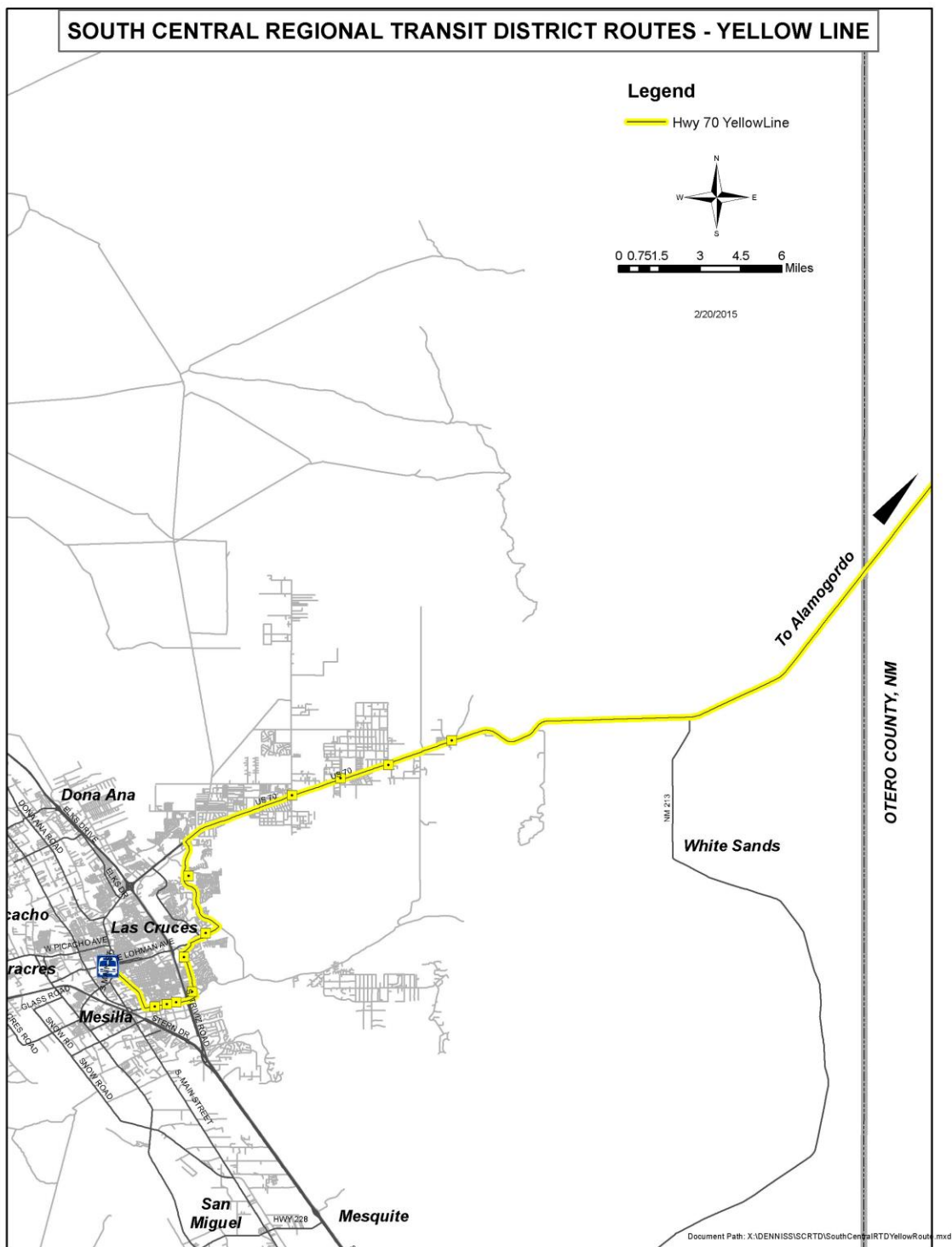
Costs per route vary depending on the level of subcontracted service provided and the cost of those services. In order to provide parity for passengers in the various parts of the SCRTD, transit vehicles will operate the same number of daily runs on each of the SCRTD's routes. One result of having two service hubs is higher numbers of inter- and intra-service connections on the routes that connect Anthony and Las Cruces. That level of interconnectedness reinforces the SCRTD's goal of providing access from smaller municipalities and rural places to the services provided in Las Cruces. That goal is also met by having the SCRTD's routes stop in smaller municipalities and in rural places. The high number of Rural Service Stops reflects and responds to the needs of residents who live in unincorporated and un-named rural places.

