

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

**Prepared for Doña Ana County
and the
South Central Regional Transit District**

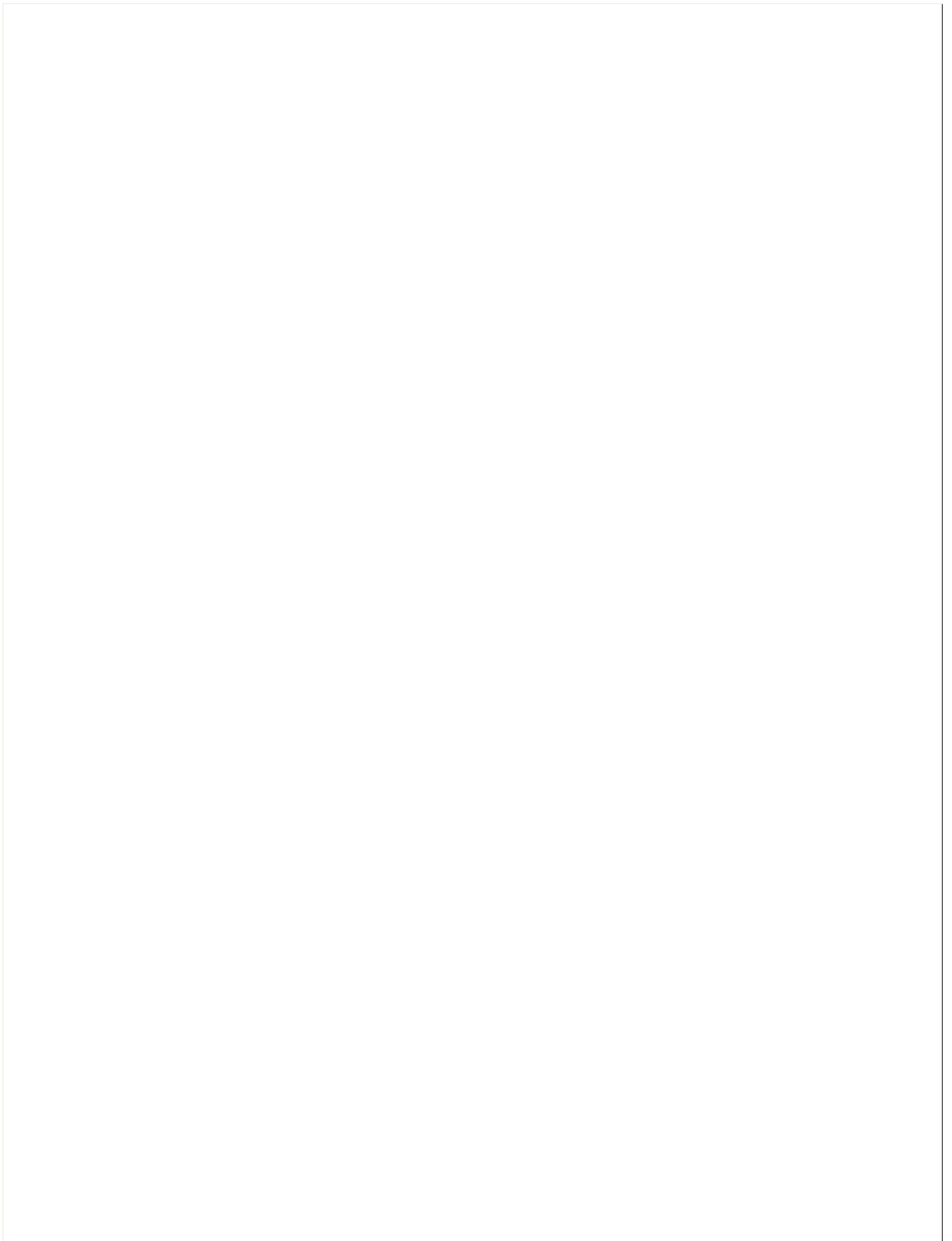


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TABLE OF CONTENTS

CHAPTER ONE: INTRODUCTION, BACKGROUND, SCRTD MEMBERS, GOALS AND OBJECTIVES	1
I. Introduction	1
II. SCRTD Member Governments and Board Members	1
III. Background	3
IV. Demographics	3
V. Summary of Data Collection and Public Hearings	6
VI. Geography and Existing Public Transportation Systems	9
VII. Goals and Objectives	11
CHAPTER TWO: SERVICE PLAN	14
I. Federal Legislation	14
II. NMDOT Performance Measures	14
III. SCRTD Performance Measures	15
IV. Integration With Other Public Transportation Providers	15
V. Development of Phase One Routes	17
VI. Phase One Implementation	18
VII. Phase One Routes and Schedules	18
VIII. Phase Two	23
CHAPTER THREE: FINANCIAL PLAN	24
I. Introduction	24
II. Projected Annual Revenues: Local Funding	25
III. Estimated Annual Costs in State Fiscal Years 2016-2020	26
IV. Comparison of Costs and Revenues	28
V. Gross Receipts Tax (GRT)	28
VI. Federal Transit Administration (FTA) Funding	28
APPENDIX I: SCHEDULES	i
APPENDIX II: PUBLIC PARTICIPATION AND INPUT	vii
APPENDIX III: REGIONAL DEMOGRAPHIC PROFILES	xii



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

CHAPTER ONE: INTRODUCTION, BACKGROUND, SCRTD MEMBERS GOALS AND OBJECTIVES

I. Introduction

This Service and Financial Plan provides the tools required for the South Central Regional Public Transit District (SCRTD) to orchestrate a system of integrated public transportation services throughout its boundaries and in areas adjoining the SCRTD.

Chapter One of this Plan describes the SCRTD’s geography, a demographic snapshot, existing public transportation systems within the SCRTD, a summary of public meetings that informed this Plan, and Goals and Objectives.

Chapter Two of the Plan contains a service plan based on two phases. Phase One will be in effect until the SCRTD determines that it is able to expand, and will include routes operated directly by the SCRTD as well as routes operated under contract with other service providers. Phase Two will include amendments to the routes operated under Phase One, the addition of new routes, and improvements to boarding facilities.

Chapter 3 is a Financial Plan describing the sources of funding and the uses of that funding in Phases One and Two.

Appendix I contains the schedules that will be used in Phase One service. Appendix II contains the results of public meetings conducted as part of development of this Plan. Appendix III contains detailed demographic data for the SCRTD.

II. SCRTD Member Governments and Board Members (May, 2015)

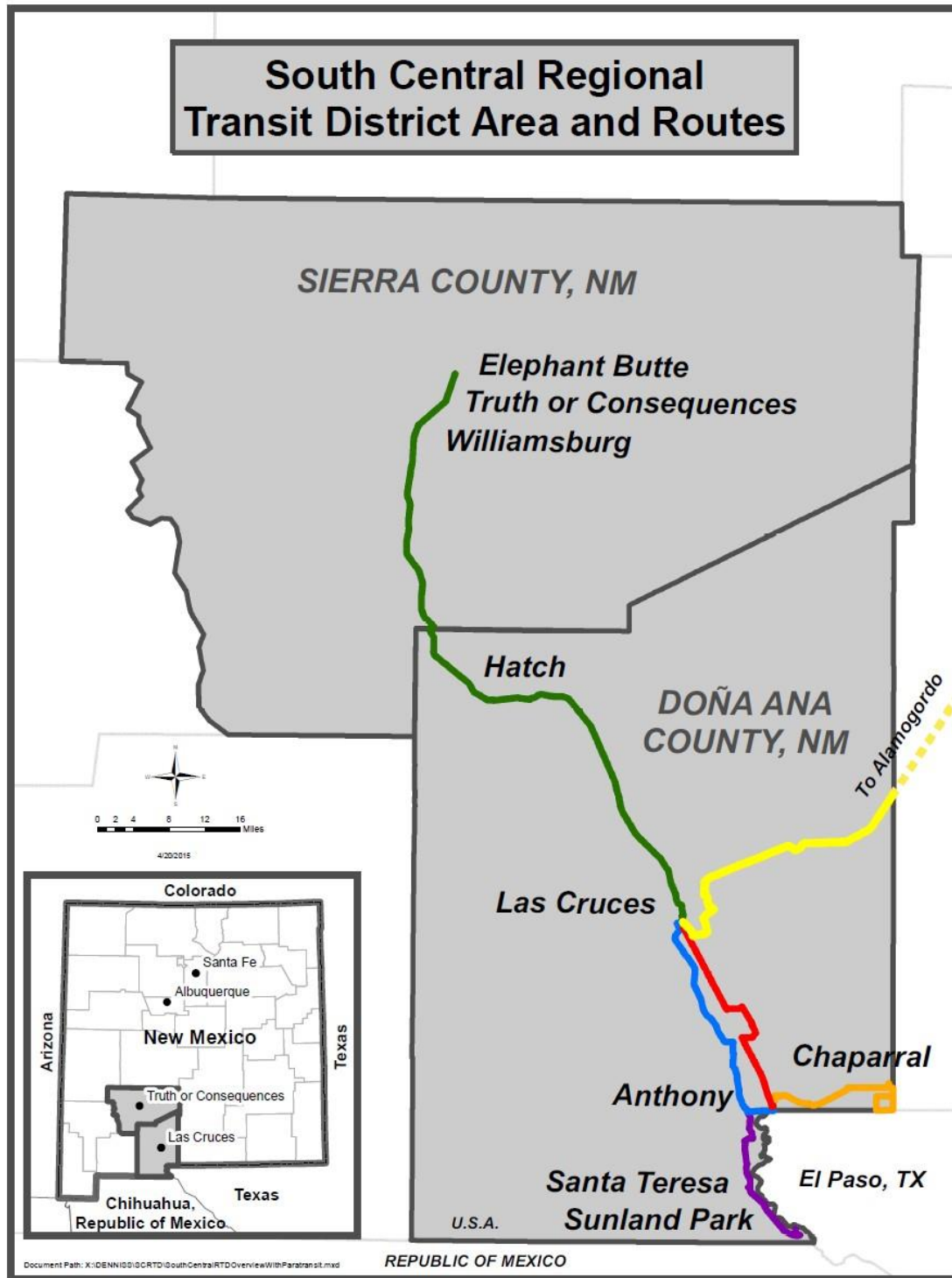
Member Government

Doña Ana County
City of Las Cruces
Town of Mesilla
City of Sunland Park
Village of Hatch
Sierra County
Village of Williamsburg
City of Elephant Butte
City of Truth or Consequences

Board Member

Commissioner Wayne Hancock
Mayor Pro Tem Greg Smith
Mayor Nora Barraza
Mayor Javier Perea
Trustee Noel McConnel
Commissioner Sherry Fletcher
Trustee Majorie Powey
Councilor Gerald Lafont
Commissioner Steve Green

MAP 1: SCRTD Service Area and Selected Communities



Source: Doña Ana County GIS – Mapping Division

III. Background

In response to the needs described below, and pursuant to New Mexico Law Section 73 Article 25, NMSA 1978, et.seq., the SCRTD was created in November of 2006.

The SCRTD will provide public transportation services in areas within its boundaries where public transportation services do not exist and will coordinate that service with existing services in the region. The SCRTD will provide transportation between rural areas, small unincorporated communities, and municipalities throughout its boundaries, thereby strengthening and supporting the economic well being of its citizens, businesses, service providers, and member governments.

The need for regional public transportation services within the SCRTD is referenced in 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 (MPO) 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. The SCRTD’s planning process builds on and supports those plans.

Public transportation services, including those of the SCRTD, increase personal mobility and improve access to employment, education, shopping, medical, social activities, and other critical services. The SCRTD’s services will reduce dependence on private vehicles, thereby improving air quality, diminishing traffic congestion, and increasing disposable incomes for public transportation passengers.

Between February, 2012, and December, 2014, the SCRTD scheduled, organized, and participated in public meetings, meetings with local governments, and meetings with private sector employers throughout the SCRTD.

In the spring of 2014, following the public meetings, the SCRTD established starter routes providing public transportation services 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.

IV. Demographics

Doña Ana County contains 94.5% of the SCRTD’s population. The remaining 5.5% of the population resides in Sierra County. The SCRTD is primarily concentrated in and

along the Rio Grande valley, but due to the size of the district has a low population density as shown in Table 1.1, below.

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 two main areas of population in Doña Ana County are the Las Cruces Urbanized Area and the El Paso Urbanized Area. The largest population center in Doña Ana County 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 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 live in Sunland Park. Sunland Park experienced a 5.99% growth rate, Anthony grew at 18.42% and Santa Teresa grew at 63.33%.

