



South Central Regional Transit District 10 Year Plan

March 2026



Welcome
Bienvenido



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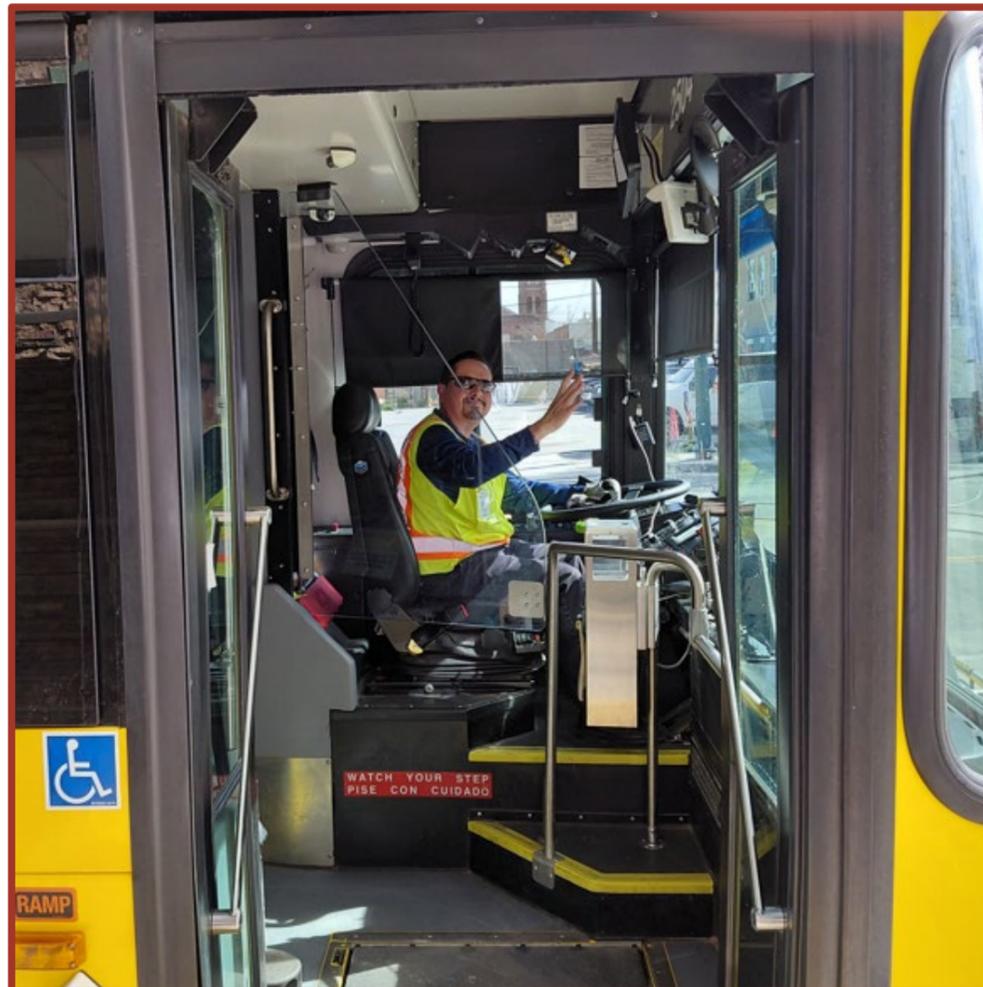
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Study Elements



