



SCRTD
Three-Year Transit Development Plan

September 2024

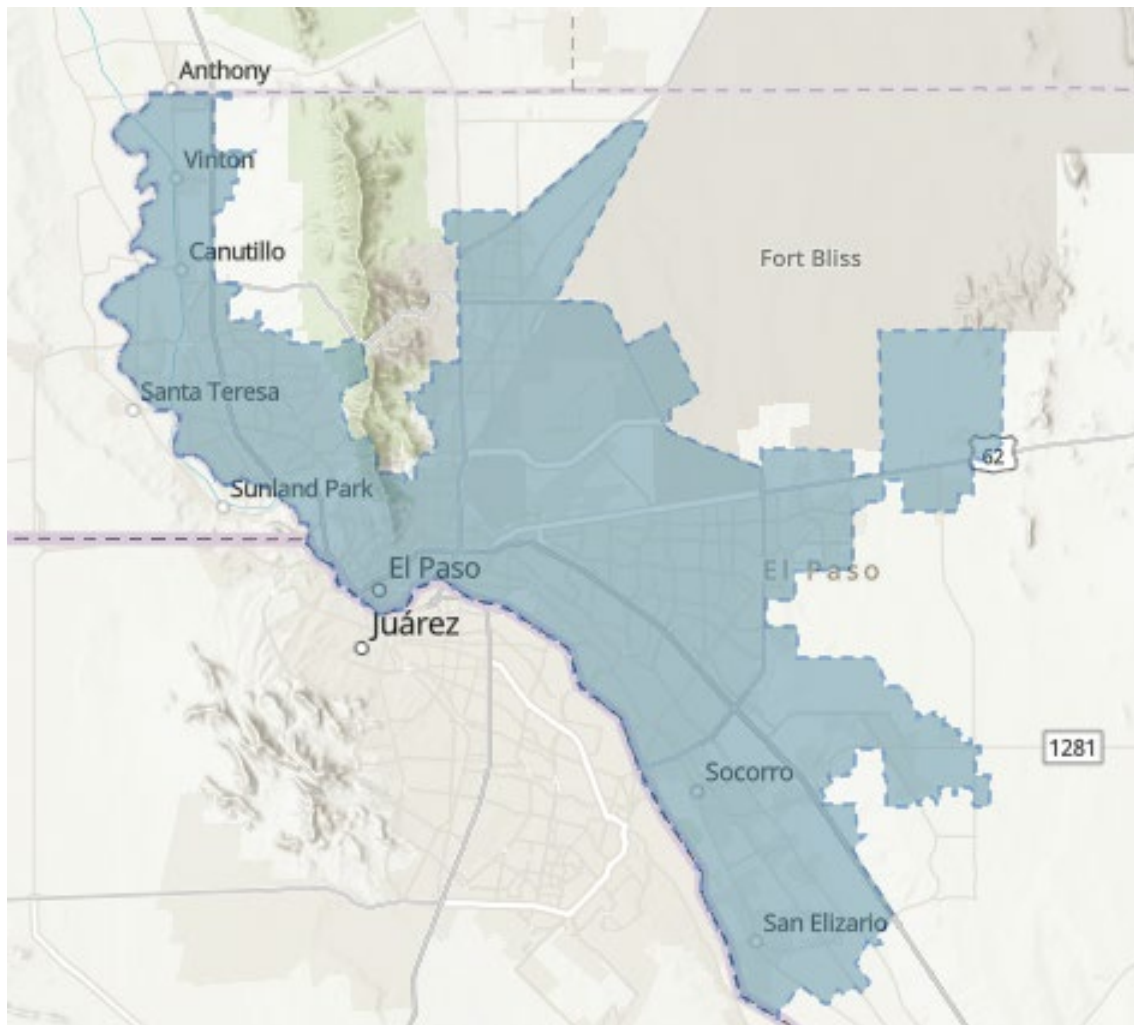
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Overview

The City of El Paso MPO and Sun Metro, through the Service Expansion Policy (SEP), have requested South Central Regional Transit District (SCRTD) develop a three-year transit development plan that outlines strategic initiatives for transit services incorporated into a Transit Development Plan (TDP). The service area comprises the following areas: Chaparral, Anthony, Santa Teresa, Sunland Park, and the unincorporated areas adjacent to these communities. This is the part of the El Paso MPO urbanized area.

SCRTD Southern Service Area – El Paso Urbanized Area



SCRTD Organization, Services, and Operating Environment

The South Central Regional Transit District (SCRTD), a multimodal public transportation district, is enabled through New Mexico statute: Chapter 73, Article 25, Sections 1-18. This statute authorizes the forming of regional transit districts within the State of New Mexico. The stated purposes of the Act are to provide safe and efficient public transit services, reduce traffic congestion, vehicle accidents, noise, and air pollution, and extend the life of the state's roadways. The Act also envisions public transit services improving New Mexico's economy through increasing workforce and citizen access to education and employment. The Act was originally passed in 2003 with later amendments. A transit "district" is defined in the Act as a political subdivision of the state created pursuant to the Act. The Act provides for the establishment of transit district boards with powers to oversee the district's activities.

SCRTD currently operates public transportation services in a service area that includes Doña Ana County, Sierra County, and Otero County, New Mexico, and El Paso County, Texas. SCRTD member communities include Doña Ana County, Las Cruces, Hatch, Mesilla, Sunland Park, Elephant Butte, Williamsburg, and Anthony, New Mexico. Member fees for transit operations are received from the City of Las Cruces, Doña Ana County, the City of Sunland Park, the Town of Mesilla, the Village of Hatch, the City of Anthony, the City of Elephant Butte, and the Village of Williamsburg.

SCRTD was created on November 30, 2006. Service began in the spring of 2014 following a public input process. Starter fixed bus routes began service connecting population centers in Doña Ana County. That pilot service was discontinued at the end of the pilot program.

In 2016, SCRTD received a two-year funding agreement from Doña Ana County to initiate regular fixed-route bus services on four routes connecting Las Cruces, Sunland Park, Anthony, Chaparral, and El Paso's Al Jefferson Westside Transfer Center. Additional financial assistance was made available through Federal Transit Administration (FTA) 5311 urban and 5310 senior/disability grants. Service, discontinued after 2014, was relaunched on the Blue, Red, Turquoise, and Purple routes operated by SCRTD. The Orange Route to Alamogordo also started in 2014. A contract operator, Zia Therapy, operated it.

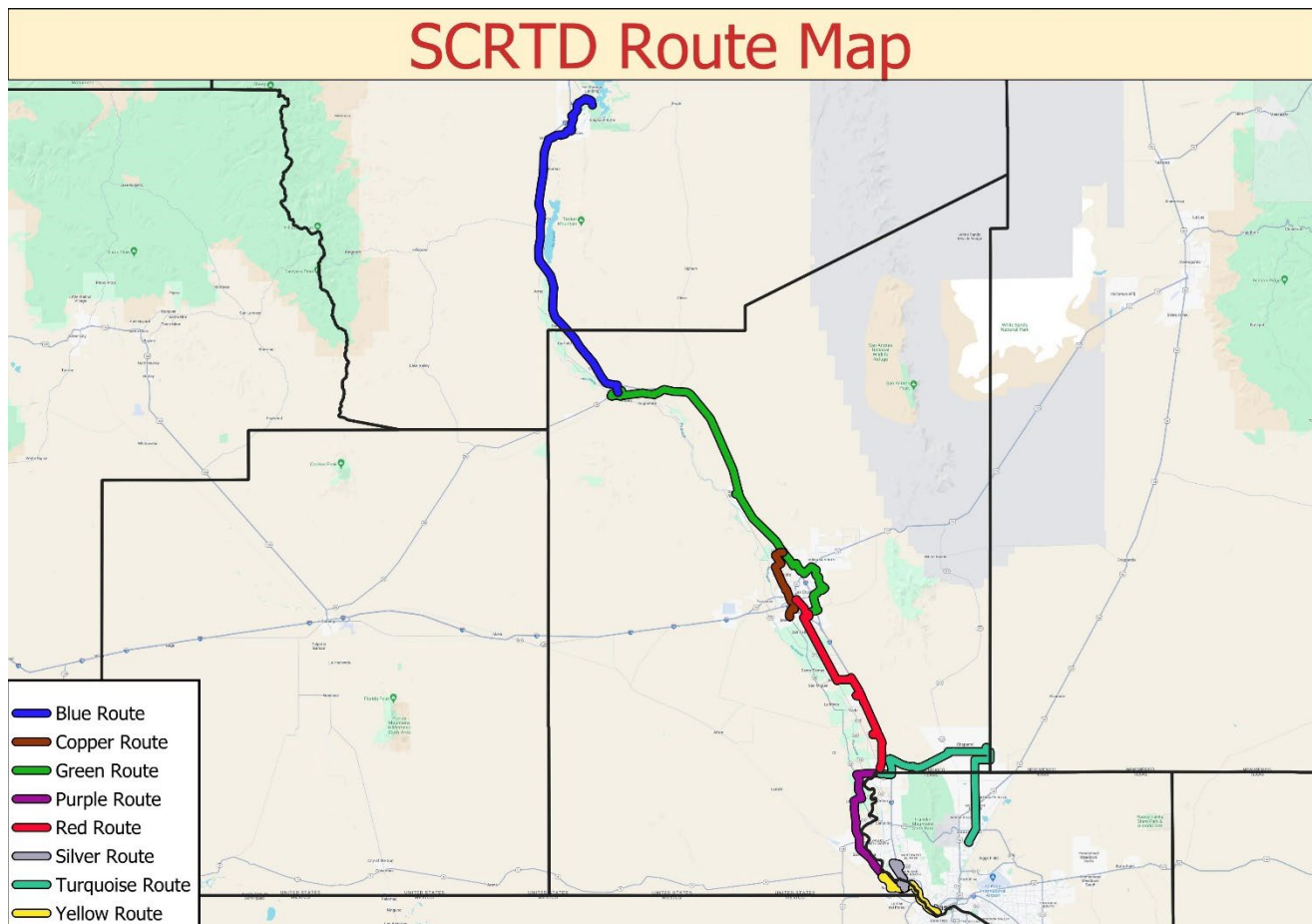
Further bus service additions have occurred each year. Service expanded in 2017 with connections from Sunland Park and Chaparral to El Paso County. The frequency of service on existing bus routes increased in both 2017 and later in 2018, with corresponding ridership increases. SCRTD launched a new bus route, the Green Route, in October 2019 and the SilverRoute in 2020.

Also, in 2020, SCRTD took over the fixed-route bus service previously operated by Sun Metro as Route 83 and renamed it the Yellow Route.

In 2021, SCRTD added its newest route, the Copper Route, operating between Doña Ana and Mesilla through Las Cruces. SCRTD originally operated the Copper Route as a one-bus demand response curb-to-curb bus service under a pilot program with the New Mexico Department of Transportation. The service provided trips within an area encompassing the northwest corner of Las Cruces, Fiacres, San Ysidro Doña Ana, and other parts of Las Cruces. That service was discontinued and replaced by the “Copper Route” operating between Doña Ana and Mesilla.

The SCRTD revenue fleet currently includes fourteen buses operating fixed routes and demand response services. In addition, SCRTD contracts with Z-Trans to operate a fixed bus route connecting Las Cruces to Otero County and Alamogordo, New Mexico. The map below shows the service area and alignment of SCRTD fixed bus routes.

This service development plan will focus on the southern service area, which is located in the El Paso Urbanized service area.



Three-Year Plan Required Elements

Transit vision, mission, and goals of the local government entity

The District's transit vision is to meet the requirements set forth in the 2003 State of New Mexico Intergovernmental Agreement, which established Transit Districts in the state. Each Transit District is governed by the Intergovernmental Agreement approved by the New Mexico Legislature. The District's Bylaws provide direction for this agreement to the Board of Directors, its Executive Director, and staff.

The Mission of the District was updated in 2018 with the following:

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

The District's Goals and Objectives were updated in 2020 with the ten-year plan.

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

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

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

- 1. Expand the system by adding a route that links northern Doña Ana County and Sierra County to other routes and transit systems at the MVITT in Las Cruces.*
- 2. Increase the frequency of service in central and southern Doña Ana County.*
- 3. Increase system flexibility by establishing circulator and on-demand services using smaller vehicles that bring passengers to the existing north/south central service.*
- 4. Expand the system to provide service to workplaces and workforce development programs.*

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

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

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

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

Objective 4. Develop contracted services with the Rio Grande Transit system or another entity to provide public transit services linking communities north of Las Cruces in Doña Ana County to the MVITT facility.

Objective 5. Establish connectivity with the El Paso County Rural Public Transportation Service when feasible.

Objective 6. Work with local communities (south of Las Cruces) to develop circulator/collector and on-demand service in their communities (using vans or small buses) to connect to the north/south backbone of the system that has been established using medium-sized buses.

Objective 7. Work with employers to provide transit service to jobs, especially in Santa Teresa.

Objective 8. Coordinate planning with other government agencies, such as New Mexico Workforce Connection, and non-profits, such as the Community Action Agency, who also engage in transit planning and services.

Goal 3. Utilize a Progressive Financial Planning Process

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

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

Objective 3. Explore local revenue funding options used by other states and develop those options when appropriate and feasible.

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

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

Objective 1. Maintain local community memberships and continue participating in local governments' planning processes and the NMDOT.

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

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

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

Objective 5. The long-range transit plan will be informed by the planning documents of the SCRTD's member organizations, the Las Cruces and El Paso MPOs, other entities such as the Community Action Agency and New Mexico Workforce, and the New Mexico Department of Transportation.

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

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

SCRTD Performance Measurement

Below are SCRTD Measures of System Performance listed in its ten-year Long-Range Plan:

1. Maintain ADA accessibility on SCRTD transit services.
2. Establish and maintain connectivity with other transit systems operations within and adjacent to the SCRTD service area.
3. Develop and maintain a monthly ridership of at least 5,500 passengers.
4. Maintain an Administrative Operations ratio of 24% or less.
5. Maintain a cost per passenger trip of no more than \$10 per trip.
6. Keep operating cost per vehicle mile less than or equal to \$1.35.
7. Maintain a Regional Planning Organization (RPO) prioritization ranking of Highly Recommended or Better.
8. Ensure that 100% of Federal funds are spent by the end of each current grant year.

Public Participation Process for the TDP

The South Central Regional Transit District allowed the public to participate in developing the TDP. More specifically, the Transit District provided a draft of the plan and elicited public comment and review on April 27th, 2022, at the South Central Regional Transit District Board of Directors Meeting. The document was posted on the agency website a week before the meeting. A further meeting was conducted on April 19th at the City of Sunland Park City Hall. Public comment was provided at the meeting, and information was shared on the Sunland Park City website. Minutes from the meeting on April 27th are provided as an appendix.