Doña Ana County's percentage of median income in 2010 was 70.61% of the US median income. This is a slight (0.37%) decrease since 2000. The communities with the lowest percentage of US median income continue to be the communities in South Doña Ana. In the El Paso Urbanized Area, Anthony with 42.79%, Chaparral with 48.72% and

Sunland Park with 44.63% are among the lowest earners. Additionally, University Park and Vado in the Las Cruces Urbanized Area have the two lowest rates in the county with 18.20% and 39.17% respectively. Doña Ana County has a 24.5% rate of persons in poverty status. Nearly one in four of the Doña Ana County residents are below the poverty line. This is a slight decrease since 2000 when 25.39% of Doña Ana county residents were below the poverty. Communities in the El Paso Urbanized Area with a high percentage of persons in poverty include Anthony at 40.2%, Chaparral at 39.8%, and Sunland Park at 47.2%. Communities in the Las Cruces Urbanized Area with a high percentage of persons in poverty include Doña Ana with 32.1%, University Park with 60.4%, and Vado with 38.2%. Hatch has a 36.1% rate for persons living in poverty.

Table 1.2: Transit Need Indicators

County	% Below Poverty	% Without	% Age 65 and Over
Doña Ana	24.5	5.64	12.4
Sierra	29.8	8.15	30.6

Source: 2010 Census

Sierra County has a 29.8% rate for persons in poverty status and a median income of 49.28% of the US median income. 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%.

Sierra County also 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. This 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. Those numbers have to be considered in the context of the physical layout—population is highly dispersed across the County's three municipalities and its rural communities.

Doña Ana County has a 12.4% rate of persons age 65 or older, which is an important characteristic to determine public transportation ridership. While a majority of the communities have a rate lower than the national average, 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. Mesilla's growth rate of persons 65 or older is at 6.74% since 2000. Doña Ana had 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 only other community with a higher than average rate of persons 65 or older is Las Cruces with 13.6%.

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. Doña Ana County communities with a higher percentage of households without a vehicle

include Anthony at 8.92%, Sunland Park at 9.58%, University Park at 11.20%, and Vado at 10.13%. Many of these communities are located 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's percentage of households without vehicles is 8.15%, slightly lower than the national average. Within Sierra County, the rate of household without vehicles ranges from 0.87 in Elephant Butte to 10.92 in Truth or Consequences and 13.1 in Williamsburg.

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

V. Summary of Data Collection and Public Hearings

During development of this Plan, public meetings were held in communities throughout the SCRTD's area by the SCRTD; as part of the work of the HUD/DOT/EPA Sustainable Communities Planning Grant (*Viva Doña Ana!*); and by the not-for-profit of the Ocotillo Institute (ECOI), who also developed and conducted a survey on public transportation needs. Those meetings were held to maximize public input and involvement in the planning process. 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 that are included in this Plan (Appendix II).

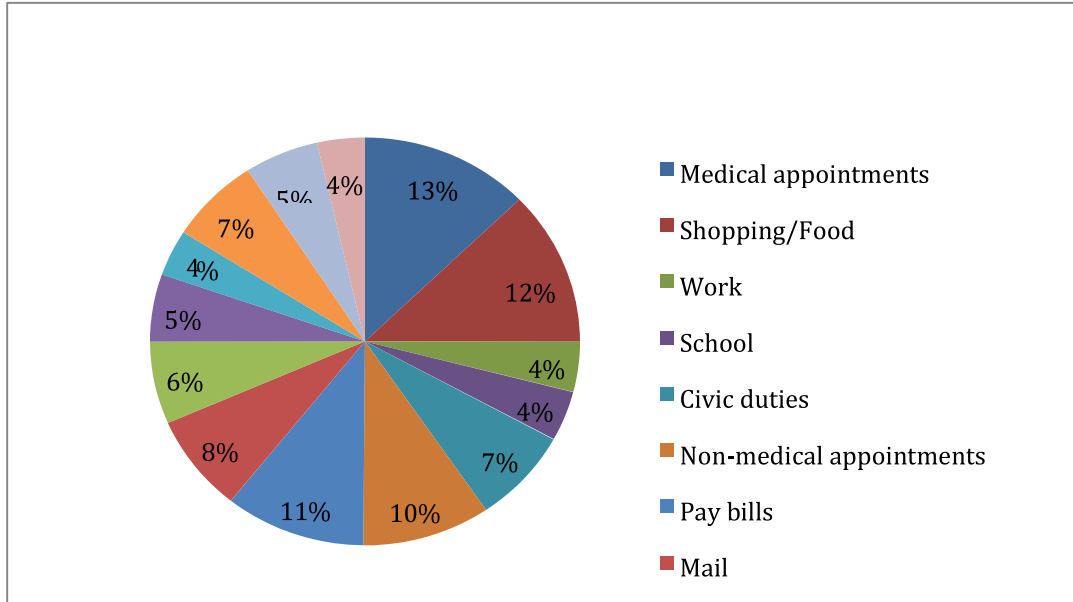
In the SCRTD's meetings, the public expressed that current transportation services are grossly inadequate. These meetings also made very clear that people need public transportation because they do not have other transportation options and they need public transportation to access educational and vocational 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.

Information collected by the ECOI staff at local meetings make clear the value community members place on availability of public transportation. The residents who participated in those meetings and in the survey are very cognizant of the problem and have expressed their opinions on what they need and why. They described their highest need as access to medical care. They also want transportation to get to church, the post office, to pay bills, get their food stamps, go to the grocery store, to school, to community centers, and to take their children to after school activities. The responses to the survey designed and distributed by ECOI show similar results. 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. The ECOI 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.

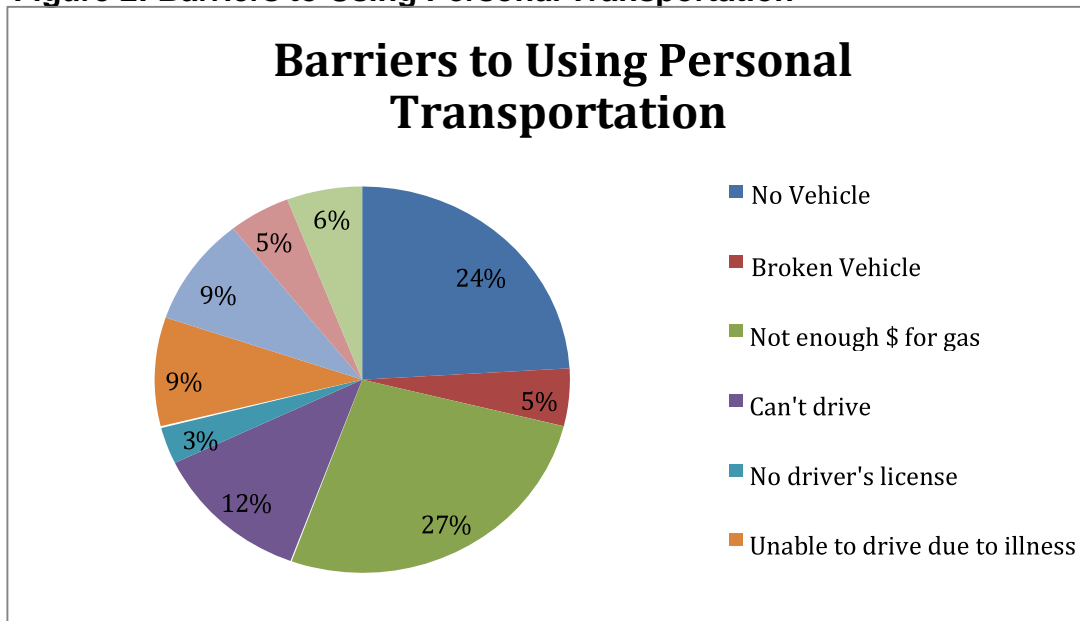
The responses described above are summarized in Figures 1 through 3, below.

Figure 1. Highest Needs for Public Transportation



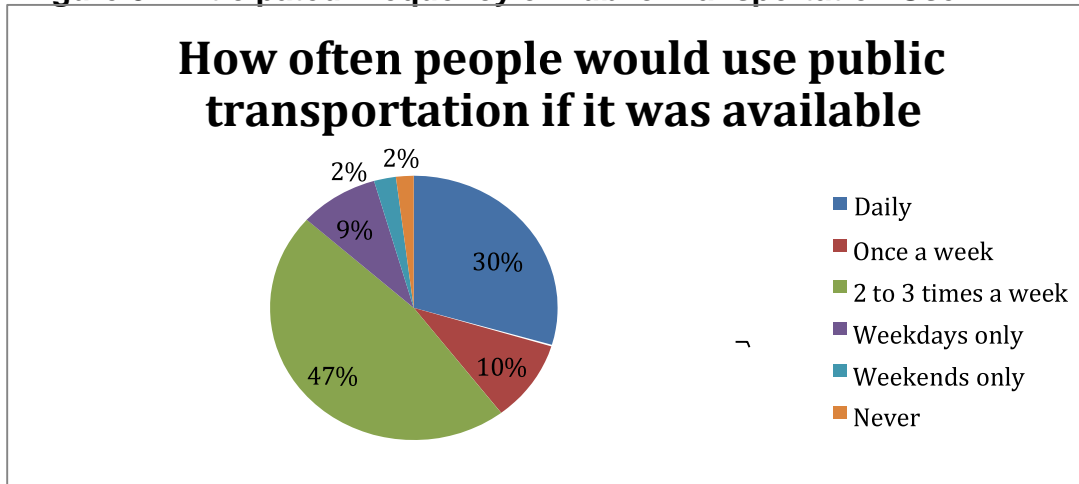
Source: Empowerment Congress of the Ocotillo Institute

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

As described in Figure 2 and Figure 3, above, according to the ECOI, public transportation can reduce the cost of driving and provide more disposable income. Typical comments received by ECOI 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 ECOI's 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.

The significant Public Transportation Needs Index scores in many parts of Doña Ana County and Sierra County and the high Housing+Transportation Index values throughout the region, show the potential demand for services and the positive impact public transportation could have in our region (Appendix III).

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. 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 during a second County Commission meeting.

VI. Geography and Existing Public Transportation Systems

The SCRTD is fortunate in that the settlement pattern within its boundaries will allow it to provide service that will maximize ridership and provide equitable coverage: Traditional and most 20th century settlements in the SCRTD are concentrated in and along the very narrow Rio Grande valley. That pattern of settlements and roads created a template for the routes that the SCRTD will operate.

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 ongoing development pressure. 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 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 somewhat more limited capacity to serve Sierra County with its much lower density and overall population, albeit more significant transit need.

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 that will be provided by the SCRTD. These routes provide transit to downtown Las Cruces, New Mexico State University, Doña Ana Community College, the two major hospitals, the City of Las Cruces' Intermodal Transit Center, and to 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 taking place under the HUD/DOT/EPA Sustainable Communities Planning grant (Viva Doña Ana!) that will become the basis for county-wide planning. As a result of these efforts, population growth in Doña Ana County will have an increasingly transit-compatible form.

Additionally, an opportunity exists to link the Cities of Las Cruces and El Paso. Both of those urban population centers have well-developed public transit systems that would 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.

The large military facilities in the region are interested in public transit for their big populations of service personnel and their families. White Sands Missile Range, Fort Bliss, and Holloman Air Force Base have expressed interest in cooperating with the SCRTD to help provide transit services to their personnel.

Additionally, future transit needs can be anticipated with development of the Spaceport America and development in and near the Santa Teresa border crossing, as well as growth at the West Mesa Industrial Park located to the west of Las Cruces.

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.

The SCRTD is also fortunate in that an integrated system of public transportation service within its boundaries can be created by adding public transportation services where none exist at this time and by partnering with existing public transportation services. The most developed public transportation system within the SCRTD's boundaries is RoadRUNNER public transportation in Las Cruces. Rio Grande Transit provides public transportation services in and around Hatch, and between Hatch and Las Cruces. The NMDOT Park and Ride Silver Route and Gold Route provide general public transportation between Las Cruces and White Sands Missile Range, as well as between Las Cruces and Anthony and El Paso, Texas. The Z-Trans service operates between Alamogordo and Las Cruces.

Where possible, the SCRTD integrates with the existing transportation services by sharing facilities and using a schedule that allows connections with those other systems.

VII. Goals and Objectives

As a regional government, the SCRTD is committed to a cooperative and coordinated approach to meet the needs of the public, its member governments, the business community, the State of New Mexico, and other groups and organizations. This cooperative and coordinated approach will foster a public transportation-supportive decision-making framework at all levels, and will increase the efficiencies and use of local and regional transportation programs. The SCRTD will use an informed decision making process to determine the levels of systems operations needed to establish public transportation services in areas that do not have public transportation services. The SCRTD's processes will provide opportunities for connections between systems and allowing shared use of infrastructure. The SCRTD will also establish a financial planning process that will generate and use local, state, and federal funds to maintain public transportation operations within the SCRTD's boundaries. Utilizing private sector resources is an important element in the SCRTD's ability to expand and promote the SCRTD's activities. Together with those tools, the SCRTD will work closely with multiple agencies and entities to increase public awareness and establish formal planning processes that will support the SCRTD's ability to secure federal grant funding.

Goal 1. Establish, Maintain, and Expand a Safe and Efficient Public Transportation System Within the SCRTD's Boundaries

Objective 1. In September of 2015, begin Phase One service utilizing a combination of SCRTD owned and contracted vehicles.

Objective 2. Throughout Phase One, refine service based on available funding and performance measures adopted by the SCRTD.