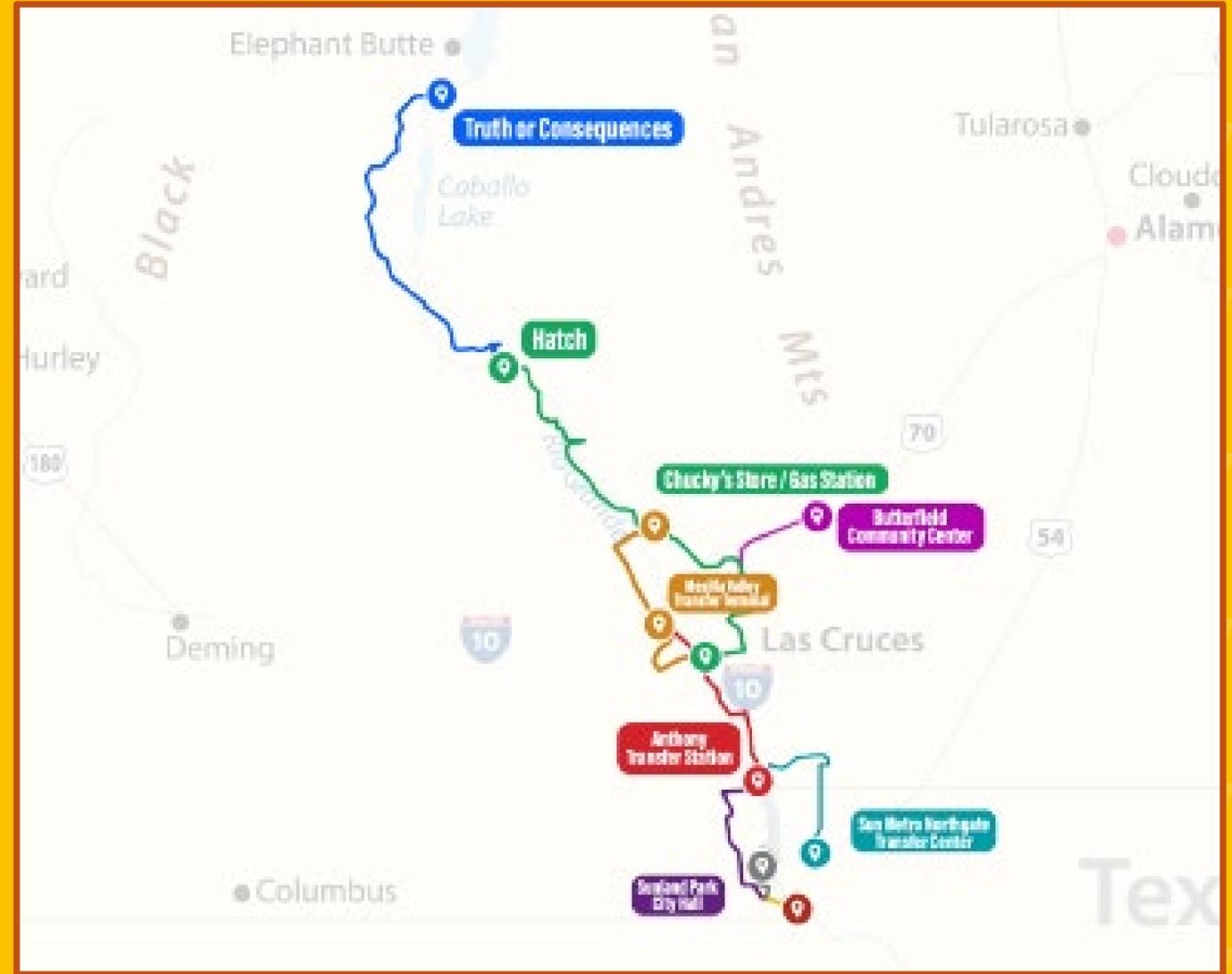
1. SCRTD Comparison to Industry & Peers

3. Public Outreach Findings



2. Review of Current Conditions

4. Provide Future Recommendations



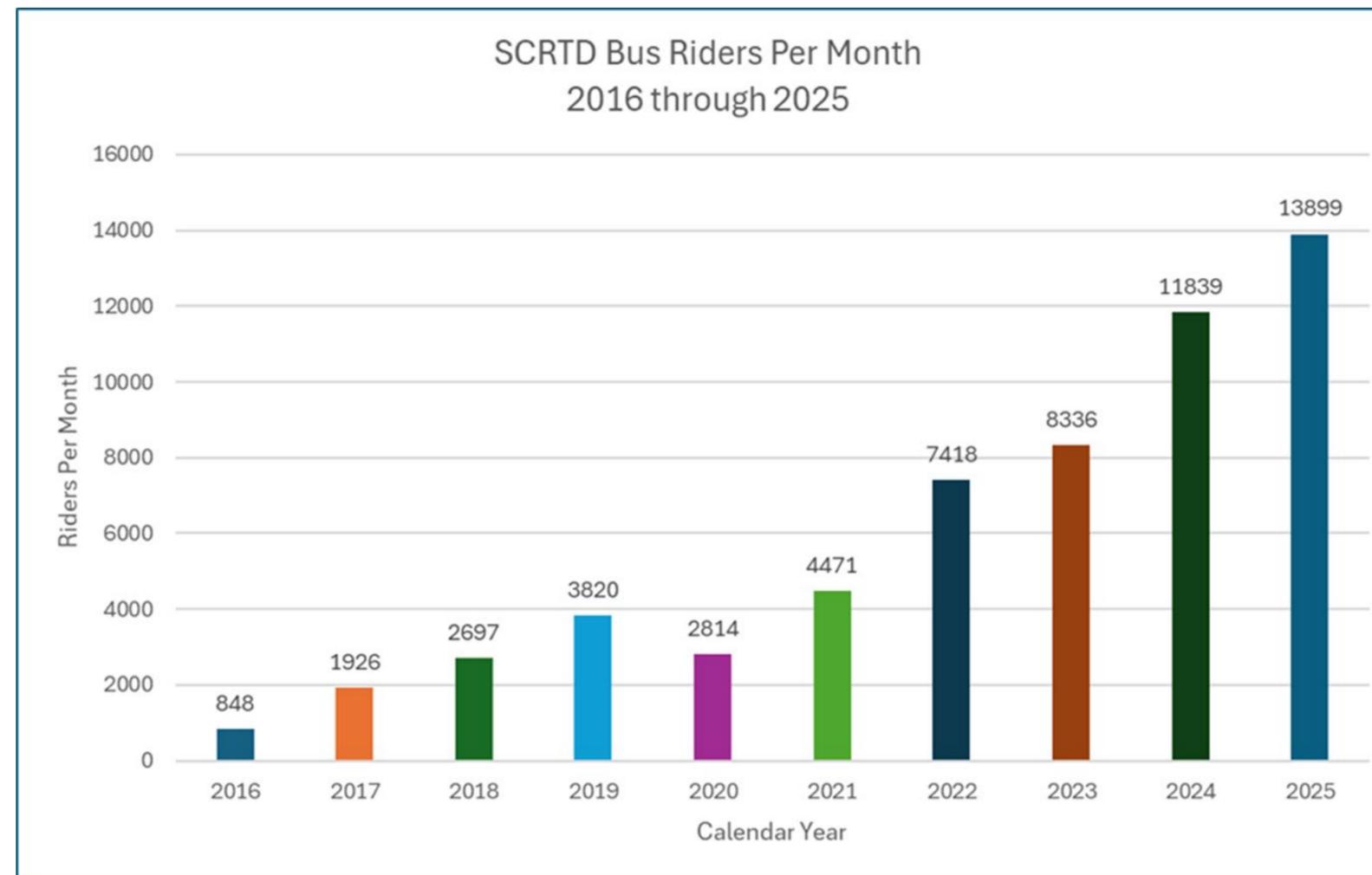
SCRTD Service Area & Routes



Assessment of Current Conditions



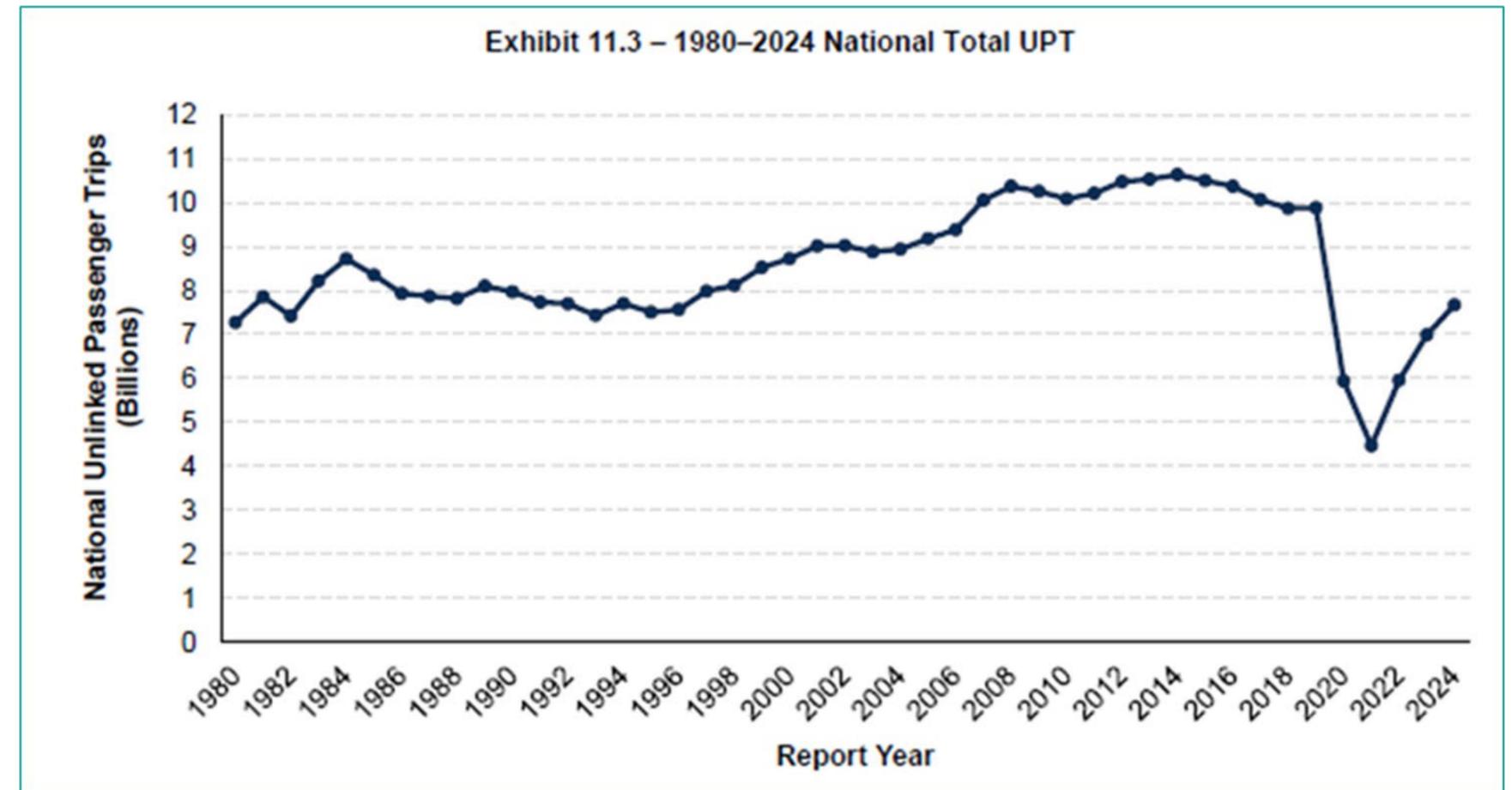
- *Continuous growth in ridership shows continuing efforts to expand services.*



Comparison to National Averages & Peers



- *SCRTD growth contrasts with slowly recovering national transit trends.*
- *In comparison to its Peers:*
 - *SCRTD is 29% lower in average cost per vehicle hour*
 - *SCRTD is 31% lower in average cost per passenger trip*



SCRTD REVENUE VEHICLE INVENTORY		
VEHICLES	Number In Group	Vehicle Type
2016	4	Cutaway
2020	3	Cutaway
2021	2	Bus
2022	1	Van
	1	Bus
2023	1	Van
	6	Cutaway
2024	3	Cutaway
	1	Van
2025	5	Bus
	4	Cutaway
	5	Van
2026	2	Bus
Total Vehicles	38	

Current fleet averages 3.13 years of age

Sufficient vehicles to support current & upcoming services

Vehicles exceeding their useful life are being retired



Revenue Vehicles



Most projected future vehicle replacement cost impacts are more than a decade away.

Projected Vehicle Replacement Needs by Year

YEAR	2026	2028	2031	2032	2034	2035	2036	2037	2044	2045
# of Vehicles	6	2	2	4	2	2	3	9	2	3
Cost Per Year	\$6,458,000	\$328,000	\$442,000	\$770,000	\$328,000	\$214,000	\$549,000	\$3,340,000	\$2,142,000	\$4,095,000
20 Year Total Project Vehicle Cost = \$18,666,000										



Future Vehicle Cost Projection



Sunland Park Facility

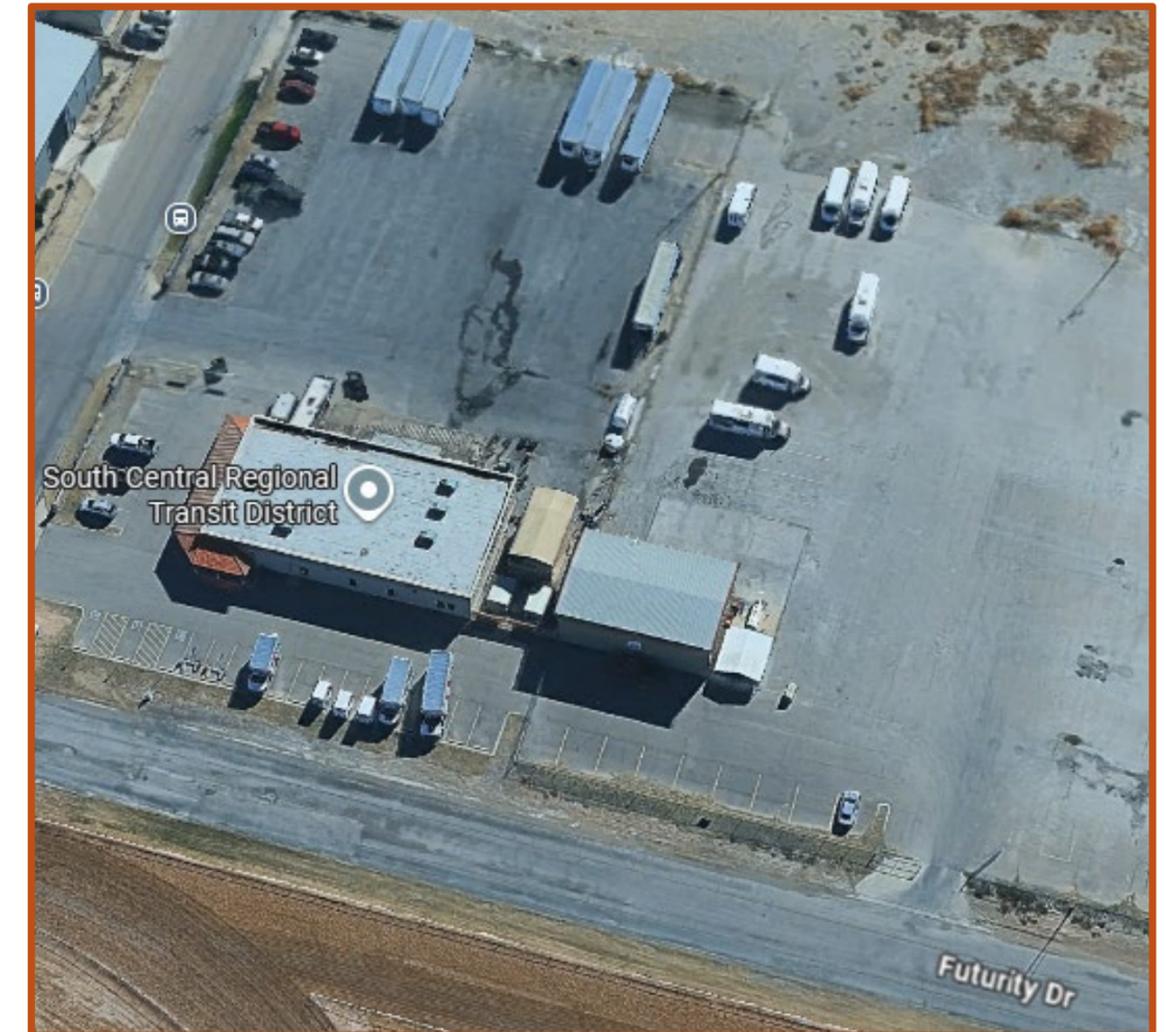


- ***Benefits***

- *Large site size allows for future expansion*
- *Quality office space with extra room*
- *Existing maintenance shop*