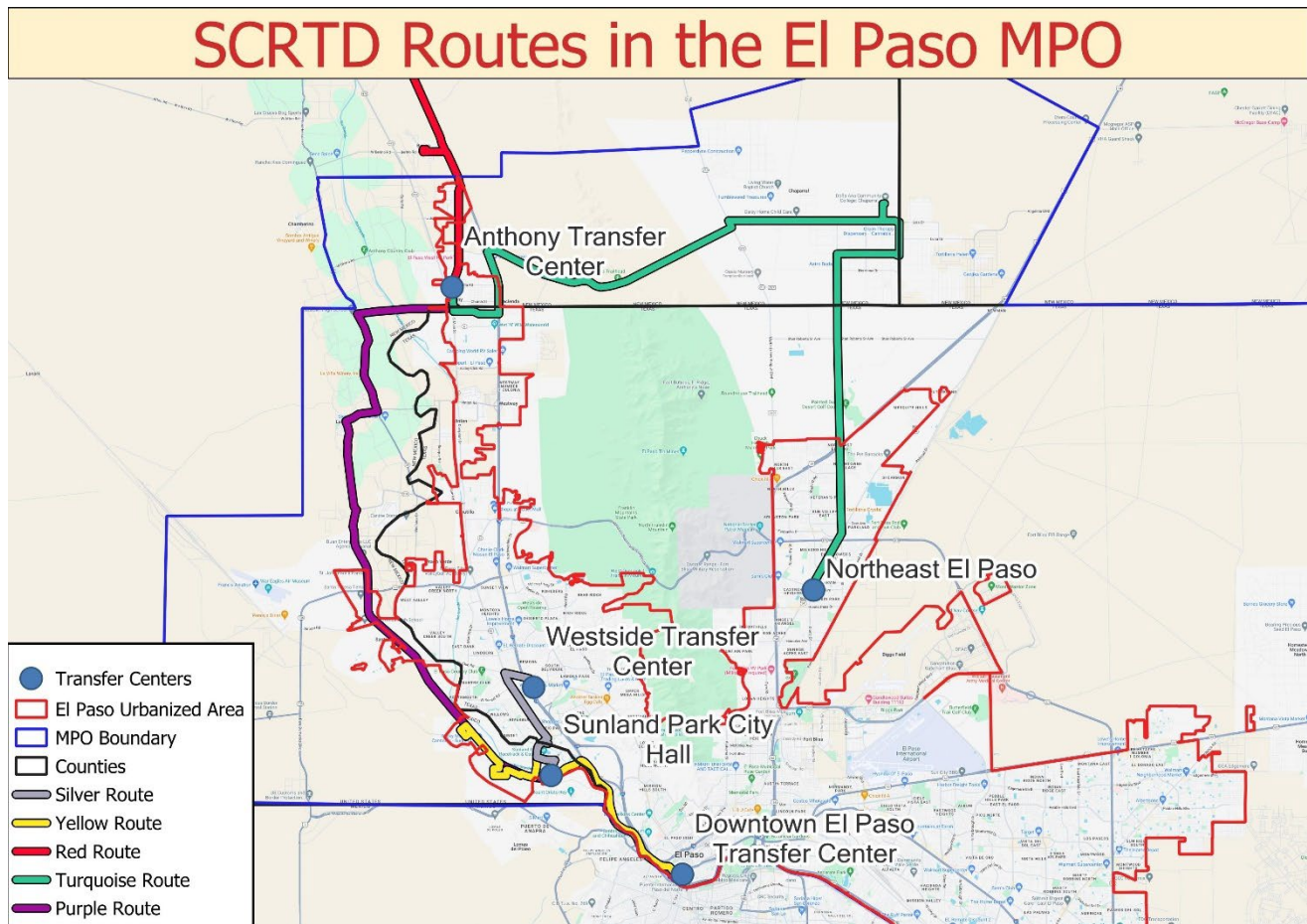
Review of state and local transportation plans and how they affect the TDP

South Central Regional Transit District reviewed the RMS 2050 MTP plan (<https://www.elpasompo.org/departments/mtp/RMS2050MTP>) and evaluated its planning for future SCRTD transit services in light of information in the RMS 2050. One SCRTD priority influenced by the review of RMS 2050 was transit services in the southern areas of the district. Emphasis was placed on ensuring SCRTD fixed bus routes made travel connections in three areas. The SCRTD Turquoise Route connects El Paso's northeast with other transit services via Chaparral and the northeast El Paso Northgate Transfer Station. A second instance of connection with other transit services is at El Paso's Sun Metro Westside Transfer Terminal, which is located at Remcon Circle. SCRTD's Silver Route connects with other area transit services at this location. Finally, the SCRTD Yellow Route connects with area transit services at the Bert Williams Downtown Santa Fe Transfer Center in downtown El Paso.

How transit service will connect with other transit systems in the UZA and how service will complement regional transit goals, as documented by MPO

SCRTD fixed route transit services support regional transit goals by allowing system riders to connect with other public and private transportation providers. SCRTD routes serve major intermodal facilities, including the Las Cruces Mesilla Valley Intermodal Transit Terminal, the El Paso Al Jefferson Westside Transfer Center, the El Paso Northgate Transfer Center, and the El Paso Bert Williams Downtown Transfer Center. It connects with other public transportation services Sun Metro provides, such as the New Mexico Department of Transportation, El Paso Rural Transportation, and RoadRunner.

Some of the key transfer points are listed below.



The Yellow route connects with Sun Metro routes at Bert Williams Downtown Transfer Center; The New Mexico DOT Gold Route is at Bert Williams Downtown Transfer Center, and the SCRTD Silver and Purple routes are at Sunland Park City Hall bus stop.

The SCRTD Silver Route connects with Sun Metro routes at the Westside Transfer Center; the New Mexico DOT Gold Route at the Westside Transfer Center; and SCRTD Yellow and Purple routes at Sunland Park City Hall bus stop.

The SCRTD Purple Route connects with the SCRTD Yellow and Silver routes at the Sunland Park City Hall bus stop and the SCRTD Red and Turquoise routes at Anthony Transfer Station.

The SCRTD Turquoise Route connects with the SCRTD Purple and Red routes at the Anthony Transfer Station; the New Mexico DOT Gold Route at the Big 8 parking lot, 2000 Antonio St. in Anthony; and Sun Metro bus routes at the Northgate Transfer Center.

Identify opportunities for transit service with other agencies, communities, or private entities

There are opportunities for SCRTD to partner with various local agencies, private businesses, and other entities to promote public transit in the greater El Paso area. Teaming with local colleges with expanded services funded through student activity fees is a typical way to support expanded public transit services. Any new service providing students with public transit is typically free and open to the public but designed around student transportation needs.

There are also opportunities to assist local non-profit agencies with their transportation needs. An agency can purchase a day, week, or monthly pass and then provide it to clients based on economic need or other criteria. Through the SCRTD website, open monthly board meetings, and regular outreach, SCRTD endeavors to engage local interested persons and organizations in the benefits of public transportation to local agencies and other entities. See the chart below for further details.

Local Agency	Opportunities for Partnership
SunMetro	Continued and expanded service integration with SunMetro will help increase ridership along the state line and bring riders from the southern service area into the El Paso Metro.
Doña Ana Community College	Doña Ana Community College has multiple campuses/centers in its entire service area, including three in the southern service area (Sunland Park, Anthony, and Chaparral). Students traveling to any of these centers or to the main campuses in Las Cruces can use our services with stops. EPCC Student Passes could be created as SCRTD transitions to digital fare collection.
Project Amistad	Project Amistad offers medical transportation throughout El Paso County. Building partnerships with Amistad could create demand for riders to attend medical appointments on the Texas side of the border. Currently, eligibility for ridership with Amistad is only open to EP County residents, but future eligibility or partnerships could be explored.
El Paso County Transit	El Paso County Transit serves Anthony, TX, and has some overlap with SCRTD routes as they come into our Anthony, NM, transit center. Future collaboration with transfers and potentially even on scheduling could help create better connections for our riders as they work their way in and out of El Paso County.
UTEP	Potential connectivity with the UTEP campus (possibly using a shared stop with the UTEP shuttle along the Yellow line or a dedicated fixed route) could connect UTEP students living in our service area to a University education.
NMDOT Park and Ride	Further integration with the NMDOT Park and Ride system could increase ridership through transfers, particularly connecting our northern routes directly into the southern region and El Paso metro.
Employers within the service area	Once digital fare collection begins at SCRTD, employers along our routes could potentially generate revenue by offering paid passes for their employees.

Detailed description of FTA-required paratransit services within the service area

NMDOT has determined that SCRTD is not required to provide paratransit services due to the nature of our service area. However, SCRTD is exploring the option of an on-demand/microtransit service with ADA-compliant vehicles and ADA fares. This hybrid service will still ensure that our ridership that needs accommodations will still receive it, while exceeding requirements set for SCRTD by the ADA. Furthermore, SCRTD plans to work with services in El Paso County to ensure that riders on both sides of the state line can make a complete trip to their final destination and back. The proposed new service should be implemented before the end of this plan.

How service will be integrated in a regional transit network that increases connectivity, closes gaps, and minimizes duplication of service

Options for route and schedule revisions are proposed for Calendar Years 2022 through 2025. The recommendations include efforts to begin micro transit/on-demand services in our service area. Also included are expanded weekday Turquoise Route service to provide hourly transit service during most of the day. Further expansion is recommended starting in 2025 with the expansion of fixed route bus service to the Santa Teresa industrial park and Saturday service on the Purple, Red, and Turquoise bus routes.

The plan evaluates area population and employment growth trends for future transit service recommendations. The recommended service expansion to Santa Teresa in 2025 is based on the city's continued employment and population growth. The Santa Teresa transit expansion is a candidate for initiation or conversion to a microtransit type real-time on-demand bus service. Santa Teresa, with a population of approximately 5,700, is also too small to be considered a possible microtransit service area. As it grows to a population of 10,000 or more in the future, or as a combined service area with Sunland Park, it could become a viable area for micro-transit service. It should be evaluated for that service as an alternative to fixed route service during the 2022-2025 Plan period.

Consolidation of routes in the Sunland Park area is also being explored. Temporary use of the Sunland Park Sports Complex as a transit hub will allow riders to access a new community facility. It will allow the Purple Line to drop the existing duplication with the Yellow Line by re-routing along Country Club Dr. into the SunMetro Westside Transfer Center on Remcon. Once the proposed Santa Teresa Route is implemented, the Purple Line could terminate at the Sports Complex. A more permanent transfer facility may be located (once again) at the Sunland Park City Hall as soon as their proposed City Hall is completed near the Sports Complex.

This plan recommends careful consideration of connectivity in design of bus routes and schedules, not only between SCRTD routes but also with other transit services. SCRTD currently has transfer points between its routes and RoadRunner Transit in Las Cruces; New Mexico Department of Transportation routes in Las Cruces, Anthony, and El Paso; and Sun Metro bus routes in El Paso.

Transit service levels should be matched to projected transit demand. The recommendation for microtransit service is based on this principle. Microtransit works well in far outlying areas where transit demand is lower but where travel distance from residential areas to workplaces makes shared transportation much more attractive.

SCRTD is working on modernizing our fleet and making technological upgrades to make our service more attractive. Staff is exploring options for electronic fare collection and automatic passenger counters. We have five (5) new buses on order with Passio technology on board, and we are exploring the best way to standardize the technology across our fleet, particularly the older vehicles. These technologies will help regional transit users transfer seamlessly between our services. SCRTD is also talking with a mobility-as-a-service (MaaS) provider about creating a regional app for our metro area. The provider created a similar app in the Houston metro area, which is integrated with multiple regional transit services, real-time traffic, bike share, and other modes of transportation. The app finds multiple trip options for users and allows them to pay for whatever method they choose in-app. The app provider is currently working on preparing a SMART Grant submission through the U.S. DOT in July 2024. If selected, SCRTD will work with our El Paso and Las Cruces regional partners to integrate as many services as possible into the system.

SCRTD is responsible for providing the above-described improvements unless noted otherwise. For this purpose, SCRTD will use funds available to it through various sources, including El Paso Urbanized Area funds.

Analysis of transit-supportive growth patterns in the area of service

The 2020 Census indicated population and ten-year change in population in Doña Ana County in New Mexico, El Paso, Texas, New Mexico, and the United States as the following:

	Total <u>Population</u>	Increase/Decrease <u>2010-2020</u>
Doña Ana County	219,561	4.9%
City of El Paso	649,121	4.9%
New Mexico	2,059,179	2.8%
United States	308,745,538	7.4%

The population of Doña Ana County grew by 10,328 people, from 209,233 to 219,561. This is an increase of 4.9% and will increase transit demand by a slightly more significant amount. This is a slightly slower pace of growth than the 19.8% of the 2000-2010 period. This particular Census was largely problematic due to the COVID-19 pandemic, as Census Day was April 1st, 2020, roughly 2-3 weeks after lockdown procedures began.

The 2020 New Mexico Unemployment Insurance data indicated employment of:

	<u>Employment</u>	<u>Increase/Decrease 2000 to 2010</u>
Doña Ana	93,748	2.2%
New Mexico	941,695	3.1%

The types of employment are also important for a complete understanding of the impact on transit needs. The Equity Profile of Las Cruces included the U. S. Bureau of Labor Statistics Industry breakdown for Las Cruces.

Doña Ana County Employment Data from the ACS 2012 and 2022 surveys are shown in the below chart.

Category	2012	2022	Percent Change
Agriculture	2,878	3,243	13%
Construction	6,972	7,547	8%
Manufacturing	4,978	4,274	-14%
Wholesale Trade	2,146	1,758	-18%
Retail Trade	9,194	10,977	19%
Transportation	3,244	5,879	81%
Information	1,514	1,193	-21%
Finance and Insurance	2,975	3,786	27%
Professional, scientific, and management	6,392	11,087	73%
Educational and healthcare services	28,458	26,023	-9%
Arts, entertainment, recreation, food, accommodations	8,861	11,439	29%
Public administration	6,927	6,565	-5%
Other services	4,270	2,391	-44%

Since Doña Ana represents 77% of the employment in the SCRTD service area (except El Paso), many healthcare, retail, and accommodation jobs point to several strategies. The COVID-19 pandemic has proven that transit is vital to the workforce and our communities. The challenge with healthcare employment is that many shifts do not easily fit into tight transit service budgets. Another challenge for transit services is the movement of hospitals. As new hospitals are built, the trip concentrations often change.

Accommodations and food service employment are among the more natural trip patterns for efficient transit trips. The movement of large employment centers is rare, the transit service hours fit many of the work schedules, and the 29% ten-year growth rate suggests stability for this portion of demand.

Professional, science and technical employment is certainly impacted by the large university, New Mexico State University (14,221 students, 3,000 faculty/staff). The large hospitals and the jobs that support the efforts of the federal projects in Alamogordo are also important. Previous periods of rapid growth have stagnated, and a slight decline was reported in the selected period.

The total population increase from 2020 to 2030 will be similar in composition to that of the 2010 to 2020 period. However, an interesting statewide trend is developing. The 65 and over category is growing rapidly while the 20 to 64 and 0 to 19 categories are decreasing.