Objective 3. In Phase Two and subsequent Phases, expand service by adding routes and increasing frequency of service as need is demonstrated and documented and as funds become available.

Goal 2. Coordinate with Existing Public Transportation Agencies Operating Within and Adjacent to the SCRTD

Objective 1. In Phase One of the SCRTD system's development, utilize the City of Las Cruces' Downtown Public Transportation Center as the SCRTD's primary service hub.

Objective 2. Develop and use schedules that provide connectivity with the City of Las Cruces RoadRUNNER system and the NMDOT Park and Ride Gold and Silver Routes when doing so is feasible.

Objective 3. Develop and use schedules that provide connectivity between SCRTD routes when doing so is feasible.

Objective 4. In Phase One, utilize contracted services with the Rio Grande Transit system to provide public transportation services between the City of Elephant Butte and the City of Las Cruces, and utilize contracted services with Z-Trans to provide public transportation services between Las Cruces and the eastern Doña Ana County line

Objective 5. In Phase Two, continue refining connectivity with Rio Grande Transit, Z-Trans, RoadRUNNER and NMDOT Park and Ride.

Objective 6. In Phase Two and subsequent Phases, explore and, as appropriate, expand the SCRTD's service area to allow it to make connections with transit agencies operating in El Paso County.

Objective 7. In Phase Two, add stops and synchronize service where possible to allow connections with the El Paso County Rural Public Transportation Service and the El Paso Sun Metro system.

Objective 8. In Phase Two, as need is demonstrated by performance measures, develop improved public transportation facilities in Anthony, Santa Teresa, Chaparral, Sunland Park, and Williamsburg to expand access to local, regional, national, and international public transportation systems, and other destinations and services identified as essential by the SCRTD.

Goal 3. Utilize a Progressive Financial Planning Process

Objective 1. Utilize local revenues and funding in Phase One of the SCRTD's service.

Objective 2. Have a Gross Receipts Tax (GRT) placed on local ballots after Phase One has been established and the SCRTD determines that Phase Two should be implemented.

Objective 3. After Phase One has been established and documented, and the SCRTD determines that Phase Two should be implemented, apply for and utilize FTA funding annually.

Objective 4. Use a combination of local, state, and federal revenues and funding to operate the SCRTD service during Phase Two and subsequent Phases.

Goal 4. Develop Partnerships with Private Sector Employers and Not-For Profit Organizations

Objective 1. In Phase One, identify private sector employers and not-for profit organizations that can benefit from the implementation and growth of the SCRTD's public transportation services.

Objective 2. Utilize the input from those employers and organizations to refine Phase One and to plan Phase Two services.

Objective 3. Use the support of those private sector employers and organizations to get the GRT passed in order to implement Phase Two.

Objective 4. Utilize funding and resources from those employers and organizations to augment and support the SCRTD's activities when doing so will meet the needs of the SCRTD and the private sector.

Goal 5. Implement and Use a Public Outreach Plan and Develop a Long Range Transportation Plan

Objective 1. During Phase One, and thereafter, maintain local community memberships and continue to participate in local government planning and NMDOT's long range planning processes.

Objective 2. During Phase One, and thereafter, establish and maintain a public outreach 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.

Objective 3. During Phase One, develop and adopt a long-range public transportation plan for Phase Two based on existing planning documents of its member organizations, the Las Cruces and El Paso MPOs, and the New Mexico Department of Transportation.

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

CHAPTER TWO: PHASE ONE SERVICE PLAN

I. Federal Legislation

Federal legislation, Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law in 2012. According to the United States Department of Transportation (USDOT),

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, public transportation, bike, and pedestrian programs and policies established in 1991.

As part of MAP – 21, the USDOT developed performance goals that include focuses on safety, infrastructure condition, congestion reduction, system reliability, economic vitality, and reduced project delivery delays.

II. NMDOT Performance and Reporting Measures

The NMDOT utilizes performance measures to identify and rank the need for public transportation services statewide in its Statewide Public Transportation Plan (SPTP). Those performance measures are:

- Accessibility and Minimum Needs
- Public Transportation Dependence
- Cost Effectiveness/Economic Development
- Mobility/Connectivity

The NMDOT's State Management Plan (SMP) which is utilizes a funding distribution index to distribute rural public transit funds contains the following performance measures:

- Rural public transit ridership
- Total administration/operations (A/O) ratio
- Total cost per passenger trip
- Total cost per vehicle mile
- Regional Planning Organization prioritization ranking
- Percent of previous years' A/O Federal award expended Ratio of the Percent of State's total rural public transit ridership:Percent of State total rural public transit A/O award

III. SCRTD Performance Indicators

The SCRTD will use the following performance measures to develop and refine its services. These performance measures are consistent with the guidance established in MAP-21, the measures used in the SPTP, the SMP, and measures used by public transportation operations in the United States.

- Total annual revenue
- Sources of revenue
- Total annual operating costs
- Total annual capital costs
- Fleet size and type, and related facilities
- Revenue vehicle miles
- Operating costs per revenue mile
- Trips provided by route and by stop
- Unlinked passenger trips per revenue mile
- Unlinked passenger trips per vehicle revenue hour
- Operating costs per vehicle revenue hour
- Operating costs per unlinked trip
- Passengers per mile
- Complaints
- Ridership
- Revenue per passenger and revenue per mile
- Cost per vehicle mile
- Schedule adherence (on time performance)
- Accidents-
- Passenger comfort, safety and security

IV. 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 (ITC) and the Doña Ana County Anthony Complex (DACAC) as its main hubs. Use of two public transportation hubs will allow the SCRTD to provide intra- and inter-service connections for all of its routes. A total of 70 connections involving the SCRTD and two other public transportation providers are created by this system.

The ITC will be 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 a total of 34 route connections, including 20 timed connections with RoadRUNNER Public Transportation buses and a connection with the NMDOT Park and Ride Gold Route. Those connections will 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 DACAC hub will create 36 timed connections between SCRTD Blue, Red, Orange, and Purple Route buses, as described in TABLE 2.1, below.

TABLE 2.1: SCRTD Route Connectivity

Route	Hub	Times and Direction of Travel		Communities Served	Connections
		Inbound	Outbound		
Yellow Route (YL) Z-Trans Highway 70 Hwy. 70	ITC	7:45 AM	7:45 AM	Las Cruces, East Mesa, Organ, Alamogordo	RRT* 30, 70, PnR** Gold
		12:45 PM	12:45 PM		GR, RRT 30, 70
		5:45 PM	5:45 PM		PNR Gold
Green Route (GR) Rio Grande Transit	ITC	9:00 AM	9:00 AM	Elephant Butte, TorC, Williamsburg Garfield, Salem, Hatch, Rincon, Radium Springs, Doña Ana	RRT 30, 70
		12:45 PM	12:45 PM		ZT, RRT 30, 70
		6:00 PM	6:00 PM		YL, RRT 30, 70
Blue (BR) Las Cruces – Anthony, East Side	ITC	-	7:00 AM	Las Cruces, Mesilla, San Pablo, Stahman Farms, San Miguel, La Mesa, Chamberino, Gadsden, Anthony	RRT 30, 70
		10:00 AM	11:00 AM		RRT 30, 70
		2:00 PM	4:00 PM		RRT 30, 70
		7:00 PM	-		RRT 30, 70
	DACAC	8:30 AM	8:30 AM		RR, OR, PR
		12:30 PM	12:30 PM		RR, OR, PR
5:30 PM	5:30 PM	RR, OR, PR			
Red (RR) Las Cruces – Anthony, West Side	ITC	-	7:00 AM	Las Cruces, Mesilla Park, Tortugas, Brazito, Del Cerro, Berino, Anthony	RRT 30, 70
		10:00 AM	11:00 AM		BR, RRT 30, 70
		2:00 PM	4:00 PM		BR, RRT 30, 70
		7:00 PM	-		BR, RRT 30, 70
	DACAC	8:30 AM	8:30 AM		OR, PR, BR
		12:30 PM	12:30 PM		OR, PR, BR
5:30 PM	5:30 PM	OR, PR, BR			
Orange (OR) Anthony – Chaparral	DACAC	8:30 AM	8:30 AM	Anthony Chaparral	PR, RR, BR
		12:30 PM	12:30 PM		PR, RR, BR
		5:30 PM	5:30 PM		PR, RR, BR
Purple (PR) Anthony – Sunland Park	DACAC	8:30 AM	8:30 AM	Anthony, Gadsden, La Union Sunland Park	OR, RR, BR
		12:30 PM	12:30 PM		OR, RR, BR
		5:30 PM	5:30 PM		OR, RR, BR

* RoadRUNNER Transit ** NMDOT Park and Ride

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

V. Development of Phase One Routes

The routes that will be followed in Phase One of the SCRTD’s service were developed based on the SCRTD’s physical geography, its demographics, and public input. All of the incorporated municipalities located within the SCRTD, along with all unincorporated places with a population greater than 300 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 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, post offices, community centers, government offices, stores, and schools (Appendix II).

The routes also meet the SCRTD’s need to operate an efficient system. As described in TABLE 2.2, 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.

TABLE 2.2: Summary of 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
Green: Sierra County – Las Cruces	\$96,000	6	8	50%	12	5
Yellow: Hwy. 70	\$10,000	6	7	44%	10	3
Blue: Las Cruces – Anthony	\$101,224	6	17	52%	13	10
Red: Las Cruces – Anthony	\$101,224	6	20	54%	13	6
Purple: Anthony – Sunland Park	\$101,224	6	9	12%	12	7
Orange: Anthony – Chaparral	\$101,224	6	9	11%	16	15

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.

VI. Phase One Implementation

Phase One service will begin in September of 2015 with four starter routes operating in southern Doña Ana County, one starter route operating between Las Cruces and Organ, one starter route between Hatch and Las Cruces, and one route between Hatch and Elephant Butte. The Timeline for implementing Phase One is:

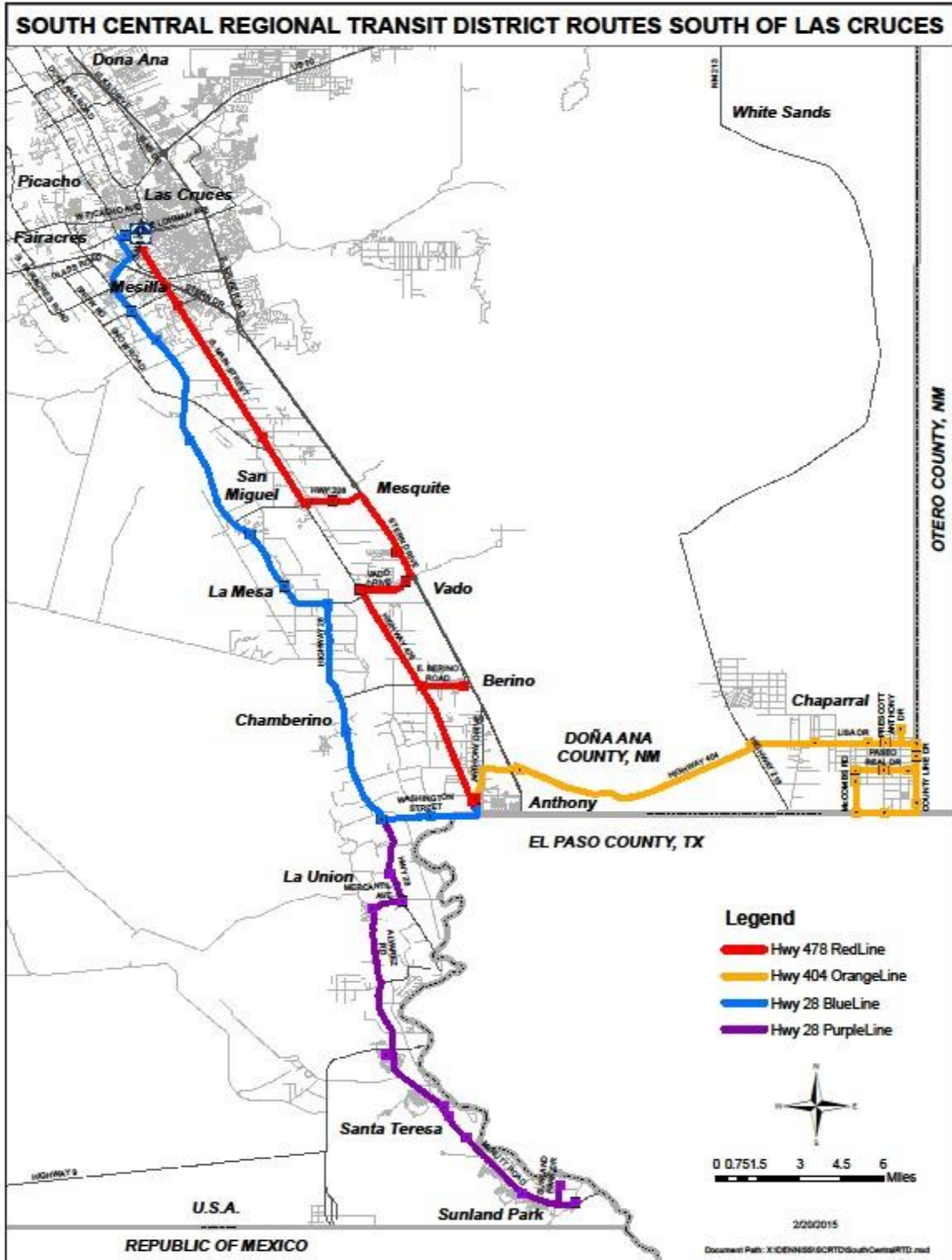
- Advertise for SCRTD Management Services in May, 2015; selection completed and contract entered in June, 2015.
- Buses ordered and other capital purchases made in April, received in August.
- Contracts entered for vehicle maintenance, fleet storage, fueling, and other essential services in June, 2015.
- Advertise, hire, and train driver/operators, and other support staff as needed, in June and July, 2015.
- Starter routes begin operation on September 1, 2015.

