



South Central
Regional Transit

2026 TEN YEAR SERVICE AND FINANCIAL PLAN

Prepared: March 2026
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with Evolve7 Digital Media, LLC

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Acknowledgements

SCRTD Current Board of Directors

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Gabriel Holguin, Mayor, City of Anthony, SCRTD Vice-Chair

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1 Executive Summary

Why prepare this update to the Long-Range Plan?

SCRTD has implemented many of the transit services proposed in the 2021 Long-Range Plan. Given these rapid changes, an update to the previous plan was deemed necessary. This plan update addresses unmet public transportation needs in the south central New Mexico – El Paso area.

The plan evaluates options for future types of transit services to offer and when service expansions can be offered. Advance planning for new vehicle and facility acquisitions to support transit service expansion is obviously of great importance. Any service changes and expansions must be fiscally constrained to the amount of operating and capital funds availability.

Performance Based Planning – Transit Routes and Investments

It is important to focus the efforts of this plan and any transit plan on the needs of the community, the technical and analytical process, and the NEPA process if construction is involved.

The ten-year plan contained herein is responsive to the geography of the southern New Mexico region. It is responsive to the economic conditions and funding levels available for this type of service from FTA, New Mexico DOT and the counties involved.

This plan is designed to address the needs of the public to reach destinations of employment, education, medical services, shopping and social services. It represents adherence to fiscal constraint.

Multiple steps have been taken to achieve buy-in from decisionmakers, stakeholders and the public.

The USDOT federal planning factors have each been considered and many of the factors are addressed in the projects proposed for future development. This plan has considered the population and employment trends in the region, the location of those who need the service and the location of the destinations that they need to access.

The team has reviewed local land use plans, the growth rates of population in the state, the region and the communities. It has evaluated the impacts of current and future traffic patterns and probable congestion. The current plan coordinates goals, objectives, performance measures and targets in the context of the Long-Range State Transportation Plan.

This ten-year plan is part of the planning process cycle for the region. This plan will inform the upcoming Transportation Improvement Program in the next several years. Though the SCRTD has

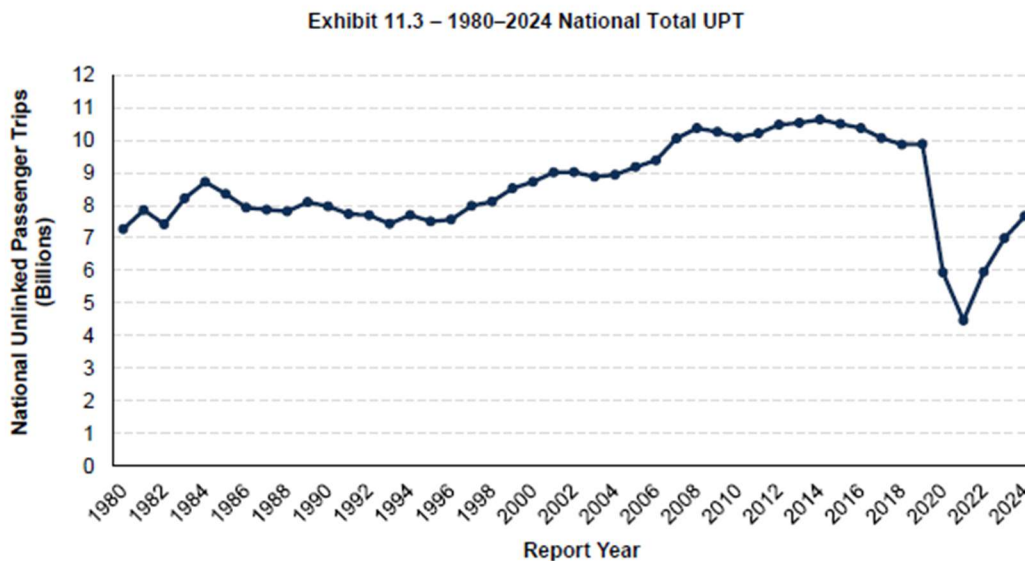
demonstrated remarkable growth, the potential for future ridership is several times larger than the current ridership. Meeting that potential is the critical task of careful transit planning.

Purpose

The planning process includes:

- Opportunities for public input including a record of stakeholder engagement.
- Research into the southwest New Mexico market and demographic conditions for public transportation.
- Evaluation of the current performance of SCRTD’s existing services to determine SCRTD needs and options for future growth.
- A performance comparison to SCRTD peer groups.
- A review of SCRTD’s current Goals and Objectives to determine where modifications are advisable.
- A financial analysis of current and future SCRTD expenditure and funding.
- Recommendation on a long-range transit plan with financial analysis.
- Implementation and funding strategies for future development.

SCRTD has been successful in consistently gaining customers and growing ridership over its ten years of operation. It has greatly expanded the reach of its services throughout the south central New Mexico area. This increase in both system ridership and transit services over the last five years is in contrast to the general trend of the public transit industry in the United States over the same time period. Nationwide overall public transit passenger trips over the last 45 years are shown below.¹



While most systems saw substantial ridership losses after the 2020 pandemic, SCRTD has enjoyed consistent growth in its ridership. SCRTD management is evaluating various alternatives

¹ From FTA US DOT National Transit Summaries and Trends, 2024 Edition.

for system expansion in both the immediate and longer-term future. Alternatives considered include new fixed bus routes and other types of transit services including microtransit and paratransit type transit services. This report analyzes the proposed options and makes recommendations for both the specifics of new transit services and the timing of their introduction.

SCRTD Background

The South Central Regional Transit District (SCRTD) was formed in 2006 with the mandate of providing quality public transportation to the south central region of New Mexico. Its established mission is shown below.

SCRTD Mission

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

The 2021 10 Year Plan summarized the history of SCRTD as follows:

“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 formation 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.”

SCRTD’s first bus routes began operation in the Spring of 2014 as a pilot program connecting populated areas of Doña Ana County. The transit services were later discontinued before being restarted in 2016 with support of a two-year funding agreement from Doña Ana County. The initial bus route connected the cities of Las Cruces, Sunland Park, Anthony and Chaparral with El Paso’s Al Jefferson Westside Transit center. The Federal Transit Administration provided grant funding through FTA 5311 urban and 5310 senior & disabled grant funds. The original permanent bus routes included the Blue, Red, Turquoise and Purple routes. In addition, SCRTD contracted with Zia Therapy for a route, the Orange Route, operating between Las Cruces and Alamogordo, New Mexico.

SCRTD member communities include Doña Ana County, Las Cruces, Hatch, Mesilla, Sunland Park, Anthony, and Williamsburg, 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, and the Village of Williamsburg.

Further bus service increases have occurred each year. Service expanded in 2017 with connections from Sunland Park and Chaparral to El Paso County. Frequency of service on existing

bus routes increased in both 2017 and later in 2018 with associated ridership increases. SCRTD launched a new bus route, the Green Route, in October 2019, and the Silver Route in 2020. SCRTD took over Sun Metro’s Route 83 in October 2020 and renamed it the Yellow Route. Later bus route additions by SCRTD include the Copper Route operating between Doña Ana and Mesilla via Las Cruces which started service in March 2021. The latest bus route additions are the Blue Route operating between Hatch New Mexico and destinations in Sierra County including Williamsburg, Truth or Consequences and Elephant Butte, and the Magenta Route operating in the southeast Las Cruces area.

SCRTD current service area includes one county, El Paso County, in Texas. It operates in Doña Ana and Sierra counties and on the border of Otero County in New Mexico.

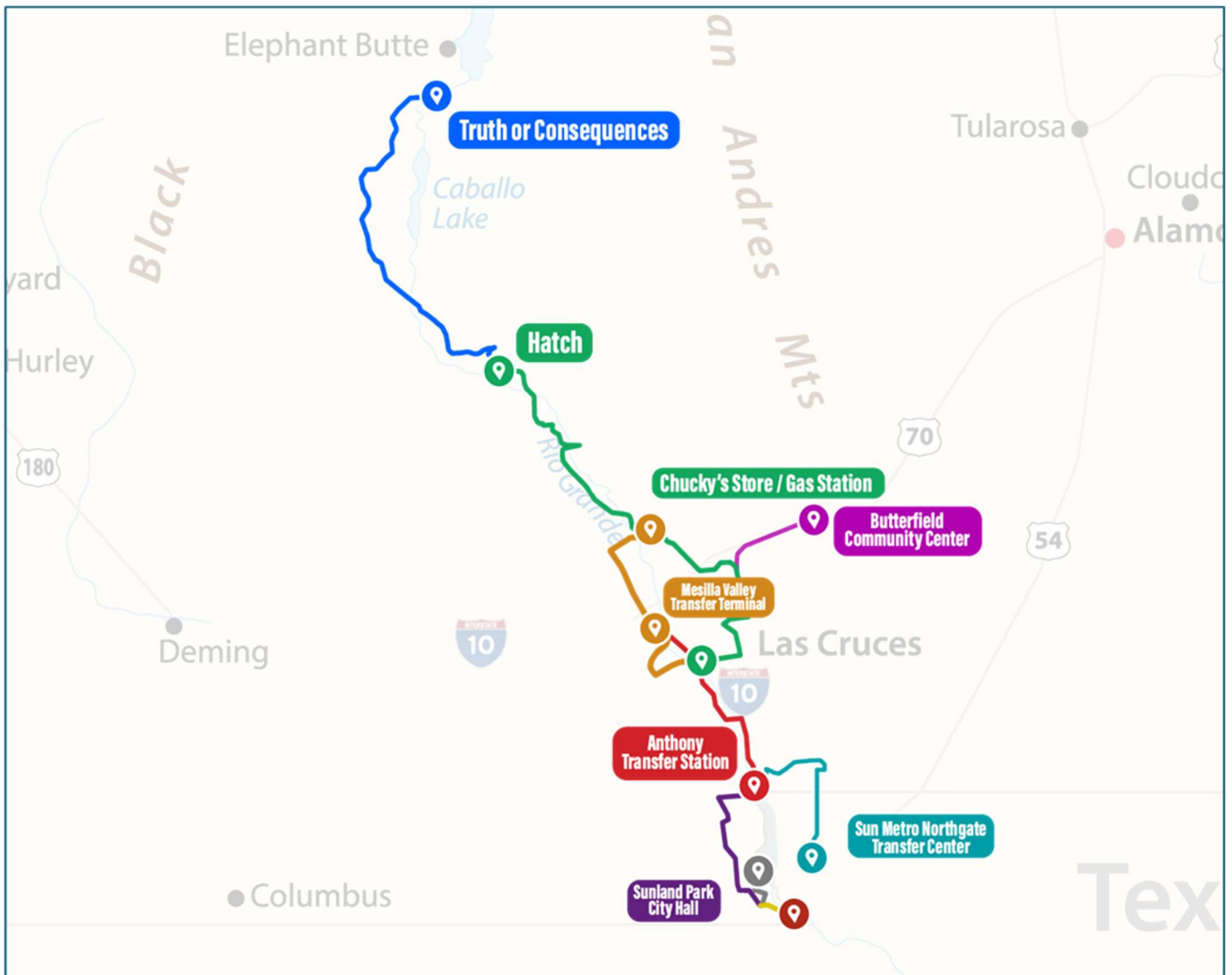


Figure 1 - SCRTD Service Area with Bus Routes

SCRTD operates a thirty-six revenue vehicle bus fleet consisting of straight vans, cutaway buses and full-sized buses. Recent additions to the fleet include battery electric straight vans, hybrid electric full-sized buses and battery electric full-sized buses.

SCRTD Long Term Planning

The 2025 Ten Year Service and Financial Plan is an update to the 2021 Ten Year Service and Financial Plan. The need for a 2025 update to the 2021 Plan is due to the significant number of expansions and changes to SCRTD service, facilities and operations since the release of the previous plan.

A history of planning efforts at SCRTD include the initial “Five-Year Service and Financial Plan” completed in 2015. An update to that plan was completed in 2018 and then later in 2021 by SBLBF, LLC.

Public Outreach

SBLBF, LLC, in conjunction with SCRTD conducted an extensive public outreach effort as a part of the 2025 Plan development process. That effort included public meetings with stakeholders and the general public in the New Mexico communities of Chaparral, Truth or Consequences, Williamsburg, Sunland Park, Las Cruces, Hatch, Mesilla and Anthony. All of the meetings except for the Chaparral meeting occurred as presentations to city or town councils. The Chaparral public meeting was a well-attended open public forum in the Chaparral community.

A summary of the stakeholder and public involvement suggestions and comments are included in Section 10 of this report. Participants at the various meetings made recommendations for modifications to existing transit services including introduction of a circulator bus route in Chaparral. Suggestions were made regarding the specific route followed by the Blue Bus Route in Truth or Consequences. Changes to the bus route were recommended to improve the accessibility of the route to Walmart and other businesses. A commenter recommended a new bus route between Las Cruces and El Paso Airport. Other participants expressed appreciation for SCRTD’s expanded bus service and the introduction of battery electric buses.

Public outreach efforts included the formulation of a written and on-line survey instrument available in both English and Spanish (see samples in Section 10 of the report). Surveys were given out at the public meetings and to passengers on system buses. The on-line survey was accessible both on the SCRTD website and via QR code.

A summary of the findings of the SCRTD rider and public survey are shown below. The detailed findings are shown in Section 10 of the report.

Transit Plan Recommendations

A Transit Plan for the Future

This report includes recommendations for service changes and expansion, future vehicle replacement schedules, facility upgrades and future financial capacity and decision making. A summary of these recommendations is described below. More detailed information on each recommendation is available in the body of the report.

The report includes three phases for its recommendations. The first phase is projected to take place by the end of FY 2026. Phase two is expected between FY 2027 and FY 2029. The third phase proposed in this report covers the period FY 2030 and beyond. Vehicle replacement schedules are projected for all current revenue vehicles through 2045, the needed replacement year for the longest lasting of the current bus fleet. Future bus fleet replacement costs are projected through 2045.

PHASE 1 – JULY 2025 THROUGH JUNE 2026

Phase One of the recommended short term future plan for SCRTD is projected to occur by the end of SCRTD's current fiscal year. Many of these items either have already been accomplished or are anticipated in the very near future.

Increase Turquoise route AM hourly service

The increase in morning Turquoise Bus Route frequency of service from every 2 to every 1 hour occurred on September 15, 2025. This change provides hourly service on this all day long on weekdays. No change was made to Saturday service levels.

Increase in midday and afternoon Yellow Bus Route service level

SCRTD added a second bus to the Yellow Bus Route in November 2025. The second bus operates from 10:33 am to 6:07 pm on weekdays. No change has been made to the Yellow Bus Route weekend bus schedule. The additional bus decreases the time between buses on the route from 75-80 minutes to between 32-50 minutes. The increased frequency of bus service is expected to significantly increase ridership on the Yellow Bus Route.

Magenta route new bus route

The new Magenta Bus Route began service on December 15, 2025. The new fixed bus route connects communities to the northeast of Las Cruces along Hwy 70 into Las Cruces. The two-hour route trip operates with one bus providing a two-hour headway from 9:00 am to 5:00 pm.

Senior Citizen Flexible Bus Route

SCRTD is working with the City of Sunland Park to begin a bus route for local senior citizens to provide door to door service between rider residences and a local senior center. The route is anticipated to begin service in 2026. SCRTD anticipates that the City of Sunland Park will assist in funding this service.

Add Charging Station at Sunland Park Facility

SCRTD is planning to add one ChargePoint 6000 Series Level Two Charging Station and one Level Three DC Fast Charging Station at the Sunland Park bus facility in 2026. The DC charging station has already been purchased and is being held on site awaiting installation.

Solar Farm Construction at SCRTD Sunland Park facility

The SCRTD Board of Directors awarded a procurement contract for construction of a Solar Array at the SCRTD Sunland Park bus garage and office facility on November 12, 2025. The formal bid

award in the amount of \$947,403.30 is for construction of a Solar Array on a one-acre site at the SCRTD facility.

Sunland Park Parking Lot Improvements

SCRTD has grant funds programmed for resurfacing of the Sunland Park garage parking lot and installation of electronic security fences in FY 2026.

Procure Bus Tracking and Video Software and Hardware

SCRTD has been testing software and hardware that tracks bus movements and displays transit system fixed bus routes on a map in the dispatch office. The system being tested includes the ability for dispatchers to access a live feed of a particular bus's interior and exterior cameras.

Anthony Garage Parking Area Improvements

Improvements to the Anthony Garage parking area paving and drainage occurred in FY 2026.

Purchase New Revenue Vehicles for Replacement and Expansion

SCRTD is in the process of procuring two new Gillig Hybrid 35-foot buses and three new Gillig Battery Electric Buses. The two hybrid buses are expected to be delivered by February 2026. The three battery electric buses should be delivered in March 2026. SCRTD also anticipates purchase of three battery electric vans and three cutaway buses in FY 2026.

Purchase Bus Shelters

Purchase one or more bus shelters per year to provide seating and shelter for customers.

Move Yellow Bus Route downtown El Paso bus stop

A move of the Yellow Bus Route's downtown El Paso stop from its current location to an existing bus stop on the Bert Williams Transfer Terminal (west) side of 4th Street is anticipated in late 2025 or early 2026. The new location will greatly enhance rider comfort, convenience and safety by eliminating the need to cross a busy congested boulevard for many if not most riders. Passengers will also benefit through use of the existing bus shelter and seating at the proposed location.

PHASE 2A – JULY 2026 THROUGH JUNE 2027

Phase Two items are anticipated to take place in SCRTD's FY 2027 through FY 2029 fiscal years.

Begin Demand Response Service in One Area

The plan recommends implementation of Demand Response services either as on-demand Microtransit type services, disability paratransit service or a combination in the greater Sunland Park area. Service is projected to operate up to seven days per week.

Change southern termination point for Green route

After inception of the Magenta Bus Route, this plan recommends modification to the southern end of the Green Route. The southern end of the current Green Route will overlap parts of the new

Magenta Bus Route. SCRTD should shorten the Green route to prevent this overlap and increase frequency of service on the north end of the bus route.

Upgrade Operations Employee Dispatching and Operations Software

There are numerous operations dispatching systems available to SCRTD that are designed specifically for the transit industry. Use of one of these systems would force recording of actual daily scheduled activity leading to accurate end of the year reporting on the FTA NTD and other required reports.

Expand and modify the Sunland Park facility maintenance garage

The width of the shop should be expanded by one to two bays to allow for simultaneous vehicle maintenance on one to two more buses. Also, the north end of the bus garage should be opened to allow for drive through egress from the shop. This provides a more convenient and safer way to navigate buses through the shop.

Purchase Non-Revenue Vehicle for Street Supervision

Purchase of an additional staff vehicle for on-street monitoring of bus operations is needed.

Purchase Las Cruces area property for SCRTD bus parking and garage

Various sites along Hwy 70 on the east side of the Las Cruces area are being considered for purchase. The goal of the project is to provide a new SCRTD bus parking, garage and office facility to replace the current parking only site at the Mesilla Valley Hospital.

Procure Truck with Trailer and Power Wash

Purchase of a truck with trailer and pressure washer is proposed for shelter cleaning function.

Purchase Bus Shelters

Purchase of one or more bus shelters per year to provide seating and shelter to customers is recommended.