As distinct cohorts, the New Mexico senior population will increase from 400,000 to 560,000 from 2020 to 2030. The 0 to 19 group will decrease from 400,000 to 390,000, and the 20 to 64 group will decrease from 1,250,000 to 1,170,000.

The data from the indices:

Household - 65 and over

Doña Ana	14.90%
New Mexico	16.30%
United States	16.50%

Those 65 and over are less likely to have a daily commute pattern. Of the 148.4 million U.S. workers identified in the 2017 Census Commuting Characteristics, only 5.3 million were 65 or over. Those who continued to work were more likely to work at home (9.6%) than all workers (4.7%), less likely to carpool (6.2% to 9.2%), and less likely to use transit (3.7% to 5.1%).

However, census data doesn't exist for journeys to shops, medical facilities, or other destinations. The most significant travel behavior difference of the older group is the availability of time. Transit trips take longer and are less expensive, and retired seniors have more time and less income on average.

As the age of the SCR TD service area increases, the attention to senior needs and travel choices will sharpen—those over 65 average fewer total trips per year than those under 65. Older residents tend to use transit slightly more than the other groups.

The clear indications from these datasets include:

- The forecast population increase in Doña Ana County will lead to an expected 14% to 19% increase in transit trip demand in the next decade.
- The changing composition of the population means that the average transit rider age is expected to increase significantly.
- The employment pains from the COVID-19 pandemic have primarily subsided, and employment has increased in Doña Ana County.

The comparison of the current route structure to New Mexico Department of Transportation ADT counts indicates a transit supply/demand balance in each corridor but one. The amount of transit service will gradually grow to serve a longer daily service span on several routes. This report recommends considering vanpools or carpools to fill this need until growth in bus ridership calls for increased transit.

Analysis of multimodal accommodations that support transit service

There is currently poor availability of bicycle and pedestrian access facilities in the greater El Paso area, where the SCRTD Yellow, Silver, Purple, and Turquoise routes operate. There are facilities for locking bicycles at the Bert Williams, Northgate, and Westside transit centers, for example, but there are no fully enclosed bicycle lockers. There are also no dedicated bike lanes leading to transit centers.

Sunland Park, Chaparral, and Anthony have a complete absence of on-street bicycle lanes. Dedicated bicycle lanes or other bike-friendly improvements are also not generally available in the greater El Paso area.

Sidewalks for pedestrian use are generally available in the areas of El Paso where SCRTD operates. However, sidewalk facilities are not as available in the other parts of the region, especially in Chaparral.

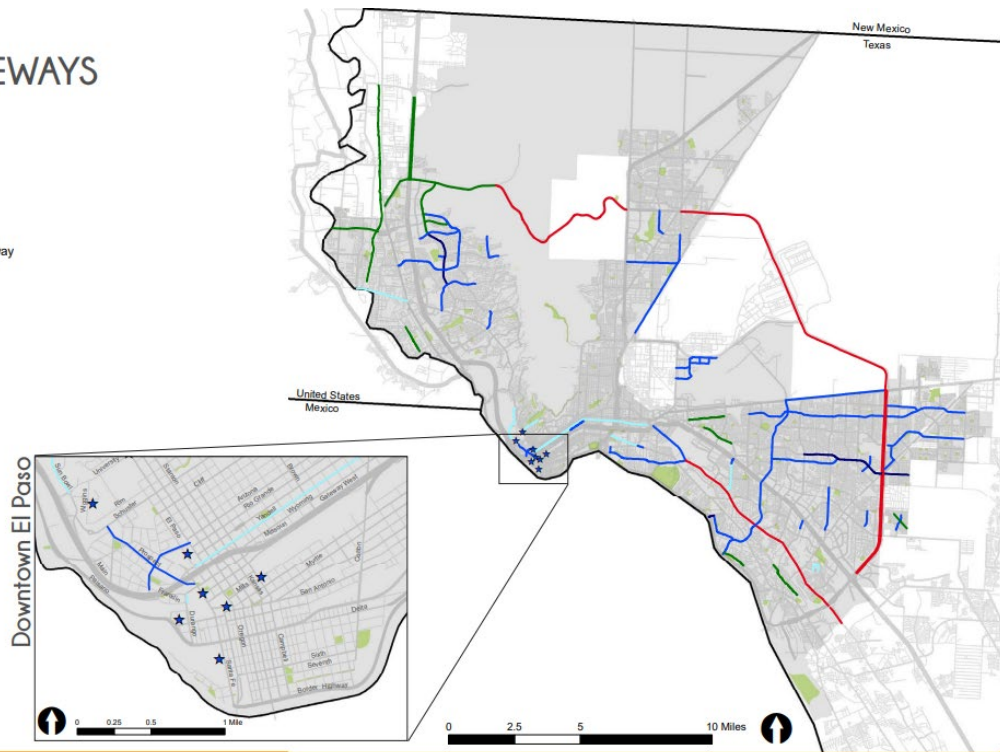
SCRTD vehicles are equipped with bicycle racks and either wheelchair lifts or ramps, allowing pedestrians and bicyclists the typical level of access. There have been no reported insufficient capacity to accommodate multiple bicycles on SCRTD buses. The District carries over 88 bike trips each month.

Map 1

EXISTING BIKEWAYS

Legend

- Existing Bicycle Facilities**
 - Shared Lane Markings
 - Wide Shoulder / Shoulder Bikeway
 - Bike Lane
 - Buffered Bike Lane
 - Shared Use Path
- Other Features**
 - SunCycle Bike Share Station
 - Parks
 - City of El Paso



As of July 2016

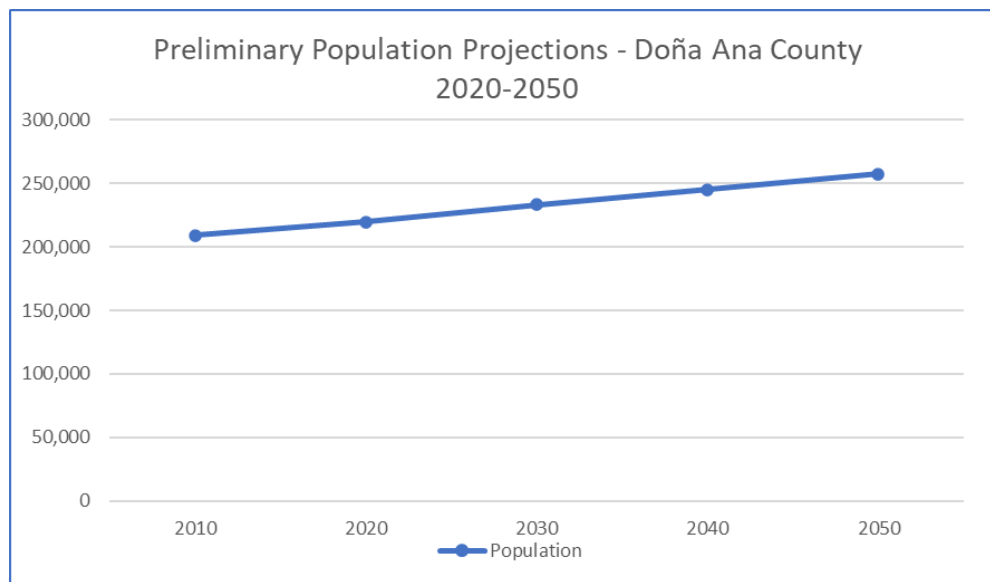
Estimates of demand for transit services in the service area

Population and Housing Unit Future Projections

The following charts provide the U.S. Census Bureau's future population projections for the El Paso region, New Mexico, and the United States.

U. S. Census Population Data			
Political Subdivision	2020 Population	2010 Population	Percent Change
United States	331,449,281	308,745,538	7.4%
New Mexico	2,117,522	2,059,179	2.8%
El Paso County TX	865,657	800,647	8.1%
Doña Ana County NM	219,561	209,233	4.9%

Source: 2020 Census



The table below compares future changes in population with anticipated changes in housing units over the same time period.

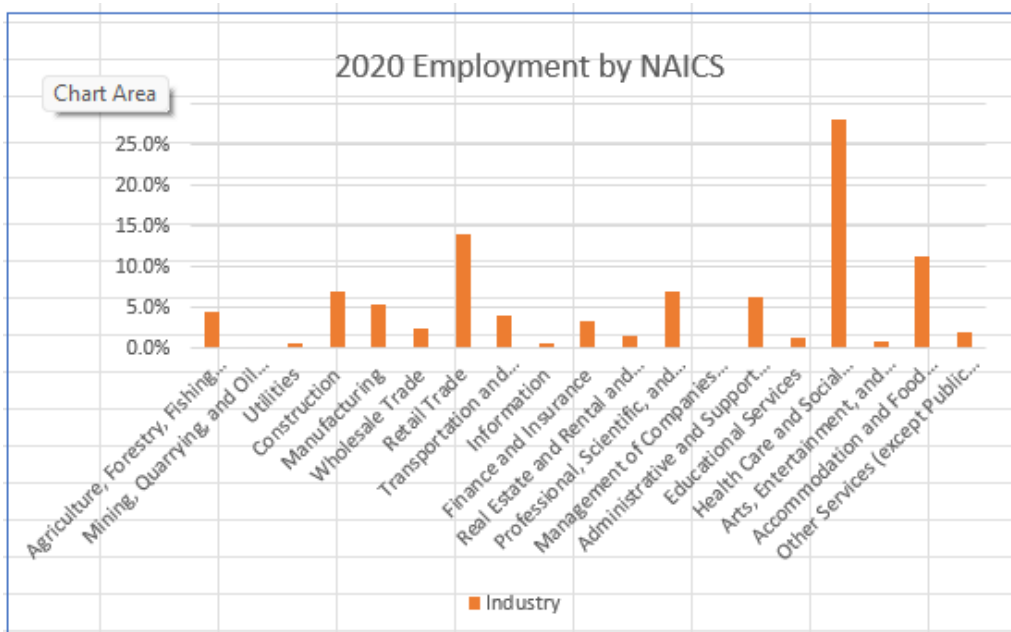
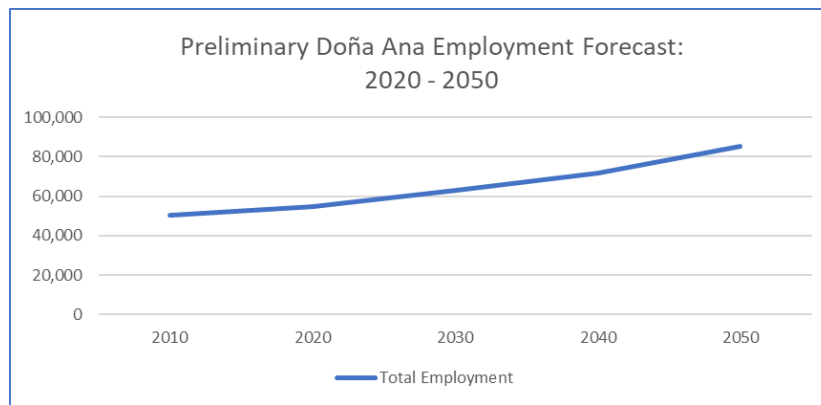
Preliminary Population Projections Doña Ana County 2020 - 2050					
Year	2010	2020	2030	2040	2050
Population	209,233	219,561	233,054	245,220	257,262
Total Housing Units	81,492	89,804	97,010	101,179	105,684
Percent change in population		4.9%	6.1%	5.2%	4.9%
Percent change in housing		10.2%	8.0%	4.3%	4.5%

Sources: BBER, Woods and Poole, Census

Area Employment Forecasts

The charts below provide employment forecasts for the region and a breakdown of employment data by industry.

Preliminary Employment Forecast Doña Ana County 2020-2050		
Year	Total Employment	Percent Change
2010	50,313	
2020	54,740	8.8%
2030	62,910	14.9%
2040	71,596	13.8%
2050	85,330	19.2%



Demographic data for Doña Ana County, New Mexico, and the United States

Below are selected demographic data comparing the characteristics of Doña Ana County with New Mexico and the overall United States.

Selected Demographics Comparison			
	Doña Ana County	New Mexico	United States
Perent Over 65 Years	15.7%	17.4%	16.0%
Bachelor's degree or higher	28.30%	28.30%	32.90%
Below 100 percent of the poverty level	24.80%	12.40%	12.80%
With any disability	14.60%	15.80%	12.70%
No vehicle available	6.20%	5.70%	8.50%

Conclusions

A review of these data reveal the following conclusions:

- Doña Ana County has a greater need for services aimed at those below the poverty level, including transit, relative to the state and the country.
- Projected population growth in our region will include growth amongst demographics that are more likely to rely on transit.
- Job growth is high in service-related industries. These industries tend to employ people who fall within demographics that are more likely to use transit.
- Doña Ana County has a rate of persons with disabilities that is higher than the national average, though slightly below the state average. Introduction of door-to-door or door-to-fixed route services would be advantageous for ridership.

Performance evaluation of any existing transit service in the service area

Following is information about each of SCRTD's fixed bus routes.