- ***Needs***

- *Expanded maintenance shop capabilities*
- *Better facilities for washing buses*
- *Possible bus fueling & cleaning facilities*



Anthony Garage



- ***Benefits***

- ***Convenient location for bus routes***
- ***Existing Maintenance Shop***
- ***Office & Driver Dispatch Areas***

- ***Needs***

- ***More Space for Parking***
- ***Larger Maintenance Shop***
- ***Space for Battery Charging***



SCRTD Current Facilities Recommendations



- *Pursue Las Cruces site for future administrative, maintenance and parking facility*
- *Evaluate future usefulness and purposes for Anthony site*
- *Expand maintenance related functionality at the Sunland Park facility*

Demographic Projections



- *Sunland Park / Santa Teresa area will have significant population and employment growth over the next 30 years.¹*
- *The area along McNutt in Sunland Park is a key future need area for transit services.¹*
- *Doña Ana County will continue to grow steadily over the next thirty years.²*
- *There will be significant growth in 65 and over population over the next 20 years.²*

¹ El Paso MTP Destino 2045

² Doña Ana County Long Term Regional Plan: "One Valley, One Vision 2040"

Recent Area Growth Trends



Annual Estimates of the Resident Population for Counties in New Mexico: April 1, 2020 to July 1, 2024							Population Change Per Year
Geographic Area	April 1, 2020 Estimates Base	Population Estimate (as of July 1)					
		2020	2021	2022	2023	2024	
United States	331,515,736	331,577,720	332,099,760	334,017,321	336,806,231	340,110,988	0.65%
New Mexico	2,117,555	2,118,606	2,117,333	2,113,868	2,121,164	2,130,256	0.15%
Doña Ana County, New Mexico	219,566	220,069	221,756	223,604	226,534	229,366	1.12%
Otero County, New Mexico	67,836	67,866	68,499	68,650	69,354	69,711	0.69%
Sierra County, New Mexico	11,576	11,565	11,524	11,485	11,535	11,389	-0.40%
Texas	29,145,505	29,145,505	29,527,941	30,029,572	30,503,301	31,290,831	1.84%
El Paso County, Texas	678,959	679,382	678,546	679,247	681,573	681,723	0.10%
this product (Data Management System (DMS) number: P-6000042 and P-7501659. Disclosure Review Board (DRB) approval number: CBDRB-FY 25-0078).							
estimates methodology statements, see https://www.census.gov/programs-surveys/popest/technical-documentation/methodology.html . All geographic boundaries for the							
Suggested Citation:							
Annual Estimates of the Resident Population for Counties in New Mexico: April 1, 2020 to July 1, 2024 (CO-EST2024-POP-35)							
Source: U.S. Census Bureau, Population Division							
Release Date: March 2025							

Reasons for individual route ridership trends



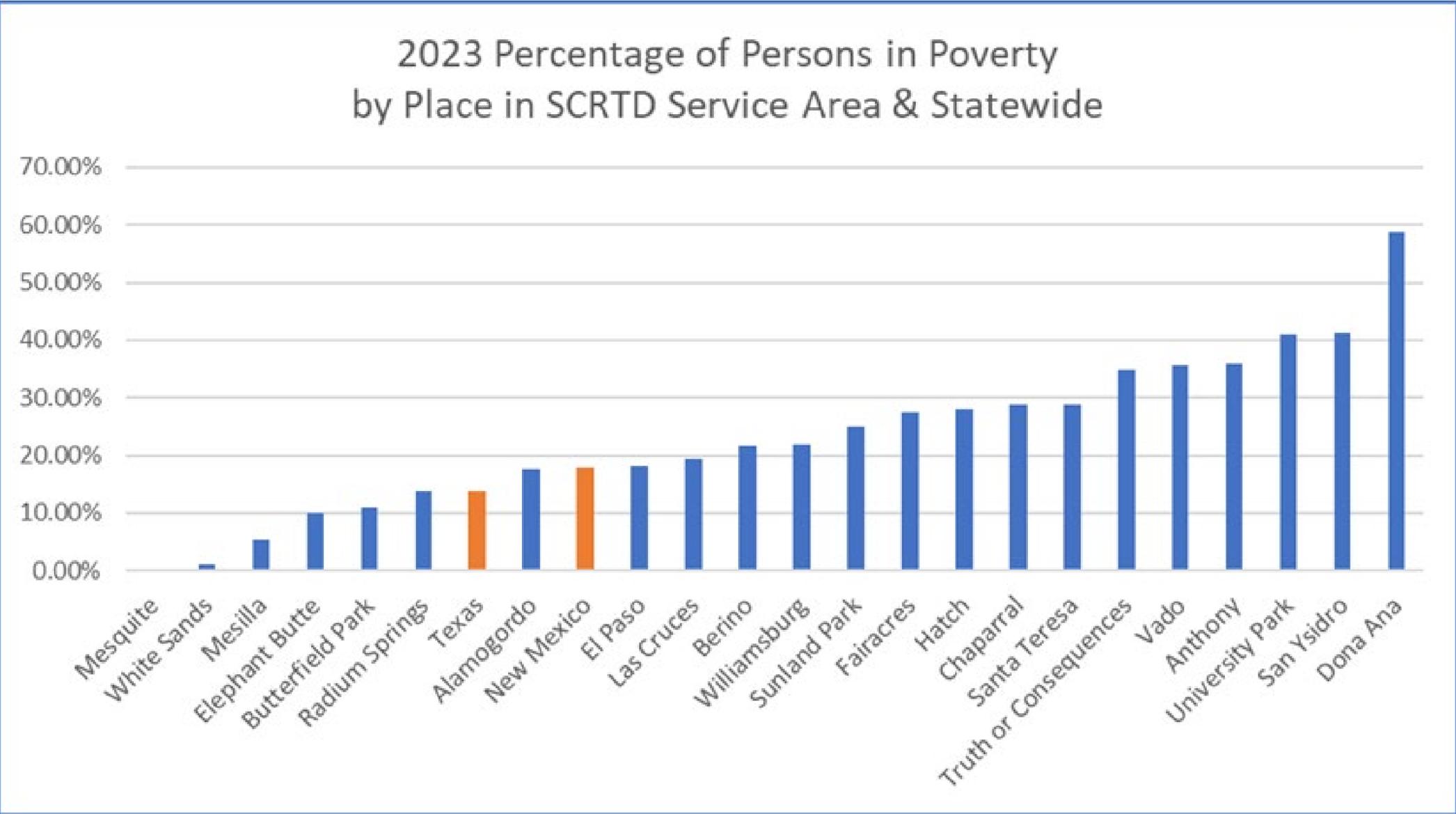
- *Population, population density and average household income are reflected in SCRTD bus ridership levels.*

SCRTD Bus Route Name	Census Tract Population along bus route	SCRTD Bus Route Name	Census Tract Population Density per Square Mile
Turquoise	69,442	Magenta	3357.45
Magenta	58,581	Green	2726.31
Green	55,435	Silver	2572.53
Red	36,883	Yellow	2542.05
Purple	35,140	Turquoise	2505.95
Silver	24,972	Red	1875.55
Copper	23,406	Copper	1340.39
Yellow	12,199	Purple	1332.80
Blue	9,019	Blue	656.57

SCRTD Bus Route Name	Percent Households - Income Less than \$50,000
Yellow	69.23%
Blue	63.63%
Red	61.75%
Purple	52.56%
Turquoise	49.84%
Copper	47.34%
Magenta	45.89%
Green	45.77%
Silver	41.55%

SCRTD Bus Route Name	Percent Households - Income Less than \$10,000	Percent households - Income \$10,000 - \$14,999
Yellow	18.53%	14.08%
Red	11.69%	9.55%
Blue	11.53%	9.63%
Purple	11.08%	9.20%
Green	9.30%	3.99%
Magenta	8.57%	5.94%
Turquoise	8.14%	7.28%
Silver	7.05%	7.23%
Copper	6.76%	6.81%

Comparison of local areas to bi-state averages.





South Central Regional Transit District Survey Results

February 2026



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Bienvenido



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1

Inform you about South Central Regional Transit District (SCRTD) Improvements based on Survey Insights