**MAP 2: Five Existing Doña Ana County Routes**



Source: Doña Ana County GIS – Mapping Division

### MAP 3: East Mesa Line Z-Trans Route



Source: Doña Ana County GIS – Mapping Division

## **VII. 2020 Long Range Plan**

This 2017 Plan Update will allow the SCRTD to continue its operations for at least five years, but continuing growth of the SCRTD will require that a new planning process be implemented. Anticipating that need, the SCRTD will develop a Scope of Work for a five-year Plan and will secure the services of a planning professional to implement the Scope of Work within three years of adoption of this Update. The timeline for developing that Plan is contained in TABLE 2.3, below.

**TABLE 2.3: 2020 Long Range Plan Timeline**

Scope of Work Developed	Planning Grant Application Submitted	RFP Advertised	Planning Contract Let	Plan Adoption
Spring 2018	Summer 2018	Spring 2019	Fall 2019	Fall 2020

# **UPDATED SOUTH CENTRAL REGIONAL TRANSIT DISTRICT (SCRTD) SERVICE AND FINANCIAL PLAN**

## **CHAPTER THREE: UPDATED FINANCIAL PLAN**

### **I. Introduction**

The SCRTD was established in November of 2006 as a political subdivision of the State of New Mexico under Section 73 Article 25, NMSA 1978, and et seq. As a political subdivision of the State, the SCRTD is a service provider similar to school districts, irrigation districts, and paving districts. The SCRTD, like those other types of districts, is not a for-profit enterprise, and its bottom line is the provision of efficient, equity driven, services.

The 2015 Plan anticipated that the SCRTD would develop a strong financial reserve and a strong analytically based justification before applying to the State of New Mexico Department of Transportation (NMDOT) for allocation of FTA funding. However, because the District, representing the community, already qualified for federal funding within the region, the new Executive Director applied for that funding. For the past two years, the SCRTD has competed (along with 22 other New Mexico transit operators) for federal funding. To date, the SCRTD has secured \$947,214 dollars (Fiscal Year 2017 and 2018 combined).

During the term of this Plan Update, the SCRTD will continue to use local funding as well as federal funding from New Mexico Department of Transportation allocation of Federal Transit Administration (FTA) funding for the administration and operation of its services. While the current level of local funding is a strong indicator of the local communities' support for expanding public transit, a sustainable system that can "strengthen communities, facilitate economic and educational activities, and promote health and safety through safe and efficient regional transportation services" will require larger and more permanent revenue streams. This Plan Update reflects that requirement by including significant local commitments and by anticipating future federal funding as well.

This Plan Update does not include capital costs for FYs 2017-2020. Because local funding is limited, the SCRTD does not have the local funding match needed to acquire federal funding for capital outlay. Consequently, during this time period, the SCRTD will be limited to funding only operations. Current capital stock includes five vehicles purchased in FY15 with funds from a legislative appropriation and three (3) vehicles purchased since 2016. The SCRTD's vehicles are described in TABLE 3.1, below.