VII. Phase One Routes and Schedules

The four southern routes will use SCRTD buses and drivers (See Map 1, below). The route between Las Cruces and Organ will use Z-Trans equipment and staff operating under contract with the SCRTD (See Map 2, below). The Hatch to Las Cruces and Elephant Butte to Hatch route will use Rio Grande Transit vehicles and staff operating under contract with the SCRTD (See Map 3 and Map 4, below).

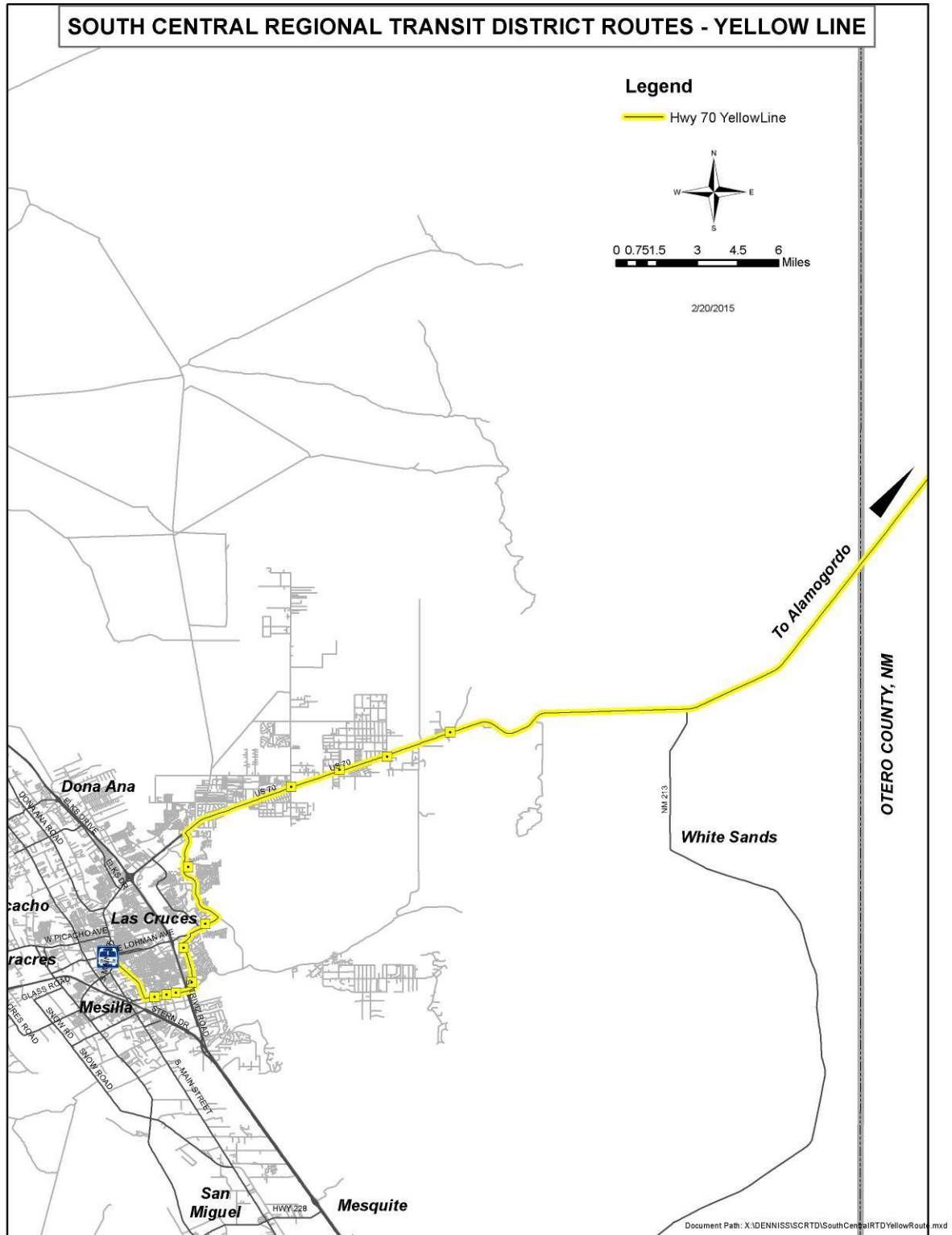
Phase One schedules are included in this Plan as Appendix I.

MAP 2: Phase One Four Southern Doña Ana County Starter Routes



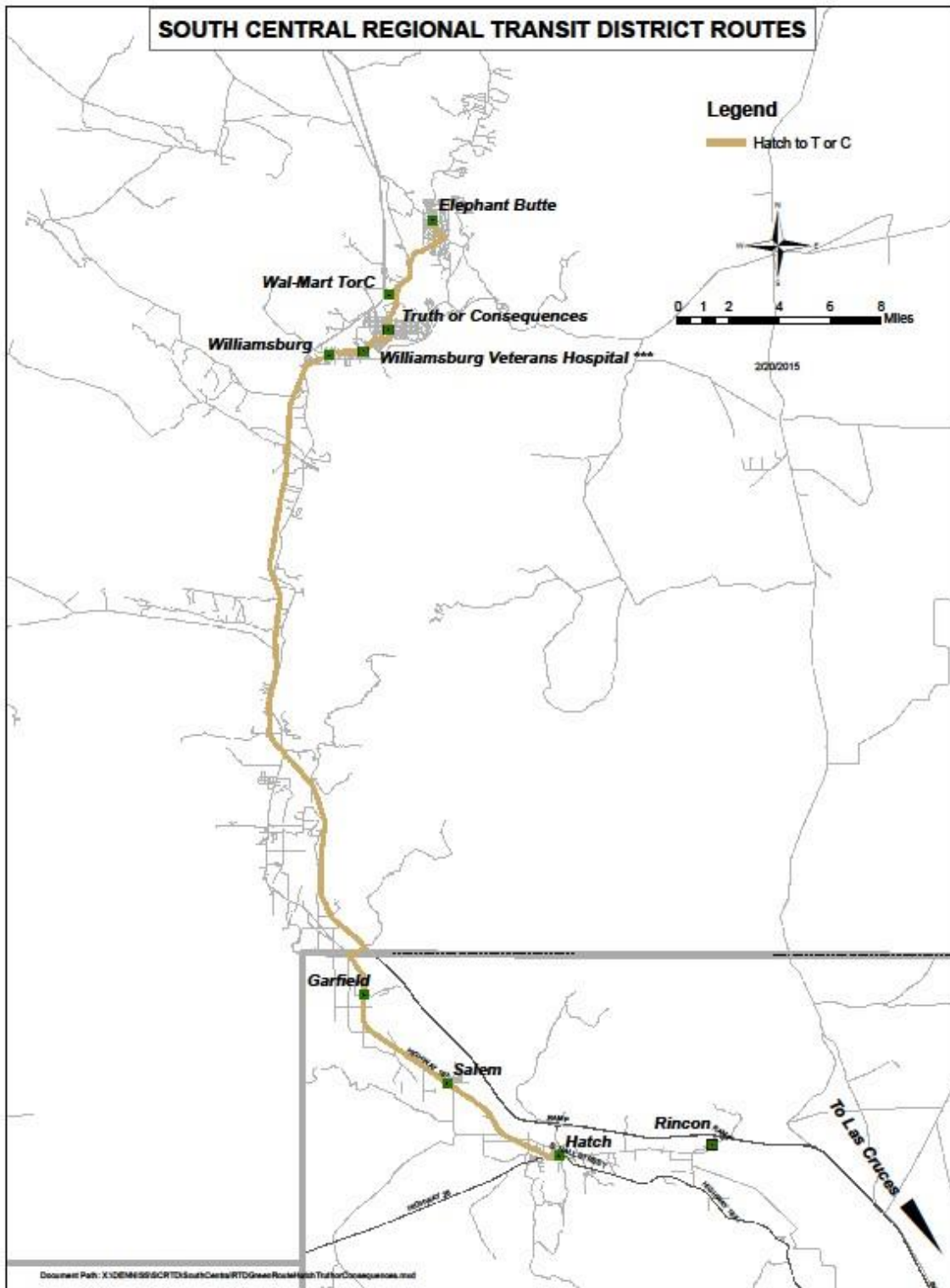
Source: Doña Ana County GIS – Mapping Division

MAP 3: Phase One East Mesa Line Starter Route



Source: Doña Ana County GIS – Mapping Division

MAP 5: Phase One Sierra County to Las Cruces Starter Route



Source: Doña Ana County GIS – Mapping Division

VIII. Phase Two: Future Services

Additional routes or the elimination or significant modifications to Phase One routes may be desirable at some point in the future. The SCRTD will identify what levels of service are warranted on existing routes and where new routes are needed and justifiable, using the performance measures, long range planning process, and cooperative planning processes described above. In Phase Two, the SCRTD anticipates refining its connectivity with Rio Grande Transit, Z-Trans, RoadRUNNER, and NMDOT Park and Ride. The SCRTD also anticipates adding stops and synchronizing service where possible to allow connections with the El Paso County Rural Public Transportation Service and the El Paso Sun Metro system. As need is demonstrated by performance measures, the SCRTD will develop improved public transportation facilities in Anthony, Vado, Santa Teresa, Chaparral, Sunland Park, and Williamsburg as needed to expand access to local, regional, national, and international public transportation systems.

The SCRTD's planning for subsequent phases of service will incorporate revised budgets.

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

CHAPTER THREE: FINANCIAL PLAN

I. Introduction

As described in Chapters One and Two of this Plan, this Financial Plan is based on the SCRTD’s need to create and maintain a financially viable public transportation system that maximizes ridership and provides significant equity to unserved and underserved communities while enhancing the activities of existing public transportation services.

The major points in this budget are local funding of administration and operating costs, front-loading of local investment in capital purchases, and compliance with the Department of Finance Administration (DFA) requirement of one-twelfth (1/12th) of total budget set aside in reserves.

During the term of this Plan, the SCRTD will dedicate approximately \$5,000,000 of local funding for development and operation of its public transportation services. While these local funds are strong indicators of the local communities’ support for expanding public transportation, a sustainable system requires more permanent revenue streams. This Plan reflects that requirement by including significant local commitments and by anticipating future funding from a Gross Receipts Tax (GRT) initiative and from New Mexico Department of Transportation allocation of Federal Transit Administration (FTA) funding.

This Plan does not include capital costs for FYs 2016-2020. The SCRTD will use five vehicles purchased in FY 2015 with funds from a legislative appropriation as well as vehicles provided under contracts with Rio Grande Transit and Z-Trans Public Transportation. The vehicles purchased by the SCRTD are described in TABLE 3.1, below.

TABLE 3.1: Purchased Vehicle Specifications

Manufacturer	Model	Number of Vehicles	Passenger Capacity	Year of Manufacture
Allstar	StarTrans President S/2	5	28-2 WC	2015

Vehicles used under contracts with Rio Grande Transit and Z-Trans will meet all applicable FTA and ADA standards. Rio Grande Transit and ZTrans Public Transportation will be responsible for all maintenance of their vehicles.

The SCRTD will operate from offices and with office equipment provided pro-bono by Doña Ana County and through contracted services. Public transportation hubs will be located in existing public transportation facilities owned by the City of Las Cruces.

Public transportation stops will be located curbside or in the parking lots of privately or publicly owned facilities which can be used at no cost. Public transportation stops will be identified with signs purchased in FY 2015. The SCRTD does not anticipate purchasing shelters during Phase One of its operations.

The operating budget contains substantial contracted services costs. Rio Grande Transit will provide drivers and buses on services north of Las Cruces under contracts in the amount of \$96,000 annually. Z-Trans Public Transportation will provide drivers and buses on services east of Las Cruces under contracts in the amount of \$10,000 annually. The SCRTD will contract with Las Cruces Transportation to perform daily management of SCRTD's drivers and buses operating in Southern Doña Ana County for \$52,000 annually.

The SCRTD will also meet the Department of Finance Administration's mandated reserve balance of 1/12th of annual revenues.

This 2016 budget includes an estimated 2016 revenues of \$940,926 and an operating budget of \$827,184 leaving a non-budgeted carryover of \$113,742. Non-budgeted carryovers are anticipated during the term of this Plan.