2

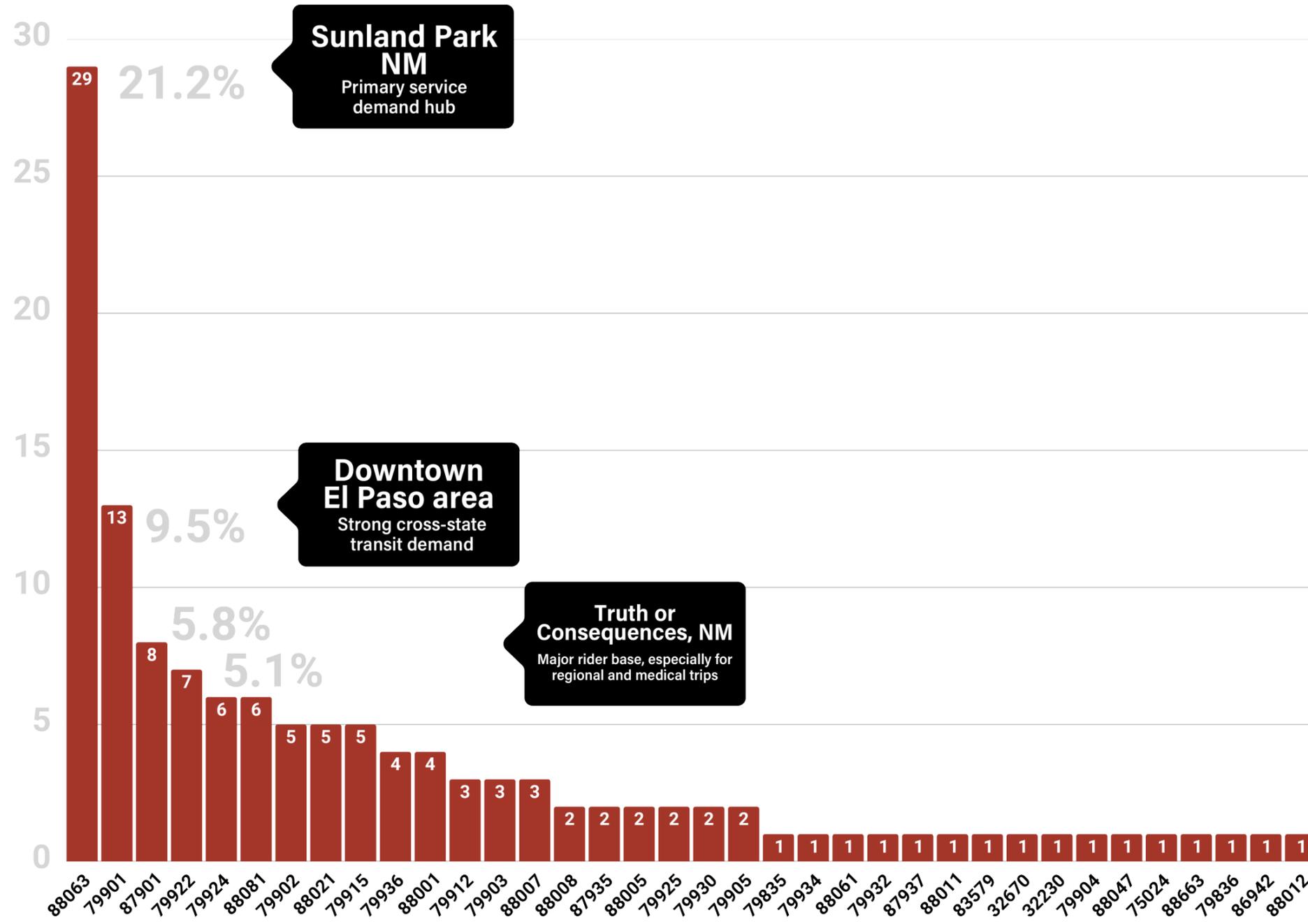
To communicate the rider's needs and experiences to improve SCRTD strategies.



Survey Purposes



Zip Codes of Respondents' Residence

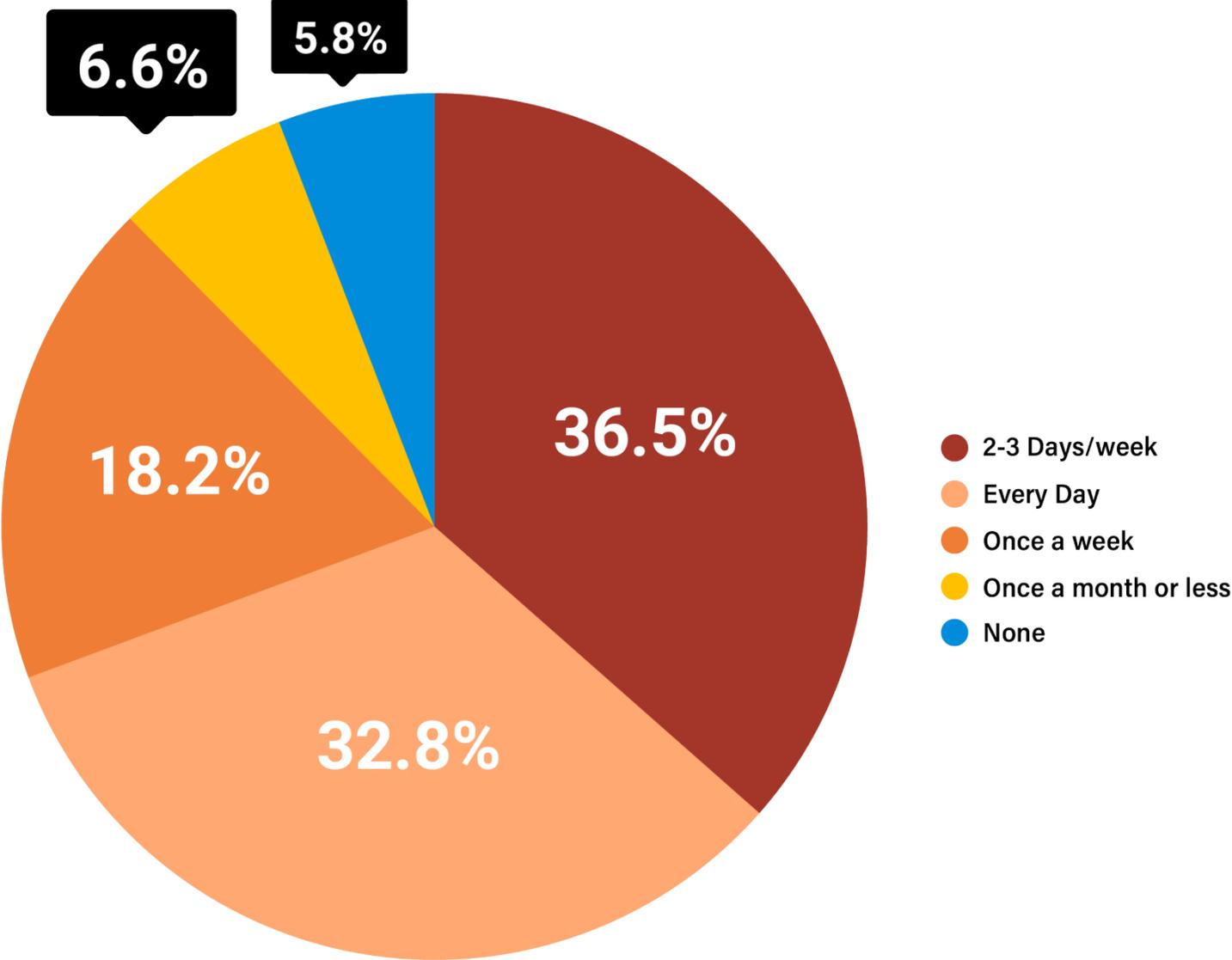


Sunland Park NM
Primary service demand hub

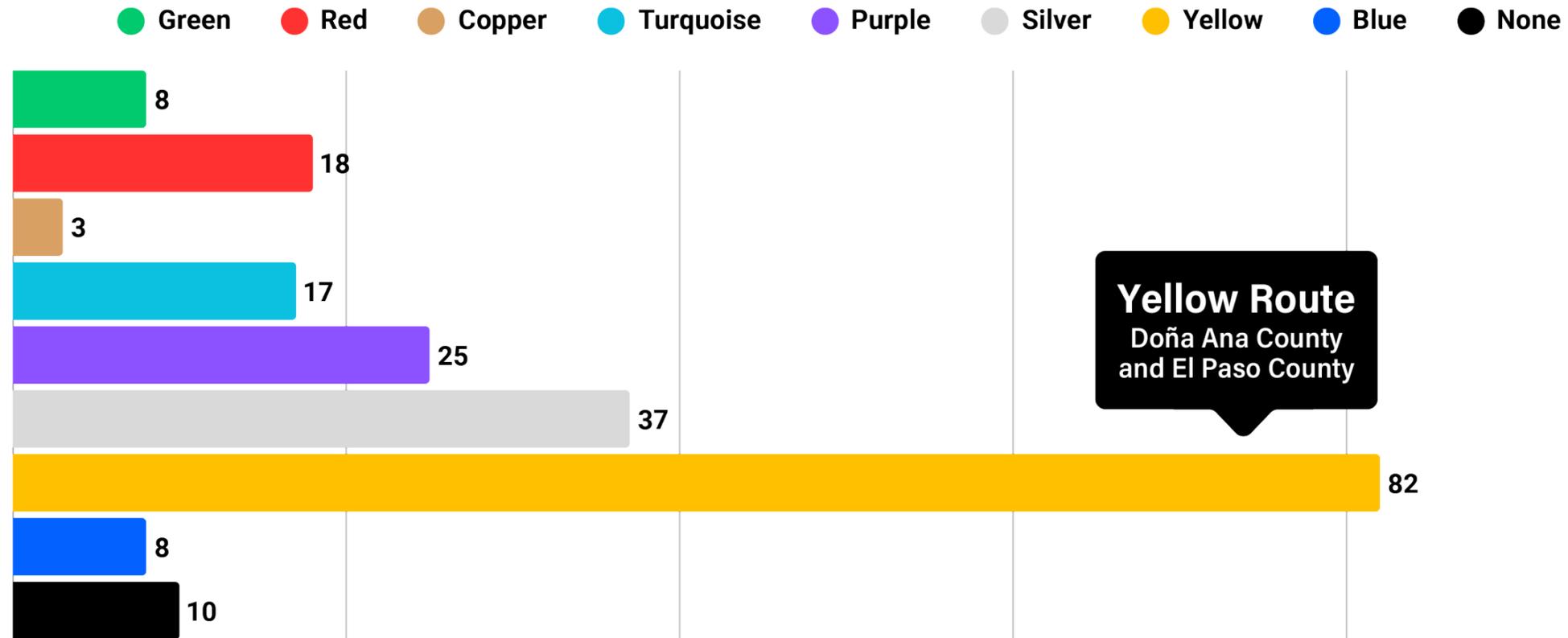
Downtown El Paso area
Strong cross-state transit demand

Truth or Consequences, NM
Major rider base, especially for regional and medical trips