**TABLE 3.1: Purchased Vehicle Specifications**

<b>Manufacturer</b>	<b>Model</b>	<b>Number of Vehicles</b>	<b>Passenger Capacity</b>	<b>Year of Manufacture</b>
Allstar	Star Trans President S/2	5	3-2 WC	2015
Glavel	Universal	1	20WC	2011
Eldorado	Aero Bus	1	22 WC	2010
Chevy	Express	1	14 WC	2016

## **II. Past Revenue and Funding**

In 2015, the SCRTD anticipated funding was to be generated from four sources. In ascending levels of funding these were:

- Fares - calculated to be \$9,993 in FY-16 and increasing annually (26,880 passenger trips in FY-17 X .60 cents average fare and increasing through 2019)
- Advertising revenues – estimated at \$5,000 annually
- Annual member dues - \$111,240
- Extra Member Contributions – In 2016 Doña Ana County had committed to providing \$750,000 above annual dues for the SCRTD to provide service in the rural areas of Doña Ana County. (As other entities enter into contracts with SCRTD for service in their areas, they will also contribute funding for those services.)
- Funding for grants, member dues, fares, advertising and the Dona Ana contribution are listed in Table 3.2. below.

The actual revenue and funding was different than those found in the 2015 Plan. As mentioned above, the 2015 Plan did not include the possibility of applying for and securing revenues and funding from NMDOT allocations of Federal Transit Administration (FTA) funds. However, the SCRTD did apply for and secured funding, which enabled the District to expand its operations more quickly than anticipated. The District has received (to date) \$947,214 in federal funding. Much of the local funding is was used as a match to secure those federal funds.

Also, the 2015 Plan also did not include funding that was secured from a service agreement with the El Paso MPO in 2016, which provided \$124,655 FTA revenues for one year of service. Unfortunately, a major reduction in revenues occurred when, in 2016 and 2017, Doña Ana County decided to provide \$350,000 rather than \$750,000 annually. This loss in funding reduced the opportunity for the District to procure funds

and to increase its service level across Dona Ana County. More specifically, service to Hatch was delayed due this limitation in local funding.

The District has made good use of its local funding to match multiple federal grants in Fiscal Years 2017 and 2018 and anticipates receiving additional FTA funding in years 2018 through 2020. However, the possibility of attracting more federal funding is limited both by how much the state of New Mexico has to distribute and by the amount of local funding at the local level that is available for the required match.

Possibilities being explored at the local level, include working with individual communities to help them procure federal funding. Anthony and Sunland Park, for example, are not certified grant recipients. SCRTD will work with them to achieve that status so that they will be able to procure federal funding for collector and on-demand services within their communities.

### **III. Actual and Projected Annual Revenue and Funding**

Because the SCRTD now has actual costs and revenues from its first two years of operation, that information can be used to project costs and revenues for years 2018 through 2020.

In the Table 3.2, grants, member dues, fares, and advertising revenues, are all listed. With the addition of service in Sierra County, member dues will increase slightly. Fares are also expected to increase in response to an expanded service area and more frequent service. Advertising revenues have not been as high as projected but could be a resource as the fleet increases.

An integral component of the District is to work with member agencies to secure transportation funding from multiple sources. While funding is often competitive, it is possible for some District members to pursue funding individually if they choose to become designated federal grant recipients. Sunland Park and Anthony, for example, are not designated federal grant recipients. If they achieve that status, they could procure funding for circulator and on demand routes within their communities. The District is prepared to assist with the required business process to address this funding opportunity. By working in partnership, the nine members of the District can do more to address the needs for attracting and securing more transportation funding for the region and the amount of grant funding could increase significantly.

The Fiscal Year increases for Doña Ana County are due to adding capital funding in Fiscal Years 2019 and 2020. Additional buses will be added to support additional service in Doña Ana County service. More specifically, more trips will be added to support service to Hatch and on-call service in the Doña Ana and Picacho Hills area.

SCRTD service was only available for a portion of FY2016; FY2017 is the first complete year of service. Therefore, table 3.2 describes actual revenues and funding for 2017 and uses those numbers to project costs for SFYs 2018 through 2020.