Purchase Maintenance Shop Equipment and Facilities

Shop equipment may include Battery PPE, tire changer/balance, and shipping containers for storage.

PHASE 2B – JULY 2027 THROUGH JUNE 2028

Extend PM transit service on the Red and Turquoise bus routes

The plan proposes extending the evening operating hours for the Red and Turquoise bus routes in FY 2028.

Extend Silver Route PM Weekday Hours

A two hour per day extension of the weekday Silver Bus Route is proposed to provide better coverage of the PM peak hour demand on weekdays. Currently the Silver route ends service before 5 pm on weekdays.

Develop Las Cruces Area Property

Development of a future bus garage, administrative and parking complex in the Las Cruces area is proposed to occur in the second year of Phase Two of SCRTD's expansion. This facility will provide needed maintenance, administrative and parking functions in the Las Cruces area.

Purchase New Revenue Vehicles for Replacement and Expansion

Purchase of one battery electric van and one cutaway bus proposed for FY 2028.

Purchase Maintenance Shop Equipment

Recommended items include bus lifts and other maintenance shop equipment.

Purchase Furniture, Fixtures and Office Equipment

Purchase furniture, equipment and related capital items for SCRTD administrative offices.

PHASE 3 – JULY 2028 THROUGH JUNE 2035

The following transit service expansions are envisioned in Phase Three of SCRTD's future plans.

Extend PM transit service on the Copper bus route

An extension of evening operating hours for the Copper route is proposed for FY 2029.

Initiate an express bus route from Las Cruces to El Paso Airport

This report recommends the addition of an express bus route between Las Cruces and El Paso Airport. The primary users of this route are anticipated to be airline passengers, airport workers, and people needing to reach El Paso rapidly on an express bus route. The route operates with a single bus on a two-hour round trip.

Add peak hour frequency on the Purple Bus Route

The Purple Bus Route currently has 90-minute headways all day long. The route is one of the top four bus routes in total ridership. This report recommends adding a second bus on the route during AM and PM peak hour periods.

Begin Demand Response Service In Second Area

Plan recommends implementation of Demand Response services in a second area of Doña Ana County. The service may be Microtransit service, disabled paratransit service or a combination of both.

Extend PM transit service on the Green bus route

Extend the Green Route weekday PM service is proposed for FY 2031. The PM service extension will better meet later demand for transit service in areas covered by these bus routes.

Add Saturday service on the Blue Bus Route

The Blue and Magenta Bus Routes currently operate only on weekdays. All other SCRTD bus routes operate on Saturdays. The Yellow and Silver bus routes operate seven days per week.

Addition of the Blue Route to Saturday service is recommended. The Blue Bus Route has experienced an impressive amount of growth in ridership since its inception in August 2024.

Add Magenta Route Saturday Service

The addition of Saturday transit service on the Magenta Bus Route is proposed for FY 2029.

Add Sunday Service on SCRTD bus routes

Add Sunday Service on the Red, Purple and Turquoise bus routes. The initiation of Sunday service proposed for the Red and Purple bus routes in FY 2034, and the Turquoise route in FY 2035.

Add New Bus Route covering Southeast Las Cruces area

The plan proposes addition of a fixed bus route serving growing population in the Tellbrook Park area southeast of Las Cruces connecting it with Las Cruces and the MVITT.

Develop Las Cruces property

This plan assumes that SCRTD acquires a piece of property along Hwy 70 in the east Las Cruces area during Phase Two of this plan. In Phase Three, the plan recommends development of the property including bus and employee parking areas, maintenance shop and office areas.

Purchase Shop Equipment

A regular grant line item for shop equipment is proposed to ensure that the transit system's large maintenance equipment items are replaced as needed. Included is a set of four post bus lifts for a new Las Cruces facility garage and a replacement air compressor at the Anthony garage.

Procure New Revenue Vehicles

To replace revenue vehicles at the end of their useful lives the following replacement schedule is proposed: two cutaway buses in FY 2031, four cutaway buses in FY 2032, one cutaway bus in FY 2034, one battery electric van in FY 2034, and two battery electric vans in FY 2035.

Purchase Shop Truck

Purchase of a Shop Truck for a new Las Cruces area bus garage facility is anticipated in FY 2030.

Purchase Bus Shelters

Purchase of one or more shelters per year to provide seating and shelter to customers.

Purchase Furniture, Fixtures and Office Equipment

Purchase furniture, equipment and related capital items for SCRTD administrative offices.

Sunland Park Bus Wash

An automated drive through bus wash is proposed for the Sunland Park facility in FY 2031.

Purchase Non-Revenue Vehicle for Street Supervision

Vehicle for on-street monitoring of bus operations.

SCRTD Future Financial Outlook

SCRTD’s future fiscal outlook includes both the operations and capital requirements of current and future projected transit services. The next ten fiscal year projected cost for operations with current transit services plus all proposed new programs is \$45,608,832. The capital cost of proposed capital procurements over the ten-year period is \$15,292,403.

The tables included below summarize those future operations and capital costs over the next five years. Details on the programs and procurements covered by these costs are shown in **Section 7, Financial Plan** of this report.

Future Year Transit Operations Cost

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	3,570	42,098	\$3,714,381	\$285,493	\$3,999,873
FY 2028	42,098	1,255	43,352	\$3,999,873	\$100,330	\$4,100,204
FY 2029	43,352	4,445	47,797	\$4,100,204	\$355,427	\$4,455,630
FY 2030	47,797	3,570	51,367	\$4,455,630	\$285,493	\$4,741,123
FY 2031	51,367	553	51,919	\$4,741,123	\$ 44,183	\$4,785,307
FY 2032	51,919	510	52,429	\$4,785,307	\$ 40,785	\$4,826,091
FY 2033	52,429	391	52,821	\$4,826,091	\$ 31,282	\$4,857,373
FY 2034	52,821	816	53,637	\$4,857,373	\$ 81,070	\$4,938,443
FY 2035	53,637	2,958	56,595	\$4,938,443	\$244,458	\$5,182,901

Table 1 - SCRTD Fiscal Year Operating Cost Projections

Future Year Transit Capital Procurements Cost

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

Table 2 - SCRTD Future Capital Spending Projections

SCRTD is projected to have the financial capacity to pay for the above listed transit services, programs and purchases through federal funding through the Federal Transit Administration (FTA), state funding through the New Mexico Department of Transportation, and its current sources of local matching funds.

2 Current Transit System Description

SCRTD Service Area

The service area for SCRTD’s current bus routes include Doña Ana and Sierra counties in south central New Mexico and portions of El Paso, Texas. One of SCRTD’s bus routes also touches the border between Doña Ana and Otero counties in New Mexico.

Other public transportation providers operating in the SCRTD service area include Sun Metro (El Paso), Roadrunner Transit (Las Cruces), New Mexico Department of Transportation and El Paso County Rural Transit.

Figure 2.1 – SCRTD New Mexico Three County Potential Service Area



Figure 2 - SCRTD Service Area

SCRTD Current Fixed Route Bus Operations

Bus Routes

SCRTD directly operates eight fixed bus routes in Doña Ana and Sierra counties, bordering Otero County in south central New Mexico and into the city of El Paso in El Paso County in Texas.

A map of SCRTD’s current bus routes is shown below:

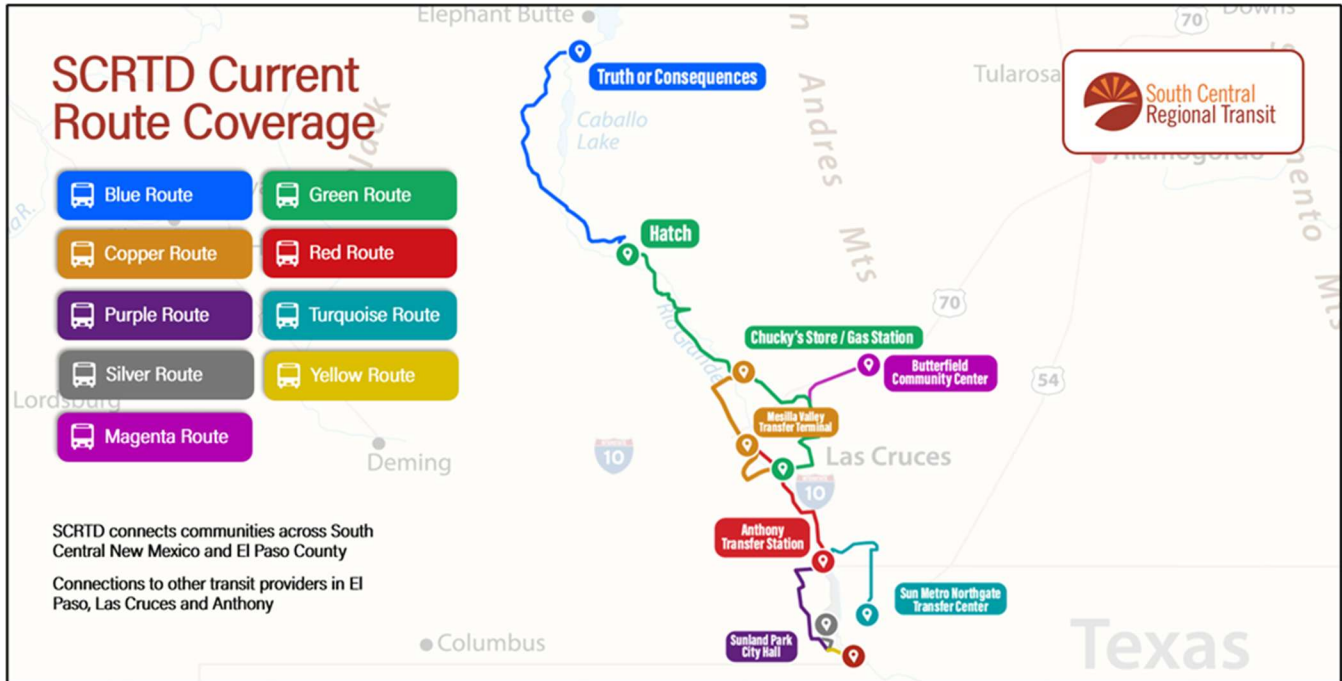


Figure 3 - SCRTD Bus Routes

Three bus routes operating into El Paso County where they connect at transfer centers with Sun Metro buses are the Yellow, Silver and Turquoise routes. The Purple, Red, Copper and Green bus routes operate exclusively in Doña Ana County. The Blue bus route operates in both Doña Ana and Sierra County.

The Yellow bus route has the highest ridership per hour of any of the bus routes greatly exceeding the other routes. It operates between Sunland Park New Mexico and downtown El Paso where it connects to other Sun Metro buses at the Bert Williams Downtown Transfer Station.



Figure 4 - Yellow Route

The Silver bus route also operates between Sunland Park New Mexico where it connects to the SCRTD Purple and Yellow routes. From there it travels into the city of El Paso connecting to Sun Metro bus routes at the Sun Metro Westside Transfer Center.

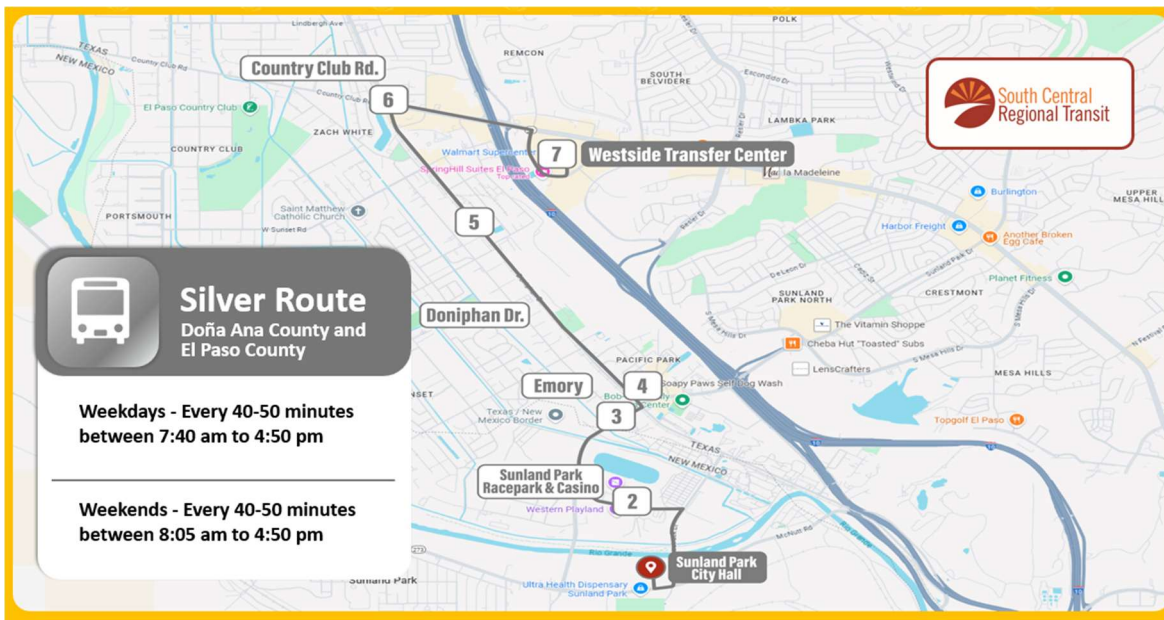


Figure 5 - Silver Route

The Purple bus route is the third route that meets the Silver and Yellow bus routes at Sunland Park’s city hall complex. The Purple bus route travels north from Sunland Park to Anthony New Mexico.

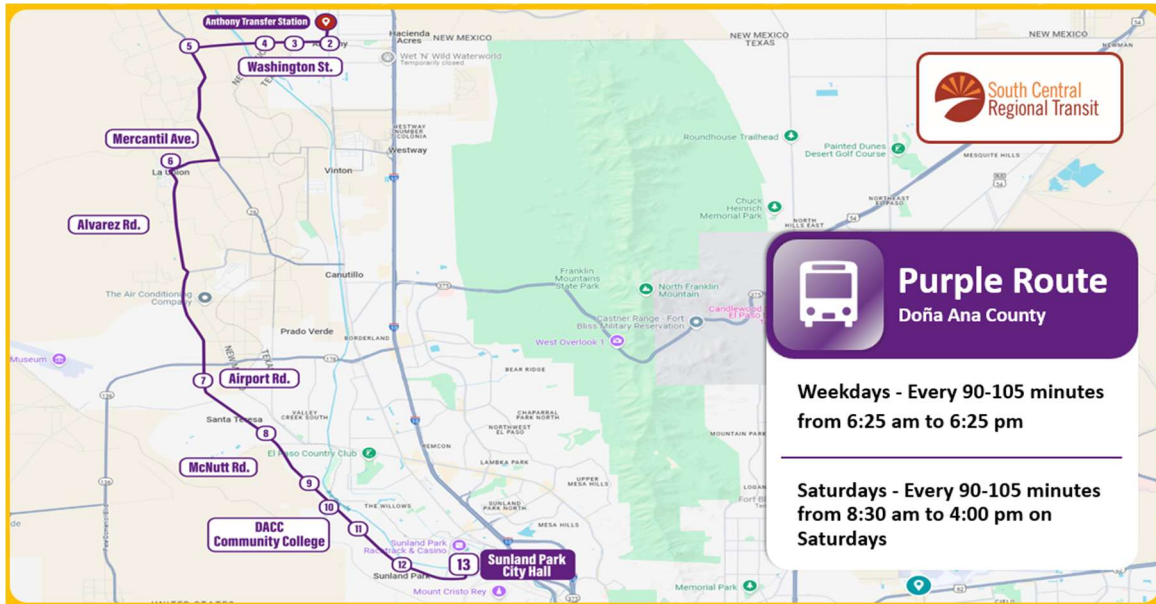


Figure 6 - Purple Route

The Turquoise bus route operates a two hour round trip starting at the Anthony transfer bus stop. It connects at that stop with the Purple and Red bus routes. The Turquoise bus route as of September 2025 has expanded its weekday bus service from every two hours in the mornings to every hour syncing with the Red bus route for passenger transfers at the Anthony transfer bus stop.

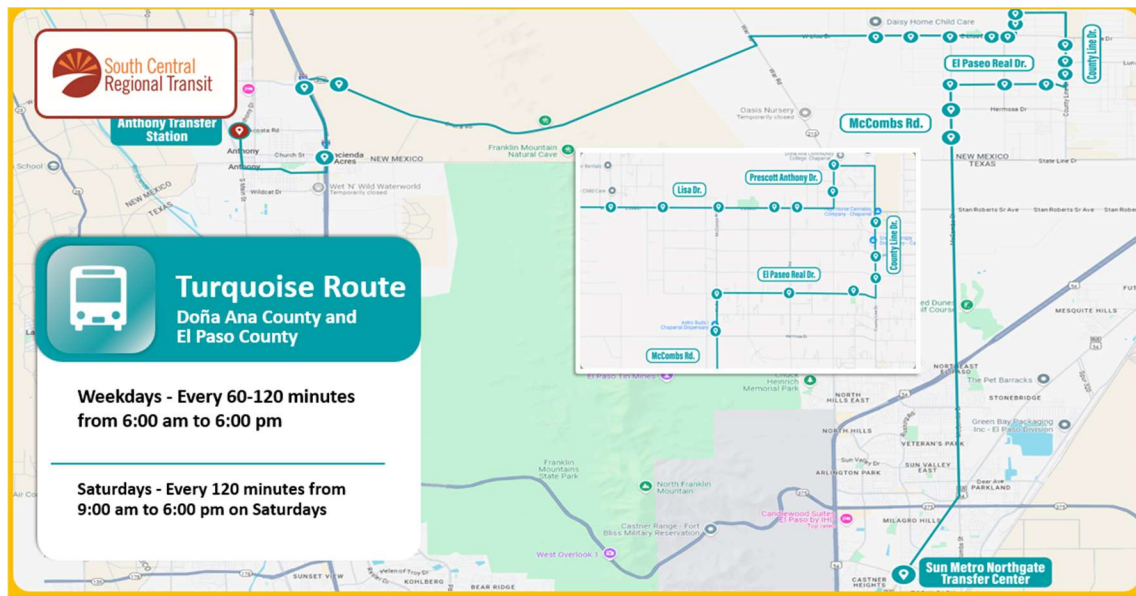


Figure 7 - Turquoise Route

The SCRTD Red bus route runs from the Anthony transfer stop north to Las Cruces, ending at the Mesilla Valley Intermodal Transfer Terminal (MVITT).