II. Projected Annual Revenues: Local Funding

The following table describes the SCRTD's projected revenues and other funding between FY 2016 and FY 2020. The funding sources are local member dues and contributions, fares, and advertising. Local funding will be generated from four sources. In ascending levels of funding these are:

- Fares - calculated to be \$9,993 in FY 2016 and increasing annually (16,538 passenger trips in FY 2016 X .60 cents average fare and increasing through 2019)
- Advertising revenues – estimated at \$75,000 annually
- Annual member dues - \$105,930
- Extra Member Contributions – Doña Ana County will contribute \$750,000 annually above its member dues in FY 2016. The County and other local governments will contribute up to \$850,000 above annual dues in FY 2017 through FY 2020.

Revenues are projected to increase in FY 2017 as a result of increased local government contributions and increased fare revenues related to increased ridership. Fares from ridership are anticipated to grow through FY 2019 but could increase if additional services are provided.

TABLE 3.2 Projected Revenues and Funding in State Fiscal Years 2016-2020

Year	Member Dues	Local - Other	Fares	Advertising	Total
2016	\$105,930	\$750,000	\$9,996	\$75,0000	\$940,926
2017	\$105,930	\$850,000	\$14,990	\$75,0000	\$1,045,920
2018	\$105,930	\$850,000	\$18,736	\$75,0000	\$1,049,666
2019	\$105,930	\$850,000	\$23,421	\$75,0000	\$1,054,351
2020	\$105,930	\$850,000	\$23,421	\$75,0000	\$1,054,351
Total	\$529,650	\$4,150,000	\$90,564	\$375,000	\$5,145,214

III. Estimated Annual Costs in State Fiscal Years 2016-2020

In this Plan, and except in FY 2020, Administrative Costs are limited to the salary of one full-time permanent employee, the SCRTD Executive Director: Additional planning costs are included as Administrative Costs in FY 2020. Operating costs include contracted services and all support and ancillary activities required by the SCRTD. The following tables describe projected costs for the SCRTD for the period of 2016-2020.

TABLE 3.3 Summary of Administrative and Operating Costs for State Fiscal Years 2016-2020

Year	Administrative Costs	Operating Costs	Total
2016	\$117,000	\$618,714	\$735,714
2017	\$117,000	\$642,267	\$759,267
2018	\$128,700	\$720,957	\$849,657
2019	\$128,700	\$735,373	\$864,073
2020	\$200,700	\$741,715	\$942,415
Total	\$692,100	\$3,459,026	\$4,151,126

TABLE 3.4 Projected Operating Costs in State Fiscal Years 2016-2020

Item Description	2016 Projected Costs	2017 Projected Costs	2018 Projected Costs	2019 Projected Costs	2020 Projected Costs
Drivers' Salaries and Benefits	\$223,944	\$259,775	\$285,109	\$285,109	\$285,109
Contractual Services-Las Cruces Shuttle	\$47,667	\$52,000	\$52,000	\$52,000	\$52,000
Contractual Services-Rio Grande Transit	\$41,500	\$50,000	\$50,000	\$50,000	\$50,000
Contractual Services-Z Trans	\$8,300	\$11,000	\$11,000	\$13,200	\$13,200
Travel	\$18,333	\$20,000	\$20,000	\$20,000	\$25,000
Vehicle Fuel	\$98,353	\$118,000	\$118,000	\$129,800	\$129,800
Vehicle Maintenance and Repair	\$11,000	\$12,000	\$13,200	\$13,420	\$14,762
Insurance-Vehicle (4)	\$4,412	\$4,412	\$4,412	\$4,412	\$4,412
Uniforms	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500
Training	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
DFA Reserve	\$39,205	\$43,580	\$43,736	\$43,931	\$43,931
Bus Wraps	\$7,500	-	-	-	-
Rent and Utilities	\$11,000	\$12,000	\$12,000	\$12,000	\$12,000
Advertising	\$36,000	\$36,000	\$36,000	\$36,000	\$36,000
Contingency	\$44,000	\$48,000	\$48,000	\$48,000	\$48,000
Total Operating Costs	\$618,714	\$642,267	\$720,957	\$735,373	\$741,715

IV. Comparison of Costs and Revenues

As shown in TABLE 3.4, below, a positive cash balance will accrue each year.

**TABLE 3.4 Comparison of Annual Costs and Revenues in State Fiscal Years
2016-2020**

Accounting Category	2016	2017	2018	2019	2020
Annual Revenues	\$940,926	\$1,045,920	\$1,049,666	\$1,054,351	\$1,054,351
Annual Costs	\$735,714	\$759,267	\$849,657	\$864,073	\$942,415
Annual Balance	\$113,742	\$286,653	\$200,009	\$190,278	\$111,936
Carry-over	-	\$205,212	\$491,865	\$691,873	\$882,151
Ending Balance	\$205,212	\$491,865	\$691,873	\$882,151	\$994,088

V. Gross Receipts Tax (GRT)

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 achieving a solid operational and financial profile. The SCRTD will develop a strong financial reserve and a strong analytically based justification before determining when to submit a GRT to the RTD's voters. The decisions of when to submit the GRT and the mill levy that will be requested are dependent on the SCRTD's future operational, financial, planning, and political profiles.

VI. Federal Transit Administration (FTA) Funding

The SCRTD will 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 Section 5311 funding. The decisions when to apply for FTA Section 5311 grant funding and the amounts that will be applied for are dependent on the SCRTD's future operational, financial, planning, and political profiles.

APPENDIX I: SCHEDULES

El servicio de autobuses entre Chaparral y Anthony (Hwy 404) es operado por SCR TD. De Lunes a Viernes



Bus service is operated by South Central Regional Transit District (SCR TD) between Chaparral and Anthony (Hwy 404) Monday through Friday

Linea Anaranjada / Orange Line						
Chaparral <-> Anthony						
Internal - Hwy 404						
Stop / Parada	AM		Mid-Day		PM	
	←W←	→E→	←W←	→E→	←W←	→E→
Colquitt Park on Paseo Real	7:00	10:00	11:00	2:00	4:00	7:00
Paseo Real at Amparo Rd	7:03	9:45	11:03	1:45	4:03	6:45
Paseo Real at McCombs	7:06	9:42	11:06	1:42	4:06	6:42
Health Ctr on McCombs	7:10	9:38	11:10	1:38	4:10	6:38
McCombs Rd at Stires	7:14	9:34	11:14	1:34	4:14	6:34
McCombs Rd at State Line Rd	7:17	9:31	11:17	1:31	4:17	6:31
State Line Rd at Amparo Rd	7:20	9:28	11:20	1:28	4:20	6:28
Betty McKnight Ctr County Line Dr	7:23	9:25	11:23	1:25	4:23	6:25
County Line Drive at Subway	7:26	9:22	11:26	1:22	4:26	6:22
Abudant Life Church County Line	7:29	9:19	11:29	1:19	4:29	6:19
DACC Chaparral	7:34	9:14	11:34	1:14	4:34	6:14
La Clinica on East Lisa Dr	7:39	9:09	11:39	1:09	4:39	6:09
Skate Park on Lisa Dr	7:43	9:05	11:43	1:05	4:43	6:05
Lisa Dr at Golden Eagle	7:46	9:02	11:46	1:02	4:46	6:02
DACC Gadsden	8:00	8:47	12:00	12:47	5:00	5:47
Doña Ana County Anthony Complex	8:30	8:30	12:30	12:30	5:30	5:30

El servicio de autobuses entre el condado de Doña Ana en Mesa Este y Las Cruces es operado por Z-Trans de Lunes a Viernes



Bus service is operated by Z-Trans between Doña Ana County East Mesa to Las Cruces Monday through Friday

Autobus 70/Bus 70 - Z Trans						
Alamogordo <-> Las Cruces - MVITT*						
Hora de Salida/Departure Time						
Stop / Parada	AM		Mid-Day / Medio Dia		PM	
	←W←	→E→	←W←	→E→	←W←	→E→
Walmart Alamogordo	6:00	9:00	11:00	2:00	4:00	7:00
Holloman AFB Welcome Ctr	•	•	•	•	•	•
Organ Community Ctr	6:55	•	11:55	•	4:55	•
Brahman Rd Hwy 70W	•	8:08	•	1:08	•	6:08
Weisner Rd Hwy 70W	•	•	•	•	•	•
Holman Rd Hwy 70W	•	•	•	•	•	•
DACC	7:12	•	2:12	•	5:12	•
Mountain View Medical Ctr	•	•	•	•	•	•
Mesilla Valley Mall	7:35	•	12:25	•	5:25	•
Memorial Medical Ctr	•	•	•	•	•	•
Triviz - University	7:35	•	12:35	•	5:35	•
Jordan - University	•	•	•	•	•	•
Espina - University	•	•	•	•	•	•
Las Cruces - MVITT*	7:45	7:45	12:45	12:45	5:45	5:45

***Las Cruces - Mesilla Valley Intermodal Transit Terminal (MVITT)**

•= Esta parada está en servicio pero el tiempo de llegada depende de la parada anterior.

• = this stop has service, but the time is approximate based on the previous stop.

El servicio de autobuses entre Elephant Butte y Las Cruces es operado por Rio Grande Transit.
Horario: Lunes, Miércoles y Viernes



Bus service is operated by Rio Grande Transit between Elephant Butte & Las Cruces Monday, Wednesday & Friday

Autobus 25/Bus 25 - Rio Grande Transit						
Elephant Butte <-> Las Cruces - MVITT* via I-25						
Hora de Salide/Departure Time						
Stop / Parada	AM		Mid-Day / Medio Dia		PM	
	↓S↓	↑N↑	↓S↓	↑N↑	↓S↓	↑N↑
Elephant Butte City Hall	6:50	11:05	11:05	3:15	4:00	
T or C HSD Office	7:05	10:55		3:00		
T or C City Hall	7:10	10:50		2:55		
Veterans Hospital*	*No service at present: final details & approval pending					
Williamsburg City Hall	7:15	10:45		2:45		
Garfield Garage	7:40	10:20	11:40	2:20	4:40	
Salem - Wonder Hut Store	7:50	10:10	11:50	2:10	4:50	
Hatch - Rio Grande Transit	8:00	10:00	12:00	2:00	5:00	7:00
Rincon - Water Building	8:10	9:50	12:10	1:50	5:10	6:50
Radium Springs - Ben Archer H Ctr	8:30	9:30	12:30	1:30	5:30	6:30
Doña Ana - Ben Archer Health Ctr	8:45	9:15	12:45	1:15	5:45	6:15
Las Cruces - MVITT*	9:00	9:00	1:00	1:00	6:00	6:00

***Las Cruces - Mesilla Valley Intermodal Transit Terminal (MVITT)**

El servicio de transporte de autobuses dentro de la ciudad de Las Cruces es proporcionado por Roadrunner Transit. Pueden transbordar en la central de autobuses, Las Cruces -MVITT ubicada en el 300 W. Lohman. Mas información y horarios están disponibles en la central de autobuses.



Bus transportation within the city of Las Cruces is provided by Roadrunner Transit. Connections can be made at the Las Cruces MVITT at 300 West Lohman, where schedules and information are available.. (575) 541-2500.

El servicio de autobuses entre Las Cruces y Anthony (Hwy 28S) es operado por SCRTD. De Lunes a Viernes



Bus service is operated by South Central Regional Transit District (SCRTD) between Las Cruces and Anthony (Hwy 28) Monday through Friday

Linea Azul / Blue Line						
Las Cruces - MVITT* <-> Anthony						
via Hwy 28						
Stop / Parada	AM		Mid-Day		PM	
	↓S↓	↑N↑	↓S↓	↑N↑	↓S↓	↑N↑
Las Cruces-MVITT*	7:00	10:00	11:00	2:00	4:00	7:00
Community of Hope	7:05	9:55	11:05	1:55	4:05	6:55
DAC Building	7:15	9:45	11:15	1:45	4:15	6:45
Mesilla Town Hall	7:20	9:40	11:20	1:40	4:20	6:40
Hwy 28 at Union	7:25	9:35	11:25	1:35	4:25	6:35
San Pablo	7:30	9:30	11:30	1:30	4:30	6:30
Stahman Farms Store	7:35	9:20	11:35	1:20	4:35	6:20
San Miguel Catholic Church	7:40	9:15	11:40	1:15	4:40	6:15
San Miguel La Clinica	7:45	9:10	11:45	1:10	4:45	6:10
La Mesa Severos Restaurant	7:50	9:05	11:50	1:05	4:50	6:05
Hwy 28/189 Intersection	7:55	9:00	11:55	1:00	4:55	6:00
Chamberino Post Office	8:00	8:50	12:00	12:50	5:00	5:50
Gadsden HS at Washington	8:10	8:40	12:10	12:40	5:10	5:40
Gadsden Middle School	8:15	8:35	12:15	12:35	5:15	5:35
Doña Ana County Anthony Complex	8:30	8:30	12:30	12:30	5:30	5:30

***Las Cruces - Mesilla Valley Intermodal Transit Terminal (MVITT)**

El servicio de autobuses entre Sunland Park y Anthony (Hwy 28N) es operado por SCRTD.
De Lunes a Viernes