**TABLE 3.2 Actual and Projected Revenues and Funding in Federal FY2017-2020**

**FISCAL YEAR 2017 - 2020 FINANCIAL FORECAST**

Year	Grants	Member Dues	Dona Ana County Agreement	Fares	Advertising	Annual Total
2017	\$461,990.90	\$100,240	\$465,999	\$5,455	\$5,070	<b>\$1,038,755</b>
2018	\$485,224.90	\$108,275	\$350,000	\$9,400	\$5,000	<b>\$957,900</b>
2019	\$548,798.00	\$111,275	\$487,182	\$11,025	\$10,000	<b>\$1,168,280</b>
2020	\$719,541.00	\$111,275	\$537,582	\$12,525	\$10,000	<b>\$1,390,923</b>
Projected Totals	\$2,215,554.80	<b>\$436,565</b>	<b>\$1,840,763</b>	<b>\$38,405</b>	<b>\$30,070</b>	<b>\$4,555,858</b>

**IV. Past Costs/Operating Budget**

The SCRTD's costs in FY 2017 were also different than those projected in the 2015 Plan. The operating budget for that time period included substantial contracted services costs. For example, Z-Trans Public Transportation provides drivers and vans for services east of Las Cruces under a contract in the amount of \$12,000 annually. STS, Inc., provides operations and maintenance support under a contract for \$160,000 annually. In addition, the SCRTD will meet the Department of Finance Administration's mandated reserve balance of 1/12<sup>th</sup>% of annual revenues. Non-budgeted carryovers are anticipated during the term of this Plan Update.

**V. Actual and Projected Costs/Operating Budget**

Again, FY2017 is the only complete year of service. Therefore, the following table describes actual costs for 2017 and uses those numbers to project costs for Fiscal Years 2018 through 2020.

**TABLE 3.4 Actual & Projected Operating Costs in State Fiscal Years 2017-2020**

<b>Item Description</b>	<b>2017 Projected Costs</b>	<b>2018 Projected Costs</b>	<b>2019 Projected Costs</b>	<b>2020 Projected Costs</b>
Salaries and Benefits	\$259,775	\$345,365	\$385,000	\$430,000
Contractual Services -STS	\$150,800	\$130,800	\$100,000	\$100,000
Contractual Services- Z Trans	\$10,000	\$12,000	\$18,000	\$18,000
Fiscal Agent	\$160,000	\$115,000	\$70,000	\$70,000
Vehicle Fuel	\$64,500	\$79,800	\$104,000	\$109,500
Vehicle Maintenance & Repair	\$12,000	\$40,000	\$55,000	\$67,000
Insurance-Vehicle (4)	\$58,000	\$64,000	\$65,000	\$65,000
Uniforms	\$2,500	\$3,000	\$3,500	\$4,000
Training	\$10,000	\$10,000	\$10,000	\$10,000
Telephone	\$7,200	\$8,500	\$9,000	\$9,000
DFA Reserve	\$34,600	\$58,000	\$75,000	\$85,000
Rent and Utilities	\$12,000	\$12,000	\$12,000	\$12,000
Professional Fees - Audit	\$8,500	\$9,500	\$9,500	\$9,500
Advertising	\$5,300	\$5,000	\$10,000	\$10,000
Contingency	\$48,000	\$48,000	\$48,000	\$48,000
Lease	\$0	\$3,150	\$3,800	\$3,800
<b>Total Operating Costs</b>	<b>\$843,175</b>	<b>\$944,115</b>	<b>\$977,800</b>	<b>\$1,050,800</b>

## **VI. Gross Receipts Tax**

Because of its commitment to a cautious financial process the SCRTD has not included GRT funding in this Plan. The SCRTD anticipates placing a Gross Receipts Tax (GRT) on local ballots at some time in the future. The SCRTD's decision when to seek voters' approval of a GRT is dependent on the SCRTD maintaining a solid operational and financial profile.

## **VII. Economic Impact**

According to the American Public Transit Association (APTA), for every \$1 spent on public transportation, \$3 to \$4 is generated in economic benefits. The SCRTD has an annual payroll of \$451,360 for seven bus drivers, a dispatcher, a transit supervisor, and the executive director. In addition, it contracts with 14 local businesses for maintenance, operations, and professional services for over \$400,000 a year. In addition to this direct impact on the local economy, there is also an indirect impact. When public transportation is available, more people get to medical appointments (fewer "no shows"); workers get to workforce training and to job sites; students get to early college high school, Doña Ana Community College, and New Mexico State University. Increasing service across the district (to Hatch and Sierra County) and within the larger communities (Sunland Park and Anthony) and developing van/small bus pools to jobs (especially in Santa Teresa) will increase the economic impact ever more.