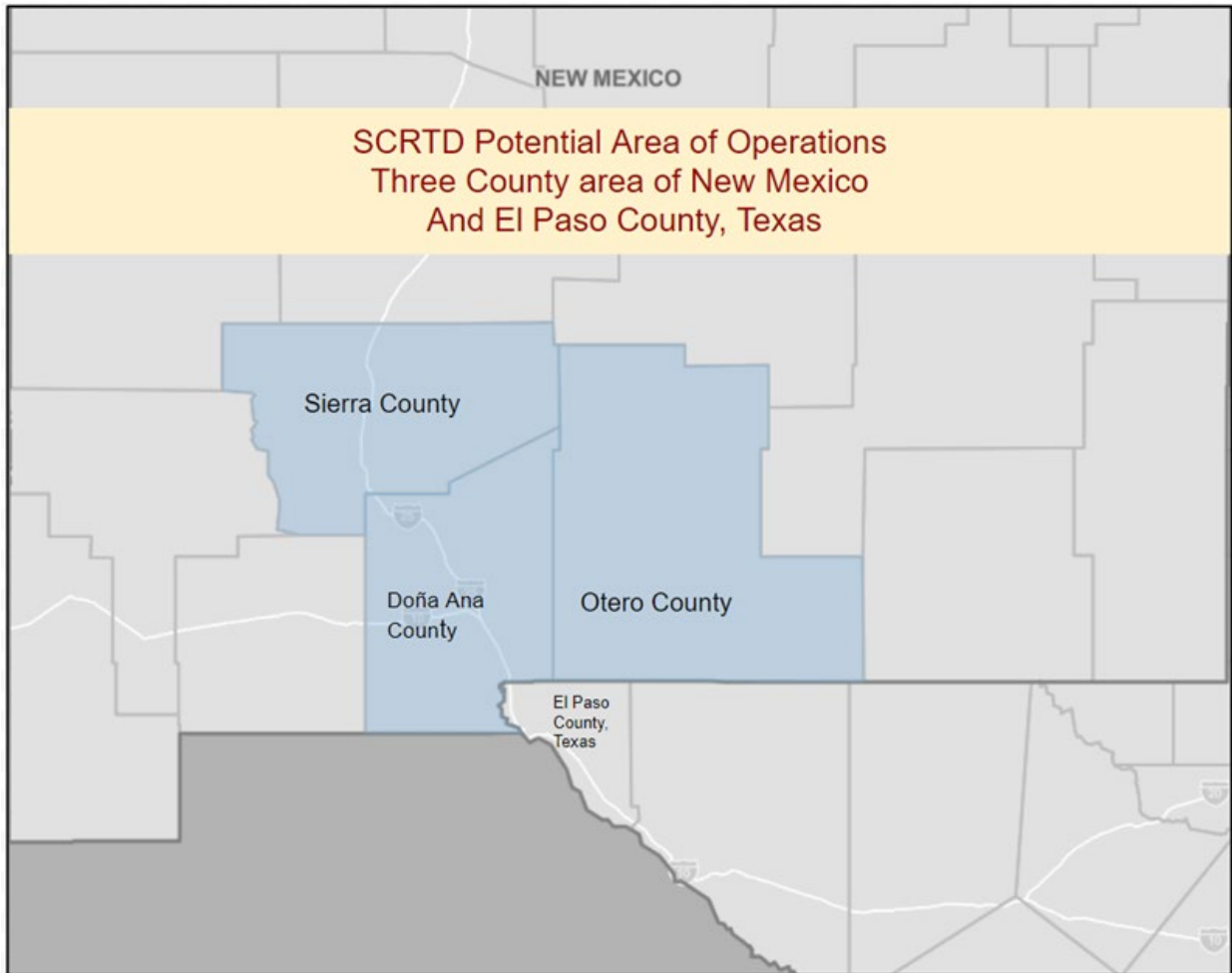
The Yellow, Silver, Red, and Turquoise bus routes operate in the El Paso service area.

SCRTD Routes Operating in El Paso area				
Route	Yellow	Silver	Turquoise	Purple
Service Initiated	2020	2019	2016	2016
Service Days	Daily	Daily	Weekdays Only	Weekdays Only
Garage Location	Sunland Park	Sunland Park	Anthony	Anthony
Vehicles in Maximum Service	One	One	Two	Two
Hours of Operation	5:45 AM-9:20 PM (Weekdays)	7:40 AM-4:30 PM (Weekdays)	6:00 AM-6:00 PM	6:25 AM-6:25 PM
	7:15 AM-7:40 PM (Weekends)	8:05 AM-4:50 PM (Weekends)		
Avg. Daily Ridership	203.09	28.75	25.35	23.09
Daily Revenue Hours	15.5 (Weekdays)	8 (Weekdays)	12	12
	12.5 (Weekends)	8 (Weekends)		
FY 2024 Ridership	74,128	10,494	9,254	8,428
FY 2024 Ridership Growth	32%	23%	34%	48%
Riders/Revenue Hour	13.88	3.59	2.97	2.70

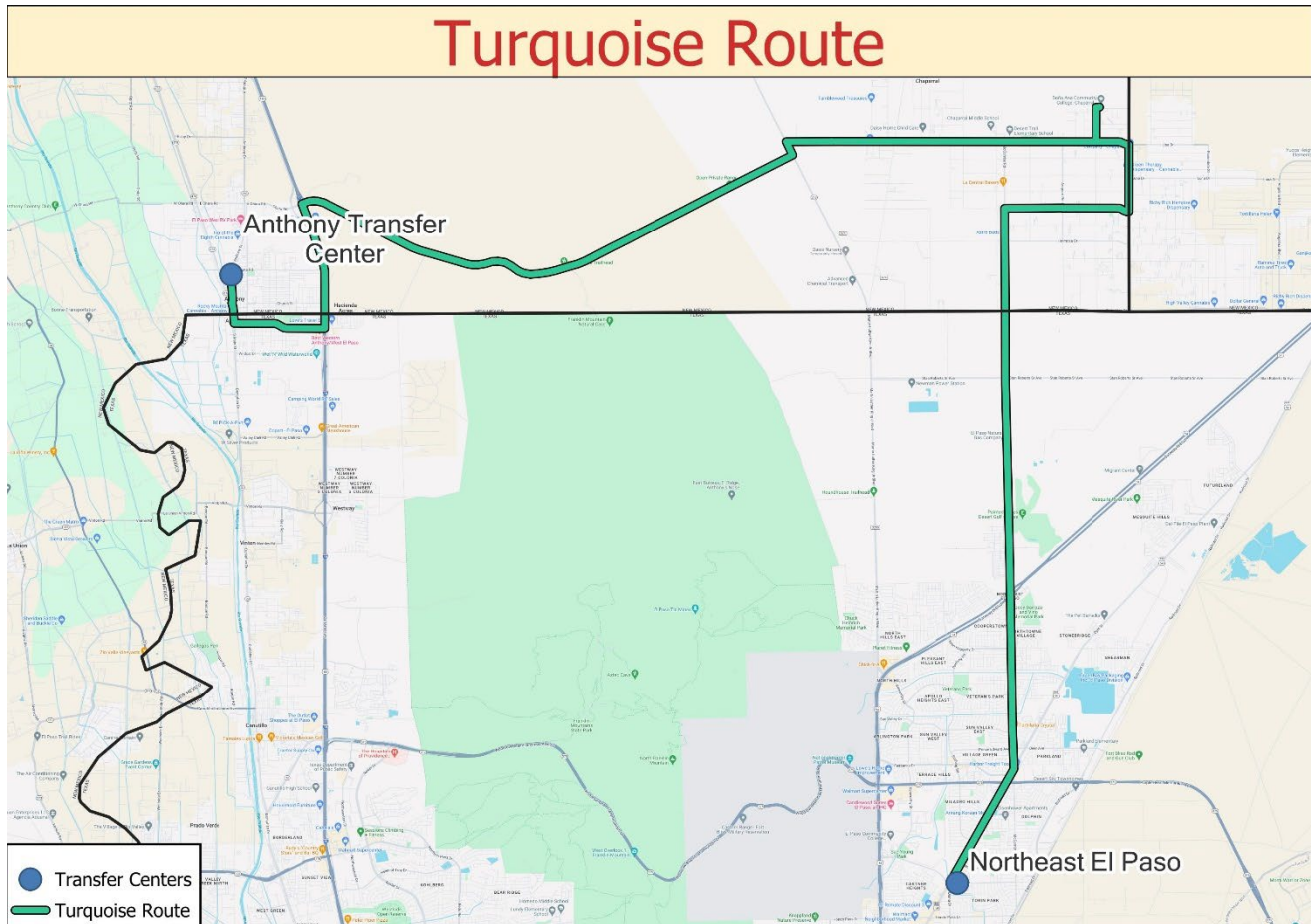
In addition to these metrics for each route, SCRTD has attached an NMDOT ranking of rural agencies as an additional source of information as Appendix I. Of note in these rankings, SCRTD was ranked first statewide using the established methods used by NMDOT.

Maps of service areas and types and levels of transit service provided or proposed

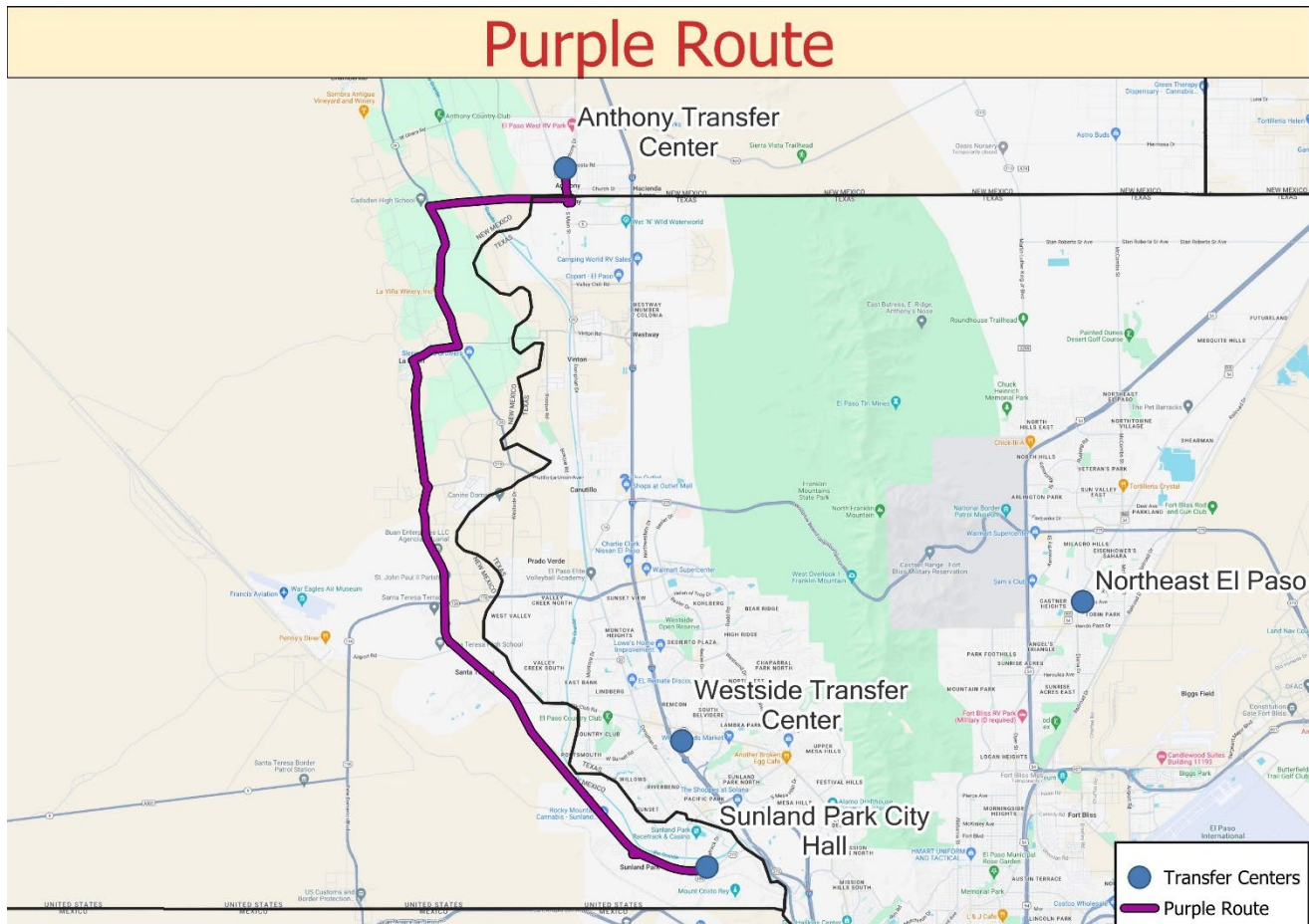
The current potential service area for the South Central Regional Transit District is the three New Mexico county areas shown below, plus the greater El Paso area.



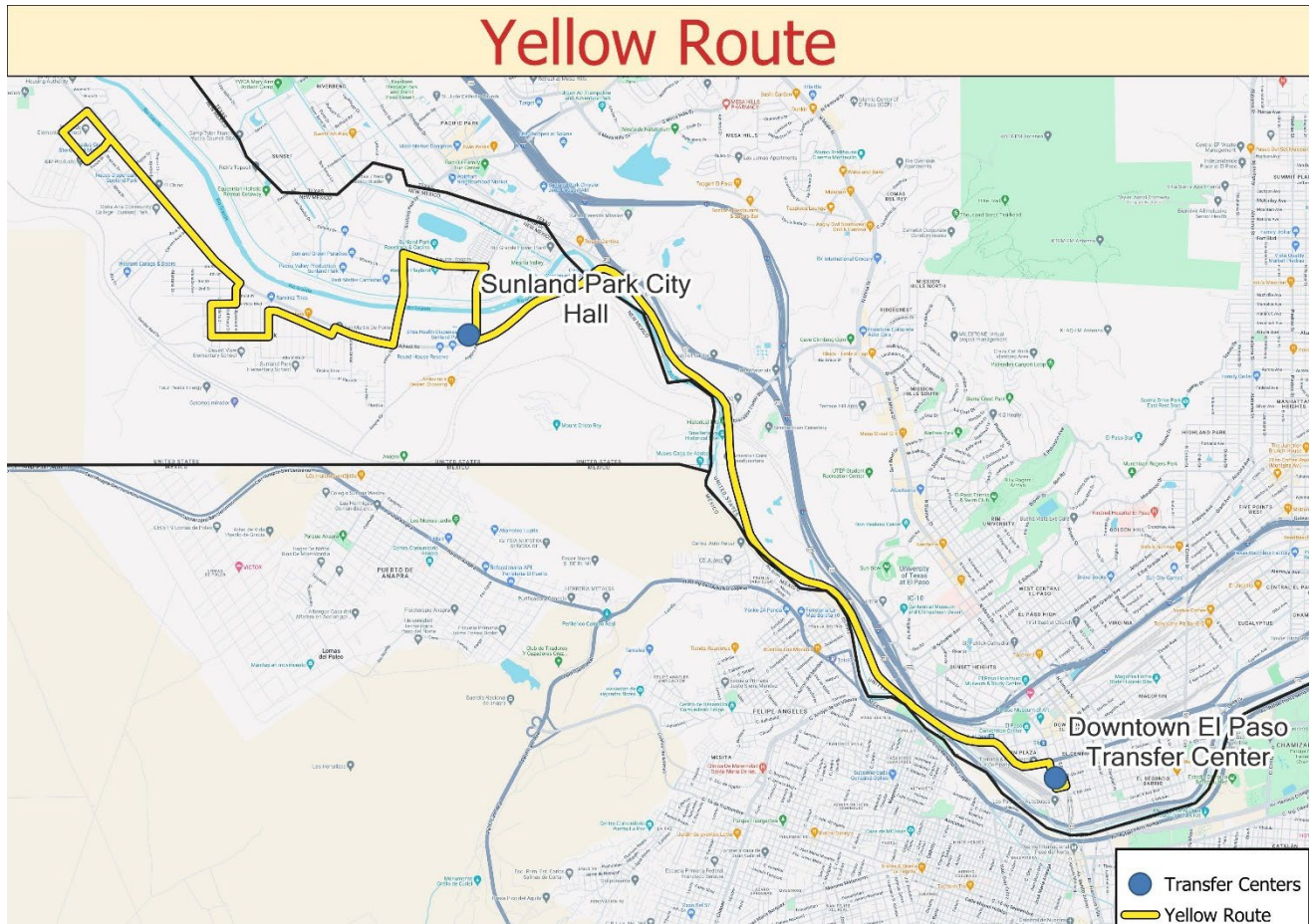
The SCRTD Turquoise Route operates from Anthony, New Mexico through Chaparral into El Paso to the Northgate Transfer Center.