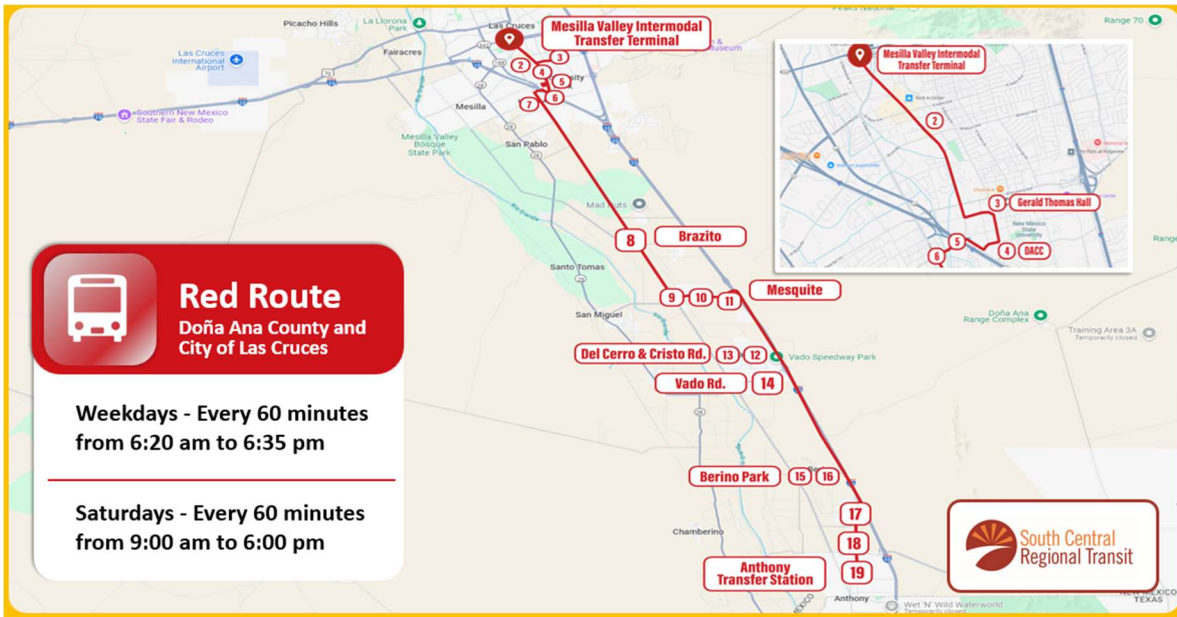


Figure 8 - Red Route

The SCRTD Copper bus route runs between the town of Mesilla New Mexico and Doña Ana Place north of Las Cruces. The route runs along the westside of Las Cruces connecting with the SCRTD Red bus route and RoadRUNNER bus routes at the Mesilla Valley Intermodal Transfer Terminal (MVITT).

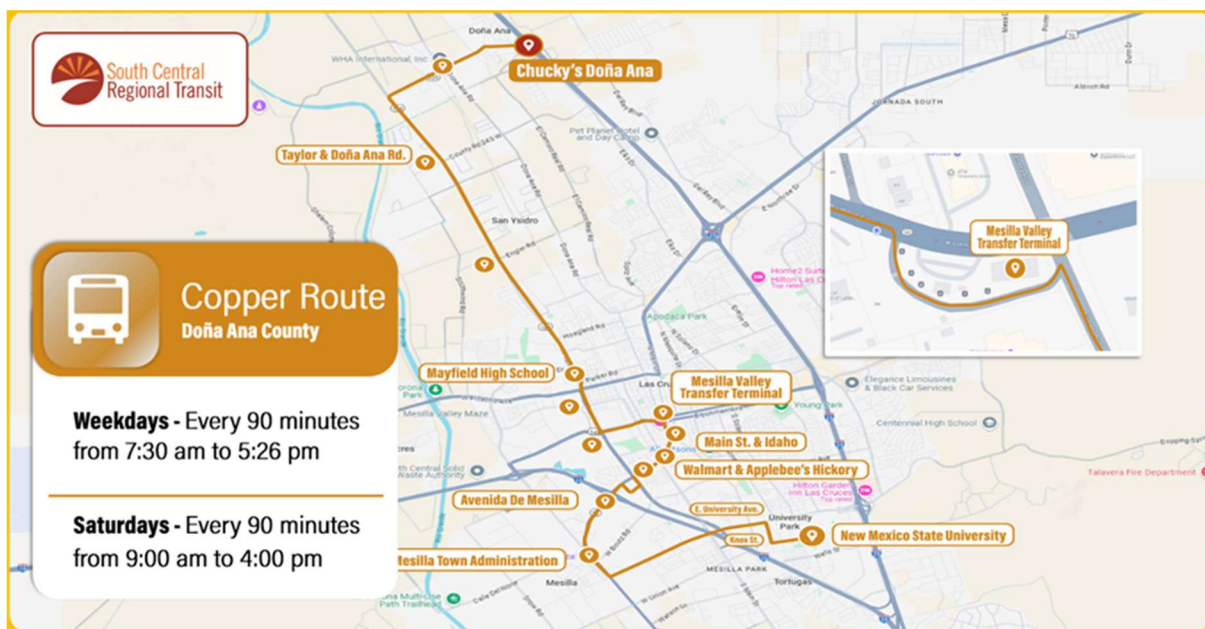


Figure 9 - Copper Route

The SCRTD Green bus route operates between New Mexico State University (NMSU) on the southern end of the route to Hatch New Mexico on the northern end. The route transverses heavier populated areas at NMSU and along the east side of Las Cruces.

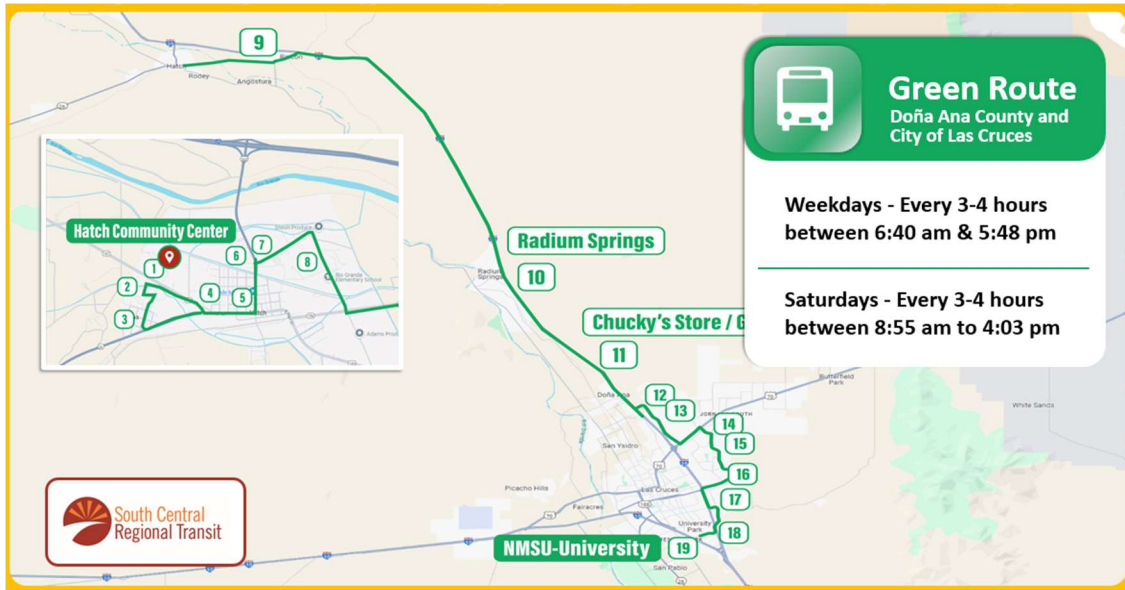


Figure 10 - Green Route

The Blue bus route is a newer service to be added by SCRTD starting service in August 2024. The route operates between Hatch New Mexico on the south end of the route as a limited stop route up to Williamsburg, Truth or Consequences and Elephant Butte New Mexico on the north end. The schedule of the route is synchronized in Hatch New Mexico to allow for passenger transfers between the Blue and Green bus routes several times per day.

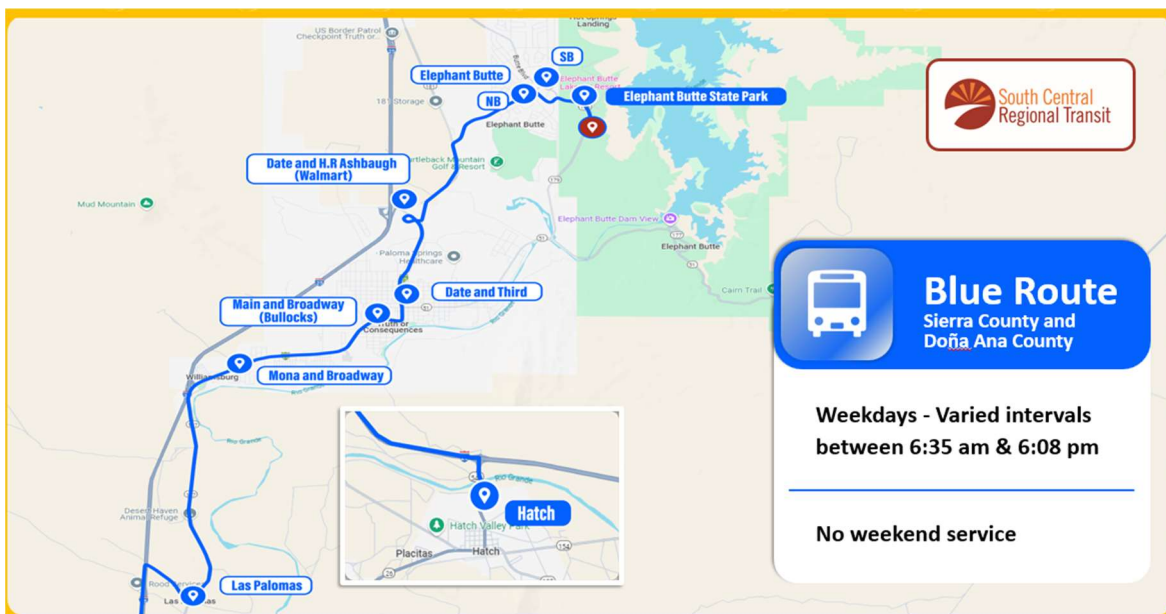


Figure 11 - Blue Route

The Magenta Bus Route was added on December 15, 2025. The route provides new transit service connecting the Butterfield area east of Las Cruces to locations on the east side of Las Cruces and the Mesilla Valley Intermodal Transfer Terminal.

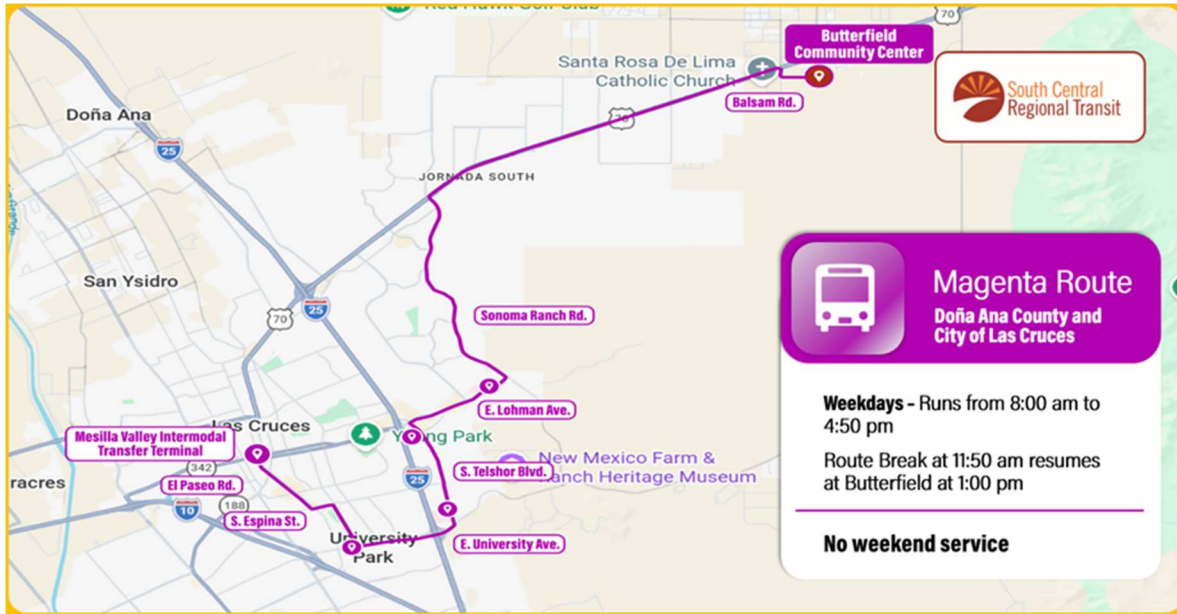


Figure 12 - Magenta Route

A summary of operating parameters and statistics for the fixed bus routes operated by SCRTD are shown below.

Route Name	Yellow	Silver	Purple	Turquoise	Red	Copper	Green	Blue	Magenta
Operated By	SCRTD	SCRTD	SCRTD	SCRTD	SCRTD	SCRTD	SCRTD	SCRTD	SCRTD
When started	October, 2020	2019	2016	2016	2016	2021	2019	August, 2024	December, 2025
Days of operation	Weekdays, Saturdays, Sundays	Weekdays, Saturdays, Sundays	Weekdays, Saturdays	Weekdays, Saturdays	Weekdays, Saturdays	Weekdays, Saturdays	Weekdays, Saturdays	Weekday only	Weekday only
Garage location	Sunland Park	Sunland Park	Sunland Park	Anthony	Anthony	Las Cruces	Las Cruces	Hatch	Las Cruces
Vehicles in maximum service	Two	One	One	Two	Two	One	One	One	One
Weekday Hours of operation	5:45 am - 9:20 pm	6:20 am - 4:50 pm	6:25 am - 6:25 pm	6:00 am - 6:00 pm	6:20 am - 7:00 pm	7:30 am - 5:26 pm	6:20 am - 5:08 pm	6:35 am - 6:08 pm	8:00 am - 4:50 pm
Weekly Revenue Hours	138.35	64.92	68.83	108.00	116.33	50.20	57.85	52.75	38.33
Average Weekly Rides	1888	241	177	240	301	109	117	81	
Riders Per Revenue Hour	13.6	3.7	2.6	2.2	2.6	2.2	2.0	1.5	

Table 3 - Bus Route Statistics

Bus operators for all SCRTD operated bus routes pull their bus from four vehicle parking locations at these sites: 830 Anthony Drive in Anthony, New Mexico; 2000 block of Futurity, in Sunland Park, New Mexico, 3751 Del Ray Blvd. in Las Cruces, New Mexico, and 120 Foster St. in Hatch, New Mexico. They return their buses to the same location at the end of their shifts.

The Blue Route, which began service in 2024, and the Magenta Route, which began on December 15, 2025, operate only on weekdays. All other bus routes except the Yellow and Silver Bus Routes operate Monday through Saturday. The Yellow and Silver routes operate seven days a week.

For all bus routes except the Yellow and Silver Bus Routes, there is no bus service on the following holidays: New Year's Day (observed weekday holiday), Martin Luther King Holiday, Memorial Day, July 4th, Labor Day, Thanksgiving Day, the Friday following Thanksgiving Day and Christmas Day. The only holidays that the Yellow and Silver bus routes do not operate are New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day and Christmas Day.

Fixed Bus Route Schedules and Connections

The following table shows schedule information for each SCRTD operated bus route.

ROUTE	Day of Week	Number of One-way trips	AM Peak Headways (in minutes)	Midday Headways (in minutes)	PM Peak Headways (in minutes)	Night Headways (in minutes)
Yellow	Weekday	35	80	32-45	30-50	80
	Weekend	20	70	70	70	None
Silver	Weekday	24	40	40	40	None
	Weekend	24	40	40	40	None
Purple	Weekday	15	90	90	90	None
	Saturday	12	90	90	90	None
Red	Weekday	20	60	60	60	None
	Saturday	8	120	120	120	None
Turquoise	Weekday	20	60	60	60	None
	Saturday	8	120	120	120	None
Green	Weekday	6	223	255	205	None
	Saturday	4	None	250	None	None
Copper	Weekday	12	90	90	90	None
	Saturday	8	None	90	None	None
Blue	Weekday	15	Variable	Variable	Variable	None
Magenta	Weekday	8	60	60	60	None

Table 4 - Bus Route Frequencies

Transfer Points

SCRTD bus routes make numerous connections with other transit services operating in South Central New Mexico and the El Paso area. Some of the key transfer points are listed below.

- Yellow route connects with:
 - a. Sun Metro routes at Bert Williams Downtown Transfer Center
 - b. NM DOT Gold Route at Bert Williams Downtown Transfer Center
 - c. SCRTD Silver and Purple routes at Sunland Park City Hall bus stop
- Silver Route connects with:
 - a. Sun Metro routes at Westside Transfer Center
 - b. NM DOT Gold Route at Westside Transfer Center
 - c. SCRTD Yellow and Purple routes at Sunland Park City Hall bus stop
- Purple Route interlines with:

- a. SCRTD Yellow and Silver routes at Sunland Park City Hall bus stop
- b. SCRTD Red and Turquoise routes at Anthony Transfer Station
- Red Route interlines with:
 - a. SCRTD Purple and Turquoise routes at Anthony Transfer Station
 - b. SCRTD Green, Copper and Magenta Routes, RoadRUNNER bus routes, and NMDOT Gold & Silver Routes at Las Cruces MVITT
 - c. SCRTD Green, Copper and Magenta routes and NMSU “Aggie Shuttle Bus” at NMSU
- Turquoise Route interlines with the:
 - a. SCRTD Purple and Red routes at Anthony Transfer Station
 - b. Sun Metro bus routes at Northgate Transfer Center
- Copper Route interlines with:
 - a. SCRTD Green, Red and Magenta Routes, RoadRUNNER bus routes, NMDOT Gold & Silver Routes at Las Cruces MVITT
 - b. SCRTD Green Route at Chucky’s at Doña Ana Place in Las Cruces
 - c. SCRTD Red, Green and Magenta Routes, and NMSU “Aggie Shuttle Bus” at NMSU
- Green Route interlines with:
 - a. SCRTD Red, Magenta & Copper Routes, RoadRUNNER bus routes, NMDOT Gold & Silver Routes at Las Cruces MVITT
 - b. SCRTD Blue Route at the Circle K in Hatch, NM
 - c. SCRTD Copper Route at Chucky’s at Doña Ana Place in Las Cruces
 - d. SCRTD Red, Copper and Magenta Routes, and NMSU “Aggie Shuttle Bus” at NMSU
- Blue Route interlines with:
 - a. SCRTD Green Route at the Circle K in Hatch, NM
- Magenta route interlines with:
 - a. SCRTD Red, Copper and Green Routes, and NMSU “Aggie Shuttle Bus” at NMSU
 - b. SCRTD Green, Copper and Red Routes, RoadRUNNER bus routes, and NMDOT Gold & Silver Routes at Las Cruces MVITT

Transferring between SCRTD Bus Routes

SCRTD provides connectivity between its bus routes where they meet at designated transfer points.

Anthony Transfer Center

The Red, Turquoise and Purple routes serve the Anthony Transfer Center at the 800 block of Anthony Drive in Anthony, New Mexico.

The Red and Turquoise routes always meet at the Anthony Transfer Center every hour.

The Purple Bus Route only meets the other two routes at 7:00 am and 10:00 am on Weekdays. During other times of day, the Purple Route departs from the Anthony Transfer Center at 15, 30 or 45 minutes after the hour.

Mesilla Valley Intermodal Transit Terminal

SCR TD's Red, Copper and Magenta bus routes serve the Mesilla Valley Intermodal Transit Terminal (MVITT) at 300 West Lohman Avenue in Las Cruces. They connect at that location with most RoadRunner Transit bus routes that serve the City of Las Cruces.