# APPENDIX I: SCHEDULES JANUARY 2018

South Central Regional Transit District • www.SCRTD.org



## Red Line/Linea Roja

**South Bound** Buses start and return to the same location.  
Las Cruces-MVITT\* <-> Anthony via Stern Dr.

BUS NUMBER	Departure Time/Hora de Salida					
	AM	AM	AM	Mid-Day	PM	PM
Stop/Parada	2	1	1	2	2	2
1 Las Cruces-MVITT*	7:00	8:00	10:00	11:00	2:00	4:00
2 El Paseo Road (U-Haul & Sonic)	7:04	8:04	10:04	11:04	2:04	4:04
3 Good Samaritan & Memorial Hospital	•	•	•	•	2:45	•
4 NMSU Gerald Thomas Hall**	7:08	8:08	10:08	11:08	2:08	2:55
5 NMSU - DACC (Griggs St.)	7:10	8:10	10:10	11:10	2:10	3:06
6 Union(Bus Shelter) Grove Apts.	7:10	8:10	10:10	11:10	2:10	3:06
7 UnionOak (Bench Opposite Fina Station)	7:13	8:13	10:13	11:13	2:13	•
8 Brasito Barber Shop & Main	7:23	8:23	10:23	11:23	2:23	•
9 Mesquite School Hwy 228	7:26	8:26	10:26	11:26	2:26	•
10 Mesquite Post Office Hwy 228	7:28	8:28	10:28	11:28	2:28	•
11 Mesquite - Fire Station #10	7:29	8:29	10:29	11:29	2:29	•
12 Del Cerro Center	7:34	8:34	10:34	11:34	2:34	•
13 Cristo Street at Vado Dr.	7:36	8:36	10:36	11:36	2:36	•
14 National Truck Stop / Stern (Vado)	7:38	8:38	10:38	11:38	2:38	•
15 Juanita's Grocery (Berino)	7:44	8:44	10:44	11:44	2:44	•
16 Berino Park	7:44	8:44	10:44	11:44	2:44	•
17 Anthony Dr. at Del Oro Lane	7:49	8:49	10:49	11:49	2:49	•
18 Anthony Dr. at Ohara Rd.	7:52	8:52	10:52	11:52	2:52	•
19 Anthony Transfer Station	7:55	8:55	10:55	11:55	2:55	3:35

• No Stops \* Transfer to RoadRunner buses

Bus service is operated by South Central Regional Transit District (SCRTD) between Las Cruces and Anthony (Hwy 478) Monday through Friday. FREE bus transfers.

El servicio de autobuses entre Las Cruces y Anthony (Hwy 478) es operado por SCRTD. De Lunes a Viernes. Traslados GRATIS en autobús.

(575) 323-1620 • www.scrtdd.org  
Schedules effective November 2017.  
All routes are subject to change.

## North Bound

Buses start and return to the same location.  
Las Cruces-MVITT\* <-> Anthony via Stern Dr.