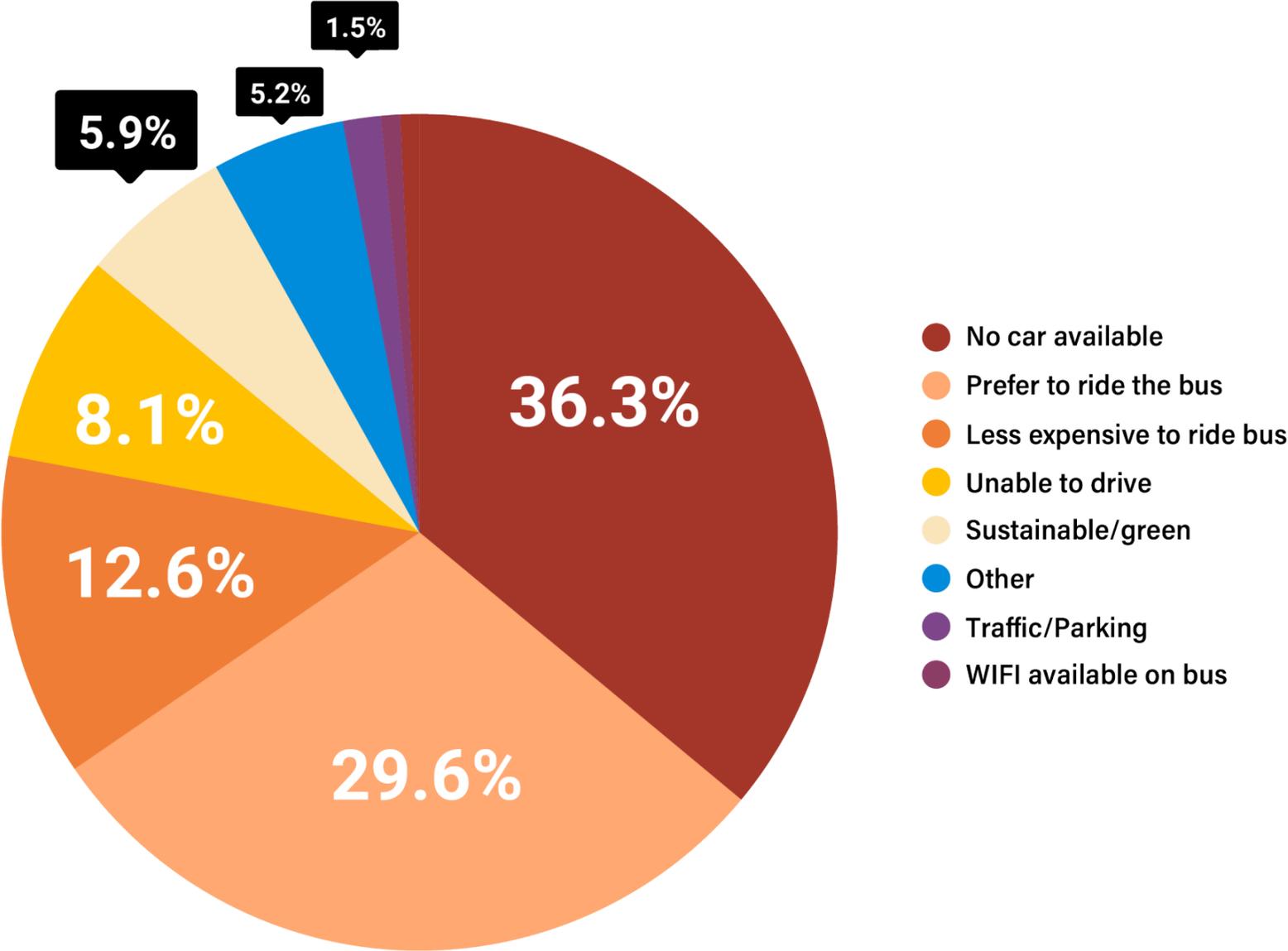
How Often They Ride SCRTD?



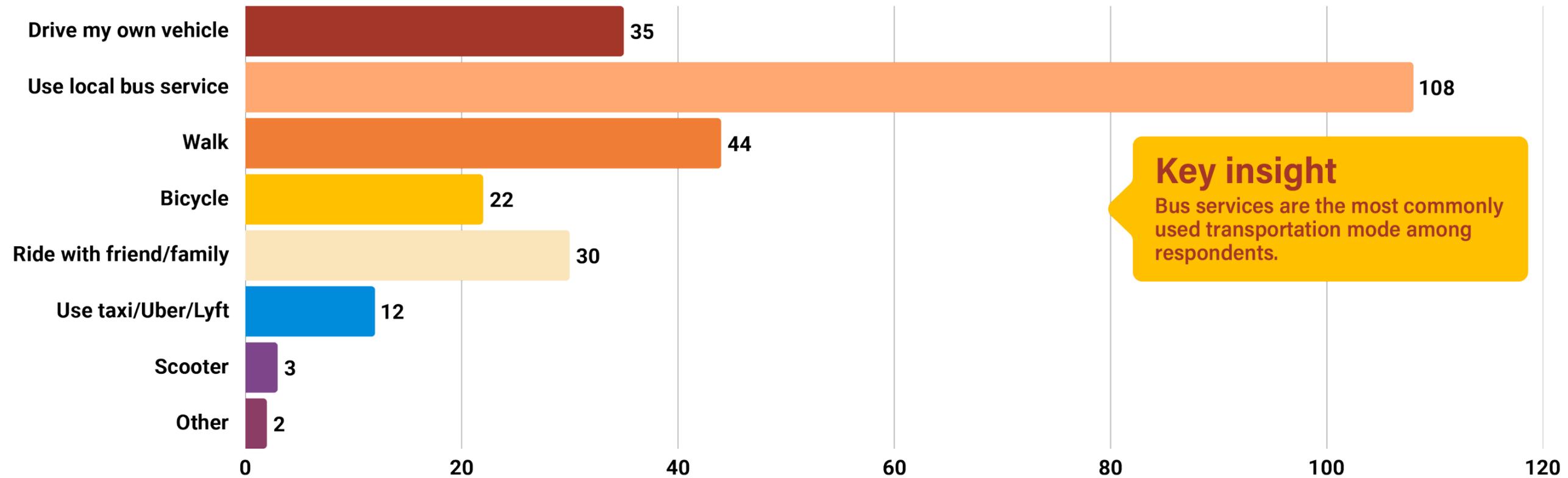
SCRTD Bus Route(s) They Ride



Why Respondents Use the Bus



Transportation Modes Used by Respondents



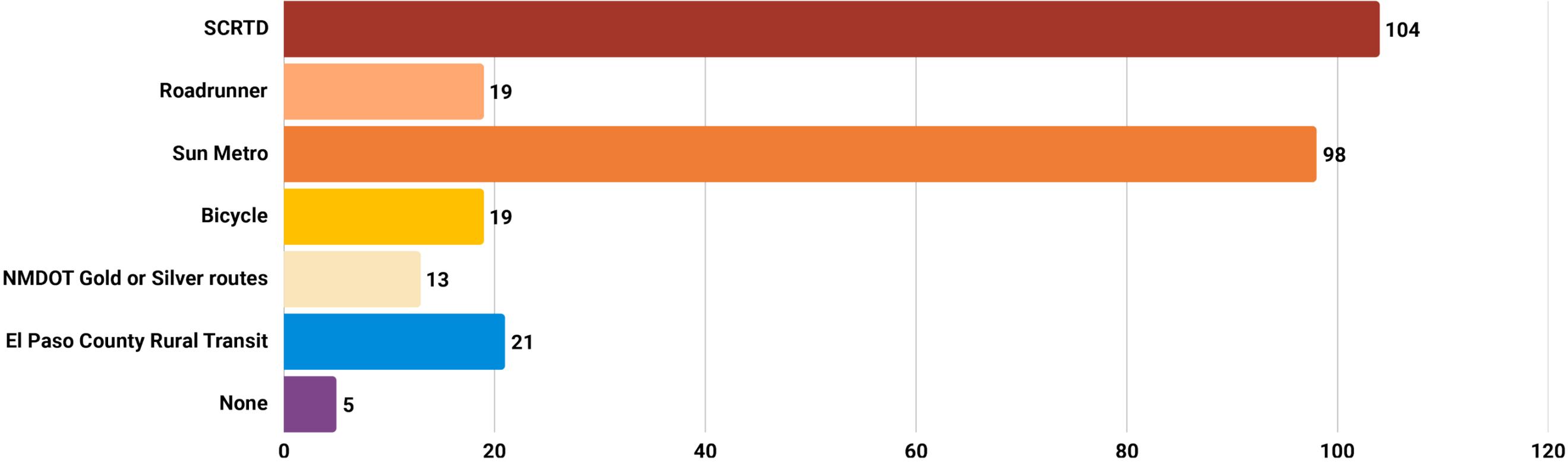
Key insight
Bus services are the most commonly used transportation mode among respondents.

The high reliance on bus transit and walking indicates that many respondents depend on non-vehicle transportation, highlighting the importance of reliable and accessible public transit service.

Local Transit Services Used by Respondents



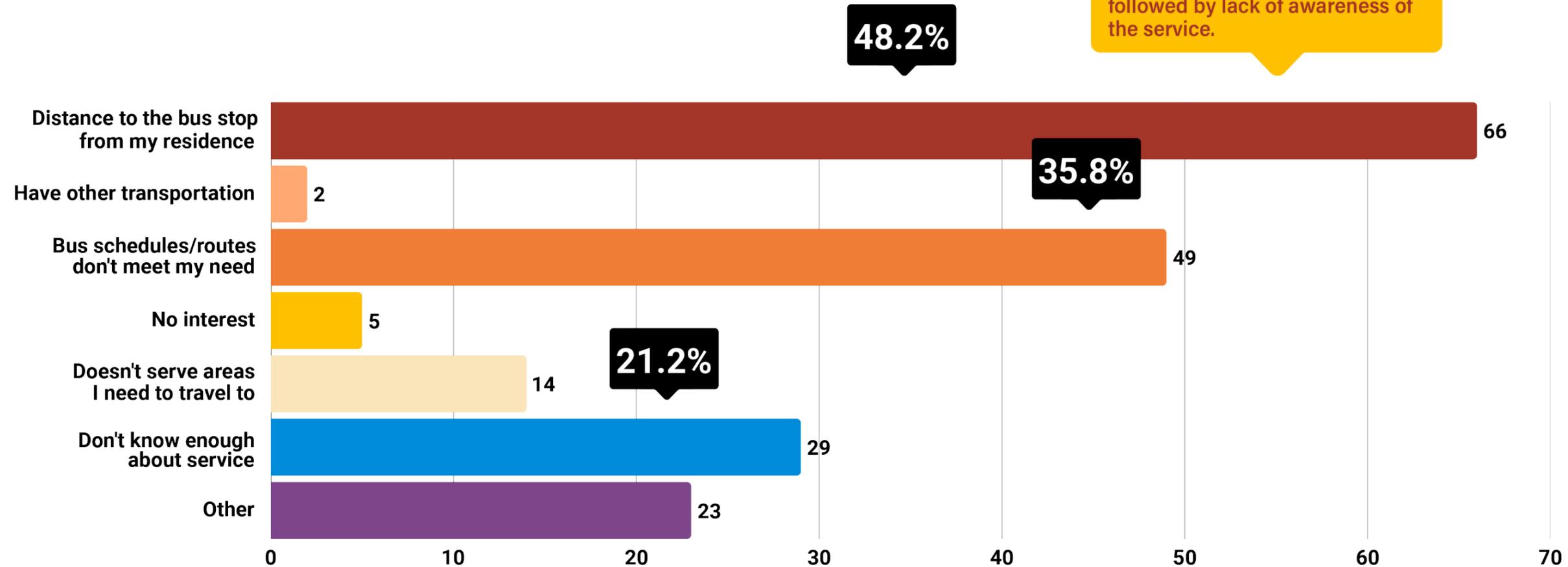
Key insight
SCRTD is the most used transit service, followed by Sun Metro.