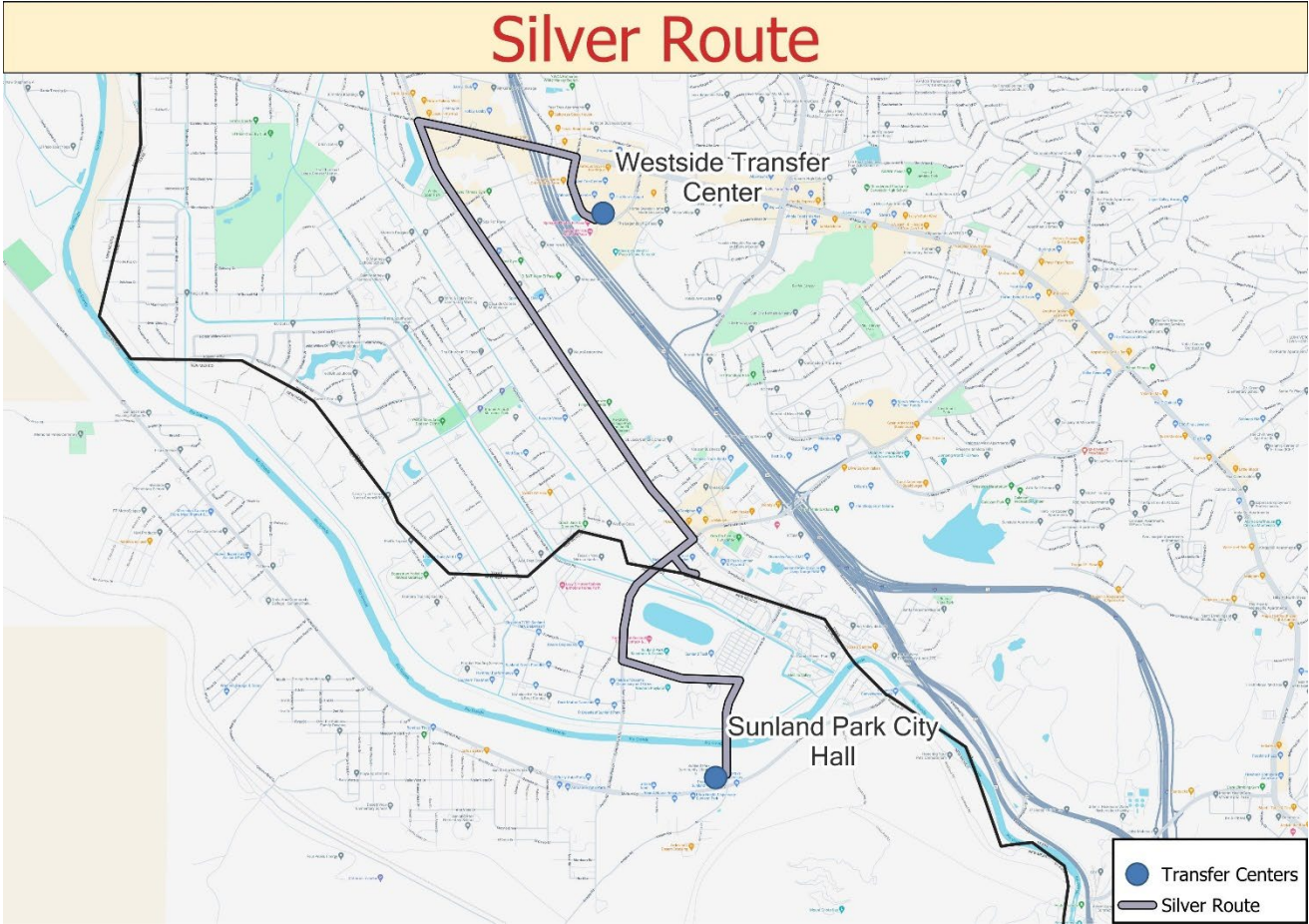
The SCRTD Purple Route operates from Anthony, New Mexico south to Sunland Park ending at the El Paso Westside Transfer Center.



The SCRTD Yellow Route operates from the Bert Williams El Paso Transfer Center in downtown El Paso to various points in Sunland Park, New Mexico. Its stops include the Sunland Park City Hall and the Sunland Park Casino complex.



The SCRTD Silver Route operates between the El Paso Westside Transfer Center and Sunland Park, New Mexico. It serves the Sunland Park Casino complex and Sunland Park City Hall.



Analysis of transit service alternatives, including financial impacts of each alternative

2024 Fixed Route Service Proposals

This proposal changes the Purple Line's route to serve El Paso's Westside Transfer Center (via a new transfer stop at the Sunland Park Sports Complex) as its southern terminus. This replaces the Sunland Park City Hall as the southern end of the line. Removal of the overlap with the Yellow Line along McNutt will reduce unnecessary vehicle miles and offer a direct connection for riders from Anthony into the SunMetro system, rather than via a transfer to Silver at the Sunland Park City Hall. It is also worth noting that Sunland Park is pursuing construction of a new City Hall near Country Club Rd and plans to decommission the existing location. Long-term reliance on the use of that location as a transfer center is not guaranteed.

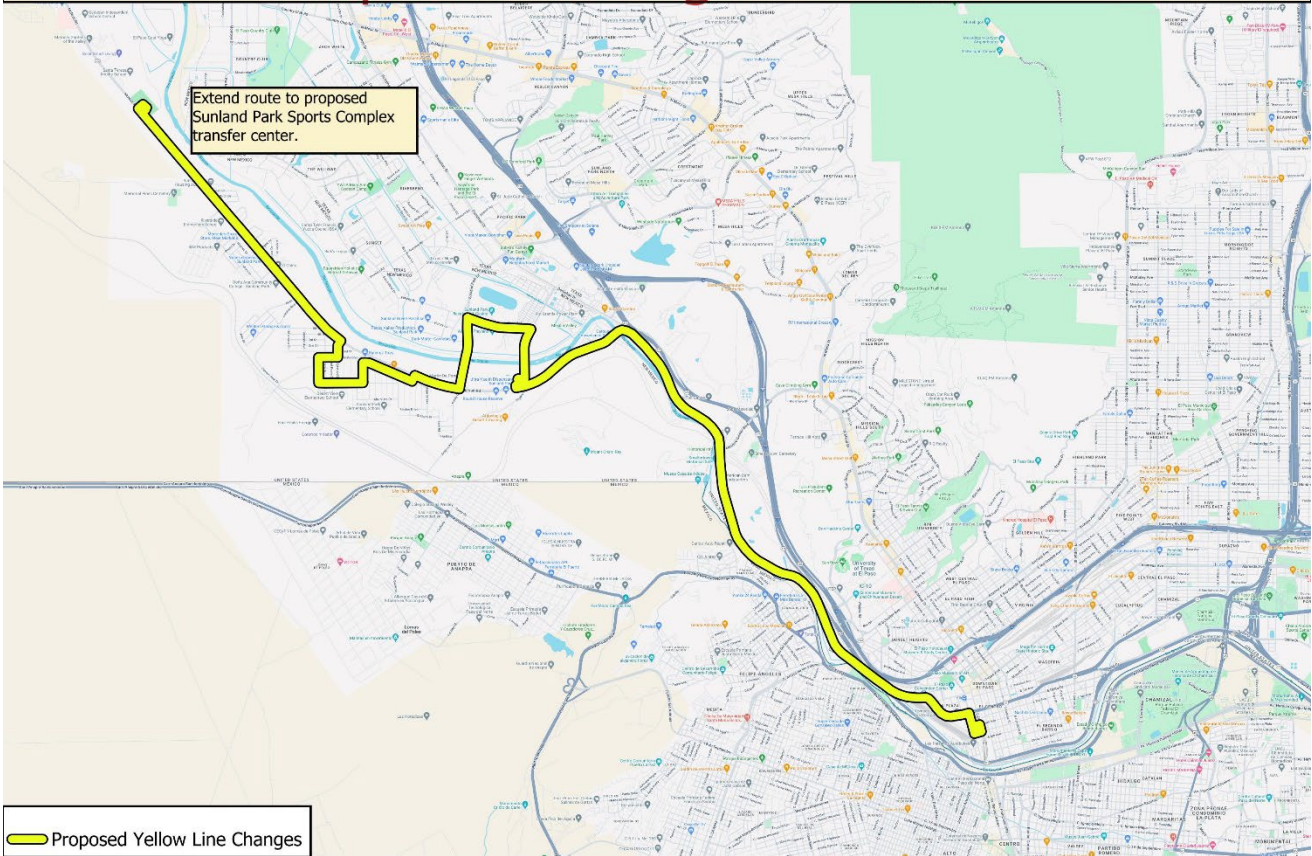
The Yellow Line's route is modified to serve the Sunland Park Casino both outbound and inbound on each trip. The Spruce Dr. – Poplar Ct. deviation off the Yellow Route outbound trip is eliminated. Passengers are still served via a short distance walk to McNutt. The loop around Riverside Elementary is also eliminated in lieu of an extension up McNutt to the Sunland Park Sports Complex for transfers with the Purple Line. This connection will maintain the connection to the Purple Line while reducing the overlap of the two lines to zero. The new transfer center could also serve as a idling point for the future paratransit services being planned for SCRTD, particularly to help serve the Tierra Madre subdivision and neighborhood services being cut near Riverside Elementary.

The Red Route departure time from the Las Cruces MVITT is changed to 30 minutes after each hour to match most RoadRunner buses departure time.

Turquoise Route buses departure time from the Anthony transfer point are similarly modified to 30 minutes after the hour to allow for timed transfers to the Red Route in Anthony. Three and ½ round trips are added to the weekday Turquoise Bus Route schedule to provide for hourly service from the Anthony transfer point during most times of day.

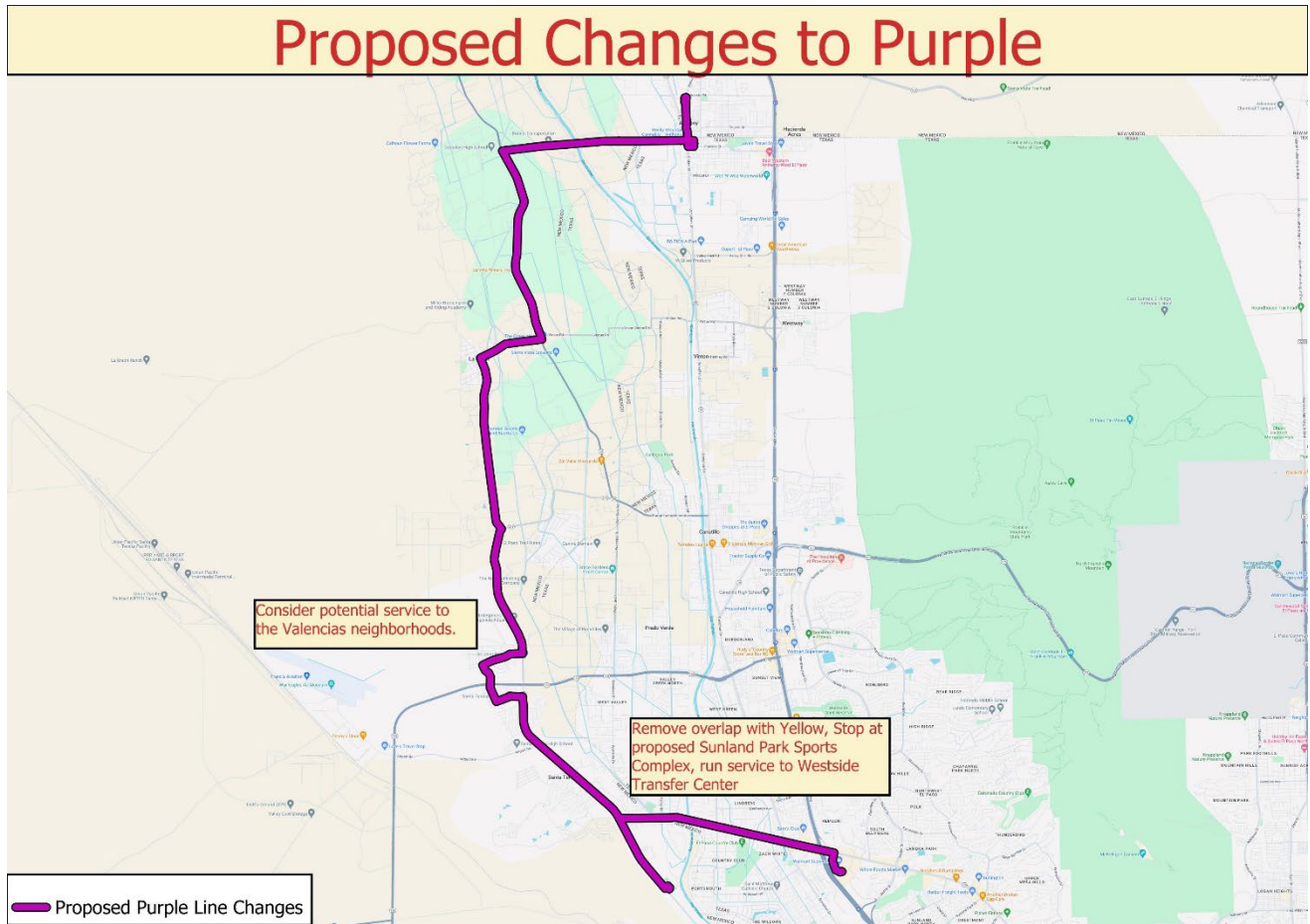
Modified Yellow Route

Proposed Changes to Yellow



Modified Purple Route

Proposed Changes to Purple



2025 Microtransit Service

As SCRTD is not required to currently offer paratransit service, our agency will instead implement a hybrid microtransit service. This service will operate with a mix of accessible and non-accessible vans to offer first/last mile services to riders of all abilities. The dispatching software and corresponding app will be able to identify the type of user and dispatch an accessible vehicle if necessary, filling the niche of paratransit while expanding the service to all riders. This particular approach could help subsidize the costs of a paratransit service by allowing more fare-paying riders to use the service. It is anticipated that the service will roll out with a fleet of 4 vans in the Sunland Park area and, if successful, grow to cover much more of the service area. All accessible vans will meet all requirements of the ADA.



The service will be offered during the same days and times of operation. The fare will be no more than two times the regular fixed route bus fare (or no more than \$2 if fixed route service is still free).

The photo is the first of two all-electric-powered battery electric vans that will provide service when the new micro-transit service is launched in 2025.

2025 Fixed Route Service Proposals

Under this alternative, SCRTD proposes the addition of a fixed bus route connecting the Westside Transit Center with the Santa Teresa industrial park area. The new route would operate on weekdays between 6:30 am and 6:30 pm with one bus. This route could potentially take over the Country Club Rd. section of the proposed Purple Route above. Potential problems with this route include the completion of N. Country Club through to Airport Rd. and may require service along McNutt until the planned extension is completed.