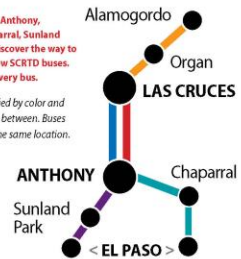
BUS NUMBER	Departure Time/Hora de Salida					
	AM	AM	AM	Mid-Day	PM	PM
Stop/Parada	1N	1N	1N	1N	1N	1N
1 Las Cruces-MVITT*	7:55	9:05	9:55	12:55	3:55	5:55
2 El Paseo Rd. (U-Haul & Sonic)	7:51	9:00	9:51	12:51	3:51	5:51
3 Good Samaritan & Memorial Hospital	•	8:52	•	•	•	•
4 NMSU Gerald Thomas Hall**	7:47	8:47	9:47	12:47	3:47	5:47
5 NMSU - DACC (Griggs St.)	7:45	8:45	9:45	12:45	3:45	5:45
6 Union(Bus Shelter) Grove Apts.	7:42	8:42	9:42	12:42	3:42	5:42
7 UnionOak (Bench Opposite Fina Station)	7:42	8:42	9:42	12:42	3:42	5:42
8 Brasito Barber Shop & Main	7:32	8:32	9:32	12:32	3:32	5:32
9 Mesquite School Hwy 228	7:29	8:29	9:29	12:29	3:29	5:29
10 Mesquite Post Office Hwy 228	7:27	8:27	9:27	12:27	3:27	5:27
11 Mesquite - Fire Station #10	7:27	8:27	9:27	12:27	3:27	5:27
12 Del Cerro Center	7:21	8:21	9:21	12:21	3:21	5:21
13 Cristo Street at Vado Dr.	7:19	8:19	9:19	12:19	3:19	5:19
14 National Truck Stop / Stern (Vado)	7:17	8:17	9:17	12:17	3:17	5:17
15 Juanita's Grocery (Berino)	7:11	8:11	9:11	12:11	3:11	5:11
16 Berino Park	7:11	8:11	9:11	12:11	3:11	5:11
17 Anthony Dr. at Del Oro Lane	7:06	8:06	9:06	12:06	3:06	5:06
18 Anthony Dr. at Ohara Rd.	7:03	8:03	9:03	12:03	3:03	5:03
19 Anthony Transfer Station	7:00	8:00	9:00	12:00	3:00	5:00

• No Stops \*4:34 Trip via Turquoise

## Where can you GO!

From Las Cruces to Anthony, Alamogordo, Chaparral, Sunland Park and El Paso, discover the way to go on one of the new SCRTD buses. WIFI available on every bus.

All routes are identified by color and offer several stops in between. Buses start and return to the same location.





The cost is \$1 a ride for adults; 50 cents for kids, students, seniors and those with disabilities. FREE bus transfers.

*Tarifas en Efectivo*  
Adultos: \$1.00; Niños, jóvenes, persona's incapacitadas, cuidados mayores or (de la tercera edad) Cincuenta Centavos/ 50 centavos  
Transferencias serán gratis.

## Blue Line/Linea Azul

Las Cruces - MVITT\* to/from Anthony via Hwy 28

No. Stop/Parada	Departure Time/Hora de Salida					
	South Bound			North Bound		
	AM	Mid-Day	PM	AM	Mid-Day	PM
	.S.	.S.	.S.	.T	.T	.T
1 DA County Govt. Center**	8:45	8:45	12:45	3:10	11:10	3:10
2 Amador & Motel (Truck Stop)	8:42	8:48	12:48	3:13	11:08	3:07
3 Transit Terminal (MVITT) Lohman Ave.	8:35	8:55	12:55	3:20	11:00	3:00
4 DA Court & La Clinica Calle de Alegria	•	9:00	1:00	3:25	10:55	2:55
5 Walmer - Boutz & Valley Rd.	•	9:02	1:02	3:27	10:53	2:53
6 Mesilla Town Hall, Avenida de Mesilla	•	9:06	1:06	3:31	10:49	2:49
7 San Pablo & Hwy 28	•	9:12	1:12	3:37	10:43	2:43
8 Rio Dorado & Hwy 28	•	9:14	1:14	3:39	10:40	2:41
9 San Miguel Church	•	9:18	1:18	3:43	10:36	2:37
10 San Miguel I - La Clinica	•	9:22	1:22	3:47	10:32	2:33
11 La Mesa - Chopes Restaurant	•	9:26	1:26	3:51	10:29	2:29
12 Chamberino Post Office	•	9:38	1:38	4:03	10:17	2:17
13 Franklin St. (La Feria Grocery)	8:05	9:50	1:50	4:15	10:05	2:05
14 Anthony Transfer Station	8:00	9:55	1:55	4:20	10:00	2:00

\* No Stops - Last Trip Express Back



All routes are subject to change.