Bus service is operated by South Central Regional Transit District (SCRTD) between Sunland Park and Anthony (Hwy 28) Monday through Friday



Linea Morada / Purple Line						
Sunland Park <-> Anthony						
via Hwy 28						
Stop / Parada	AM		Mid-Day		PM	
	↓N↓	↑S↑	↓N↓	↑S↑	↓N↓	↑S↑
Sunland Park Racetrack	7:00	10:00	11:00	2:00	4:00	7:00
Sunland Park City Hall	7:03	9:45	11:03	1:45	4:03	6:45
Sunland Park San Martin de Porres	7:08	9:42	11:08	1:42	4:08	6:42
La Clinica on McNutt Rd	7:13	9:37	11:13	1:37	4:13	6:37
Sports Complex on McNutt Rd	7:20	9:30	11:20	1:30	4:20	6:30
Gadsden ISD Admin on McNutt	7:25	9:25	11:25	1:25	4:25	6:25
University of Phoenix on McNutt	7:30	9:20	11:30	1:20	4:30	6:20
Comerciantes Apt Complex	7:38	9:12	11:38	1:12	4:38	6:12
La Union Community Center	7:50	9:00	11:50	1:00	4:50	6:00
La Union at Hwy 28	7:55	8:55	11:55	12:55	4:55	5:55
La Viña Winery	8:05	8:45	12:05	12:45	5:05	5:45
Anthony New City Hall	8:15	8:35	12:15	12:35	5:15	5:35
Doña Ana County Anthony Complex	8:30	8:30	12:30	12:30	5:30	5:30

El servicio de autobuses entre Las Cruces y Anthony (Main St.) es operado por SCRTRD.
De Lunes a Viernes

Bus service is operated by South Central Regional Transit District (SCRTRD) between Las Cruces and Anthony (Main St) Monday through Friday



Linea Roja / Red Line						
Las Cruces - MVITT* <-> Anthony						
Main Street South of Las Cruces						
Stop / Parada	AM		Mid-Day		PM	
	↓S↓	↑N↑	↓S↓	↑N↑	↓S↓	↑N↑
Las Cruces-MVITT*	7:00	10:00	11:00	2:00	4:00	7:00
LCDF on Calle De Alegra	7:05	9:45	11:05	1:45	4:05	6:45
NMSU Gerald Thomas Hall	7:13	9:37	11:13	1:37	4:13	6:37
Tortugas at Pic Quik	7:20	9:30	11:20	1:30	4:20	6:30
Brazito Carver Electric	7:25	9:25	11:25	1:25	4:25	6:25
Mesquite Elementary	7:30	9:20	11:30	1:20	4:30	6:20
Mesquite Fire Station #10	7:35	9:15	11:35	1:15	4:35	6:15
Del Cerro Community Center	7:45	9:05	11:45	1:05	4:45	6:05
Vado Dollar General	7:50	9:00	11:50	1:00	4:50	6:00
Vado Produce Stand	7:55	8:55	11:55	12:55	4:55	5:55
Berino-Berino Rd at McGollan	8:05	8:45	12:05	12:45	5:05	5:45
Berino Rd at Main St	8:10	8:40	12:10	12:40	5:10	5:40
Anthony New City Hall	8:15	8:35	12:15	12:35	5:15	5:35
Doña Ana County Anthony Complex	8:30	8:30	12:30	12:30	5:30	5:30

***Las Cruces - Mesilla Valley Intermodal Transit Terminal (MVITT)**

APPENDIX II: PUBLIC PARTICIPATION AND INPUT

A large portion of the large SCRTD service area is comprised of relatively isolated unincorporated communities, and there is no common major media market. Comprehensive and authentic public engagement and involvement is particularly challenging in this context. Therefore, in addition to the meetings held by the SCRTD and to more effectively reach out to the community, SCRTD leadership members have participated in outreach and education efforts conducted by a number of community organizations to help gather public input in addition to the meetings held by the SCRTD.

1. SCRTD Meetings

The SCRTD conducted in excess of 25 community meetings in the ten member entities beginning in May 2012. In the first round of meetings in May and June of 2012, the existing conditions report as well as the finance and service plans (developed by A & R consulting in 2008 and 2009 but never adopted) was presented to those in attendance. Most attendees responded very favorably, in that they were finally seeing evidence that public transportation might come their way.

The majority of discussions centered on the need to travel long distances to employment, educational facilities, and health services, with efficiency and regularity. Similar to what other groups have found, SCRTD also found that people in these rural areas lack the resources to get to the services they need. High employment and low wages of most nearby jobs lead to a high poverty rate. In addition, the lack of public transportation means most people cannot afford to travel to jobs even in their own area let alone outside their immediate area or to educational facilities where they might be able to increase their job skills.

Some of the suggestions from attendees included the need to transport items via transit from one area to another. There is a need for more transit to the various call centers that employ a significant number of people. They wanted maps of existing transit services and future connections. Residents in the Elephant Butte area wanted transportation to the state parks. One suggestion was the use of solar powered buses.

In October 2012 follow-up public meetings were held to present revised plans based on the input received from prior meetings and reflecting updated statistical information from the 2010 US Census. Sign-up sheets were circulated and each citizen was added to the SCRTD database for periodic updates by email. Charts, proposed routes, and methods of funding the Regional Transit Services were also presented at these meetings.

The response, again, was positive. People were pleased to see the possibility of transit through the rural areas, with collector routes in their communities. It was important to

the communities that proposed routes would make stops at educational centers, medical services, employment sites, and shopping centers.

In addition to its sponsored meetings, representatives of the SCRTD attended and presented at a number of other community meetings—the Anthony Chamber of Commerce, Vision Doña Ana, NMDOT Commission regional meeting, the South Central Council of Governments, the Institute for Community Engagement, the Doña Ana County Reading Foundation, Unitarian Church Roundtable, and others.

Presentations have also been made to several government bodies (city councils and county commissions) and with administrative staff of each entity. In addition, the SCRTD has representation on HUD-funded Viva Doña Ana project and the Technical Assistance Committee of the Mesilla Valley MPO.

2. Ocotillo Institute for Social Justice Empowerment Congress Program (ECOI)

The SCRTD has worked closely with the ECOI, which is a program of the Ocotillo Institute for Social Justice, a relatively new organization based in Las Cruces. Their goal is to “empower themselves through education and action on issues affecting their quality of life, engage communities to dialogue with each other across the county and with organizations and public entities, and create opportunities for community members to access [and interact with] their public leaders and officials.” ECOI is a program of the Institute funded by the WK Kellogg Foundation that is modeled on the Empowerment Congress of Los Angeles. This program seeks to encourage authentic community engagement and involvement of the broader community in decision-making processes.

During the summer of 2012, this group held meetings across Doña Ana County, primarily in the colonias. In these community meetings, residents chose public transportation as the first issue they wanted their public bodies to address “for both its importance to residents across the county and its ability to affect other areas of concern (i.e. access to health services, economic opportunity, education, etc.).”

In response to this unsolicited and strongly expressed need, an entire day of the annual J. Paul Taylor Institute’s Symposium on Social Justice in 2013 was devoted to the topic of public transit. The SCRTD worked with ECOI participants as they planned this session and presented at the conference. At the conference, members of the various communities in Doña Ana County drew possible transit routes on a map of their city/village/colonia. The SCRTD has incorporated these ideas into their proposed routes. Since the symposium, the Transportation Committee of the ECOI has been meeting regularly. The group also collected stories demonstrating the need for transportation and used the themes from those stories to design a community-authored transportation needs assessment distributed in local communities.

Members of ECOI have become advocates for the issues they know are important to their communities, and on December 10th, 2013, twenty- seven community members

attended the Doña Ana County Board of County Commissioners meeting in support of the SCRTD . Nine of these individuals spoke in support of the county paying its overdue assessment to the SCRTD and advocated for the SCRTD. In response to this show of support for public transit, the commissioners voted to pay \$94,000 to support the district and to move forward in collaboration with the SCRTD. Nearly 40 members of the Empowerment Congress also attended a Doña Ana County Board of County Commissioners meeting on increasing the GRT that was held on March 24, 2015. Seventeen members spoke in favor of increasing the GRT with some portion to be dedicated to public transportation. The commissioners passed the GRT and are dedicating a portion to the operation of the SCRTD.

The need for transit throughout the SCTD region is very high as evidenced in the Transit Needs Index (APPENDIX III). Further, the residents of the region are very cognizant of the problem and have expressed their opinions on what they need and why. Between September 1 and December 20, 2013, the ECOI Transportation Committee members collected 208 surveys from 12 communities to find out more about transportation needs around the county.

According to the input received through the stories they told, the highest need seems to be to access medical care. They also want transportation to get to church, the post office, to pay bills, get their food stamps, go to the grocery store, to school, to community centers and to take their children to after school activities. The responses to the survey designed and distributed by members of the Transportation Committee show similar results. Medical appointments are the number one need followed by shopping/food, work, school, civic duties, and non-medical appointments.

According to the stories collected, those who need transportation are 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 transit 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.

What they want is "a good transportation vehicle such as a van with a ramp." In some areas, such as Chaparral, they think a big bus might be more appropriate because "there are many people in Chaparral who do not have transportation." They also want good locations for drop off and pick up as well as printed schedules of the bus routes and times.

In the stories, people asked for transit at a variety of times (Fig. 3). The survey results show that 47% would use public transit two to three times a week. 30% 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 transit. Finally, the value of transportation according to the members of the Empowerment ECOI Transportation Committee is that public transportation can reduce the cost of driving and provide more

disposable income. “If people don’t need cars, they can save money.” “If transportation costs less, people have more to spend on housing and will have more choices for where they want to live.” In addition, transit reduces carbon. “More people on buses means there will be fewer vehicles on the road that means less carbon emission.”

Viva Doña Ana!

In 2011, a consortium composed of Doña Ana County, the City of Las Cruces, NMSU, the South Central Council of Governments, the Mesilla Valley MPO, the El Paso MPO, the Colonias Development Council, and Tierra del Sol Housing Corporation was awarded a \$2 million Sustainable Communities Regional Planning grant (Viva Doña Ana!). The SCRTD joined this consortium in 2012. The work on this grant has included multiple community meetings across the county, and the lack of public transportation is always part of the conversations. In addition, one of the goals of the Viva Doña Ana HUD/EPA/DOT-funded project is to connect planning for housing and workforce and economic development with transportation planning. The SCRTD, as a member of this consortium, is providing the transit planning part of that effort.

Sierra County Health Council

In Sierra County, the group that has focused on the need for more public transportation is the Sierra County Health Council, “a 501(c)3 nonprofit, charitable organization that has an active membership representing most of the federal, state, and local agencies in Sierra County.” This organization facilitates “opportunities for communication and collaboration pertaining to health concerns among community organizations, agencies, and individuals. [They] also serve as a meeting place and clearinghouse for the initiation and dissemination of ideas to improve the health of our community.” The SCRTD was invited to speak at their June 19, 2013 meeting.

The situation in Sierra County is very similar to the situation in Doña Ana County. The 2012 Community Health Needs Assessment “cited a lack of transportation as a major community problem often prohibiting residents from receiving health and wellness care. And, lack of transportation affects access to other community resources addressing social determinants of health, which improve quality of life.” Even though there are some groups in Sierra County putting forth a valiant effort to solve these problems, Sierra County residents “often fall through the cracks.”

Input from Other Organizations Regarding Transportation Needs

Other entities that work in the rural areas of both counties making up the SCRTD service area report the same concerns. La Semilla is “a nonprofit working to build a healthy, fair, and sustainable food system in the Paso del Norte region of New Mexico” to quote from their website. In their listening sessions across the communities they serve, they, too, have heard the stories about the difficulties of living in an area with no

public transportation. The trip to a grocery store that offers fresh produce may be as much as 40 miles each way.

The Children's Reading Foundation of Doña Ana County "is a community-driven, countywide project that promotes the message, 'Read with a child 20 minutes every day' and focuses on improving literacy throughout Doña Ana County" (http://www.readingfoundation.org/dona_ana/home). In their work with young families across the county, they also hear the stories about public transportation. How do they get to their children's doctor's appointments? There are no nearby groceries with healthy food. They have no way to get to the community center with programs for their children.

Both Ben Archer and Zia Therapy, local medical service providers, have realized the importance of transportation to help them fulfill their missions to the extent that they have started their own transportation services. In both cases, the original goal was solely to get people from Hatch and Alamogordo to medical services in Las Cruces. However, like the Sierra County Health Council, both Ben Archer and Zia Therapy recognized that "lack of transportation to other community resources also can be a detriment to health" and they have expanded their transportation efforts. The Ben Archer service accepts all riders. The highest ridership on Zia Transit's route to Las Cruces is now for post secondary education.

Regionally, the member entities consider themselves as true partners. There are collective strengths in individual systems that are being aligned through the development of the SCRTD. Through the organizational meeting process, members have solidified local and regional partnerships with greater understanding of regional issues and impacts. Further coordination through a regional process will also enable the SCRTD to partner more effectively with state and federal agencies to benefit southern New Mexico.