The Copper bus route makes stops at the MVITT every 90 minutes both in the outbound and inbound direction on weekdays and less frequently on Saturdays. The Red bus route serves the MVITT every hour on the hour on weekdays and less frequently on Saturdays.

SCR TD's new Magenta Bus Route stops every other hour between 9:00 am and 4:00 pm at the MVITT on weekdays.

Sunland Park City Hall

The Purple, Silver and Yellow routes serve Sunland Park City Hall providing a transfer point between these routes. Connections between the routes at this stop vary throughout the day. The Yellow Bus Route makes both outbound and inbound connections to the two other routes at Sunland Park City Hall.

NMSU

Connecting Copper, Green, Magenta and Red Bus Routes.

SCRTD Route Performance

SCRTD launched service on the Red, Purple, Turquoise and Blue routes in 2016. Since then, new services have been introduced through the addition of the Green, Silver, Yellow, Copper, Blue and newest Magenta bus route. The Yellow bus route was added in October 2020 when SCRTD took over Route 83 previously operated by Sun Metro.

The progression of SCRTD ridership per month is shown in the chart below. Rapid increases in monthly ridership have been produced both by the addition of new bus routes and the consistent growth in ridership on each route. The only slowdown in total ridership was experienced in 2020 when various bus services were reduced due to the COVID pandemic.

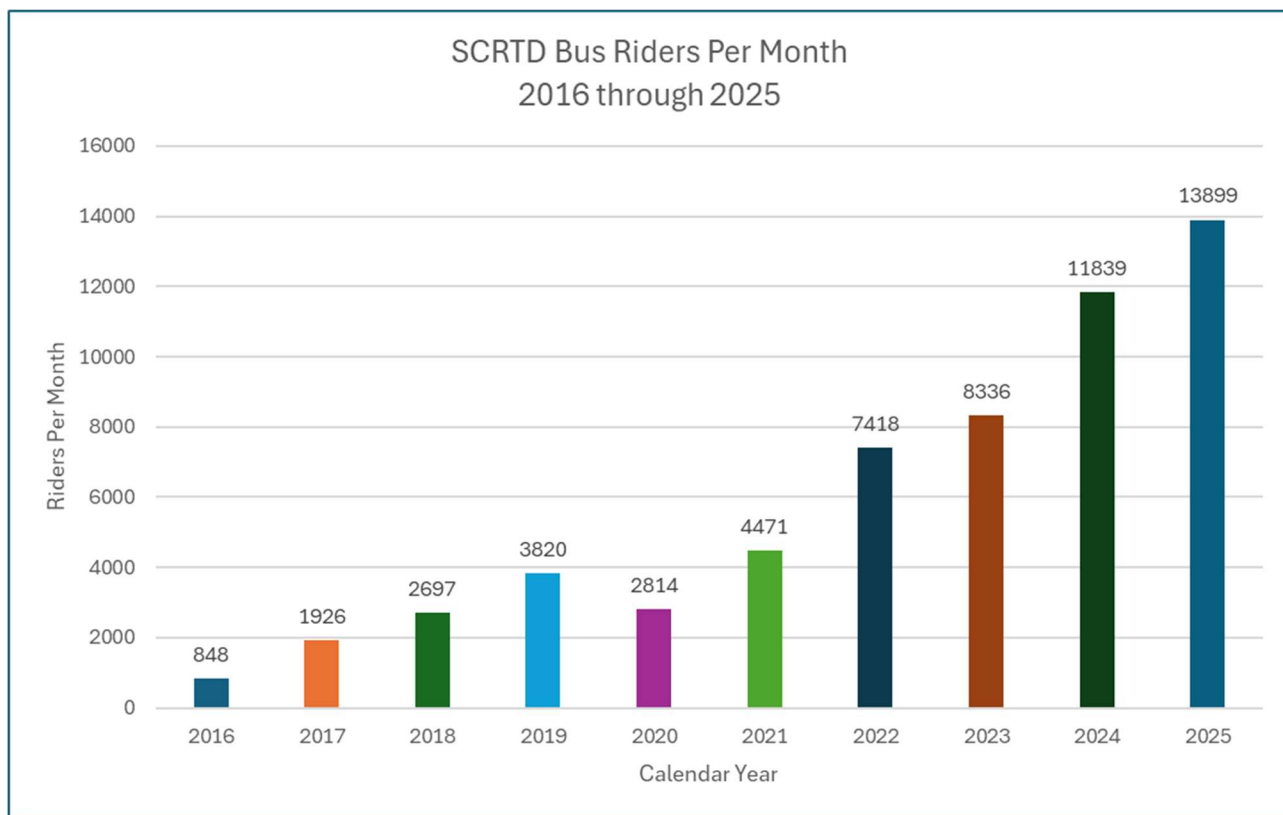
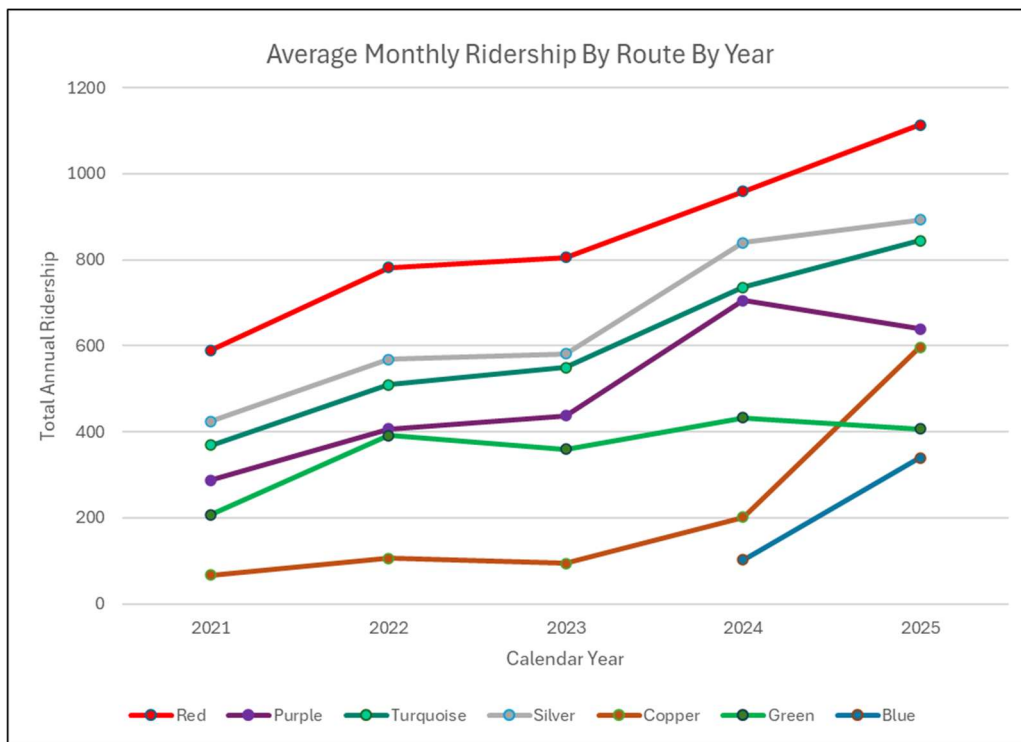
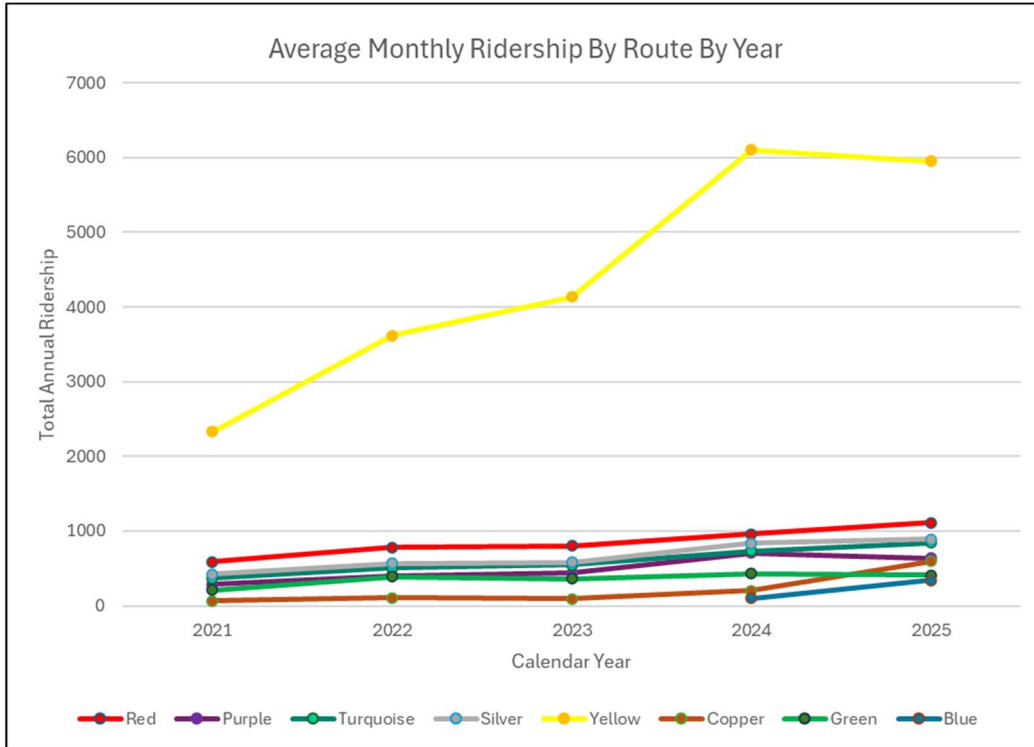


Figure 13 - Ridership per Year

The charts below show average monthly ridership on each SCRTD bus route through October 2025. The charts indicate the consistent trend of increasing ridership continues into 2025 for the Red, Silver, Turquoise, Copper and Blue routes. The Yellow, Purple and Green routes have plateaued or slightly decreased in the first ten months of calendar year 2025 compared to 2024. The bottom chart below shows ridership scaled without the Yellow Route.



The weekly and annual revenue hour totals based on current SCRTD bus schedules are shown below. Annual revenue hours and miles average operations per bus are reasonable especially given SCRTD’s plans for near-term expansion.

SCRTD CURRENT WEEKLY HOURS AND MILES BY BUS ROUTE										
Bus Route	Weekday Revenue Hours	Saturday Revenue Hours	Sunday Revenue Hours	Weekly Revenue Hours	Weekday Revenue Miles	Saturday Revenue Miles	Sunday Revenue Miles	Weekly Revenue Miles	Average MPH	
TURQUOISE	20.00	8.00		108.00	630.00	252.00		3402.00	31.50	
GREEN	10.35	6.10		57.85	320.01	106.67		1706.72	29.50	
COPPER	8.87	5.87		50.20	161.76	85.12		893.92	17.81	
PURPLE	12.00	8.83		68.83	330.00	264.00		1914.00	27.81	
BLUE AM	10.55			52.75	406.00			2030.00	38.48	
SILVER	9.75	8.08	8.08	64.92	128.00	105.60	105.60	851.20	13.11	
RED	21.67	8.00		116.33	571.20	217.60		3073.60	26.42	
YELLOW	22.85	12.05	12.05	138.35	399.00	252.70	252.70	2500.40	18.07	
MAGENTA	7.67			38.33	155.80			779.00	20.32	
TOTALS	123.70	56.93	20.13	695.57	3101.77	1283.69	358.30	16,371.8	23.54	
Totals Per Year>>				35,473.9 Revenue Hours	834,964 Revenue Miles					
Totals Per Bus>>				1075.0 Revenue Hours	25,301.9 Revenue Miles					

Table 5 - Weekly Hours and Miles by Route

The Miles Per Hour (MPH) averages per route vary considerably. The Silver, Copper and Yellow bus routes have a lower average MPH reflecting these routes’ primary operation in slower urban traffic.

SCRTD FEDERAL FY 2026 MILES & HOURS BY BUS ROUTE							
Route	Weekday Hours	Weekday Miles	Weekend Hours	Weekend Miles	Total Hours	Total Miles	MPH
Yellow	5,683	100,388	412	5,386	6,095	105,774	17.35
Red	5,504	145,085	416	11,315	5,920	156,400	26.42
Turquoise	5,080	160,020	416	13,104	5,496	173,124	31.50
Purple	3,048	83,820	459	13,728	3,507	97,548	27.81
Blue	2,680	103,124	627	13,140	3,306	116,264	35.16
Green	2,629	81,283	317	5,547	2,946	86,829	29.47
Silver	2,467	32,346	420	5,491	2,887	37,837	13.11
Copper	2,253	41,087	305	4,426	2,558	45,513	17.79
Magenta	1,557	31,627	615	12,888	2,172	44,515	20.50
FY 2025 Total	30,901	778,780	3,987	85,025	34,888	863,805	24.76

SCRTD Staffing Discussion

SCRTD has experienced continual growth in its management staff to meet the expanding requirements of its transit services, facilities and projects. The management makeup of the organization is influenced by the expanding number of bus routes operated by the system and the large service area in which the bus routes operate.

The current internal staff organization chart for SCRTD is shown below:

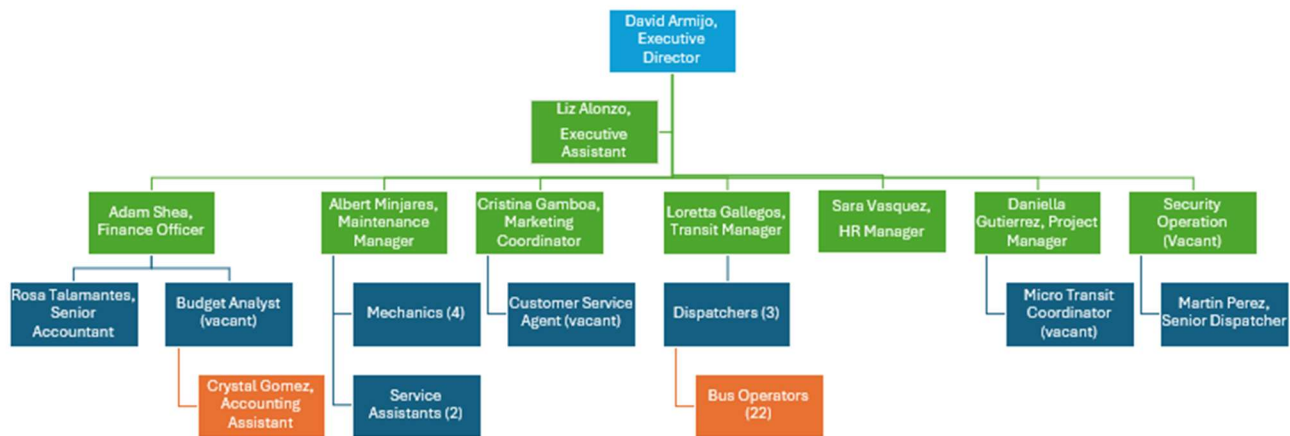


Figure 14 – SCRTD Current Organizational Chart

The currently vacant Micro Transit Coordinator position will be filled to meet the staffing demands of demand response service when it begins. Pre-scheduled or on-demand demand response service requires more staff time devoted to managing the service’s clients, taking and managing trip requests and monitoring the service quality.

Overall, the current number of managerial positions appears to be reasonable for a system with the transit service levels, geographic area and responsibilities of SCRTD. SCRTD should consider expansion of its operations staffing soon. Currently there are no designated supervisors to monitor operations in the field, respond to vehicle incidents or accidents and manage system detours. Given the large area covered by SCRTD operations, responding to events in the field can be a challenge for the current group of dispatchers.

Consideration should be given to expanding the responsibilities of the proposed Micro Transit Coordinator position to encompass supervision of all demand response services. This can include ADA paratransit service or other scheduled demand response service types.

Public Information and Marketing

Currently SCRTD provides public information via its website (SCRTD.ORG), published bus schedules, a SCRTD Facebook website and by using Google Maps (for wayfinding). SCRTD’s Facebook page has information for the public and system riders.

Google Maps displays SCRTD bus route and schedule information in its “Transit” layer providing wayfinding information to the general public.

The map and schedule shown below includes the correct information other than the passenger fare. The current fare for SCRTD bus routes is FREE rather than the \$1.00 fare shown in Google Maps.

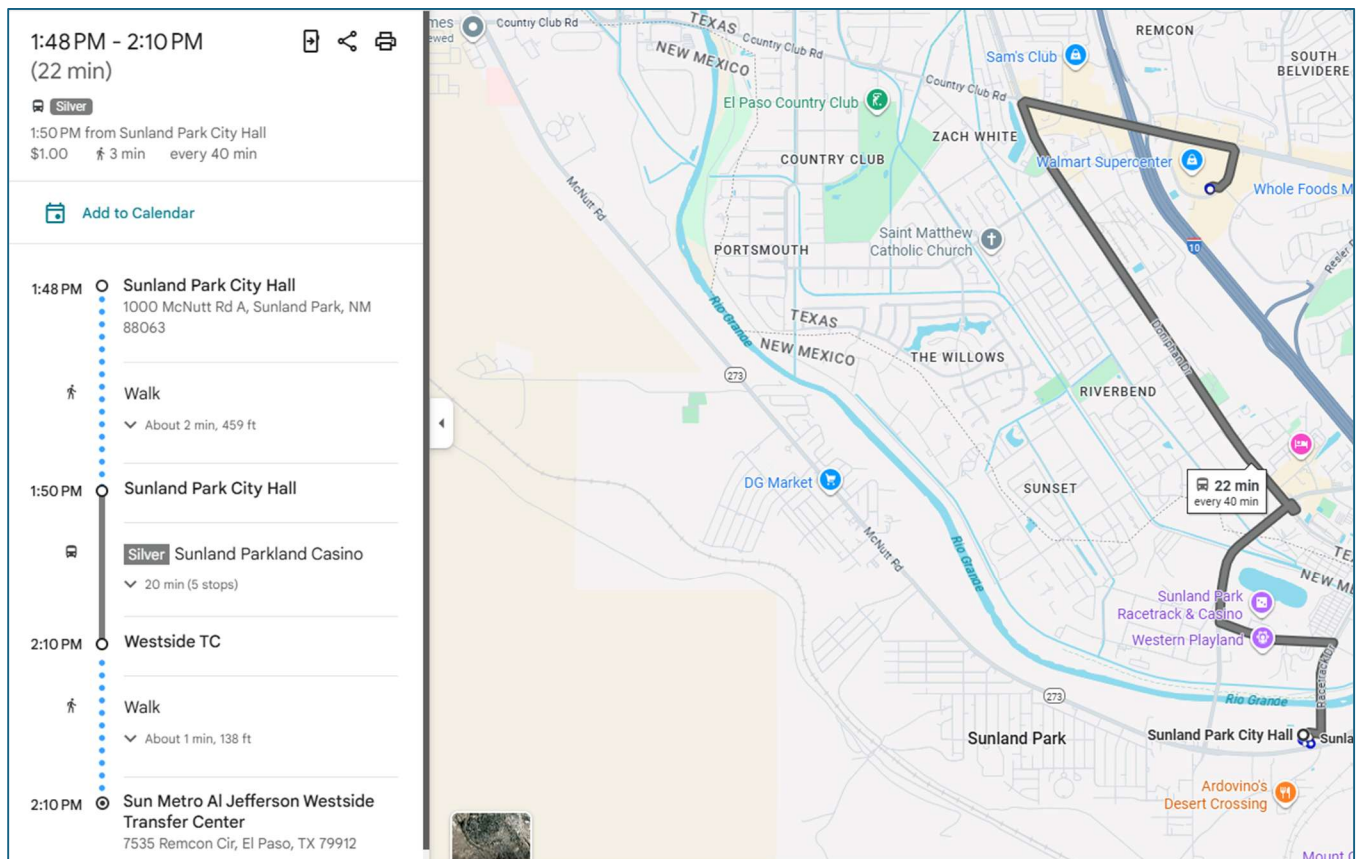


Figure 15 - Google Maps Example

SCRTD management is considering a change in route designation from route names by color to either a number or letter designator, or combination of a number and letter plus a color. As SCRTD increases its number of bus routes, it becomes more difficult to find new distinctive color choices for new bus routes. Given that potential issue, SCRTD should consider switching to either lettered or numbered bus routes. This transition can be assisted by combining the color names with either the letter or number addition until bus riders are familiar with the new nomenclature.