For more information call or visit  
(575) 323-1620 • [www.SCRTD.org](http://www.SCRTD.org)

1117/DV/2,000

**GO Blue!** Las Cruces to Anthony (Hwy 28)

**GO Red!** Las Cruces to Anthony (Hwy 478)

WiFi available on every bus.



## Connecting Our Communities

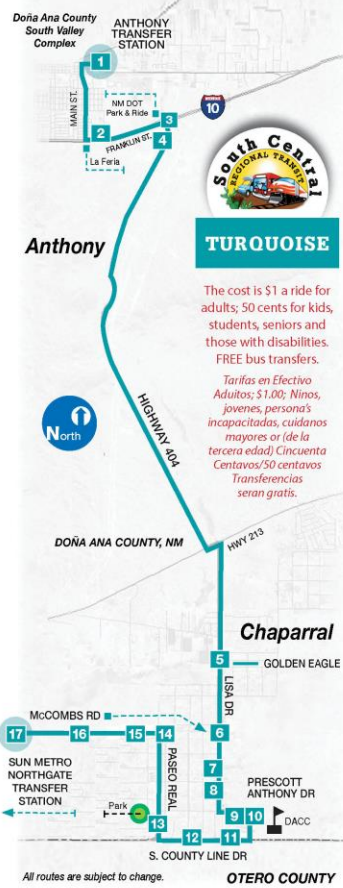
### Route Schedule & Map

Effective November 2017



South Central Regional Transit District (SCRTD)





### Turquoise Line/Turquesa Linea

#### Anthony Hwy 404 via Chaparral to El Paso Northgate

#### Departure Time/Hora de Salida

No. Stop/Parada	East Bound			West Bound		
	AM	AM	PM	AM	AM	PM
1 Anthony Transfer Station	8:00	10:25	2:00	3:35	7:55	10:10
2 Franklin - La Feria	8:03	10:28	2:03	3:38	•	10:07
3 Big B Antonio St.	8:05	10:30	2:05	3:40	•	10:05
4 DACC Gadsden	8:08	10:33	2:08	3:43	•	10:02
5 Lisa Dr. at Golden Eagle (Pharmacy)	8:21	10:46	2:21	3:56	7:39	9:49
6 Lisa Dr. at McCombs Rd.	8:24	10:49	2:24	4:00	•	9:46
7 La Clinica on East Lisa Dr.	8:27	10:52	2:27	4:03	•	9:43
8 Stores @ Lisa Dr.	8:29	10:54	2:29	4:04	•	9:42
9 Prescott & Old Laredo Rd.	8:30	10:55	2:30	4:05	•	9:41
10 DACC Chaparral at Anthony Dr.	8:31	10:56	2:31	4:06	7:30	9:40
11 Dental/Home Care on Country Club	8:34	10:59	2:34	4:09	•	9:36
12 Subway at Country Club	8:36	11:01	2:36	4:11	7:25	9:34
13 Paseo Real at Colquitt Rd.	8:39	11:04	2:39	4:14	7:20	9:31
14 McCombs at Paseo Real	8:42	11:07	2:42	4:17	•	9:28
15 McCombs at Hermosa (Stores)	8:45	11:10	2:45	4:20	•	9:25
16 McCombs & Gateway N. Blvd. (Chevron)	9:00	11:25	3:00	4:35	•	9:10
17 McCombs Rd. - SunMetro Northgate TC	9:05	11:30	3:05	4:40	•	9:05

• No Stops  
(575) 323-1620 • [www.scrtd.org](http://www.scrtd.org) • Schedules effective November 2017.