Santa Teresa Route – Beginning 2025



Three-year funding plan for staff, vehicles, and capital improvements for mass transit

Fixed Route Revenue Hour Projection

SCRTD Option One Revenue Hours Projection				
Calendar Year	2021	2023	2025	2028
Weekday hours	86.05	98.13	110.13	115.88
# of Weekdays	255	255	255	255
Weekday Total	21943	25024	28084	29550
Saturday hours	21.67	21.67	52.10	52.10
# of Saturdays	52	52	52	52
Saturday Total	1127	1127	2709.2	2709.2
Grand Total	23070	26151	30793	32259

Microtransit Cost Projections

SCRTD has largely purchased the necessary fleet to begin micro-transit service using federal grants. The agency intends to program approximately \$250,000 in FY25 for operational costs related to the microtransit service, including administration of the program and dispatching software licenses. Each service zone should require approximately 16 service hours, 5 days a week during the pilot program at approximately \$60/hr in costs. As the pilot proves successful, we will expand the service accordingly. SCRTD is aiming to have 1.25 riders/hr at a minimum of \$2 a ride. The projected revenue at that rate is roughly \$10,000. SCRTD also plans on seeking funding from local and federal partners to subsidize the service.

Summary of anticipated capital purchases by year and type

Capital Purchases by Year (in thousands)				
Federal Fiscal Year	FY 23	FY 24	FY 25	FY 26
Vehicles				
Fixed Route Buses				
Retired Buses	0	5	1	1
Buses Purchased	3	2	2	2
Cost Per Bus	\$ 149	\$ 191	\$ 145	\$ 145
Microtransit Service Revenue Vehicles				
Retired Vans	0	0	0	0
Vans Purchased	0	1	1	0
Cost Per Van	\$ 46	\$ 107	\$ 107	\$ 49
Service Vehicles				
Number of service trucks	0	1	0	0
Cost per truck	\$ 36	\$ 85	\$ 37	\$ 38
Number of staff cars	0	0	1	0
Cost per car	\$ 23	\$ 23	\$ 41	\$ 24
Total Bus Purchase Cost	\$ 447	\$ 382	\$ 290	\$ 290
Total Van Purchase Cost	\$ -	\$ 107	\$ 107	\$ -
Total Service Vehicle Cost	\$ -	\$ 85	\$ 41	\$ -
Facilities				
Purchase of maintenance facility	\$ -	\$ -	\$ 2,400	\$ -
Facility renovation	\$ -	\$ -	\$ 200	\$ -
Add/replace 2 shelters/year	\$ 20	\$ 21	\$ 22	\$ 22
Add Anthony new bus bay	\$ 28	\$ -	\$ -	\$ -
Other facility upgrades	\$ 20	\$ 20	\$ 21	\$ 21
Equipment/Other				
Shop Equipment	\$ 15	\$ 15	\$ 45	\$ 15
IT/Security Systems	\$ 5	\$ 5	\$ 5	\$ 5
Office Equipment	\$ 4	\$ 4	\$ 4	\$ 4
Other	\$ 9	\$ 9	\$ 9	\$ 9
Total	\$ 548	\$ 648	\$ 3,144	\$ 366

Summary of Projected SCRTD Revenues by Year

SCRTD Projected Revenues (in thousands)				
Federal Fiscal Year	FY 23	FY 24	FY 25	FY 26
Las Cruces	\$ 56	\$ 61	\$ 61	\$ 61
Doña Ana County	\$ 54	\$ 54	\$ 54	\$ 54
Sunland Park	\$ 9	\$ 9	\$ 9	\$ 9
Mesilla	\$ 1	\$ 2	\$ 2	\$ 2
Hatch	\$ 1	\$ 1	\$ 1	\$ 1
Anthony	\$ 6	\$ 6	\$ 6	\$ 6
Elephant Butte	\$ -	\$ -	\$ -	\$ -
Williamsburg	\$ -	\$ -	\$ -	\$ -
Local Government Subtotal	\$ 127	\$ 133	\$ 133	\$ 133
Doña Ana GRT	\$ 745	\$ 935	\$ 1,000	\$ 1,000
FTA Operating Reimbursement	\$ 367	\$ 286	\$ 255	\$ 1,328
FTA Capital	\$ 329	\$ 425	\$ 375	\$ 293
NM Legislative Funds	\$ 200	\$ 200	\$ 568	\$ 96
CARES Act Funding	\$ -	\$ -	\$ -	\$ -
County/State/Federal Subtotal	\$ 1,641	\$ 1,846	\$ 2,198	\$ 2,717
Fare Revenue	\$ 55	\$ 35	\$ 38	\$ 69
Advertising	\$ 8	\$ 8	\$ -	\$ 13
DMV Fees	\$ 67	\$ 55	\$ 55	\$ -
Transit Generated Subtotal	\$ 130	\$ 98	\$ 93	\$ 82
Total	\$ 1,898	\$ 2,077	\$ 2,424	\$ 2,932

Summary of Cost and Funding by Year

SCRTD Cost and Funding Summary by Year (in thousands)				
Federal Fiscal Year	FY 23	FY 24	FY 25	FY 26
SCRTD Total Operating Expense	\$ 2,152	\$ 2,532	\$ 3,016	\$ 3,162
Administrative Portion of Cost	\$ 163	\$ 265	\$ 288	\$ 346
FTA 5311 80% Reimbursement	\$ 130	\$ 212	\$ 230	\$ 277
Administrative Local Share Required	\$ 33	\$ 53	\$ 58	\$ 69
Net Operating Cost	\$ 1,989	\$ 2,267	\$ 2,728	\$ 2,816
Fare Revenues (subtract from expense)	\$ 55	\$ 35	\$ 38	\$ 69
Operating Cost after subtracting fares	\$ 1,934	\$ 2,232	\$ 2,690	\$ 2,747
FTA CARES Act 100% Reimbursement	\$ -	\$ -	\$ -	\$ -
FTA 5307/5311 50% Reimbursement	\$ 516	\$ 925	\$ 972	\$ 1,107
Operating Cost Local Share Required	\$ 516	\$ 925	\$ 972	\$ 1,107
Local funds available before match	\$ 1,002	\$ 1,166	\$ 1,226	\$ 1,215
Local funds balance	\$ 453	\$ 188	\$ 196	\$ 39
SCRTD Capital Expenditures	\$ 548	\$ 648	\$ 3,144	\$ 366
NMDOT 20% Capital Match	\$ -	\$ -	\$ 629	\$ -
FTA 80% Share	\$ 438	\$ 518	\$ 2,515	\$ 293
Local capital share required	\$ 110	\$ 130	\$ (0)	\$ 73
Local funding carried over to next year	\$ 344	\$ 58	\$ 197	\$ (34)

SCRTD Staffing Plan Summary

SCRTD Staffing Plan				
Federal Fiscal Year	10/22-9/23	10/23-9/24	10/24-9/25	10/25-9/26
Executive Director	1	1	1	1
Finance Officer	1	1	1	1
HR & Procurement	1	1	1	1
Administrative Assistant	1	1	2	2
Paratransit/Vanpool Coordinator	0	1	1	1
Administrative Staff Total	4	4	5	5
Maintenance Supervisor	1	1	1	1
Maintenance Technicians	2	2	2	2
General Labor	1	1	1	1
Maintenance Staff Total	3	3	3	3
Transit Supervisor	1	1	1	1
Dispatcher	3	3	3	3
Bus Operators	17	19	19	21
Transportation Staff Total	21	23	23	25
SCRTD Staff Total	28	30	31	33

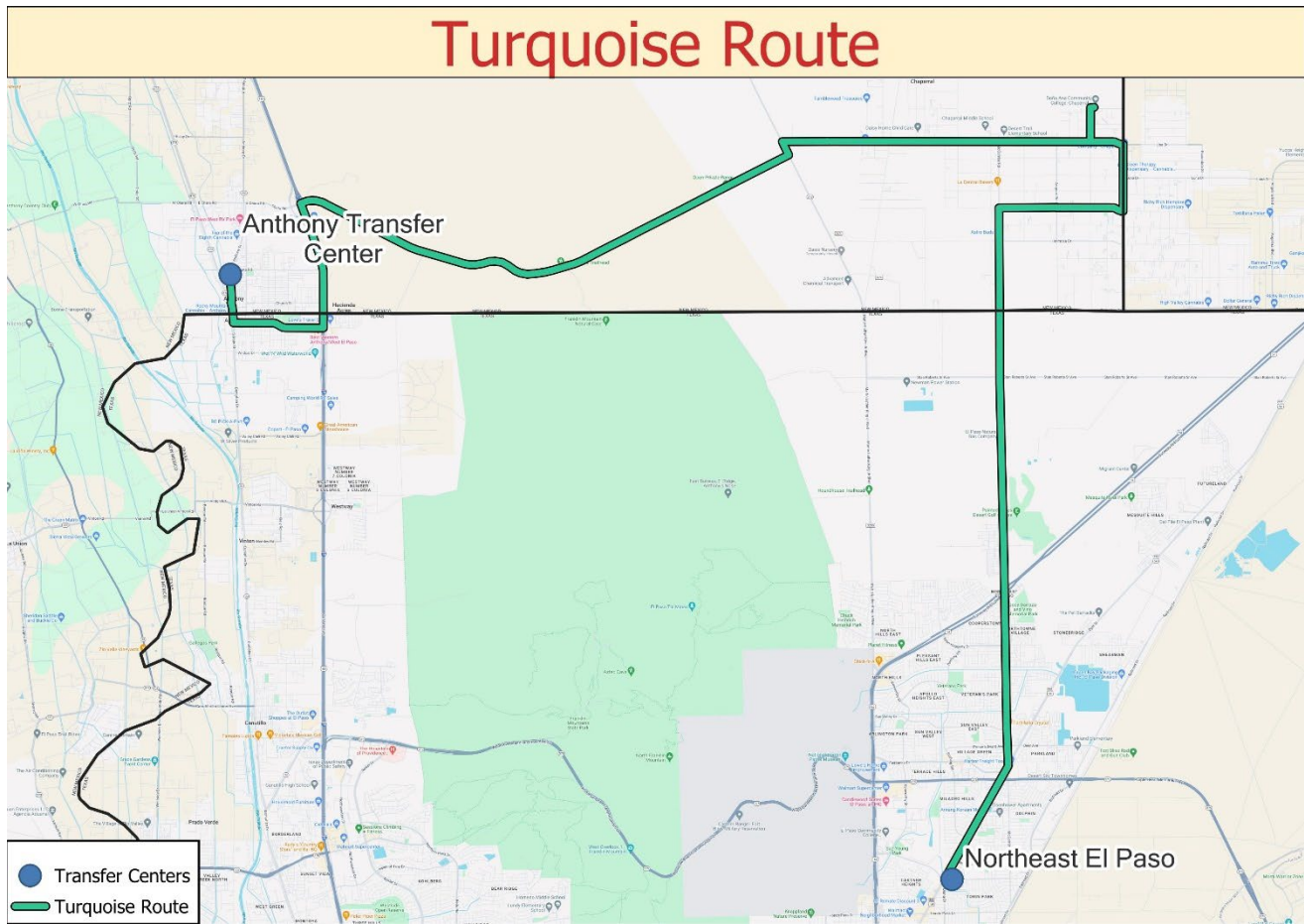
Three-year strategic plan to include policies to support provided or proposed service

SCRTD will maintain the following policies to support the proposed transit services including service expansion over the three-year plan period.

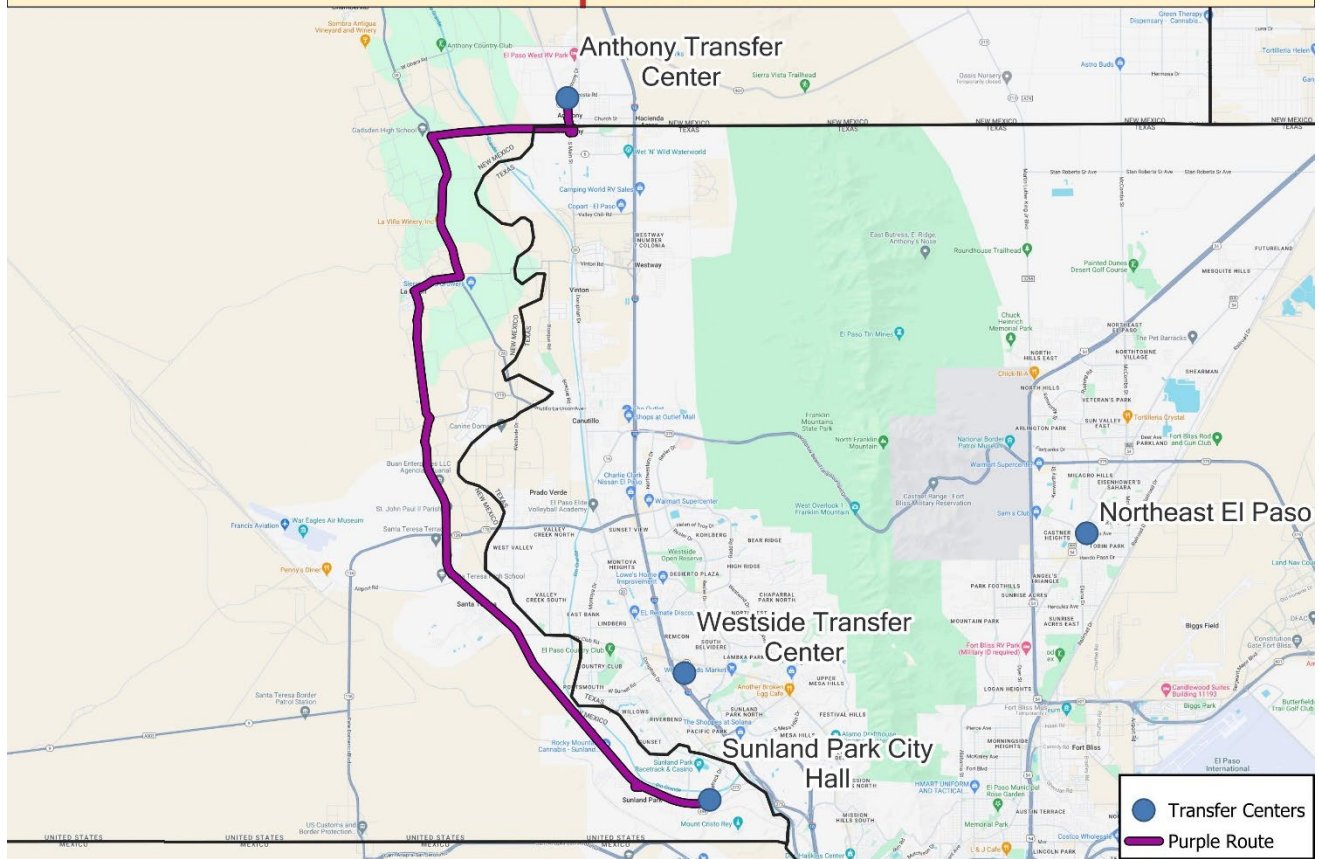
1. SCRTD will obtain sufficient funds to support the services it proposes each year. Each annual budget will be submitted to the SCRTD Board of Directors for review and approval each year.
2. SCRTD management will plan for sufficient support staff, both in administration and maintenance, to manage any current and expanded transit services adequately.
3. SCRTD will be diligent in hiring and properly compensating its front-line employees, including its vehicle operators, to ensure sufficient manpower for scheduled bus operations.
4. SCRTD will plan as far in advance as possible for future revenue vehicle procurements to support planned operations. Given the long time frame for revenue vehicle procurement, SCRTD understands the need for many years of advance planning.