Review of area demographic, land use and travel patterns

Introduction

This report section analyzes the region’s demographic patterns and trends to determine the highest demand areas for public transportation services. The analysis relies on data from the Census Bureau through its recent data for relevant areas of New Mexico and Texas.

Comparative statistical data for the United States as a whole, Texas, New Mexico and the SCRTD service counties of El Paso, Texas; and Doña Ana, Otero and Sierra Counties, New Mexico are shown below based on U. S. Census Bureau 2020 American Community Survey data.

Population Trends

A comparison of United States Census Bureau population changes for the United States as a whole, Texas, New Mexico and the four counties associated with the SCRTD potential service areas are shown below. Generally, the chart shows a continual population growth trend in the United States and both states as a whole. Of the four counties, both El Paso County and Doña Ana County have shown a consistent growth pattern over the last 45 years with the one exception being a loss of population in Doña Ana County in the 1990 census. Both Otero and Sierra Counties have shown a more inconsistent pattern of population changes in the 45-year time period with large surges in population in some decades and losses in population in others. Currently the State of Texas leads in population growth with a 7.36% population increase from 2020 to 2024. Doña Ana County also shows strong population growth in the 2020 – 2024 time period with a 0.45% annual estimated population increase in that time period.

Entity	1980 Population	1990 Population	2000 Population	2010 Population	2020 Population	July 1 2024 Population Estimate
United States	226,545,805	248,709,873	281,421,906	308,745,538	331,449,281	340,110,988
Annual change %		0.98%	1.32%	0.97%	0.74%	0.26%
Texas	14,229,191	16,986,510	20,851,820	25,145,561	29,145,505	31,290,831
Annual change %		1.94%	2.28%	2.06%	1.59%	0.74%
New Mexico	1,019,056	1,515,069	1,819,046	2,059,179	2,117,522	2,130,256
Annual change %		4.87%	2.01%	1.32%	0.28%	0.06%
El Paso County	472,420	515,342	679,622	803,548	865,710	875,784
Annual change %		0.91%	3.19%	1.82%	0.77%	0.12%
Dona Ana County	89,868	71,661	174,664	198,606	219,561	229,366
Annual change %		-2.03%	14.37%	1.37%	1.06%	0.45%
Sierra County	8,454	11,573	13,681	11,988	11,576	11,389
Annual change %		3.69%	1.82%	-1.24%	-0.34%	-0.16%
Otero County	44,000	30,150	55,513	105,200	67,839	69,711
Annual change %		-3.15%	8.41%	8.95%	-3.55%	0.28%

Table 6 - Population by US, State, County

Annual population growth from 2020 – 2024 for the three SCRTD counties in New Mexico are shown below. Of the three, Doña Ana County is exhibiting the greatest average growth of 0.45% positive change per year outpacing both New Mexico’s and the United States overall population growth rate. Otero County conversely is growing very little, and Sierra County is currently losing population.

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-FY25-0078).							
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							

Table 7 - Population Growth Rates

The above charts show that the United States as a whole, Texas and New Mexico have had a consistent record of population growth over the last 45 years. Texas has been the leader in population growth over the 1980 – 2020 time period. Doña Ana County has also had a consistent growth pattern with a 0.45% growth rate from 1980 to 2020 and a 1.12% growth rate from 2020 to 2024. The other two New Mexico counties, Otero and Sierra County, have had a more inconsistent growth pattern over the last 45 years. In Texas, El Paso County has consistently experienced a much slower rate of growth in population over the last 45 years. This trend will likely continue into the immediate future with greater emphasis being placed on border security. From these trends it appears likely that both Doña Ana and El Paso Counties will continue to experience moderate and consistent growth in population. Otero and Sierra counties conversely may well experience periods of no population growth or slow population decline.

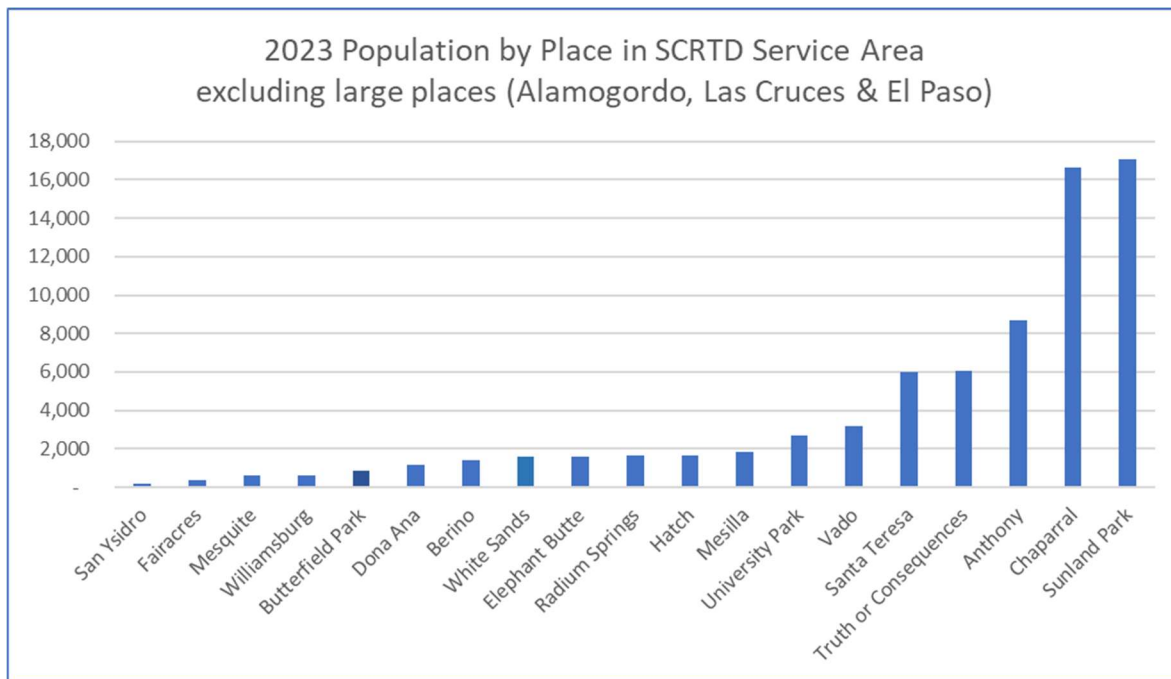


Figure 16 - Population by Place

Income Analysis

Average income levels in transit service areas and especially along and within bus route areas are a key determinate of the demand for public transit services. Lower income households tend to have fewer if any cars available and less income to pay for fuel, insurance and other cost of driving. The chart below shows the population totals for the United States, the states of Texas and New Mexico and the four counties containing SCRTD transit services. As a measure of relative wealth, the chart shows the median household incomes for each entity as well as how that entity’s household income compares to the national average.

Entity	Population	% of US Total	Median Household Income	% of US Average
United States	331,449,281		\$ 77,719	
Texas	29,145,505	8.8%	\$ 75,780	97.5%
New Mexico	2,117,522	0.6%	\$ 62,268	80.1%
El Paso County	865,657	0.3%	\$ 58,971	75.9%
Dona Ana County	219,561	0.1%	\$ 56,451	72.6%
Sierra County	11,576	0.0%	\$ 37,840	48.7%
Otero County	67,839	0.0%	\$ 50,762	65.3%

Table 8 - Population & Median Household Income

As can be seen in the above chart, both Texas and New Mexico have lower median household incomes than the United States. In addition, El Paso County has a lower median household income than either the statewide Texas or New Mexico average. All three south central New Mexico counties also have a lower median household income than El Paso County. These figures are indicative of the higher relative poverty present in this area of either state.

From the U. S. Census Bureau’s Small Area Income and Poverty Estimates (SAIPE) estimates, Sierra County, New Mexico has significantly higher poverty than Doña Ana County and Otero County, New Mexico and El Paso County Texas.

Data from SAIPE for relevant geographic areas are shown below.

U. S . Census Bureau 2023 SAIPE Estimate				
Year	Geographic Area	Population	# in Poverty	Poverty %
2023	United States	327,076,658	40,763,043	12.5%
2023	Texas	29,889,509	4,091,368	13.7%
2023	New Mexico	2,075,107	349,872	16.9%
2023	El Paso County	854,999	157,986	18.5%
2023	Dona Ana County	220,522	43,762	19.8%
2023	Sierra County	11,304	2,654	23.5%
2023	Otero County	68,823	12,671	19.4%

Table 9 - Census SAIPE Estimates

The Median Family Income and Percentage of Persons in Poverty charts for places in the SCRTD service area are shown below. University Park on the south side of Las Cruces where New Mexico State University is located shows especially low level of family income and high poverty rate. These numbers are skewed to some extent by the large numbers of students living in that area. The NMSU area should have some higher need for public transit service based on these numbers. The area is served by SCRTD’s Green and Red bus routes.

Also notable in low median family income and high rates of poverty are Chaparral and Anthony, New Mexico which are served by the Turquoise bus route. Anthony is also served by the Red and Purple bus routes.

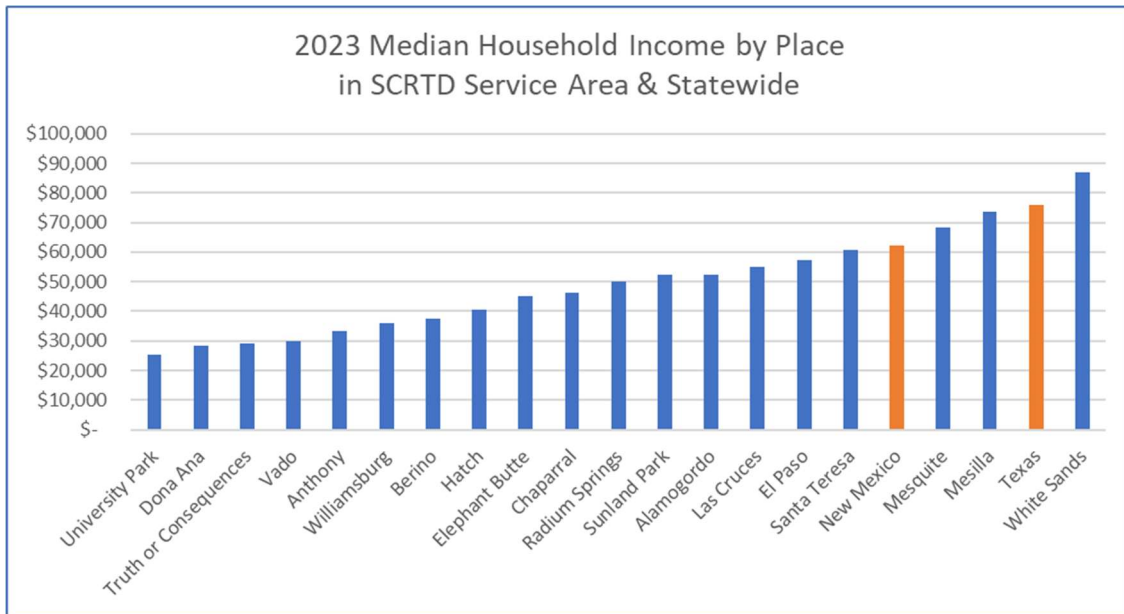


Figure 17 - Income by Place

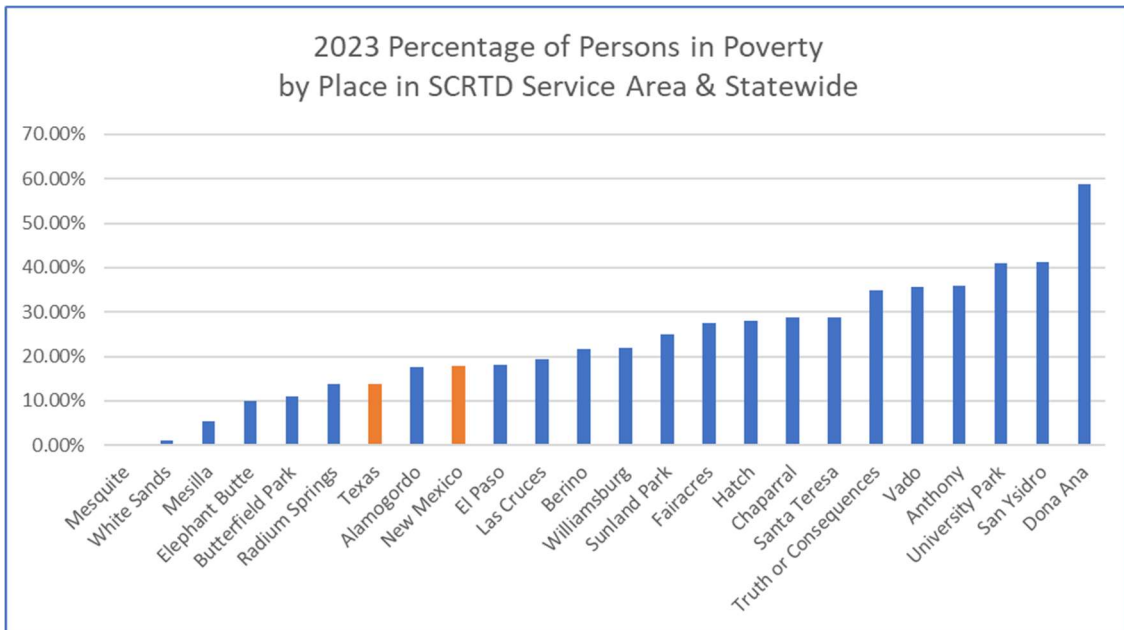


Figure 18 - Poverty by Place

Hispanic Population

South Central New Mexico and the City of El Paso Texas have a generally very high percentage of Hispanic populations as compared to either the state of New Mexico or Texas as a whole. The Hispanic percentage of the population is as high as virtually 100% in Mesquite, Berino and Anthony Census Bureau defined places. Hatch, Doña Ana, Chaparral and Sunland Park also have a higher Hispanic percentage of population than the City of El Paso as a whole.

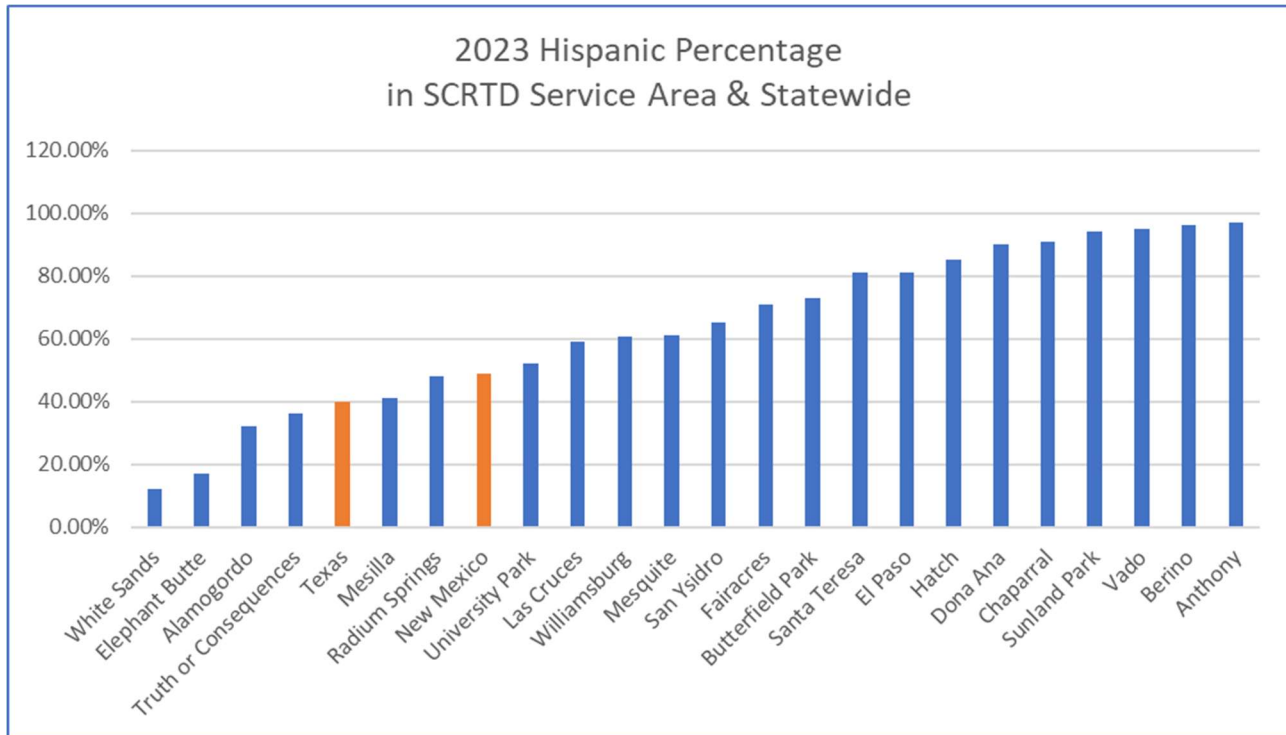


Figure 19 - Hispanic Portion of Population by Place

This high Hispanic population percentage is a reminder of the importance of providing marketing and other public transit information to the public in both English and Spanish.

Census Data Analysis

A further analysis of Census Bureau income data. The analysis determined what census tracts each SCRTD bus route either passed through or touched at its border. Income data was pulled for Census Tracts touching each bus route.

A list of the census tracts for each bus route is shown in the chart below. The chart lists the county of the tract, the SCRTD bus route and the census tract number.