There is broad community support for public transit in the community for economic, environmental, and quality of life reasons, and demand for public transit services.

As described at length in the section focusing on public engagement, there is broad support for public transit across all economic strata and in communities across the proposed SCRTD service area. This support extends from the residents to elected officials, who are supportive of the SCRTD and committed to land use planning principles that are most compatible with successful transit implementation.

APPENDIX III: REGIONAL DEMOGRAPHIC PROFILES

Doña Ana County has the greatest population and represents 94.5% of the population in the SCRTD while Sierra County contains the remaining 5.5% of the population. Demographic profiles are shown on following pages for each County. Information is presented on total population and density, median household incomes, households without vehicle ownership, elderly and disabled populations, and several other population characteristics related to public transportation ridership.

Table III SCRTD 1: 2010 Census Regional Population Number & Density per County

COUNTY	2010 US CENSUS POPULATION	AREA IN SQUARE MILES	2010 POPULATION DENSITY
DOÑA ANA	209,233	3,815	54.84
SIERRA	11,988	4,180	2.87
SCRTD TOTAL	221,221	7,995	27.70

DOÑA ANA COUNTY DEMOGRAPHIC PROFILE

**Table III DAC 1: 2000 Census Population Density Communities over 1,000
Population in Doña Ana County**

COUNTY	POPULATION 2000 Census	SQUARE MILES	POPULATION PER SQUARE MILE
Dona Ana County	174,682	3815	45.79
Anthony**	7,904	3.02	2,617.22
Chaparral**	6,117	38.76	157.82
Dona Ana*	1,379	0.73	1,889.04
Hatch	1,673	3.1	539.68
Las Cruces*	74,267	52.22	1,422.19
Mesilla	2,180	5.36	406.72
Radium Springs*	1,518	6.04	251.32
Santa Teresa**	2,607	10.95	238.08
Sunland Park**	13,309	10.81	1,231.17
White Sands	1,323	3.08	429.55
University Park*	2,732	1.57	1,740.13
Vado*	3,003	2.96	1,014.53

*Las Cruces Urbanized Area

**El Paso Urbanized Area

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.1,
page 10

Table III DAC 2: 2010 Census Population Density Communities over 1,000 Population in Doña Ana County

COUNTY	POPULATION 2010 Census	SQUARE MILES	POPULATION PER SQUARE MILE
Dona Ana County	209,233	3815	54.84
Anthony**	9,360	3.02	3,099.34
Chaparral**	14,631	38.76	377.48
Dona Ana*	1,211	0.73	1,658.90
Hatch	1,648	3.1	531.61
Las Cruces*	97,618	52.22	1,869.36
Mesilla	2,196	5.36	409.70
Radium Springs*	1,699	6.04	281.29
Santa Teresa**	4,258	10.95	388.86
Sunland Park**	14,106	10.81	1,304.90
White Sands	1,651	3.08	536.04
University Park*	4,192	1.57	2,670.06
Vado*	3,194	2.96	1,079.05

*Las Cruces Urbanized Area

**El Paso Urbanized Area

<http://quickfacts.census.gov/qfd/states/35000.html>

Table III DAC 3: Population Change 2000 to 2010 Communities Over 1,000 Population in Doña Ana County Percent of Change

COUNTY	2000-2010 POPULATION PER SQUARE MILE CHANGE	Percent Change
Dona Ana County	9.05	19.76%
Anthony**	482.12	18.42%
Chaparral**	220.00	139.18%
Dona Ana*	-230.14	-12.18%
Hatch	-8.07	-1.50%
Las Cruces*	477.17	31.44%
Mesilla	2.98	0.73%
Radium Springs*	29.97	11.93%
Santa Teresa**	150.78	63.33%
Sunland Park**	73.73	5.99%
White Sands	106.49	24.79%
University Park*	929.87	53.44%
Vado*	64.52	6.36%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

Doña Ana County Demographics
Households without a Vehicle- Automobile Ownership

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. Doña Ana County communities with a higher than the national percentage of households without a vehicle include Anthony at 8.92%, Sunland Park at 9.58%, University Park at 11.20% and Vado at 10.13%. Many of these communities are located 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.

Table III DAC 4: 2000 Census - Percentage of Households Without a Vehicle in Doña Ana County Communities

COUNTY	Households	Households without Vehicles	Percentage
Dona Ana County	59,556	2,987	5.02%
Anthony**	2,050	75	3.66%
Chaparral**	1,838	110	5.98%
Dona Ana*	501	17	3.39%
Hatch	535	40	7.48%
Las Cruces*	29,137	1,144	3.93%
Mesilla	933	71	7.61%
Radium Springs*	535	49	9.16%
Santa Teresa**	942	52	5.52%
Sunland Park**	3,335	293	8.79%
White Sands	454	33	7.27%
University Park*	421	0	0.00%
Vado*	793	60	7.57%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.3, page 18

Table III DAC 5: 2010 Census - Percentage of Households Without a Vehicle in Doña Ana County Communities

COUNTY	Households	Households without Vehicles	Percentage
Dona Ana County	71,748	4,048	5.64%
Anthony**	2,467	220	8.92%
Chaparral**	4,022	96	2.39%
Dona Ana*	420	0	0.00%
Hatch	351	24	6.84%
Las Cruces*	36,477	2350	6.44%
Mesilla	1233	41	3.33%
Radium Springs*	565	39	6.90%
Santa Teresa**	1,299	19	1.46%
Sunland Park**	3,843	368	9.58%
White Sands	293	12	4.10%
University Park*	955	107	11.20%
Vado*	750	76	10.13%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

*Note National Average is 8.85% of all households

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_3YR_B08201&prodType=table

Table III DAC 6: Percent Decrease or Increase for Households Without a Vehicle in Doña Ana County Communities

COUNTY	Percent Change
Dona Ana County	0.62%
Anthony**	5.26%
Chaparral**	-3.59%
Dona Ana*	-3.39%
Hatch	-0.64%
Las Cruces*	2.51%
Mesilla	-4.28%
Radium Springs*	-2.26%
Santa Teresa**	-4.06%
Sunland Park**	0.79%
White Sands	-3.17%
University Park*	11.20%
Vado*	2.96%

Doña Ana County Demographics Population Over Age 65

Doña Ana County has a 12.4% rate of persons age 65 or older, which is an important characteristic to determine public transportation ridership. While the majority of the communities have a rate lower than the national average, some communities have rates that are higher than the national average, and that trend continues to increase. Mesilla has the highest rate with 23.9% of persons 65 or older. Mesilla's growth rate of persons 65 or older is at 6.74% since 2000. Doña Ana had 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 only other community with a higher than average rate of persons 65 or older is Las Cruces with 13.6%.

**Table III DAC 7: 2000 Census - Doña Ana County By Community
Population Over 65 As Percentage of Population**

COUNTY	POPULATION 2000 Census	Persons 65 or Older	Percentage of Persons 65 or Older
Dona Ana County	174,682	18,735	10.73%
Anthony**	7,904	538	6.81%
Chaparral**	6,117	435	7.11%
Dona Ana*	1,379	74	5.37%
Hatch	1,673	205	12.25%
Las Cruces*	74,267	10,014	13.48%
Mesilla	2,180	374	17.16%
Radium Springs*	1,518	168	11.07%
Santa Teresa**	13,309	312	2.34%
Sunland Park**	13,309	1,049	7.88%
White Sands	1,323	6	0.45%
University Park*	2,732	3	0.11%
Vado*	3,003	192	6.39%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

****Note National Average is 13%

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008
Table 2.6, page 21

**Table III DAC 8: 2010 Census Doña Ana County By Community
Population Over 65 As Percentage of Population**

COUNTY	POPULATION 2010 Census	Persons 65 or Older	Percentage of Persons 65 or Older
Dona Ana County	209,233	25,881	12.4%
Anthony**	9,360	810	8.7%
Chaparral**	14,631	1,087	7.4%
Dona Ana*	1,211	179	14.8%
Hatch	1,648	168	10.2%
Las Cruces*	97,618	13,317	13.6%
Mesilla	2,196	525	23.9%
Radium Springs*	1,699	219	12.9%
Santa Teresa**	4,258	495	11.6%
Sunland Park**	14,106	1,248	8.8%
White Sands	1,651	16	1.0%
University Park*	4,192	15	0.4%
Vado*	3,194	244	7.6%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

****Note National Average is 13%

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_5YR_DP05&prod_Type=table

Table III DAC 9: Percent Decrease or Increase – Population Over 65 in Doña Ana County By Community

COUNTY	Percent Change of Persons 65 or Older
Dona Ana County	1.67%
Anthony**	1.89%
Chaparral**	0.29%
Dona Ana*	9.36%
Hatch	-2.05%
Las Cruces*	0.12%
Mesilla	6.74%
Radium Springs*	1.83%
Santa Teresa**	-0.37%
Sunland Park**	0.92%
White Sands	0.55%
University Park*	0.29%
Vado*	1.21%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

Doña Ana County Demographics Median Household Incomes By Community

Doña Ana County's percentage of median income in 2010 was 70.61% of the US median income. This is a slight 0.37% decrease since 2000. The community with the biggest improvement in median income is Radium Springs with a 23.47% increase to 102.45% of US median income. Santa Teresa saw the highest decrease in income since 2000, but they still maintain a 97.26% of US median income. The communities with the lowest percentage of US median income continue to be the communities in southern Doña Ana County. In the El Paso Urbanized Area, Anthony with 42.79%, Chaparral with 48.72%, and Sunland Park with 44.63% are among the communities with the lowest earners. Additionally, University Park and Vado in the Las Cruces Urbanized Area have the two lowest rates in the county with 18.20% and 39.17% respectively.

Table III DAC 10: 2000 Census - Doña Ana County Median Household Income - Compared to US Median Income

COUNTY	United States Median Income	Median Household Income	Percentage of US Median Income
Dona Ana County	41,994	29,808	70.98%
Anthony**	41,994	22,547	53.69%
Chaparral**	41,994	22,692	54.04%
Dona Ana*	41,994	27,292	64.99%
Hatch	41,994	21,250	50.60%
Las Cruces*	41,994	30,375	72.33%
Mesilla	41,994	42,275	100.67%
Radium Springs*	41,994	33,167	78.98%
Santa Teresa**	41,994	61,500	146.45%
Sunland Park**	41,994	20,164	48.02%
White Sands	41,994	43,500	103.59%
University Park*	41,994	13,045	31.06%
Vado*	41,994	23,538	56.05%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.9, page 26

Table III DAC 11: 2010 Census - Doña Ana County Median Household Income - Compared to US Median Income

COUNTY	United States Median Income	Median Household Income	Percentage of US Median Income
Dona Ana County	51,914	36,657	70.61%
Anthony**	51,914	22,216	42.79%
Chaparral**	51,914	25,290	48.72%
Dona Ana*	51,914	31,031	59.77%
Hatch	51,914	27,731	53.42%
Las Cruces*	51,914	38,391	73.95%
Mesilla	51,914	53,497	103.05%
Radium Springs*	51,914	53,188	102.45%
Santa Teresa**	51,914	50,491	97.26%
Sunland Park**	51,914	23,171	44.63%
White Sands	51,914	48,886	94.17%
University Park*	51,914	9,448	18.20%
Vado*	51,914	20,333	39.17%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_1YR_CP03&prodTy_pe=table

Table III DAC 12: Percent Decrease or Increase – Median Incomes Below US Median Income in Doña Ana County By Community

COUNTY	Percentage Change of US Median Income
Dona Ana County	-0.37%
Anthony**	-11.17%
Chaparral**	-5.32%
Dona Ana*	-5.22%
Hatch	2.82%
Las Cruces*	1.62%
Mesilla	2.38%
Radium Springs*	23.47%
Santa Teresa**	-49.19%
Sunland Park**	-3.39%
White Sands	-9.42%
University Park*	-12.86%
Vado*	-16.88%

Table III DAC 13: 2000 Census - Doña Ana County Percentage of Persons In Poverty Status

COUNTY/ Community over 1,000	US Percentage Poverty Status	Persons in Poverty	Percentage of Persons in Poverty Status
Dona Ana County	12.38%	43,054	25.39%
Anthony**	12.38%	2,947	37.95%
Chaparral**	12.38%	1,914	31.29%
Dona Ana*	12.38%	342	22.80%
Hatch	12.38%	574	34.52%
Las Cruces*	12.38%	16,973	23.51%
Mesilla	12.38%	216	9.44%
Radium Springs*	12.38%	162	10.98%
Santa Teresa**	12.38%	42	1.61%
Sunland Park**	12.38%	5,166	38.97%
White Sands	12.38%	37	2.62%
University Park*	12.38%	648	53.07%
Vado*	12.38%	1,041	33.96%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.12, page 26

Table III DAC 14: 2010 Census - Doña Ana County Percentage of Persons In Poverty Status

COUNTY/ Community over 1,000	US Percentage Poverty Status	Persons in Poverty	Percentage of Persons in Poverty Status
Dona Ana County	15.3%	51,262	24.5%
Anthony**	15.3%	3,763	40.2%
Chaparral**	15.3%	5,823	39.8%
Dona Ana*	15.3%	389	32.1%
Hatch	15.3%	595	36.1%
Las Cruces*	15.3%	19,914	20.4%
Mesilla	15.3%	169	7.7%
Radium Springs*	15.3%	41	2.4%
Santa Teresa**	15.3%	664	15.6%
Sunland Park**	15.3%	6,658	47.2%
White Sands	15.3%	130	7.9%
University Park*	15.3%	2,532	60.4%
Vado*	15.3%	1,220	38.2%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_5YR_S1701&prodType=table

TABLE III DAC 15: Percent Decrease or Increase – Median Incomes Below US Median Income in Doña Ana County By Community - 2000 to 2010

COUNTY	Percentage Change of Persons in Poverty Status
Dona Ana County	-0.89%
Anthony**	2.25%
Chaparral**	8.51%
Dona Ana*	9.30%
Hatch	1.58%
Las Cruces*	-3.11%
Mesilla	-1.74%
Radium Springs*	-8.58%
Santa Teresa**	13.99%
Sunland Park**	8.23%
White Sands	5.28%
University Park*	7.33%
Vado*	4.24%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

Doña Ana County Demographics Median Household Incomes by Community

In 2000, the national average of persons 5-64 with a disability was 15.99%. In 2010, that number had dropped by nearly half with a national average of 8.96%. Unfortunately, the US Census Bureau has changed the way people with a disability are surveyed, which has decreased the availability of data. In 2000, the survey used was sent out to 1 in 6 households to obtain data. In 2010 the survey, now called the American Community Survey, surveyed about 1 in 480 households. This change makes it challenging to collect the data needed for many of the smaller communities in this study. Below is the chart for Doña Ana County with the 2000 Census data and the available data from the 2010 Census.