Major Barriers to Using SCRTD Bus Service



Key insight
Distance to stops and inadequate schedules are the top barriers, followed by lack of awareness of the service.



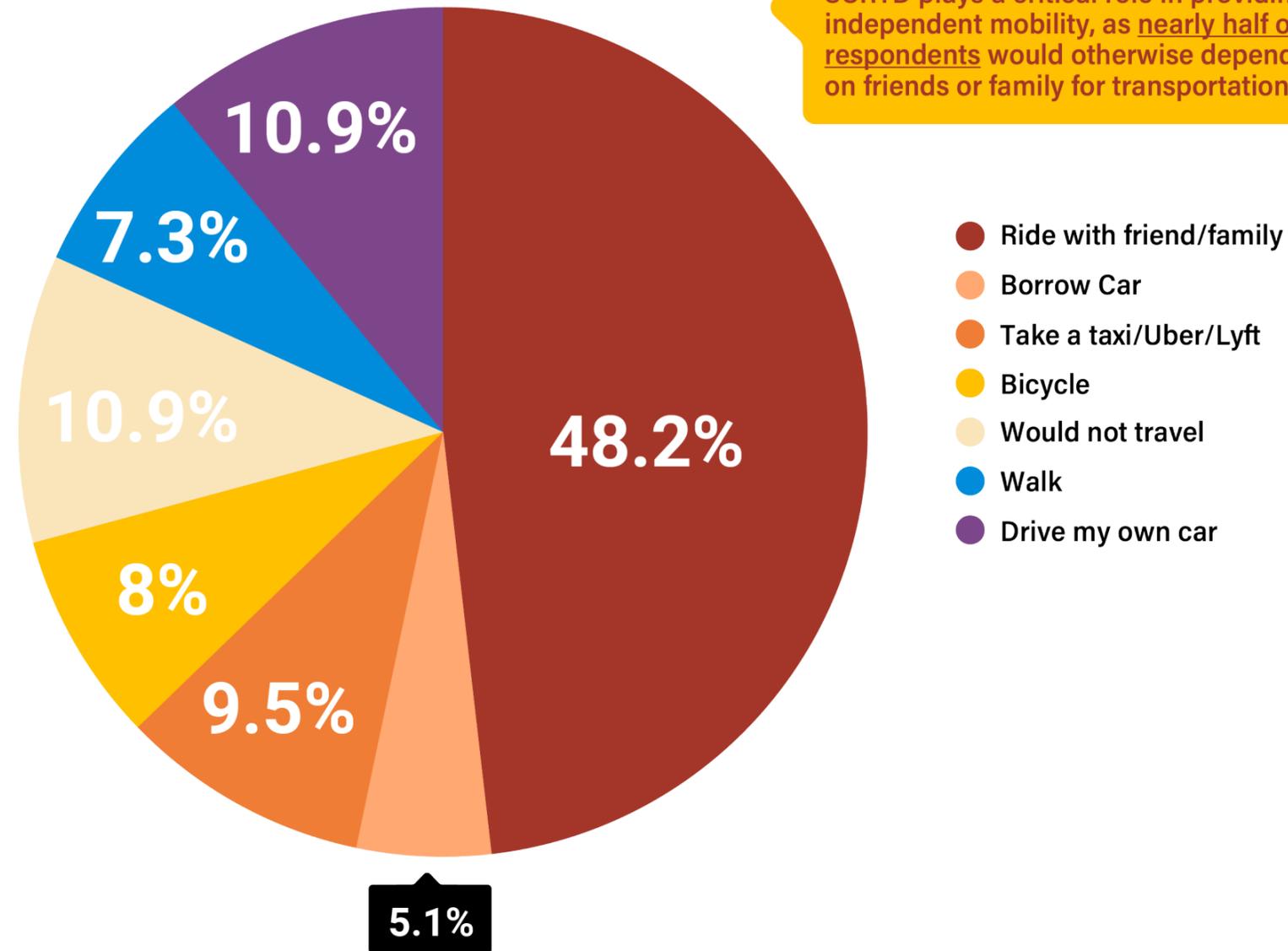
The most significant barriers preventing respondents from using SCRTD bus service are distance to bus stops and schedules/routes that do not meet their needs. A third major barrier is lack of awareness or information about the service.

Alternative Transportation if SCRTD Were Not Available

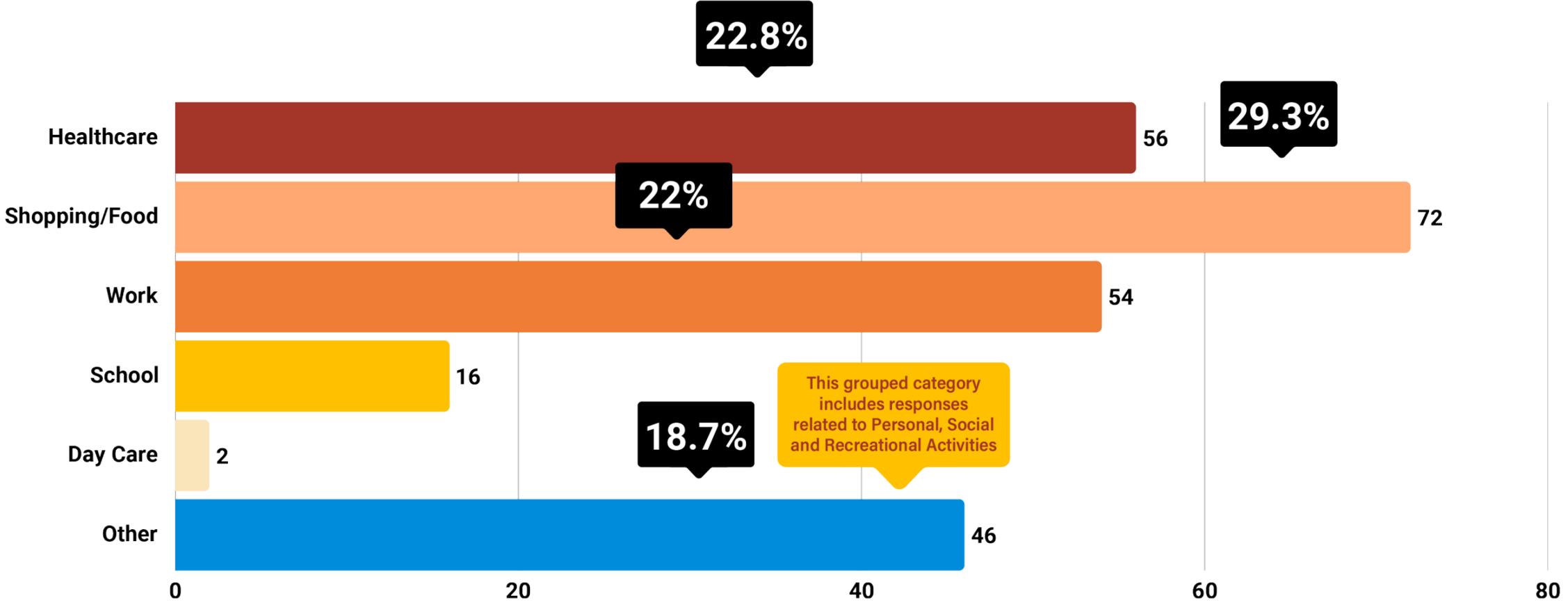


Key insight

SCRTD plays a critical role in providing independent mobility, as nearly half of respondents would otherwise depend on friends or family for transportation.