County	Route	Tract	County	Route	Tract	County	Route	Tract
El Paso	Turquoise	1.07	Dona Ana	Red	6	Dona Ana	Green	8
El Paso	Turquoise	1.08	Dona Ana	Red	9.01	Dona Ana	Green	9.02
El Paso	Turquoise	1.09	Dona Ana	Red	9.02	Dona Ana	Green	10
El Paso	Turquoise	1.1	Dona Ana	Red	10	Dona Ana	Green	12.03
El Paso	Turquoise	1.13	Dona Ana	Red	11.03	Dona Ana	Green	12.05
El Paso	Turquoise	1.14	Dona Ana	Red	11.05	Dona Ana	Green	12.06
El Paso	Turquoise	2.05	Dona Ana	Red	11.06	Dona Ana	Green	12.08
El Paso	Turquoise	2.06	Dona Ana	Red	18.07	Dona Ana	Green	12.09
El Paso	Turquoise	2.07	Dona Ana	Red	18.08	Dona Ana	Green	12.1
Otero	Turquoise	9.03	Dona Ana	Red	18.11	Dona Ana	Green	13.09
Dona Ana	Turquoise	18.07	Dona Ana	Red	18.12	Dona Ana	Green	13.1
Dona Ana	Turquoise	18.08	Dona Ana	Red	18.14	Dona Ana	Green	13.11
Dona Ana	Turquoise	18.09				Dona Ana	Green	13.12
Dona Ana	Turquoise	18.1	Dona Ana	Magenta	5	Dona Ana	Green	14.02
El Paso	Turquoise	102.03	Dona Ana	Magenta	6			
El Paso	Turquoise	102.12	Dona Ana	Magenta	8	Dona Ana	Purple	17.01
El Paso	Turquoise	102.23	Dona Ana	Magenta	9.01	Dona Ana	Purple	17.02
El Paso	Turquoise	102.24	Dona Ana	Magenta	9.02	Dona Ana	Purple	17.03
			Dona Ana	Magenta	12.03	Dona Ana	Purple	17.05
Dona Ana	Copper	2.03	Dona Ana	Magenta	12.05	Dona Ana	Purple	17.06
Dona Ana	Copper	2.06	Dona Ana	Magenta	12.06	Dona Ana	Purple	17.07
Dona Ana	Copper	5	Dona Ana	Magenta	12.08	Dona Ana	Purple	18.07
Dona Ana	Copper	6	Dona Ana	Magenta	12.09	Dona Ana	Purple	18.08
Dona Ana	Copper	11.02	Dona Ana	Magenta	12.1	El Paso	Purple	102.03
Dona Ana	Copper	13.09	Dona Ana	Magenta	13.1			
Dona Ana	Copper	13.17	Dona Ana	Magenta	13.11	El Paso	Silver	11.16
Dona Ana	Copper	13.18	Dona Ana	Magenta	13.12	El Paso	Silver	12.02
			Dona Ana	Magenta	13.15	El Paso	Silver	12.04
Dona Ana	Yellow	17.05	Dona Ana	Magenta	13.16	El Paso	Silver	13.01
Dona Ana	Yellow	17.06				El Paso	Silver	13.02
Dona Ana	Yellow	17.07	Dona Ana	Blue	14.02	Dona Ana	Silver	17.05
El Paso	Yellow	18	Sierra	Blue	9622			
			Sierra	Blue	9623			

Table 10 - Bus Route Census Tracts

Population and Income along Census Tracts

The population within Census Tracts along the SCRTD bus routes is shown below. The difference in total population levels between bus routes is significant with the Turquoise and Green routes having much more population operating in parts of El Paso and Las Cruces respectively than the other bus routes. The relatively low population along the Yellow bus route is surprising given its high bus ridership demand. This can be accounted for by the other demographic characteristics that highly favor bus ridership demand and the fact that it meets many Sun Metro bus routes in downtown El Paso.

The Green, Magenta Silver, Yellow and Turquoise bus routes have the highest population density along their routes due to operations in Las Cruces, El Paso and Sunland Park.

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

Table 11 - Bus Route Census Tract Population

The census tract household income data is grouped in the following categories:

- Income less than \$10,000 per household per year
- Income from \$10,000 - \$14,999 per household per year
- Income from \$15,000 - \$24,999 per household per year
- Income from \$25,000 - \$34,999 per household per year
- Income from \$35,000 - \$49,999 per household per year
- Income from \$50,000 - \$74,999 per household per year
- Income from \$75,000 - \$99,999 per household per year
- Income from \$100,000 - \$149,999 per household per year
- Income from \$150,000 - \$199,999 per household per year
- Income of \$200,000 or more per household per year

The chart below provides a breakdown of income levels existing in the census tracts along each bus route. Findings from the chart include that the Yellow and Blue routes highest percentage of households with very low incomes. The Yellow route has a particularly large percentage of population with very low incomes (less than \$10,000).

SCRTD Bus Route Name	Percent of Households with Median Average Income									
	Less than \$10,000	Between \$10,000 - \$14,999	Between \$15,000 - \$24,999	Between \$25,000 - \$34,999	Between \$35,000 - \$49,999	Between \$50,000 - \$74,999	Between \$75,000 - \$99,999	Between \$100,000 - \$149,999	Between \$150,000 - \$199,999	Greater Than \$200,000
Copper	6.76%	6.81%	13.46%	9.33%	10.98%	17.41%	10.78%	13.16%	5.44%	5.86%
Silver	7.05%	7.23%	7.63%	7.93%	11.70%	18.85%	11.77%	12.77%	5.43%	9.63%
Turquoise	8.14%	7.28%	11.33%	8.33%	14.76%	19.93%	12.98%	11.49%	3.84%	1.93%
Magenta	8.57%	5.94%	12.47%	8.44%	10.47%	18.25%	11.27%	11.36%	6.64%	6.58%
Green	9.30%	3.99%	10.71%	10.25%	11.52%	17.03%	11.16%	12.86%	7.06%	6.11%
Purple	11.08%	9.20%	12.56%	6.97%	12.76%	17.07%	10.26%	11.91%	4.71%	3.52%
Blue	11.53%	9.63%	17.60%	12.17%	12.70%	10.87%	10.97%	10.63%	1.90%	2.00%
Red	11.69%	9.55%	17.08%	12.78%	10.66%	15.96%	7.24%	9.99%	2.66%	2.39%
Yellow	18.53%	14.08%	13.40%	12.40%	10.83%	12.08%	8.35%	5.13%	4.48%	0.83%

Table 12 - Median Household Income % by Bus Route

The focus in this analysis was to evaluate those bus routes with the lowest household average incomes. Lower household income and higher poverty rates are typically associated with lower car ownership and availability and higher propensity for using public transit.

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%

When analyzing household incomes along each bus route under \$50,000, again the Yellow bus route has the highest percentage of total households with incomes less than \$50,000 per year. The Yellow, Blue and Red bus routes stand out as having the greatest need for public transit services based on lower average household income.

Table 13 - Bus Route Income < \$50,000

SCRTD Bus Route	Median Income Average	SCRTD Bus Route	Mean Income Average
Silver	\$ 65,575	Silver	\$ 99,797
Green	\$ 58,781	Green	\$ 79,938
Magenta	\$ 57,530	Magenta	\$ 78,390
Copper	\$ 55,923	Copper	\$ 76,020
Turquoise	\$ 50,364	Turquoise	\$ 62,176
Purple	\$ 48,722	Purple	\$ 64,326
Red	\$ 39,478	Red	\$ 52,617
Blue	\$ 35,846	Blue	\$ 42,012
Yellow	\$ 31,499	Yellow	\$ 49,135

Table 14 - Median Family Income by Bus Route

The Yellow bus route has the lowest average median household income along its route. The Blue route has the second lowest median household income as well as the lowest mean household income average. Median household incomes along the Red, Purple and Turquoise routes indicate a high propensity for public transit usage with household incomes at least \$10,000 below the state of New Mexico income average.

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%

Table 15 - Very Low Income by Bus Route

SCRTD’s Yellow bus route has a remarkably high percentage of households with low average incomes averaging below \$25,000. This should be correlated with a much greater propensity for public transit need and usage. This is the case with the Yellow route exceeding all other bus routes in rides per hour of bus service.

ADA Service Evaluation and Recommendation

As a public transportation provider, SCRTD is subject to the public transit requirements contained in the Americans with Disabilities Act (ADA). The Act includes requirements for facilities, vehicles and transit services. Public transit vehicles are required to have either wheelchair lifts or ramps for accommodating wheelchair bound people. Transit services must allow service animals, providing priority in seating for people with disabilities, and properly trained agency personnel including drivers.

The Act requires fixed-route bus services to offer complementary paratransit service unless the bus route is a commuter type bus route. SCRTD has been found by the New Mexico Department of Transportation's Public Transit Division to operate commuter type bus routes thus circumventing the ADA requirement for complementary paratransit service.

Relevant excerpts from the regulation related to commuter buses include the following:

49 CFR Part 37.3 (Definitions) Commuter bus service means fixed route bus service, characterized by service predominantly in one direction during peak periods, limited stops, use of multi-ride tickets, and routes of extended length, usually between the central business district and outlying suburbs. Commuter bus service may also include other service, characterized by a limited route structure, limited stops, and a coordinated relationship to another mode of transportation.

The SCRTD Yellow Route meets several commuter bus service definition elements: fixed route, limited stops, Yellow Route does not fit these definition elements: service predominately in one direction during peak periods; and routes of extended lengths. The SCRTD Silver Route fits the same pattern but does not fit the limited stops criteria.

The NMDOT concurrence in the commuter bus definition for these routes is important. Yet the acceptance of FTA 5307 funds may bring the triennial review process into a new focus.

49 CFR Part 37. 121 (c) Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

49 CFR Part 37.33 (b) Fixed-route transportation systems operated by public airport operators between the airport and a limited number of destinations in the area it serves are subject to the provisions of this part for commuter bus systems operated by public entities.

One consideration in determining the cost and practicality of ADA required complementary paratransit service is the ADA fare limitation regulations. A complementary paratransit service passenger can by law be charged no more than twice the regular fixed route bus fare. SCRTD currently does not charge fares to its regular bus route passengers. Therefore, complementary paratransit service operating within the requirements of the ADA must be free fare.

Complementary Paratransit Service

SCRTD currently provides a variety of transit services through fixed routes with frequencies of 40 minutes to 120 minutes. The Yellow route is quite similar in several characteristics to the type of route that is accompanied by an access zone on either side of the route. The Americans with Disabilities Act promises all Americans equal access to many life functions. The Federal Transit Administration has provided the regulations that give force to the law in the publication FTA C4710.1.

Currently the interpretation of the requirements by SCRTD (and approved by NMDOT) is that all of the routes provided by SCRTD fit the stated exceptions to the basic rule of providing complementary origin to destination service. The Yellow route meets several of the characteristics that the FTA will examine in future triennial reviews. The other routes may be expected to meet several of the characteristics as the system grows and matures in ridership patterns. The criteria that FTA will examine include:

- Elements of the Commuter Bus exception:
 - a. Fixed route service
 - b. Predominantly in one direction during peak periods
 - c. Limited stops
 - d. Routes of extended lengths (usually between the downtown and suburbs)
 - e. Use of multi-ride tickets

AND

- f. May also include other services.
- g. Limited route structure
- h. Limited Stops
- i. Coordinated relationship to another mode of transport (usually rail feeder)

It is not clear that SCRTD needs to provide ADA Complementary service at the current time. It is highly likely that the Yellow Bus Route or another route may eventually not fit the elements of the Commuter Bus exception.

The decision steps that will be presented at that future date will include:

- The service area will be defined as the area surrounding the fixed route that is deemed to no longer meet the commuter bus exception. The ADA service area would be the area (or bubble) within $\frac{3}{4}$ mile of the fixed route on either side.
- This ADA service zone could be evaluated for traditional origin to destination trip service with an ADA accessible van. Or the need could be met by designing the “fixed” route schedule such that the driver could deviate from the fixed route to the ADA customer trip origin/destination. The driver would return to the fixed route at the point it left that route so that no other passenger was impacted by the route deviation.

The next method of meeting the ADA service issues that could be considered is the integration of general public micro-transit with ADA service zones. If ADA origin to destination service is initiated, it could be created after the zone was initially served by a flex route. If microtransit is implemented in the SCRTD service area, integration of the ADA origin to destination service may be quite simple. If the operators have complete training for both types of service, and if the vehicles in daily operation are designed to accommodate all types of customer disability needs the integration with microtransit is simplified.

If the future implementation of fixed route and ADA origin – destination service is required, the service criteria that are required for compliance with the complementary service regulations include:

- Service time – the same days, same hours for trips must mirror the fixed route.
- Service zone – the area within ¾ mile of the fixed route must be served.
- Response time – the agency must fill trip requests for next day service.
- Optional – the agency may accept same day or up to 14-day advance requests.
- Trip purpose – the agency may not prioritize trip purposes.
- Capacity – the agency may not use waiting lists or otherwise limit trips.
- Compliance – the agency will be evaluated on any patterns of supply constraints.
- Eligibility – Some customers may be eligible for ADA service for all trips.
- Some may be eligible for only the trips that are inaccessible based on the conditions of that trip.
- Some customers may be eligible on a temporary basis (a broken leg is a common example).

In the event that rural road conditions make a trip on unpaved or poorly maintained road surfaces unavoidable, the agency may deny that trip request if the road at that time presents a direct threat to health or safety.

3 Long Range Financial Plan

Overview

The SCRTD proudly serves the citizens of Doña Ana, Ortero, Sierra and the northwest portion of El Paso County. The following section explains the current service, likely unmet needs current growth rate and the as well as the current expansion rate of growth and the cost effectiveness of the current service.

In the last quarter of 2016, SCRTD was small. The 800 riders per month reflected the steady public service that addressed a portion of the unmet needs of those who live between Las Cruces and El Paso, as well as in other areas of the two counties, Otero and Sierra. With customer attention and safe, reliable service, ridership grew rapidly. By the third quarter of 2017 (the last quarter of FY2017) riders had almost tripled to 2,300 per month. Growth continued at a moderate pace through the fourth quarter of 2019, reaching 3,300 per month.

The pandemic has significant impacts on riders nationwide. The second quarter of 2020 was the first quarter in which SCRTD fell below 1,500 riders per month.

The pandemic posed challenges for employees, customers and the organization's budget. Concerns diminished steadily during FY21; the combination of service changes and ridership increases was dramatic. By the end of FY21, 6,000 riders per month were served.

New routes and revenue miles increased, and riders steadily rose to 8,200 per month in the third quarter of FY22; 9,100 in the third quarter of FY23 and 13,000 in the third quarter of FY24. The Yellow route addition was the last significant increment in this pattern.

Including the current year, the patterns of aggressive growth in service miles, frequency of service, riders and budget growth have been challenging but balanced. The next ten-year period will be exciting, rewarding and challenging.

Several of the future uncertainties can be addressed. Will the 300% rate of growth within the first year be duplicated. That is not likely. There are several new service areas or service connections that are under review by SCRTD leaders. Larger vehicles provide capacity for significant growth. Yet the ridership constraints are expected to include 22% growth for several years, followed by 7% growth for several years and then 2% growth as the system matures.

SCRTD Annual NTD Fiscal Year Ridership									
Fiscal Year	2017	2018	2019	2020	2021	2022	2023	2024	2025
October	967	2639	3125	3470	5883	5569	7443	10345	15153
November	821	2164	3017	3377	4004	5793	7752	8983	12075
December	757	2003	2467	3109	5107	5598	7033	8237	14733
January	983	2220	2809	2929	4131	6146	8159	9257	13927
February	1380	2344	3143	3398	4570	5824	7908	10558	13870
March	1611	2205	3058	2943	5342	7041	8671	11054	13487
April	1763	2689	4546	1603	6184	7266	8943	11700	15455
May	1878	2789	5346	1343	6003	8224	9633	12336	13270
June	1768	2974	5678	1678	5630	8732	8960	10786	11433
July	1616	2337	4339	1628	5251	7575	7646	12101	12046
August	2721	3417	3644	2007	6385	9193	9842	13491	14675
September	2581	2779	3361	2098	6507	8106	9776	13970	14598
YTD Totals	18846	30560	44533	29583	64997	85067	101766	132818	164722

Table 16 - SCRTD Ridership History by Month

What Can Be Expected as SCRTD Matures?

The Washington State Transportation Center Research Project T9902-19 reported several rural transit Rides per Year per Person for different transit systems in the state. These were analyzed by age/trip type cohorts (under 18, 18-59, 60+, mobility limited). Findings are shown below:

Rider Segment	Rides per Person per Year
Overall Chelan / Douglas County	22
Under 18	28
18-59	21
60+	10
Mobility Limited	70
Clallam County	14
Under 18	18
18-59	9
60+	9
Mobility Limited	125

Table 17 - Rural Transit Rides per Person

Every state is different, but it is reasonable to suggest that ridership in the SCRTD service area holds the potential for approximately 18 Riders Per Person Per Year, or 1.5 Per Person Per Month, once the service is “completely built out”. The 1,098,541 population of the combined statistical area for El Paso-Las Cruces is served by two larger city transit systems, one other rural transit

system, and several private services. The El Paso city population is 681,723 and the Las Cruces city population is 116,998 (2024).

This remaining 299,820 population segment compresses individuals in the combined area but outside the service area of either city transit system. Though ETA (El Paso Transportation Authority) will serve a portion of this market growth it is reasonable to forecast the SCRTD target population for ridership is a group of over 100,000 persons. Sunland Park, Anthony NM/TX, Chaparral, Hatch, Santa Teresa, and almost a dozen small areas are important components of the service area. At 18 trips per person per year the estimate of current ridership potential is 1.8 million passenger trips per year as the demand – supply equilibrium is reached. That suggests a ten-year period of steady growth, assuming operating and capital budgets can accommodate that expansion.

The current and future demand includes trips to medical facilities, schools and colleges, shopping areas and employment centers. The future demand is likely to build on these trip demand patterns.

The prominent colleges and universities include: the University of Texas at El Paso, New Mexico State University, Doña Ana Community College, Burrell College of Osteopathic Medicine, Southwest University, and Pima Medical Institute.

The prominent shopping areas include Mesilla Valley Mall, Cielo Vista Mall, Walmart Supercenter, Historic Mesilla Plaza, Outlet Shops at El Paso and the Shoppes At Solana.

The prominent medical facilities include Memorial Medical Center, Mountain View Regional Medical Center, Addus HealthCare, the Hospitals of Providence, and University Medical Center.

Prominent employment centers include Fort Bliss, ADP, Hewlett Packard Enterprise, Walmart, Lockheed Martin, both City Governments, and the largest hospitals and colleges mentioned above.

In the next ten years several of these demand generators will grow and others will be added. Even though the rapid growth in employment post pandemic has slowed there is a pattern of growth in this region that is indicative of high future growth. The Las Cruces-El Paso corridor is somewhat like these rapidly growing urban corridors: Dallas – Denton TX, Denver – Fort Collins CO, Boise – Nampa ID, Nashville – Murfreesboro TN, and Oklahoma City – Norman OK. These are city pairs that have demonstrated rapid fill-in growth in population, density and employment. Part of the reason is infrastructure; it is logical for FHWA and state DOTs to prioritize new freeway widening projects in these urban gaps. In most cases this leads developers and lenders and public works departments to see these in-fill segments as the most logical place to invest competitive resources.

What might these new services look like?

The Interstate 10 corridor segment between El Paso and Las Cruces holds many interesting possibilities. The Mesilla Valley MPO Mobility 2045 Report includes a map of the Regional Future Thoroughfare Plan. Transit routes will not follow these new road developments exactly, but transit

in the forms offered by SCRTD needs high quality roads to provide competitive service. The future road network building is planned to provide a dramatic increase in the relatively dense network for the area **north** of US 70 and **east** of Interstate 10. The odds of new transit routes, frequencies or services in this subarea are high.