Table III DAC 16: Doña Ana County Percentage of Persons Ages 5-64 with a Disability 2000 Census

COUNTY	Population 5-64	Population 5-64 with a disability	Percentage of Population 5-64 with disability
Dona Ana County	140,277	23,589	16.82%
Anthony**	6,377	1,106	17.34%
Chaparral**	5,141	1,095	21.30%
Dona Ana*	1,314	183	13.93%
Hatch	1,316	237	18.01%
Las Cruces*	58,420	8,980	15.37%
Mesilla	1,764	210	11.90%
Radium Springs*	1,206	316	26.20%
Santa Teresa**	1,764	223	12.64%
Sunland Park**	10,869	2,823	25.97%
White Sands	2,518	240	9.53%
University Park*	1,024	87	8.50%
Vado*	2,512	395	15.72%

*Las Cruces Urbanized Area

**El Paso Urbanized Area

Table III DAC 17: Doña Ana County Percentage of Persons 5-64 With a Disability 2010 Census

COUNTY	Population 5-64	Population 5-64 with a disability	Percentage of Population 5-64 with disability	Percentage Change Since 2000 of Persons 5-64 with a Disability
Dona Ana County	160,658	11,414	7.10%	-9.72%

SIERRA COUNTY DEMOGRAPHIC PROFILE

Sierra County, located north of Doña Ana County, experienced a decrease in population of 9.46% between 2000 and 2010. This decrease in population is most likely attributed to the high population age in Sierra County. With the opening of the Spaceport, Sierra County may grow in population and the average age decrease. The three communities that hold the majority of the county's population are Elephant Butte, Truth or Consequences, and Williamsburg. Elephant Butte is the only community to increase in population but only by a slow 2.95%. Truth or Consequences and Williamsburg both decreased in population by 11.17% and 14.80% respectively.

Table III SC 1: 2000 Census - Population Density Communities in Sierra County

COUNTY/ Community over 500	Population 2000 Census	Square Miles	Population Per Square Mile
Sierra	13,270	4,180	3.17
Elephant Butte	1,390	2.96	469.59
Truth or Consequences	7,289	12.77	570.79
Williamsburg	527	0.48	1,097.91

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.3, page 14

Table III SC 2: 2010 Census - Population Density Communities in Sierra County

COUNTY/ Community 500Over	Population 2010 Census	Square Miles	Population Per ButteSquar
Sierra	11,988	4,180	0.8
Elephant Butte	1,431	2.96	483.45
Truth or Consequences	6,475	12.77	507.05
Williamsburg*	449	0.48	935.42

<http://quickfacts.census.gov/qfd/states/35000.html>

**Table III SC 3: Change in Population Density 2000 to 2010
Communities in Sierra County**

COUNTY	2000-2010 POPULATION PER SQUARE MILE CHANGE	Percent Change
Sierra	-0.30	-9.46%
Elephant Butte	13.86	2.95%
Truth or Consequences	-63.74	-11.17%
Williamsburg	-162.50	-14.80%

Sierra County Demographics
Households without a Vehicle- Automobile Ownership

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. This represents a 2.80% increase within the county. Truth or Consequences has a higher than average 10.92% while Williamsburg has a 13.10% rate.

Table III SC 4: 2000 Census Percentage of Households Without a Vehicle in Sierra County

COUNTY/ Community Over 500	Households	Households Without Vehicles	Percentage
Sierra	6,113	327	5.35%
Elephant Butte	689	46	6.60%
Truth or Consequences	3,450	168	4.87%
Williamsburg	264	16	6.06%

**Note National Average is 8.85% of all households*

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.5, page 19

Table III SC 5: 2010 Census Percentage of Households Without a Vehicle in Sierra County

COUNTY/ Community over 500	Households	Households without Vehicles	Percentage
Sierra	4,747	387	8.15%
Elephant Butte	576	5	0.87%
Truth or Consequences	2,646	289	10.92%
Williamsburg	229	30	13.10%

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_3YR_B08201&prodType=table

Table III SC 6: Change in Households - Vehicle Ownership 2000 to 2010 Communities in Sierra County

COUNTY	Percent Change
Sierra	2.80%
Elephant Butte	-5.81%
Truth or Consequences	6.05%
Williamsburg	7.04%

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_3YR_B08201&prodType=table

**Sierra County Demographics
Population Over Age 65 as a Percentage of Total Population**

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. This is a 2.66% increase from 2000. 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%.

Table III SC 7: 2000 Census - Sierra County Population over Age 65 as Percentage of Population

COUNTY/ Community over 500	POPULATION 2010 Census	Persons 65 or Older	Percentage of Persons 65 or Older
Sierra	13,270	3,707	27.3%
Elephant Butte	1,390	515	37.1%
Truth or Consequences	7,249	2,164	29.7%
Williamsburg	527	176	33.4%

**Note National Average is 13%*

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.8, page 23

Table III SC 8: 2010 Census - Sierra County Population over Age 65 as a Percentage of Population

COUNTY/ Community over 1,000	POPULATION 2010 Census	Persons 65 or Older	Percentage of Persons 65 or Older
Sierra	11,988	3,674	30.6%
Elephant Butte	1,431	615	43.0%
Truth or Consequences	6,475	1,863	28.8%
Williamsburg*	449	165	36.7%

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_5YR_DP_05&prodType=table

**Table III SC 9: Change in Elderly Population 2000 to 2010
Communities in Sierra County**

COUNTY/ Community over	Percent Change of Persons 65 or Older
Sierra	3.30%
Elephant	5.95%
Truth or Consequences	-
Williamsburg	3.30%

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_3YR_B08201&prodType=table

**Sierra County Demographics
Population and Median Income Comparisons**

Sierra County has a median income of 49.28% of the US median income. This is a decrease in income by 8.235% since 2000. Elephant Butte has the highest percentage of residents with a median income below the national average with 65.81%, followed by Williamsburg with 54.06%, and finally Truth or Consequences with 42.121%.

Table III SC 10: 2000 Census - Sierra County Median Household Income Compared to US Median Income

COUNTY/ Community over 500	United States Median Income	Median Household Income	Percentage of US Median Income
Sierra	41,994	24,152	57.51%
Elephant Butte	41,994	31,705	76.97%
Truth or Consequences	41,994	20,986	50.77%
Williamsburg	41,994	23,752	57.65%

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.11, page 25

Table III SC 11: 2010 Census - Sierra County Median Household Income Compared to US Median Income

COUNTY/ Community over 1,000	United Sates Median Income	Median Household Income	Percentage of US Median Income
Sierra	51,914	25,583	49.28%
Elephant Butte	51,914	34,167	65.81%
Truth or Consequences	51,914	21,862	42.11%
Williamsburg	51,914	28,063	54.06%

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_5YR_DP03&prodTy pe=table

**Sierra County Demographics
Population & Poverty Status by Community**

Sierra County has a 29.8% rate for persons in poverty status. Truth or Consequences is the only community close to the county's average of 28.8% of persons in poverty. Elephant Butte and Williamsburg both have a lower than national average with Elephant Butte coming in at 13% and Williamsburg at 9.7%. With the differences in the numbers for each community as compared to the county as a whole, we can assume that many of the people in poverty in Sierra County live outside of these communities.

Table III SC 13: 2000 Census - Sierra County Percentage of Persons In Poverty Status

COUNTY/ Community over 500	US Percentage Poverty Status	Persons in Poverty	Percentage of Persons in Poverty Status
Sierra	12.38%	2,706	20.88%
Elephant Butte	12.38%	153	10.63%
Truth or Consequences	12.38%	1,620	23.16%
Williamsburg	12.38%	47	9.63%

SCOGG Public Transportation Service and Financial Plan, Existing Conditions Report, August 2008 Table 2.14, page 28

Table III SC 14: 2010 Census - Sierra County Percentage of Persons In Poverty Status

COUNTY/ Community over 500	US Percentage Poverty Status	Persons in Poverty	Percentage of Persons in Poverty Status
Sierra	15.3%	3,572	29.8%
Elephant Butte	15.3%	186	13.0%
Truth or Consequences	15.3%	1,865	28.8%
Williamsburg	15.3%	44	9.7%

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_5YR_S1701&prodType=table

Table III SC 15: Percent Decrease or Increase – Poverty Status Change 2000 to 2010 Sierra County by Community

COUNTY/ Community over 500	Percentage Increase in Poverty Status
Sierra	32.00%
Elephant Butte	21.57%
Truth or Consequences	15.12%
Williamsburg	6.82%

Sierra County Demographics Population and Disabled Persons Comparisons

In 2000, the national average of persons ages 5-64 with a disability was 15.99%. In 2010, that number has dropped by nearly half with a national average of 8.96%. The US Census Bureau has changed the way people with a disability are surveyed which has decreased the availability of data. In 2000, the survey used was sent out to 1 in 6 households to obtain data. In 2010 the survey, called the American Community Survey, only about 1 in 480 households are surveyed. Therefore, it is not possible to compare 2000 and 2010 statistics.

Unfortunately, no additional data for Sierra County was available for the county as a whole or for any smaller community contained in it. In order to update the public transportation needs index, the disability numbers for Sierra County's 2000 Census were put in place for the 2010 census. Without another option for obtaining this data, the assumption was made that the former data will, more than likely, accurately portray current conditions. Furthermore, even a drop in disability numbers would not affect the overall need of Sierra County's public transportation index.

Table III SC 16: Sierra County – 2000 Census Percentage of Persons Ages 5-64 with a Disability

COUNTY	Population 5-64	Population 5-64 with a disability	Percentage of Population 5-64 with disability	Percentage Change Since 2000 of Persons 5-64 with a Disability
Sierra	7,756	-	-	-

Table III SC 17: Sierra County – 2010 Census Percentage of Persons 5-64 with a Disability

COUNTY/ Community over 1,000	Population 5-64	Population 5-64 with a disability	Percentage of Population 5-64 with disability
Sierra	8,900	2,165	24.33%
Elephant Butte	905	206	22.76%
Truth or Consequences	4,718	1,206	25.56%
Williamsburg*	309	108	34.95%



**South Central Regional Transit District ("SCRTD")
Resolution 2015-05**

Acceptance and Approval of a Five Year Transit Plan & Budget

WHEREAS, the SCRTD was created through legislative enactment (Chapter 65; signed March 21, 2003); and,

WHEREAS, the SCRTD is a sub-division of the State of New Mexico; and,

WHEREAS, the SCRTD was approved and certified by the New Mexico Department of Transportation Commission on the 30th day of November 2006; and,

WHEREAS, Dona Ana County having a desire to provide for the safety, health and welfare of its citizens assisted SCRTD in finalizing its Five Year Transit Plan and Budget; and,

WHEREAS, the SCRTD board having reviewed and discussed the Five Year Transit Plan and Budget.

NOW, THEREFORE, BE IT RESOLVED by the SCRTD Board of Directors, does hereby approve and accept the attached Five Year Transit Plan and Budget and that the Chair is authorized to make necessary administrative changes as necessary and present the plan to the New Mexico Department of Transportation.

PASSED, APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE SOUTH CENTRAL REGIONAL TRANSIT DISTRICT ON THIS 29th DAY OF APRIL 2015.

SIGNED

Chair - Wayne D. Hancock-Dona Ana County

ATTEST:

SIGNED

Secretary – Steve Green – Truth or Consequences