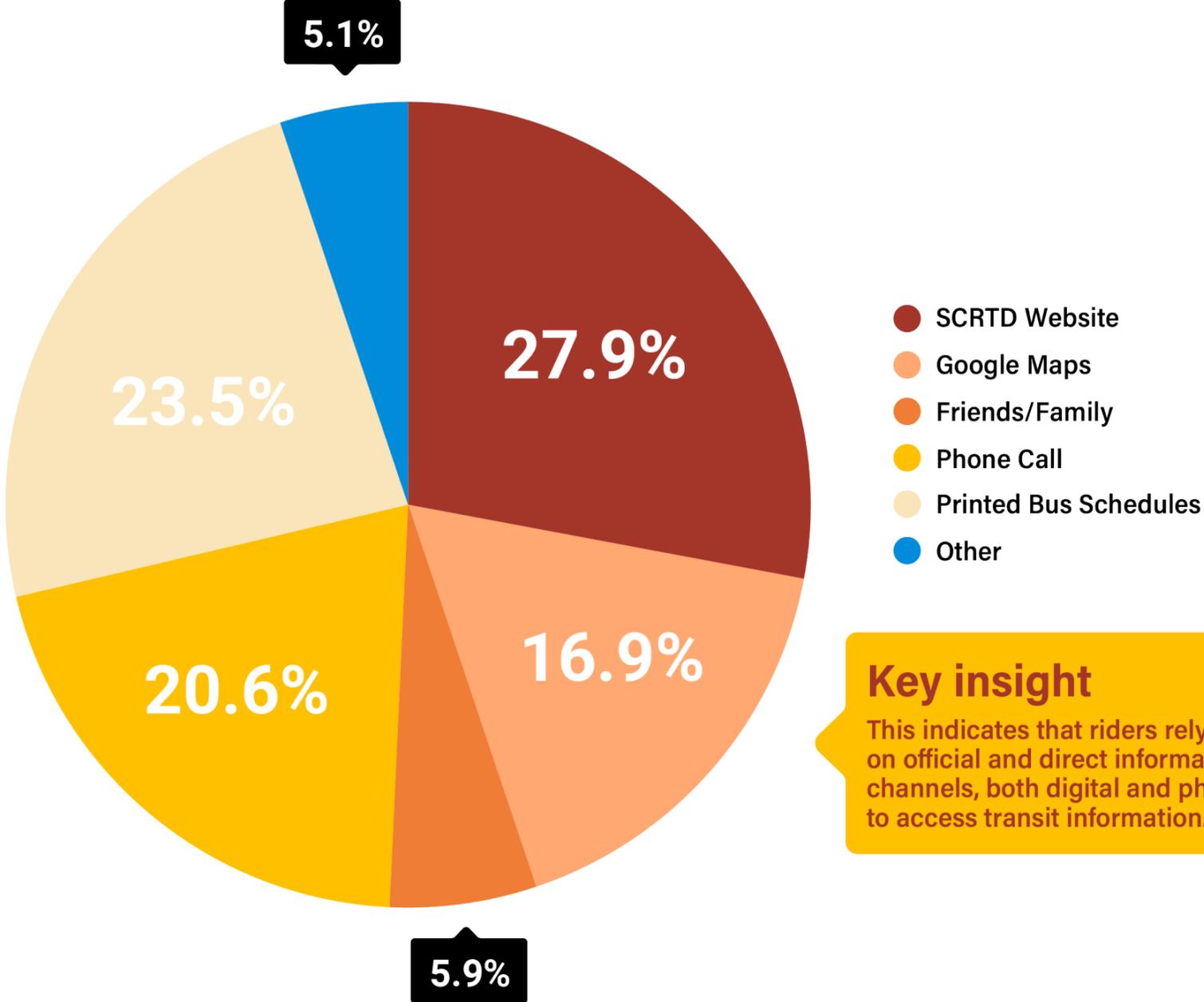


Primary Destinations Accessed via SCRTD Bus Service



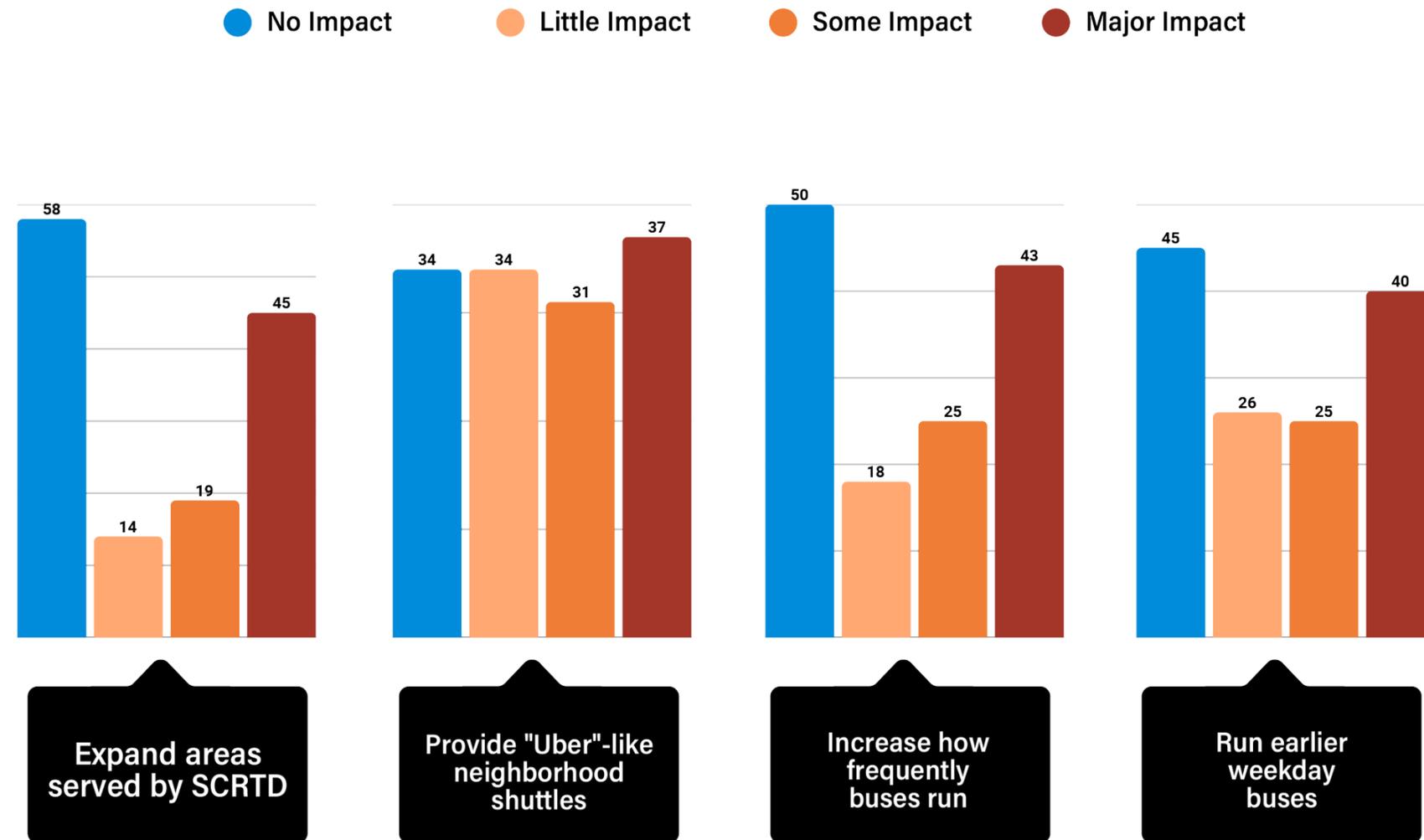
SCRTD supports both essential life activities (healthcare, work, shopping) and quality-of-life trips (social, personal, and recreational destinations). This demonstrates that SCRTD is not only a transportation service, but a critical resource supporting independence and community participation.

Preferred Methods for Finding Transit Information



Key insight
This indicates that riders rely primarily on official and direct information channels, both digital and physical, to access transit information.

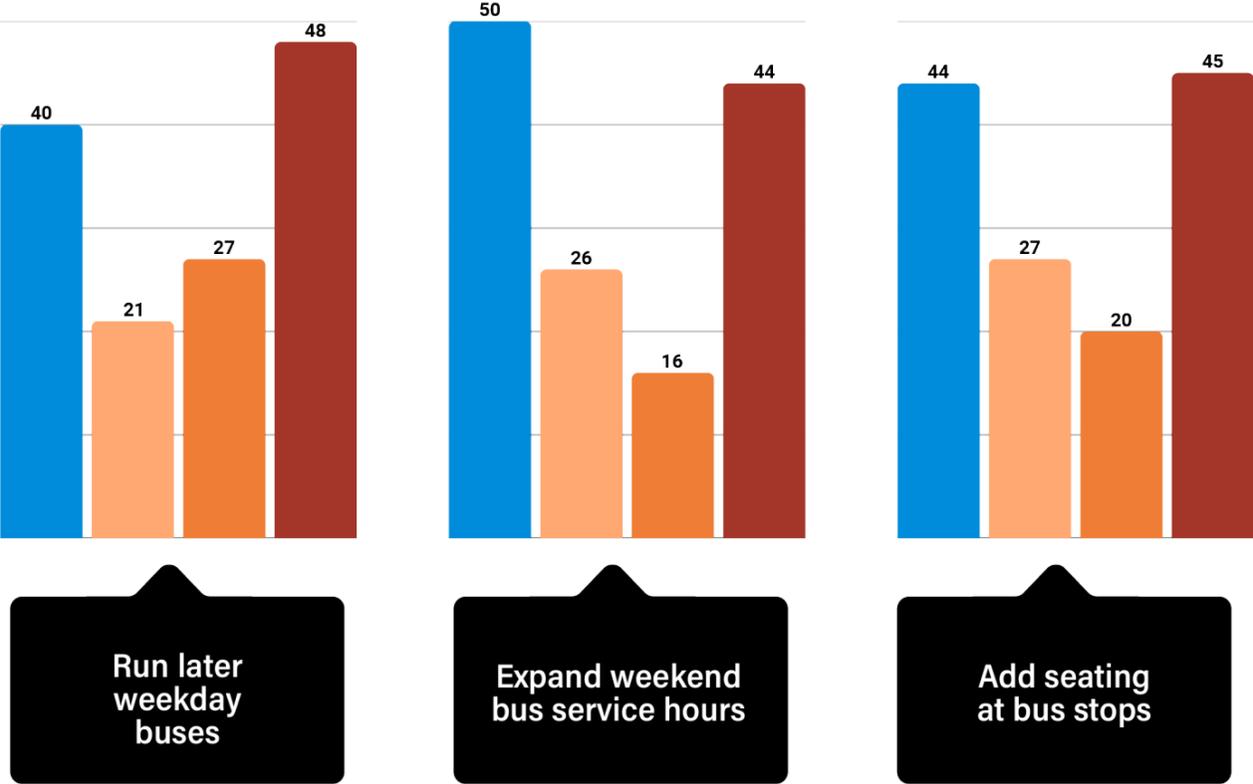
Improvements Most Likely to Increase SCRTD Usage