For more information call or visit  
(575) 323-1620 • [www.SCRTD.org](http://www.SCRTD.org)

1117/DV2,000



## Connecting Our Communities

### Route Schedule & Map

Effective November 2017

South Central Regional Transit District (SCRTD)



## Purple Line/Linea Morada South Bound

Buses start and return to the same location.  
El Paso Westside to Anthony via Sunland Park

BUS NUMBER	Departure Time/Hora de Salida					
	AM	AM	AM	PM	PM	PM
No. Stop/Parada	1	1	2	1	1	1
1 Anthony Transfer Station	7:00	9:00	11:00	1:00	3:35	
2 Franklin - La Feria	7:04	9:04	11:04	1:04	3:38	
3 Barber Shop @ Washington/Main	7:05	9:05	11:05	1:05	3:39	
4 Gadsden Middle School	7:08	9:08	11:08	1:08	3:40	
5 Gadsden High School	7:10	9:10	11:10	1:10	3:41	
6 La Union Community Center	7:16	9:16	11:16	1:16	3:46	
7 Comerciantes & McNutt	7:23	9:23	11:23	1:23	3:54	
8 Britain & McNutt	7:25	9:25	11:25	1:25	3:56	
9 Sea Pines & McNutt	7:28	9:28	11:28	1:28	4:00	
10 Riverside School & McNutt	7:31	9:31	11:31	1:31	4:04	
11 DACC Community College	7:33	9:33	11:33	1:33	4:06	
12 La Clinica on McNutt Rd	7:36	9:36	11:36	1:36	4:09	
13 Sunland Park City Hall	7:41	9:41	11:41	1:41	4:13	
14 Sunland Park Casino*	7:44	9:44	11:44	1:44	4:15	
15 Westside Transfer Center	8:00	10:00	12:00	2:00	4:30	

\* Sunland Park route to downtown El Paso.



**FLEX** bus service is operated by South Central Regional Transit District (SCRTD) between Las Cruces and Anthony (Hwy 478) Monday through Friday. FREE bus transfers. Service is also available to Chaparral, Sunland Park, and El Paso, Texas.

**FLEX** el servicio de autobuses entre Las Cruces y Anthony (Hwy 478) es Operado por SCRTD. De Lunes al Viernes. Traslados en autobuses GRATIS en autobuses. Servicio también está disponible para Chaparral, Sunland Park y El Paso, Texas.

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Schedules effective November 2017.  
All routes are subject to change.

## North Bound

Buses start and return to the same location.  
El Paso Westside to Anthony via Sunland Park

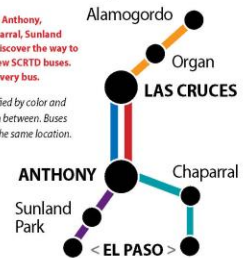
BUS NUMBER	Departure Time/Hora de Salida					
	AM	AM	AM	PM	PM	PM
No. Stop/Parada	1	1	2	1	1	1
15 Westside Transfer Center	8:00	10:00	12:00	2:00	4:30	
14 Sunland Park Casino*	8:10	10:10	12:10	2:10	4:40	
13 Sunland Park City Hall	7:25	8:13	10:13	12:13	2:13	4:43
12 La Clinica on McNutt Road	7:20	8:18	10:18	12:18	2:18	4:48
11 DACC Community College	8:21	10:21	12:21	2:21	4:51	
10 Riverside School & McNutt	8:23	10:23	12:23	2:23	4:53	
9 Sea Pines & McNutt	8:26	10:26	12:26	2:26	4:56	
8 Britain & McNutt	8:29	10:29	12:29	2:29	4:59	
7 Comerciantes & McNutt	8:33	10:33	12:33	2:33	5:03	
6 La Union Community Center	8:41	10:41	12:41	2:41	5:11	
5 Gadsden High School	8:47	10:47	12:47	2:47	5:17	
4 Gadsden Middle School	8:50	10:50	12:50	2:50	5:18	
3 Barber Shop @ Washington/Main	8:54	10:54	12:54	2:54	5:24	
2 Franklin - La Feria	8:55	10:55	12:55	2:55	5:25	
1 Anthony Transfer Station	8:00	9:00	11:00	1:00	3:00	5:30

\* No Stops \* Sunland Park route to downtown El Paso.

## Where can you GO!

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## **APPENDIX II: PUBLIC PARTICIPATION AND INPUT**

## **APPENDIX III: REGIONAL DEMOGRAPHIC PROFILES**

**Appendices II and III are included in the 2015 Plan and are incorporated herein by reference.**