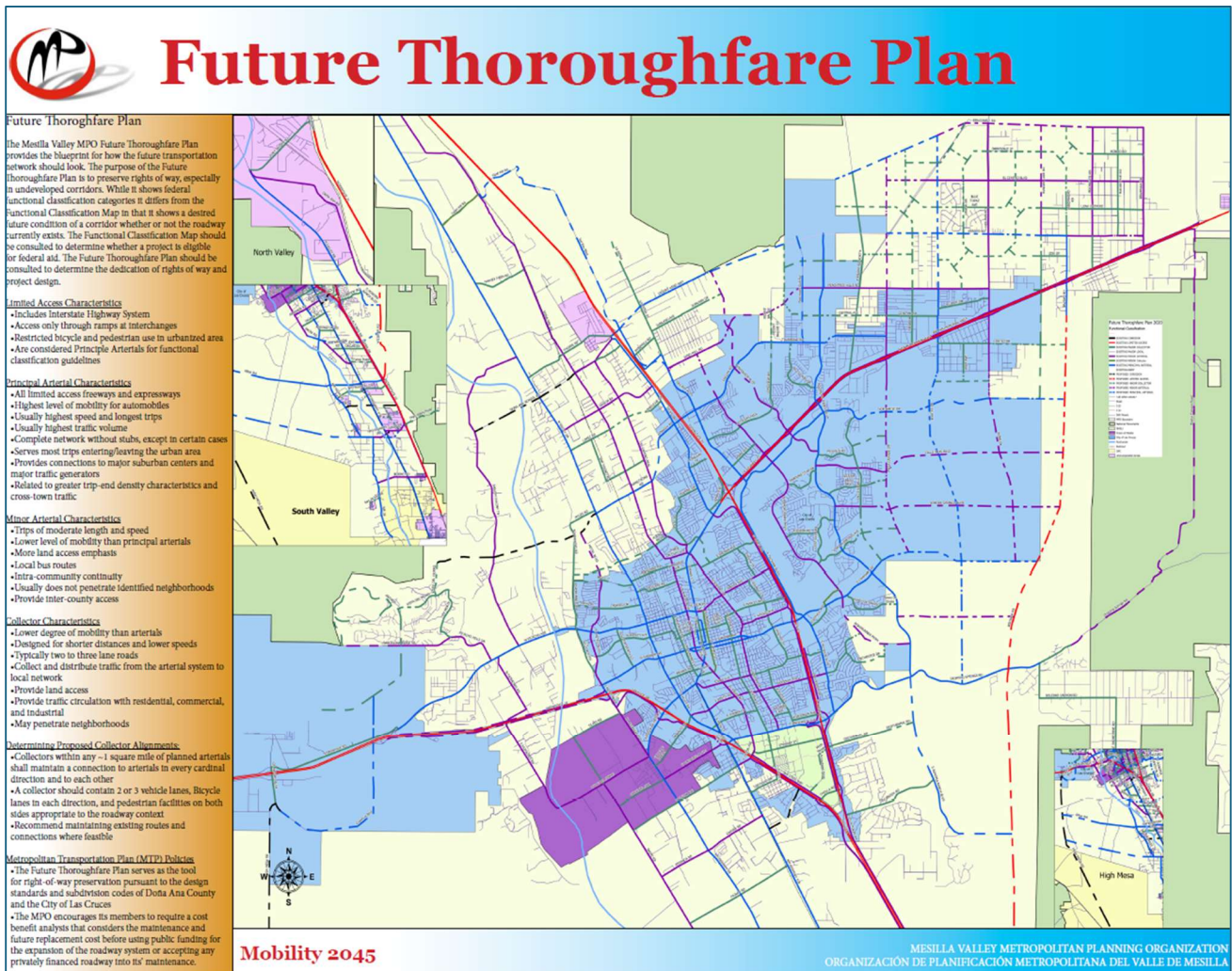


Figure 20 - Doña Ana County Thoroughfare Plan

The Future Thoroughfare Plan does not commit to specific funding at this time, it is a community-reviewed designation of the desired future condition for an existing roadway, an expanded-capacity roadway, or a new roadway.

The subarea immediately south of the previous one lies south of US 70 and east of Interstate 10. In this subarea the road network is not planned for dense buildout, but the new roads will encourage residential and commercial activity.

The third subarea poised to grow dramatically is the Santa Teresa highland. A very large data center has been discussed to join the residential area, airport, rail intermodal terminal and industrial park.

Few transit systems have exceeded the state average growth trend every year for over a decade. But should this occur in New Mexico, SCRTD is in a position to achieve this growth. This growth pattern is feasible; it does not assume tremendous growth in the overall population and employment of the SCRTD region.

Growth Variables – Transit Demand

The two larger counties of the service area are Doña Ana and El Paso counties. The most obvious indicator of trip demand growth is the reconstruction of the Interstate 10 corridor between the two core cities.

Entity	1980 Population	1990 Population	2000 Population	2010 Population	2020 Population	July 1 2024 Population Estimate
United States	226,545,805	248,709,873	281,421,906	308,745,538	331,449,281	340,110,988
Annual change %		0.98%	1.32%	0.97%	0.74%	0.26%
Texas	14,229,191	16,986,510	20,851,820	25,145,561	29,145,505	31,290,831
Annual change %		1.94%	2.28%	2.06%	1.59%	0.74%
New Mexico	1,019,056	1,515,069	1,819,046	2,059,179	2,117,522	2,130,256
Annual change %		4.87%	2.01%	1.32%	0.28%	0.06%
El Paso County	472,420	515,342	679,622	803,548	865,710	875,784
Annual change %		0.91%	3.19%	1.82%	0.77%	0.12%
Doña Ana County	96,340	135,510	174,682	209,233	219,561	229,366
Annual change %		4.07%	2.89%	1.98%	0.49%	0.45%
Sierra County	8,454	11,573	13,681	11,988	11,576	11,389
Annual change %		3.69%	1.82%	-1.24%	-0.34%	-0.16%
Otero County	44,000	30,150	55,513	105,200	67,839	69,711
Annual change %		-3.15%	8.41%	8.95%	-3.55%	0.28%

Table 18 - Long Term Population Change Comparisons

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-FY25-0078).

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

Table 19 - Population Estimates - Last Five Years

Though the New Mexico growth is concentrated in a few counties, Doña Ana population grew at 0.49% per year for the ten years ending in 2020, and for the next four years ending in 2024 this rate jumped to 1.12% per year.

The data in Tables 15 & 16 make several things clear.

1. The El Paso County population growth rate slowed to 0.10% in the four years ending in 2024.
2. The Las Cruces MSA has an employment of 98,011, including 6.0% growth in the four years ending in 2024.
3. The El Paso MSA has an employment of 419,954, including 13.3% growth in the four years ending in 2024.
4. Employment in the region is steadily growing on the USA side of this large economic region. As of April 2025, the year-over-year growth patterns include those shown in the following table:

One-Year Patterns

Entity	Growth / Year
USA	1.20%
El Paso	2.10%
Las Cruces	1.10%

Table 20 - Growth Per Year

5. Employment in the region is steadily growing on the USA side of this large economic region. As of April 2025, the year-over-year growth included these:
6. Employment grew in El Paso trade by 2.8%. Services grew by 2.3%.
7. Employment in Las Cruces mining/construction grew rapidly by 19%.
8. Commercial Traffic Ports of Entry grew in January through April 2025 were as shown below:

Entity	Growth / Year
USA	0.30%
USA Top Ten Ports	0.30%
Santa Teresa	6.30%

Table 21 - Port Growth Per Year

Economic Effectiveness – Transit Supply

The need to expand services to meet rising demand is often constrained by the local government funds require to cover operating and capital budgets. One of the precursors of growth in the local share of funding is the belief that the growing agency is efficient and provides customer friendly, safe cost-effective service.

The SCRTD can be proud of the current achievements in this field.

The agency was compared with a Peer Group of similar systems in other states and with a Peer Group in New Mexico. In both comparisons the SCRTD demonstrates a pattern of cost-effective transit supply.

What does the Future of Transit Demand Hold?

The ten-year window for this analysis must consider the possibility of changes in population, density, auto ownership costs, parking costs, tolls, and traffic congestion.

The Interstate 10 and 25 freeway congestion is mild in this consolidated area. Any congestion is frustrating to the individual driver. The ten-year window does not anticipate that transit ridership behavior will change significantly due to the probable increase in freeway congestion. The major arterials include US 70, New Mexico 178 and 478. These corridors do not exhibit congestion sufficient to alter transit ridership behavior in a significant manner.

The cost of fuel and of auto ownership are a significant element in this analysis that may be significant. The 2025 automobile ownership cost in New Mexico was \$7,019 per year according to FRED Economic Data and NetCredit.

Fuel and insurance were the larger items after depreciation. Though depreciation varies with the change in new car and truck costs, consumers can control this element by slowing purchases. In the normal course of vehicle ownership, the fuel and insurance costs seem to be the least controllable elements of the auto ownership costs.

Fuel costs have been relatively stable for several years. Insurance costs are rising - in 2020 the average was \$904, in 2025 it is \$2,124. Other costs are growing slowly. Taken as a combined impact, the cost of auto ownership may have a significant impact on transit rider behavior in the ten-year window.

SCRTD NTD Peer Comparisons – Eleven Peer Systems

Latest available National Transit Database information

Population – The eleven systems range in population from the East Central Iowa Council of Governments (75,000) to the Hill Country Transit District (395,000). SCRTD (223,337) is slightly smaller than the peer group average (233,587).

Size – The eleven systems range in size from East Central Iowa Council of Governments (26 square miles) to Concho Valley Transit District (15,355 square miles). SCRTD (135 square miles) is one of the smallest in comparison, the average of which is 3,586 square miles.

SCRTD Cost per Hour – The most economical cost per hour is Cape Girardeau Missouri (\$51.39); the highest cost per hour is TCRTA California (\$158.02). The average of the peer group members is \$96.97 per hour; SCRTD is \$69.24 per hour which is lower by 29%.

SCRTD Cost per Trip – The cost per passenger trip is \$18.26 for SCRTD compared to \$26.46 for the peer system average. SCRTD is lower by 31%.

SCRTD Budget – The peer systems budgets range from \$1.4 million to \$18.7 million. The peer systems average is \$6.9 million compared to the SCRTD \$1.9 million budget.

SCRTD Passenger Trips – The larger budgets of the peers lead to more service. The peer average is 508 thousand passenger trips per year compared to 102 thousand trips per year at SCRTD. The SCRTD trips have been growing at over 25% per year for several years.

Summary

SCRTD is the most recent provider in this comparison. It is also the fastest growing. It is more cost effective than the peer average cost per hour and cost per passenger trip.

Peer Group Analysis

The tables shown below compare SCRTD’s performance and statistics with comparable transit systems across the country. As can be seen from the tables, SCRTD compares favorably to averages for operating cost per revenue hour of transit service and cost per unlinked passenger trip.

PEER GROUP ANALYSIS									
Sorted by Population									
Transit Agency	Location	State	Population	Service Area Square Miles	Vehicles in Maximum Service	Operating Budget (1,000s)	Unlinked Passenger Trips	Cost / Vehicle Revenue Hour	Cost / Unlinked Passenger Trip
HCTD	Kileen	TX	395,300	8,426	67	\$ 10,655	377,448	\$ 124.47	\$ 28.26
Pee Dee RTA	Florence	SC	335,620	3,563	29	\$ 4,316	311,708	\$ 75.94	\$ 13.85
NCRTD	Sante Fe	NM	295,718	10,152	22	\$ 4,199	119,420	\$ 116.70	\$ 41.86
SPORTRAN	Shreveport	LA	288,052	181	53	\$ 17,031	3,333,319	\$ 101.48	\$ 5.11
Mountain Mobility	Buncombe	NC	273,589	657	27	\$ 3,680	113,858	\$ 84.24	\$ 32.33
TCRTA	Visalia	CA	268,040	124	41	\$ 18,655	673,926	\$ 158.02	\$ 27.68
Okaloosa Cty Transit	Okaloosa	FL	211,668	183	42	\$ 4,782	105,016	\$ 76.76	\$ 45.55
CCTS	Cabarrus	NC	181,468	200	21	\$ 2,465	63,967	\$ 113.85	\$ 38.55
CVTD	San Angelo	TX	162,152	15,355	37	\$ 5,364	265,636	\$ 84.38	\$ 20.20
CGCTA	Cape Gurardeau	MO	82,899	579	27	\$ 2,825	110,867	\$ 51.39	\$ 25.48
COGIA	Cedar Rapids	IA	74,950	26	23	\$ 1,382	113,835	\$ 79.47	\$ 12.16
Average			233,587	3,586	35	\$ 6,850	508,091	\$ 96.97	\$ 26.46
SCRTD			223,337	135	15	\$ 1,856.00	101,627	\$ 69.24	\$ 18.26

Table 22 - Peer Group Sorted by Population

PEER GROUP ANALYSIS									
Sorted by Cost per Vehicle Revenue Hour									
Transit Agency	Location	State	Cost / Vehicle Revenue Hour	Population	Service Area Square Miles	Vehicles in Maximum Service	Operating Budget (1,000s)	Unlinked Passenger Trips	Cost / Unlinked Passenger Trip
TCRTA	Visalia	CA	\$ 158.02	268,040	124	41	\$ 18,655	673,926	\$ 27.68
HCTD	Kileen	TX	\$ 124.47	395,300	8,426	67	\$ 10,655	377,448	\$ 28.26
NCRTD	Sante Fe	NM	\$ 116.70	295,718	10,152	22	\$ 4,199	119,420	\$ 41.86
CCTS	Cabarrus	NC	\$ 113.85	181,468	200	21	\$ 2,465	63,967	\$ 38.55
SPORTRAN	Shreveport	LA	\$ 101.48	288,052	181	53	\$ 17,031	3,333,319	\$ 5.11
CVTD	San Angelo	TX	\$ 84.38	162,152	15,355	37	\$ 5,364	265,636	\$ 20.20
Mountain Mobility	Buncombe	NC	\$ 84.24	273,589	657	27	\$ 3,680	113,858	\$ 32.33
COGIA	Cedar Rapids	IA	\$ 79.47	74,950	26	23	\$ 1,382	113,835	\$ 12.16
Okaloosa Cty Transit	Okaloosa	FL	\$ 76.76	211,668	183	42	\$ 4,782	105,016	\$ 45.55
Pee Dee RTA	Florence	SC	\$ 75.94	335,620	3,563	29	\$ 4,316	311,708	\$ 13.85
CGCTA	Cape Gurardeau	MO	\$ 51.39	82,899	579	27	\$ 2,825	110,867	\$ 25.48
Average			\$ 96.97	233,587	3,586	35	\$ 6,850.36	508,091	\$ 26.46
SCRTD			\$ 69.24	223,337	135	15	\$ 1,856.00	101,627	\$ 18.26

Table 23 - Peer Group Sorted by Cost per Revenue Hour

A comparison of ridership in 2023 between the peer systems is shown below.

New Mexico Peer System Ridership - 2023	
Transit System	Ridership
Los Alamos	264,000
NCRTD	107,000
SCRTD	102,000
Zia Therapy	90,000
Rio Metro	45,000

Table 24 - Peer Group Ridership

Below is a comparison of SCRTD operating cost statistics with other comparable New Mexico public transit systems on operating cost per passenger and per mile of operation.

5311 Operating Cost Per Passenger	
Transit System	FY 2023 Actual
Zia Therapy	\$10.66
SCRTD	\$12.16
Los Alamos	\$12.31
Rio Metro	\$38.37
NCRTD	\$46.52

Table 25 - Peer Group Operating Cost per Passenger

5311 Operating Cost Per Mile	
Transit System	FY 2023 Actual
Zia Therapy	\$1.87
SCRTD	\$2.80
Rio Metro	\$5.20
NCRTD	\$5.34
Los Alamos	\$6.68

Table 26 - Peer Group Cost per Mile

The next chart compares the ratio of each of the above transit system’s ridership to its portion of state 5311 funds.

Ratio of System Ridership / State portion of NM DOT 5311 Funding		
Transit System	FY 2023 Actual	Rank
SCR TD	\$ 2.80	2nd
Los Alamos	\$ 6.68	4th
Zia Therapy	\$ 1.87	7th
Rio Metro	\$ 5.20	19th
NCRTD	\$ 5.34	20th

Table 27 - Peer Group Ridership to Funding Ratio

The following chart scores the peer systems based on seven productivity variables.

NM DOT 5311 Productivity	
Transit System	Actual
SCR TD	3.71
Los Alamos	6.43
Zia Therapy	6.57
Rio Metro RTD	10.71
NCRTD	11.14

Table 28 - New Mexico Urban Transit Systems Productivity

The below chart shows the ranking of New Mexico public transit systems based on the relative efficiency of their operations.

NM DOT 5311 Best Grant Performance Ranking	
Transit System	Actual
SCR TD	1
Los Alamos	3
Zia Therapy	4
Rio Metro RTD	13
NCRTD	15

Table 29 - New Mexico Urban Transit System Performance

A comparison of New Mexico DOT grant funding requests is shown below.

5311 Operating Cost - Grant FY 2025			
Transit System	Administrative Funding	Operations Funding	Total
SCRTD	\$ 319,000	\$ 1,148,000	\$ 1,467,000
Rio Metro RTD	\$ -	\$ 2,004,000	\$ 2,004,000
Zia Therapy	\$ 409,000	\$ 1,637,000	\$ 2,046,000
Los Alamos	\$ 248,000	\$ 3,718,000	\$ 3,966,000
NCRTD	\$ 1,585,000	\$ 9,253,000	\$ 10,838,000

Table 30 - Peer Group Operating Funds

5311 FY 2025 NM DOT Grant Requested Funds				
Transit System	Administrative Funding	Operations Funding	Capital Funding	Total
SCRTD	\$ 319,000	\$ 1,148,000	\$ 390,000	\$ 1,857,000
Rio Metro RTD	\$ -	\$ 2,004,000	\$ -	\$ 2,004,000
Zia Therapy	\$ 409,000	\$ 1,637,000	\$ 191,000	\$ 2,237,000
Los Alamos	\$ 248,000	\$ 3,718,000	\$ 764,000	\$ 4,730,000
NCRTD	\$ 1,585,000	\$ 9,253,000	\$ 13,839,000	\$ 24,677,000

Table 31 - Peer Group Funding Request Breakout

SCRTD 5311 & 5339 Grant Awards	
Fund Category	Amount
Operating – Rural	\$ 365,068
Operating - Intercity	\$ 240,272
Administrative – Rural	\$ 122,971
Administrative – Intercity	\$ 65,550
Capital - Rural	\$ 162,684
Capital - Intercity	\$ 125,270

Table 32 - SCRTD 5311 & 5339 Grant Awards

Once convinced of the need, what is the most Effective Funding?

Once the public is convinced that the transit demand has a significant unmet demand; that the plan to serve that demand is practical; that the track record of the agency that will expand the services is cost effective; the last step before committee or commission or council vote or public referendum is public scrutiny of the current organization capacity and legal authority of the agency.