Improvements Most Likely to Increase SCRTD Usage



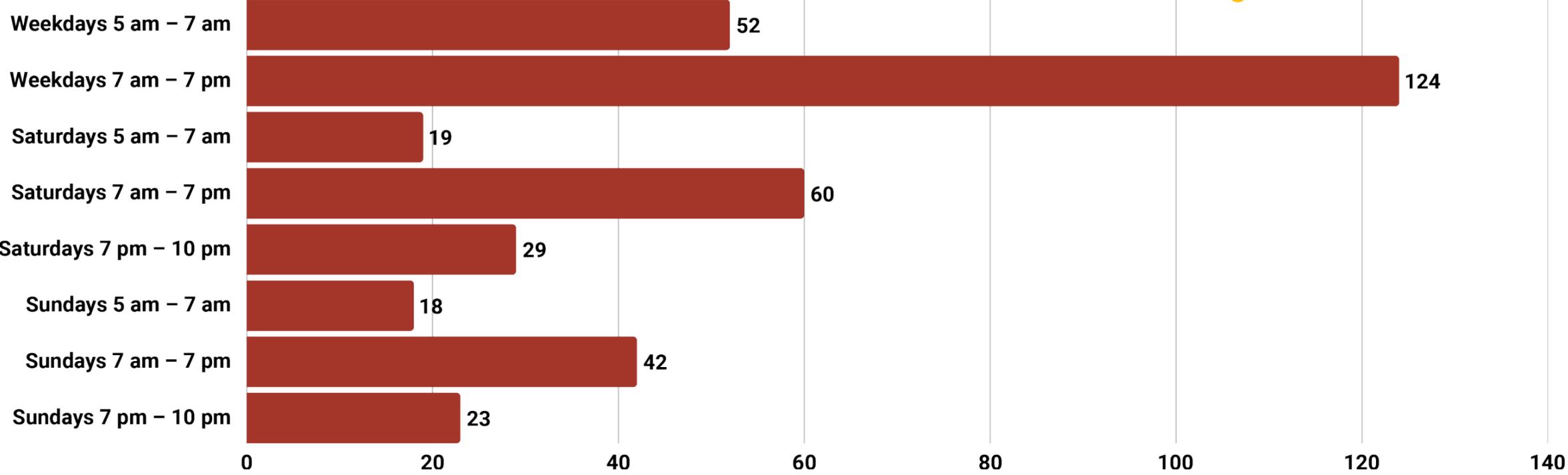
● No Impact ● Little Impact ● Some Impact ● Major Impact



Most Important Service Hours for SCRTD Riders



Key insight
SCRTD is primarily used as an essential weekday mobility service. Core service demand period.



5

Core Improvements Priorities Identified

Top Rider Suggestions for Improving SCRTD Service



MOST REQUESTED

1. Increase Service Frequency

Riders want buses to run more often to reduce wait times and improve reliability.

Examples from responses:

- “More frequent bus routes”
- “Need more frequent hourly runs”
- “Que pasen más seguido”

Key Insight: Frequency improvements would significantly enhance service usability.

HIGH PRIORITY

2. Extend Service Hours

Many riders requested earlier morning, later evening, and weekend service.

Examples from responses:

- “Longer hours of service”
- “Need early morning ride”
- “Earlier bus from North Gate”

Key Insight: Current service hours do not fully support work schedules and essential travel.

HIGH PRIORITY

3. Expand Routes and Coverage

Riders requested additional routes and expanded service areas.

Examples from responses:

- “More buses for Anthony, NM”
- “Extend routes”
- “Add stops in Chaparral”

Key Insight: Coverage gaps limit access to essential destinations.

5

Core Improvements Priorities Identified

Top Rider Suggestions for Improving SCRTD Service



HIGH PRIORITY

4. Improve Bus Stop Accessibility and Infrastructure

Many riders requested better stop locations and improved amenities.

Examples from responses:

- “Bus stops need seating and shade”
- “Benches at all stops”
- “Canopy at bus stops”

Key Insight: Stop accessibility and comfort affect usability, especially for seniors and disabled riders.

MODERATE PRIORITY

5. Improve Communication and Rider Information

Riders want easier access to service information.

Examples from responses:

- “Add an app”
- “Better communication about routes”
- “Put signs at bus stops”

Key Insight: Improved communication could increase awareness and ridership.

Service Needs and Opportunities

Requested New Transit Destinations



- Las Cruces is the primary regional destination, highlighting the importance of strong connectivity to this hub.
- There is clear demand to expand service coverage in underserved communities such as Elephant Butte, Chaparral, Anthony, and Santa Teresa.
- Access to healthcare is one of the most critical transportation needs among riders.
- Riders would benefit from more direct routes and improved regional connectivity.
- Public transit plays a vital role in enabling access to essential daily destinations, including healthcare, education, and shopping.

Key Insight: Riders identified strong demand for improved access to essential destinations, particularly hospitals, schools, shopping areas, and regional hubs such as Las Cruces. There is also a need for better connectivity between communities, additional local stops, and more direct routes to reduce travel barriers.

Summary



A

SCRTD is an essential service, with riders relying on it primarily for healthcare, work, and daily needs. Many would otherwise depend on friends or family for transportation.

B

Service frequency, limited hours, and route coverage are the main barriers, preventing riders from using SCRTD more often.

C

There is strong **demand for expanded service**, especially earlier mornings, evenings, weekends, and more frequent routes to key destinations.

D

Improving communication, stop infrastructure, and service accessibility would significantly increase ridership and better meet community needs.



In conclusion



The findings indicate that SCRTD plays an essential role in regional mobility, and targeted improvements to frequency, coverage, and communication would greatly enhance its effectiveness and better serve community needs.

Future Transit Service - Challenges



- *Funding availability*
- *Need for future service expansion*
- *Provision of vehicles, facilities and staffing to support growing services*
- *Potential Federal requirement for ADA paratransit service*
- *Need for continued refinement of public outreach efforts*

Opportunities



- *Continuing upgrades to technology and digitalization*
- *Coordination of services with other providers*
- *Provision of new and different service types (i.e. Demand Response)*
- *Meeting needs of unserved population areas*

Long Range Plan Expansion Principles



- *A connected network*
- *Improve services to address needs*
- *Respond to future population growth*
- *Work with regional partners*
- ***Fiscal Constraint***

Operating Cost – 10 Year Plan Proposed Changes



SCRTD Fiscal Year Operating Cost Projections						
SCRTD Fiscal Year (July 1 through June 30)	Base Revenue Hours	New Transit Services	Final Revenue Hours	Base Budget	New Program Costs	Total Projected Cost
FY 2026	32,679	5,849	38,528	\$3,246,648	\$467,733	\$3,714,381
FY 2027	38,528	7,938	46,466	\$3,714,381	\$634,802	\$4,349,182
FY 2028	46,466	490	46,955	\$4,349,182	\$ 39,153	\$4,388,336
FY 2029	46,955	3,570	50,525	\$4,388,336	\$285,493	\$4,673,829
FY 2030	50,525	510	51,035	\$4,673,829	\$ 40,785	\$4,714,613
FY 2031	51,035	391	51,427	\$4,714,613	\$ 31,282	\$4,745,895
FY 2032	51,427	510	51,937	\$4,745,895	\$ 40,785	\$4,786,680
FY 2033	51,937	332	52,268	\$4,786,680	\$ 26,510	\$4,813,190
FY 2034	52,268	1,369	53,637	\$4,813,190	\$125,253	\$4,938,443
FY 2035	53,637	2,958	56,595	\$4,938,443	\$244,458	\$5,182,901

Operating Cost – 10 Year Plan Proposed Changes



SCRTD Fiscal Year Capital Spending Projections				
SCRTD Fiscal Year (July 1 through June 30)	Federal Share	Local Share	State Share	Total Cost
FY 2026	7,024,372	1,216,431	132,600	\$ 8,373,403
FY 2027	1,256,000	140,000	174,000	\$ 1,570,000
FY 2028	978,400	82,600	162,000	\$ 1,223,000
FY 2029	1,102,200	274,800	-	\$ 1,377,000
FY 2030	109,400	26,600	-	\$ 136,000
FY 2031	783,800	195,200	-	\$ 979,000
FY 2032	749,400	186,600	-	\$ 936,000
FY 2033	42,200	9,800	-	\$ 52,000
FY 2034	304,600	75,400	-	\$ 380,000
FY 2035	213,400	52,600	-	\$ 266,000

Current Fiscal Year Service Changes



- *All-Day Hourly Turquoise Route - Plus 4 hours per weekday*
- *Add Yellow Route Weekday Hours – Plus 7.27 hours per weekday*
- *Start Magenta Bus Route – Plus 7.67 hours per weekday*
- *Sunland Park Senior Shuttle – Plus 4 hours per weekday*

The changes listed above equal 23 hours per weekday of new service

Proposed Future Service Changes – Next 4 Years



- *FY 2027 - New Demand Response Transit Service – 10 hours per day*
- *FY 2028 - Extend Silver Route Weekday Hours – 2 hours per weekday*
- *FY 2028 - Las Cruces – El Paso Airport Express – 12 hours per day*
- *FY 2029 – 2nd Demand Response Transit Service – 10 hours per day*
- *FY 2029 – Add 2nd Purple Route Peak Hour Bus – 4 hours per day*
- *FY 2030 – Add Blue Route Saturday Service – 10 hours per Saturday*

Proposed Future Service Changes – Years 6-10



- *FY 2031 – Add Magenta Route Saturday Service – 7.7 hours per Saturday*
- *FY 2032 – Add PM Peak Hours Service to Red Route – 2 hours per weekday*
- *FY 2033 – Extend Turquoise Length of Day – 1 hour per weekday*
- *FY 2033 – Extend Copper Route Length of Day – 1.5 hours per day*
- *FY 2034 – Begin Red & Purple Routes Sunday Service – 16 hours per Sunday*
- *FY 2034 – Extend Green Route PM hours on weekdays – 2.2 hours per weekday*
- *FY 2035 – Add SE Las Cruces area bus route – 10 hours per weekday*
- *FY 2035 – Begin Sunday service on Turquoise route – 8 hours per Sunday*

ADA Complimentary Paratransit



- *Requirements under the Americans with Disabilities Act*
- *Potential for Requirement under ADA*
 - *Ways to Respond*
 - *Dedicated Demand Response Service*
 - *Flexible Bus Services*
 - *Feeder Demand Response Strategies*
- *Impact on Decision Making on Passenger Fares*

Conclusions



- *SCRTD is a well managed system with ability to set and achieve ambitious goals in timely manner*
- *System expansions have been rewarded with increased ridership*
- *Area has continuing needs for expanded transit services*
- *Transit system riders express need for additional services*
- *SCRTD has been proactive in finding expanding sources of funding*
- *Future challenges include facility needs and any new regulatory requirements*



SCR TD 10 Year Plan

March 2026



Questions?



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Thank you.

Gracias