Appendix A: Service Maps

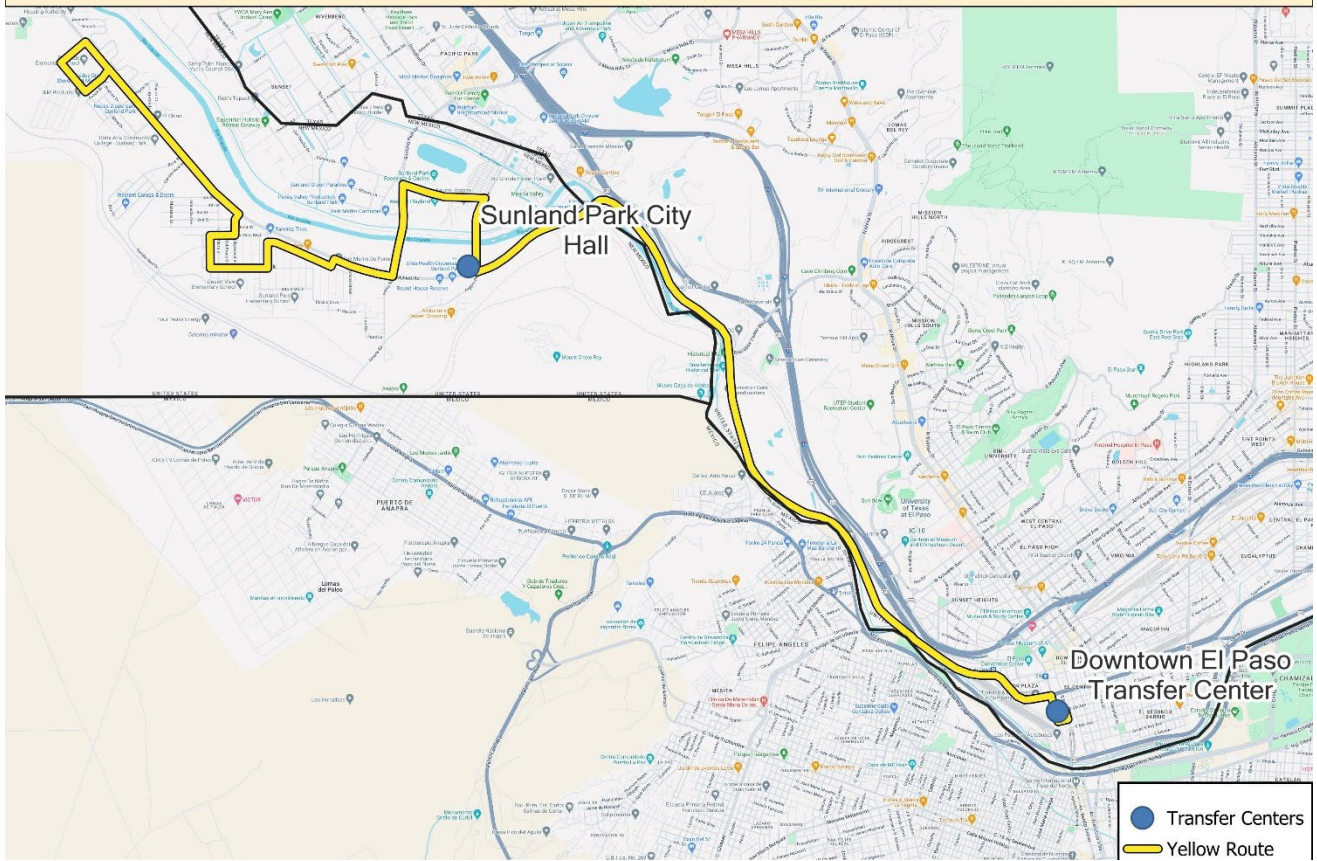
SCRTD Southern Service Area Routes



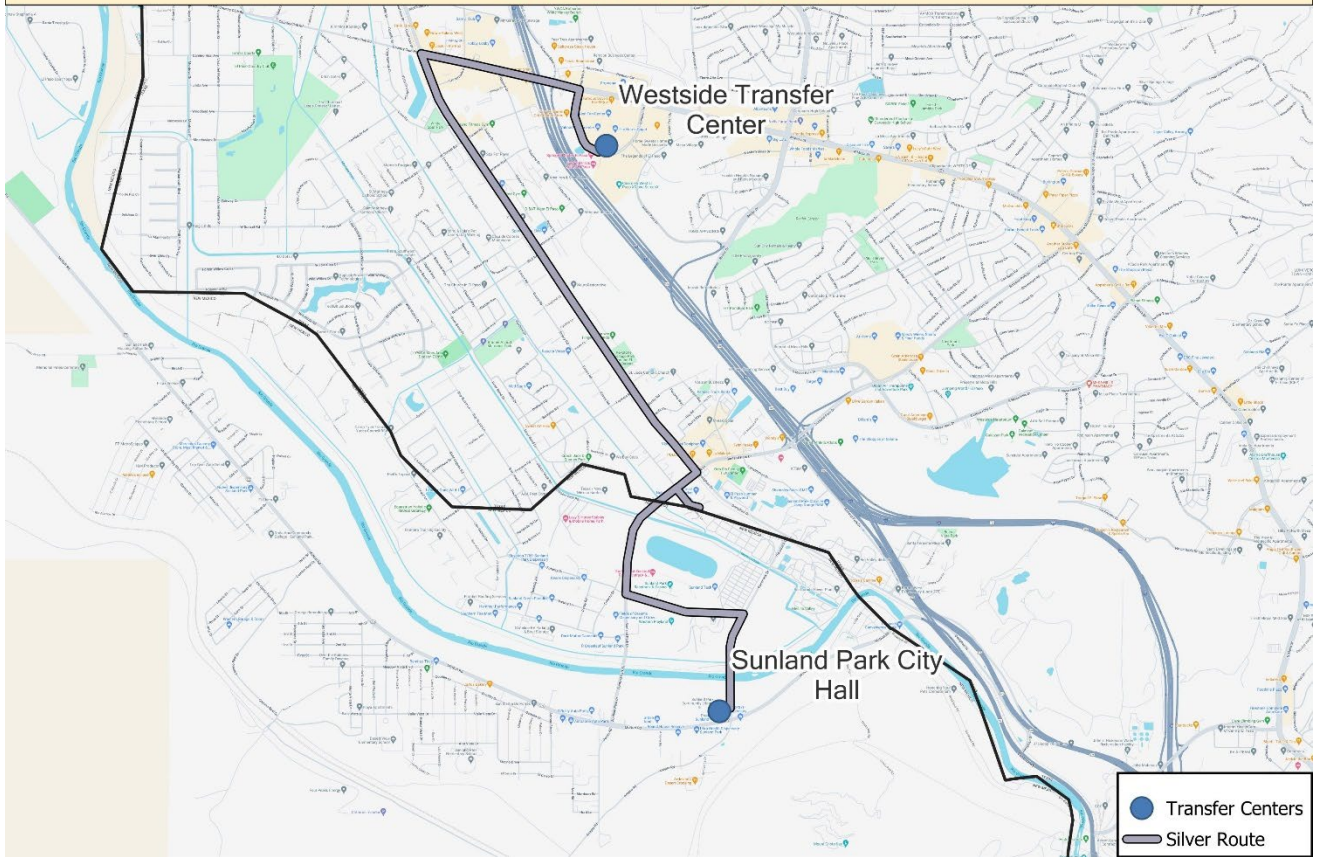
Purple Route



Yellow Route

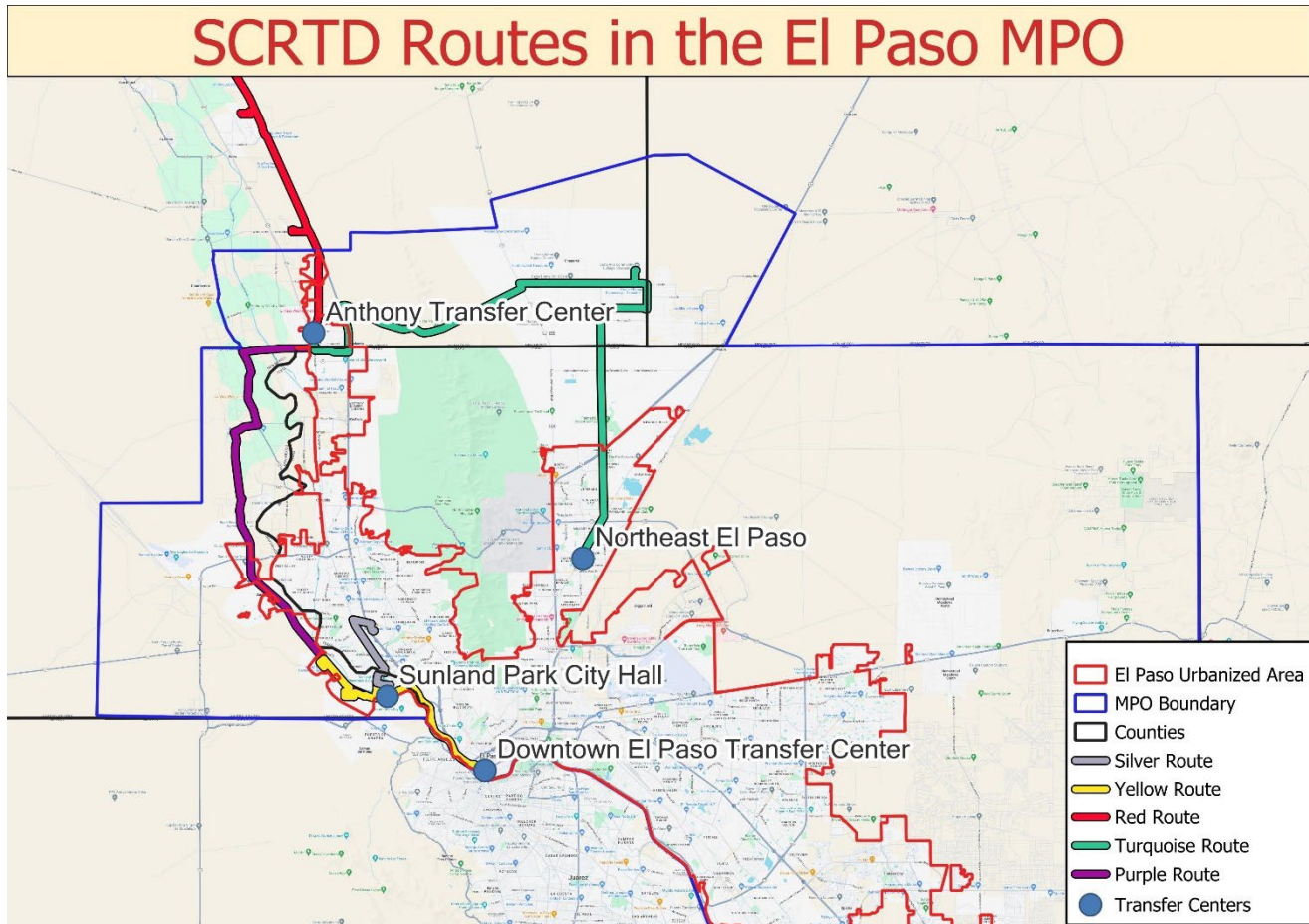


Silver Route



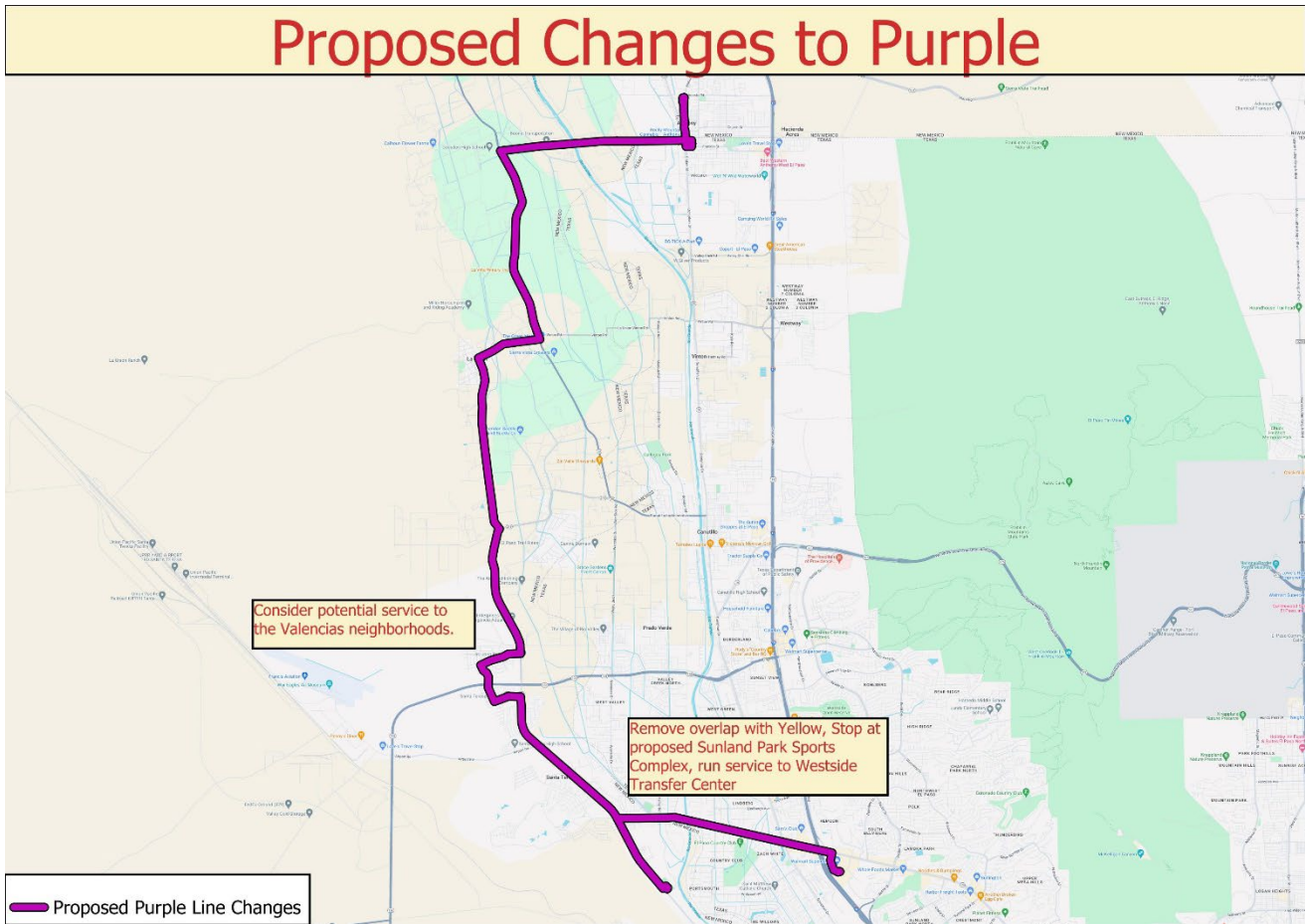
Appendix B: Modified or Added Routes

Three Year Plan – Bus Route Expansion



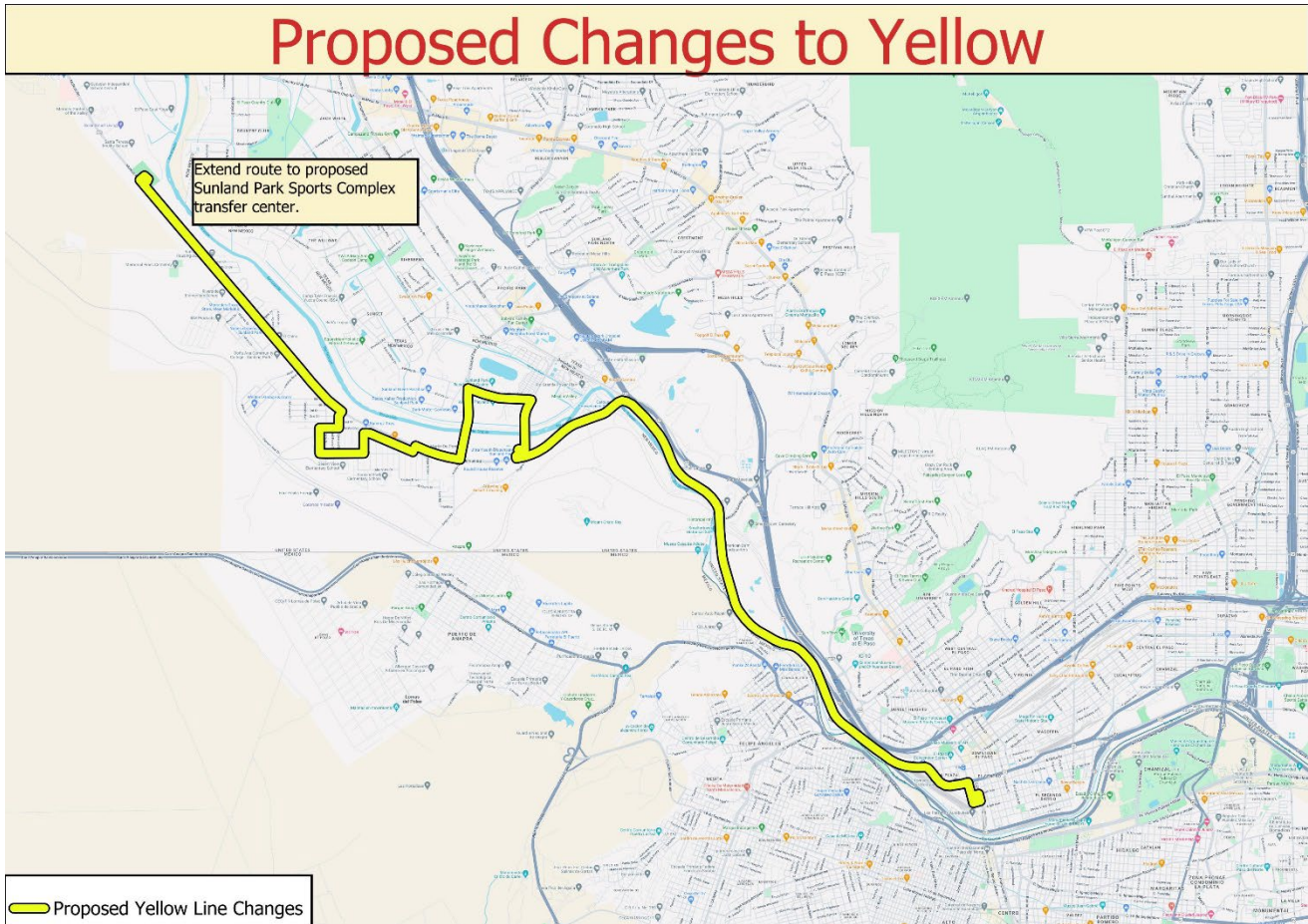
Modified Purple Route – 2023

Proposed Changes to Purple



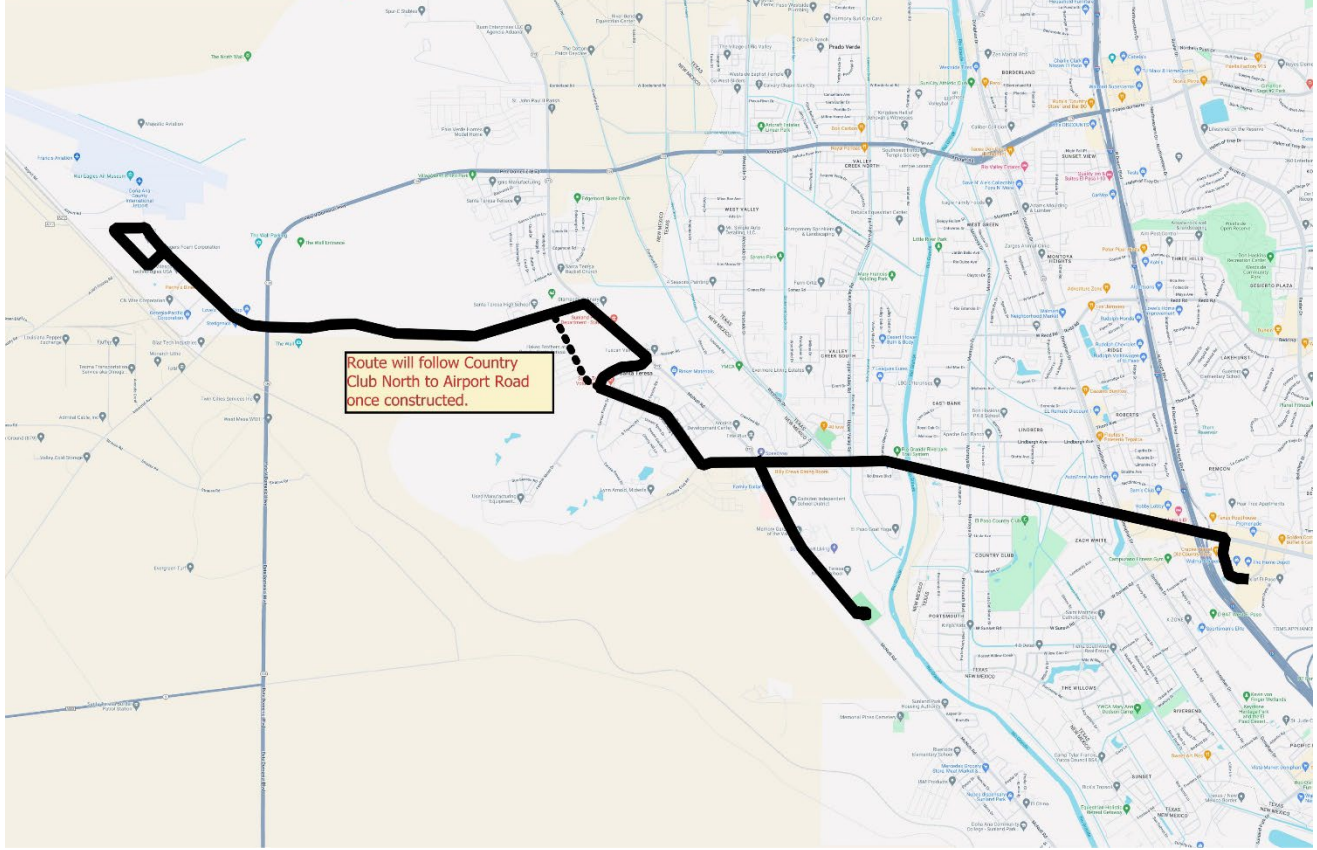
Modified Yellow Route – 2023

Proposed Changes to Yellow



Santa Teresa Route – Added 2025

Proposed Santa Teresa Route



Appendix C: Performance Evaluation Program

SCRTD has adopted the following measures, per the SunMetro Service Expansion Plan

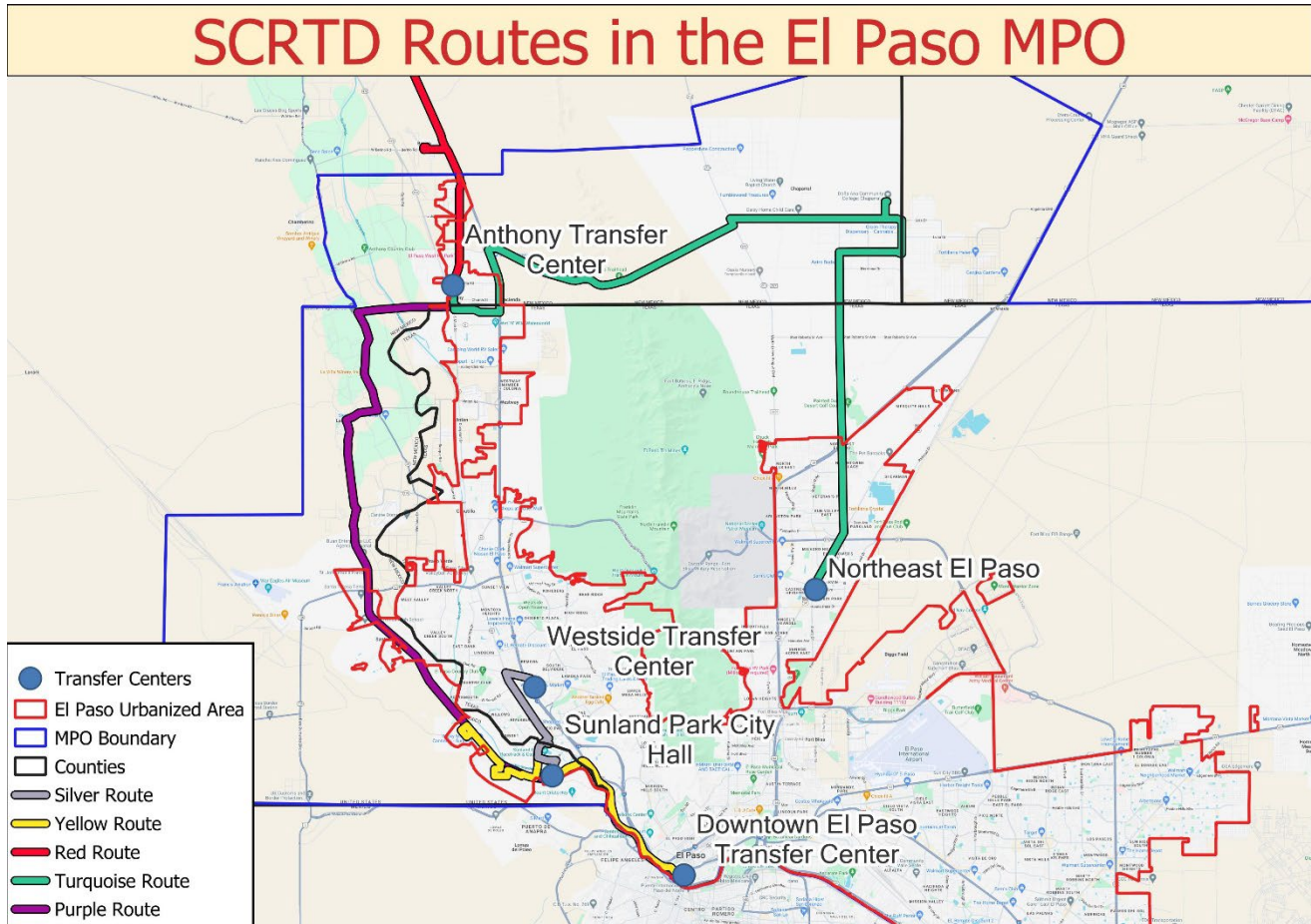
Metric	Goal
Ridership (annual growth)	5%
On-Time Performance	>95%
Passengers/Mile	0.15
Number of Vehicle Breakdowns	2/month
Microtransit Missed Trips	1%
Microtransit Delays	10%
Cost / Vehicle Mile	<\$3.50
Expenses/Passenger Trip	>\$22
Expenses/Mile	>\$4.50

Appendix D: Timeline Table

Sun Metro Service Expansion Policy (SEP)

<i>Item</i>	<i>Requirement</i>	<i>Time Period</i>
Service Expansion Proposals	Proposals from local government entities, including required resolution and TDP must be submitted to Sun Metro prior to a SEP agreement being executed	Accepted September 1 – March 30 for the following fiscal year
TDP Span	Complete TDP, per Appendix A and Appendix B	Must cover a three-year period
Funding	Resolution adopted by local government entity committing funding for service expansion	12-month funding period
SEP Agreement	Agreement between Sun Metro and local government entity for transit service expansion within the UZA	Executed following adopted resolution by a local government entity and completion of TDP
Section 5307 Funds Share Amounts	Calculation of shares will be performed annually by Sun Metro and presented to MTB	The director of Sun Metro will issue correspondence with share amounts following action by MTB for local government entities that have entered into a SEP agreement with Sun Metro
Split Letter	Sun Metro will submit a split letter to FTA to identify Section 5307 share of funding to a direct recipient	For new service, upon completion of TDP and execution of SEP agreement, for the following fiscal year; for continued service, upon receipt of the annual TDP update
TDP Update	Progress report, per Appendix B	Annually, on the anniversary of the executed SEP agreement with the local government entity
Policy Revision	The requestor must notify MTB, in writing, through the Director of Sun Metro, and MPO, through the Executive Director of MPO, and include the proposed revision	The director and Executive Director will have 90 days to review the revision and receive comments prior to recommending approval or denial by their respective boards; after board action, the Director will issue a revised policy within 30 days to local government entities that have entered into an SEP agreement with Sun Metro

Appendix E: Service Area Map



Appendix F: Minutes from Board Meeting

The minutes from the public meeting from April 27th, 2022 are attached below

[Insert PDF
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Appendix G: Resolution of approval

The signed resolution of adoption is attached below

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Appendix H: Title IV Plan

The SCRTD Title IV plan is attached below.

[Insert PDF
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Appendix I: NMDOT Transit Agency Rankings

The 2024 NMDOT Transit Agency Rankings are attached below.

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