SCRDT has an impressive track record in operating and financial performance with one footnote. The ability to expand rapidly is reflected in the facilities, fleet, and the grant competitiveness. The agency is growing more quickly than the cash liquidity needed to avoid surprises.

Currently SCRDT has the legal authority to collect tolls, but that does not seem politically practical to most observers.

More likely, it seems is the potential for the New Mexico equivalent to a sales tax, the gross receipts tax. In the recent state legislative process, proposals have been introduced to grant authority to counties to impose additional local option gross receipt taxes. Under the recent proposal, it is possible that the local option tax could be implemented by county legislative approval. It is also possible that the enabling legislation may require the county to make the potential tax a question submitted to the voters by referendum.

The current rate for Doña Ana County revenue is 1.62%. The tax base of sales in Doña Ana County at 1.62% yielded approximately \$16 million, \$17 million, \$18 million and \$24.6 million in the four quarters ending in March 2025. This \$75.6 million annual total for the county budget could yield the transit systems in Doña Ana including SCRDT \$11.7 million per year at the 0.25% rate or \$5.8 million at the 0.125% rate.

This 0.125% rate is currently in place in Bernalillo, Los Alamos, Rio Arriba, Sandoval, Santa Fe, Taos, and Valencia counties. Though several other revenue sources are possible, it seems clear that the 0.125% rate would be viewed by many as the next logical step in transit funding.

New Mexico Gross Receipts Tax Comparison		
County	Population (2023)	Transit GRT Rate
Bernalillo	671,586	0.13%
Los Alamos	19,444	0.13%
Rio Arriba	39,876	0.13%
Sandoval	155,936	0.13%
Santa Fe	155,956	0.13%
Taos	34,405	0.13%
<u>Valencia</u>	<u>79,141</u>	<u>0.13%</u>
DONA ANA	225,210	N/A
OTERO	68,835	N/A
SIERRA	11,488	N/A

Table 33 - Transit Gross Receipt Tax Rate

It is possible that the Doña Ana County adoption of this 0.125% rate could be seen by local voters as an equity argument relative to the seven other counties listed above.

The interesting debate that would be anticipated is which transit system would request which portion of the amount. A simple approach might have this incremental revenue linked to the incremental transit service expansion. This amount has only considered the Doña Ana County potential tax collection. If this approach were expanded to the other counties served by SCRTD, Otero, Siera and the northwest section of El Paso County the revenue potential and the political issues would be greater.

If the gross receipts tax approach is successful, the incidence of tax receipts will likely determine the geographic service area supported by the funding. The current local rates in the three New Mexico counties which comprise SCRTD service areas in the state are: Doña Ana 1.625%; Otero 1.1875%; and Sierra 1.8125%.

Regional Transit District Comparison and the Role of Local Sales (GRT) Funding

New Mexico's Regional Transit District framework provides local governments with the authority to jointly plan, finance, and operate regional public transportation systems. As part of this structure, districts may seek voter approval for a dedicated gross receipts tax (GRT) to support transit operations and capital investment.

Four Regional Transit Districts are currently certified in New Mexico:

- **North Central Regional Transit District (NCRTD)** – Formed in 2004; approved a 0.125 percent GRT in 2008 and reauthorized the tax in 2018.
- **Rio Metro Regional Transit District (RMRTD)** – Formed in 2005; approved a 0.125 percent GRT in 2008 to support commuter rail and regional bus service.
- **South Central Regional Transit District (SCRTD)** – Formed in 2006; proposed a GRT measure in November 2014, which was not approved by voters.
- **Southwest Regional Transit District (SWRTD)** – Formed in 2007; has not adopted a dedicated transit GRT.

As shown by statewide experience, districts with voter-approved local sales tax revenue benefit from a stable and predictable funding base that supports long-term service delivery and capital investment. NCRTD and Rio Metro rely on dedicated GRT revenue to supplement federal and state funding and to provide a consistent local match for major projects.

In contrast, SCRTD currently operates without a permanent local tax base and relies primarily on federal grants, state assistance, and local government partnerships. As noted in this plan's grant review, while SCRTD has been highly successful in securing competitive funding, it does not yet have an established permanent funding mechanism comparable to peer districts with dedicated taxes

2026 Ten-Year Service Plan Draft

Importance of Dedicated Local Revenue

Dedicated GRT revenue plays a critical role in supporting sustainable transit systems by providing:

Operating Stability

A recurring local revenue source helps fund core operating expenses, reduces dependence on short-term grants, and supports consistent service levels.

Local Match for Grants

Federal and state programs typically require local matching funds. Dedicated sales tax revenue strengthens grant applications and improves SCRTD's ability to leverage outside funding.

Capital Investment Capacity

Stable local funding enables long-term planning for fleet replacement, facility development, and zero-emission infrastructure, reducing delays caused by funding uncertainty.

Service Expansion and Reliability

Predictable revenue supports new routes, increased frequency, weekend and evening service, and improved system reliability.

Long-Term Financial Resilience

Permanent local revenue improves financial forecasting, reserve capacity, and the ability to manage economic fluctuations.

Implications for SCRTD's Financial Strategy

SCRTD's current financial model emphasizes competitive grant acquisition and intergovernmental partnerships. This approach has enabled substantial growth in services, facilities, and fleet modernization. However, the absence of a dedicated regional tax increases exposure to funding volatility and limits long-term financial flexibility.

The analysis of potential gross receipts tax options in this plan indicates that a 0.125 percent GRT could represent a logical next step in local transit funding, particularly when viewed in relation to neighboring counties and peer districts.

The unsuccessful 2014 GRT initiative demonstrates the importance of sustained public outreach, clear linkage between funding and service benefits, and coordination among participating jurisdictions.

Accordingly, this Ten-Year Financial Plan recognizes that:

- Establishment of a stable local revenue source would significantly enhance SCRTD's operating and capital capacity;
- Dedicated funding would strengthen grant competitiveness and improve long-term fleet and facility planning;
- Sustainable expansion of zero-emission and regional services is more achievable with predictable local support.

Future funding strategies should continue to evaluate opportunities for local revenue measures in coordination with member governments and community stakeholders, consistent with system growth and demonstrated public benefit.

SCRTD – Workpaper #2

Financial Statements Audit Report Comments and Issues

Auditor’s Letter (cover letter)

“Management has omitted the Management’s Discussion and Analysis which is required to supplement the basic financial statements. Such missing information...is required by the Governmental Accounting Standards Board.”

Statement of Net Position as of June 30, 2024 (p7)

Total Assets	\$ 12,807,759
Total Liabilities	\$ 3,058,291
Net Position	\$ 749,468

The Net Position seems to be a traditional amount above.

Careful reading points out the two elements that comprise the \$1,718,043 net position;

Net Capital Assets	\$ 749,469
Unrestricted	(\$1,325,624)

The impact of the large Unrestricted amount combined with the Accounts Payable of \$719,726 compares to the \$ 1,038,479 Current Assets identify an organization that is quickly growing and may face liquidity issues.

Statement of Revenues, Expenditures, and Changes in Fund Balance – Government Funds

Expenditures exceeded Revenues by (\$493,823), including loan principal (\$553,823), another example of a rapidly growing organization that faces liquidity issues.

South Central Regional Transit District - CAPITAL BUDGET (Page 1)								
Capital Appropriations	Source	Program	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	FY 2025 Budget	FY 2026 Budget
5303 / 5304								
NMDOT 5303 - FTA Statewide Png	Federal	Section 5304				\$11,200	\$0	\$3,223
NMDOT 5303 - Zero Emission Plan	Federal	Section 5304					\$0	\$7,130
NMDOT 5304 - 10 Year Plan	Federal	Section 5304					\$80,000	\$80,000
Subtotal			\$0	\$0	\$0	\$11,200	\$80,000	\$90,353
5310								
NMDOT 5339(a) Van Expand Chaparral	Federal	Section 5310				\$108,059	\$108,059	\$108,059
NMDOT 5339(a) Van Expand Anthony	Federal	Section 5310				\$108,059	\$108,059	\$108,059
Vans - Expansion	Federal	Section 5310					\$70,257	\$106,883
Subtotal			\$0	\$0	\$0	\$216,118	\$286,375	\$323,001
5311								
NM Legislature Pilot Van Program					\$26,210			
Acquisition: Misc. Equipment	Federal	Rural					\$3,734	\$3,734
Vans - Expansion	Federal	Section 5339					\$86,447	\$86,447
Bus - >30 ft. - Expansion	Federal	Section 5339					\$173,850	\$173,850
Bus - >30 ft. - Expansion	Federal	Section 5339					\$173,850	\$173,850
Acquisition: Surveillance/Security Equip	Federal	Section 5339					\$0	\$55,000
Acquisition: Farebox Collection Equip	Federal	Section 5339					\$0	\$76,821
Rehab/Renovation - Mntc Facility	Federal	Section 5339					\$0	\$175,000
Subtotal			\$0	\$0	\$26,210	\$0	\$437,881	\$744,702
Local Funds								
Dona Ana County (local)	Local				\$200,000		\$0	\$200,000
DFA-State Legislature (Local Match)	State	DFA - G2822			\$200,000	\$200,000	\$300,000	\$0
DFA-State Legislature (Local Match)	State	DFA - HB505				\$300,000	\$268,000	\$0
DFA-State Legislature (Local Match)	State	DFA - HB450					\$450,000	\$450,000
State Legislature (Local Match)	State						\$325,000	\$0
State Legislature (Local Match)	State						\$135,000	\$0
State Legislature (Local Match)	State						\$24,699	\$0
State Legislature (Local Match)	State						\$93,787	\$0
Dona Ana County (local)	Local						\$200,000	\$0
DFA (Local Match)	State						\$71,838	\$0
DFA (Local Match)	State						\$0	\$832,942
DFA (Local Match)	State						\$0	\$225,000
DFA (Local Match)	State						\$455,261	\$0
Subtotal			\$0	\$0	\$400,000	\$500,000	\$2,323,585	\$1,707,942
FHWA - STBG								
Micro Grid with Battery Storage	Federal						\$421,555	\$0
Subtotal							\$421,555	\$0

Table 34 - SCRTD Capital Budget per Year

South Central Regional Transit District - CAPITAL BUDGET (Page 2)

5307									
Bus - >35 ft. - Expansion	Federal	Section 5307						\$8,565	
Electric Charging Station								\$125,874	
AARP - Bus Shelters			\$30,000						
Signs & Poles					\$6,859	\$6,859			
Signs & Poles								(\$6,859)	
Bus - Expansion					\$119,872	\$108,900			
Bus - Expansion								(\$108,900)	
Bus - Expansion								\$82,735	
Service Truck					\$58,130	\$35,004			
Service Truck								(\$35,004)	
Service Truck								\$68,028	
APC Passenger Counting System	Federal	Section 5307						\$75,525	\$75,525
Bus Stop Refurbish/Shelters	Federal	Section 5307						\$26,734	
Security Equipment	Federal	Section 5307						\$39,680	\$39,680
Short Range Transit Planning	Federal	Section 5307						\$65,000	\$65,000
Support Vehicle - Electric (Admin)	Federal	Section 5307						\$46,880	
Micro Grid with Battery Storage	Federal	Section 5307						\$80,000	
Sunland Park Garage Doors	Federal	Section 5307						\$31,900	\$31,900
Maintenance Facility Equipment	Federal	Section 5307						\$85,500	\$85,500
Pavement Resurfacing	Federal	Section 5307						\$210,849	\$210,849
Security Fencing	Federal	Section 5307						\$78,800	\$78,800
MicroTransit Capital Assistance	Federal	Section 5307						\$0	\$80,000
Sunland Park Garage Doors	Federal	Section 5307						\$0	\$180,000
Fencing	Federal	Section 5307						\$0	\$80,000
Bus Washer	Federal	Section 5307						\$0	\$62,363
Subtotal			\$30,000	\$0	\$184,861	\$150,763	\$740,868	\$989,617	
5339									
NMDOT 5339 Facility		Rural	\$74,243		\$128,625	\$102,900			
NMDOT 5339 Non-revenue vehicle						\$25,616			
Radios			\$30,761						
NMDOT 5339 - Facility Rehab	Federal	Section 5311						\$44,019	\$25,119
NMDOT 5339 - Passenger Shelters	Federal	Section 5311						\$36,000	\$36,000
NMDOT - <30-ft. BEB - Replace	Federal	Section 5339						\$162,684	\$162,684
NMDOT - Renovate Admin. Bldg	Federal	Section 5339						\$89,270	\$89,270
CMAB Funds - Misc								\$63,000	
Zero Emissions					\$20,000	\$12,612			
CMAQ-Flex Buses	Federal							\$0	\$202,414
CMAQ-Buses	Federal	Phase I						\$0	\$1,640,832
CMAQ-Buses	Federal	Phase II						\$0	\$1,745,191
CMAQ-Buses	Federal	Phase III						\$63,000	\$879,859
Subtotal			\$105,004	\$0	\$148,625	\$204,128	\$394,973	\$4,781,370	

South Central Regional Transit District - CAPITAL BUDGET (Page 3)									
NM DOT 5339 (Bus) FY22 Carryover	Federal				\$135,253	\$108,202	\$0		
NM DOT 5339 (Bus) Matching Funds					\$27,051	\$27,051			
NMDOT 5339 - Replacement Bus	Federal	Section 5311				\$108,202	\$0		
NMDOT 5339 - Replacement Bus			\$74,263						
NMDOT 5339 (Bus)			\$1,350,528		\$278,418				
NMDOT 5339 - Replace Bus (NoLow)			\$36,800		\$208,125				
NMDOT 5339(a) - Replacement Bus	Federal	Section 5311					\$152,500	\$152,500	\$152,500
NMDOT 5339(a) - Replacement Bus	Federal	Section 5311					\$152,500	\$152,500	\$152,500
Subtotal			\$1,461,591	\$0	\$648,847	\$243,455	\$305,000	\$305,000	\$305,000
5339(b)									
CMAQ-Flex Buses	Federal					\$202,414	\$202,414		
CMAQ Funds - Buses	Federal				\$1,100,000		\$1,100,000		
NMDOT - Bus - Expansion	Federal	Section 5339					\$905,553		
NMDOT - Vehicle Delivery	Federal	Section 5339					\$4,400		
NMDOT - Employee Training	Federal	Section 5339					\$111,434		
NMDOT - Facility Acquisition	Federal	Section 5339					\$725,000		
NMDOT - Property Development	Federal	Section 5339					\$688,500		
Electrification / Charging Station	Federal	No Low Grant			\$382,362				
Employee Education / Training	Federal	No Low Grant			\$120,000				
Acquisition: Real Estate	Federal	No Low Grant			\$560,000				
Bus - Replacement	Federal	No Low Grant			\$669,840				
Bus - Replacement	Federal	No Low Grant			\$669,840				
Bus - Replacement	Federal	No Low Grant			\$669,840				
NMDOT - 35-ft. BEB - Replacement	Federal	Section 5339					\$876,758		
NMDOT - 35-ft. BEB - Replacement	Federal	Section 5339					\$876,758		
NMDOT - Electrification/Power Equip	Federal	Section 5339					\$67,963	\$67,963	\$67,963
NMDOT - Training	Federal	Section 5339					\$91,122	\$91,122	\$91,122
NMDOT - Property Acquisition	Federal	Section 5339					\$1,152,216		
Subtotal			\$0	\$0	\$4,171,882	\$202,414	\$6,802,117	\$159,085	\$159,085
5339(c)									
NMDOT- Electrification/Power Equip	Federal	Section 5339			\$382,362	\$217,120	\$382,362	\$165,242	\$165,242
NMDOT - Employee Training	Federal	Section 5339			\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
NMDOT - Bus - Replacement	Federal	Section 5339			\$669,840	\$190,320	\$867,818		
NMDOT - Bus - Replacement	Federal	Section 5339			\$669,840	\$669,840	\$867,818		
NMDOT - Bus - Replacement	Federal	Section 5339			\$669,840	\$669,840	\$273,885	\$273,885	\$273,885
Subtotal			\$0	\$0	\$2,511,882	\$1,867,120	\$2,511,882	\$559,127	\$559,127
TOTAL REVENUES			\$1,596,595	\$0	\$8,092,307	\$3,395,198	\$14,304,237	\$9,660,197	\$9,660,197

SCRTD Operating Prior Year Expenditures / FY 2026 Budget (Page 1)						
Financials - Expenditures	FY 2021 Actual	FY 2022 Actual	FY 2023 Actual	FY 2024 Actual	FY 2025 YTD Actual	FY 2026 Budget
Descriptions						
<i>Personnel Services</i>	\$ 814,538	\$ 959,113	\$ 1,130,011	\$ 1,443,971	\$ 1,747,183	\$ 2,010,852
Salaries	\$ 814,538	\$ 959,113	\$ 1,130,011	\$ 1,443,971	\$ 1,747,183	\$ 2,010,852
<i>Employee Benefits</i>	\$ 233,237	\$ 273,152	\$ 324,685	\$ 475,615	\$ 488,082	\$ 597,745
FICA/Medicare Tax	\$ 54,650	\$ 69,807	\$ 83,812	\$ 110,606	\$ 130,147	\$ 153,830
Unemployment Tax	\$ 3,938	\$ 4,348	\$ 8,679	\$ 18,881	\$ 9,689	\$ 14,811
Health Insurance and Life	\$ 121,606	\$ 129,949	\$ 140,448	\$ 218,300	\$ 199,274	\$ 224,400
Retirement - PERA & PERA Smart Save	\$ 53,043	\$ 69,047	\$ 91,745	\$ 127,828	\$ 148,972	\$ 204,704
<i>Travel & Maintenance</i>	\$ 200,201	\$ 311,329	\$ 389,882	\$ 381,900	341,346.34	\$ 325,000
Travel - Reimbursement	\$ 6,311	\$ 10,958	\$ 7,267	\$ 21,900	\$ 30,466	\$ 25,000
Fuel - WEX	\$ 145,140	\$ 238,373	\$ 305,098	\$ 300,000	\$ 242,248	\$ 240,000
Vanpool Technical Support				\$ 6,000	\$ -	\$ -
Maintenance on Vehicles	\$ 48,749	\$ 61,998	\$ 77,517	\$ 54,000	\$ 68,632	\$ 60,000
<i>Supplies</i>	\$ 23,372	\$ 22,710	\$ 30,854	\$ 30,600	38,370.29	\$ 27,000
Equipment & Uniforms	\$ 2,468	\$ 1,200	\$ 2,000	\$ 2,400	\$ 2,758	\$ 2,500
Shop Supplies & Shop Tools	\$ 7,016	\$ 9,888	\$ 12,000	\$ 8,400	\$ 9,173	\$ 10,000
Shop Supplies					\$ 2,157	\$ 3,000
Shop Tools					\$ 7,017	\$ 7,000
Safety Equipment / Training	\$ 2,028	\$ 2,100	\$ 3,645	\$ 11,000	\$ 4,608	\$ 4,500
Safety Equipment & Expenses					\$ 435	\$ 1,500
Training Expenses					\$ 4,173	\$ 3,000
Fareboxes			\$ 2,880		\$ -	\$ -
Vanpool Expenses						\$ 10,712
Supplies	\$ 11,859	\$ 9,522	\$ 10,329	\$ 8,800	\$ 21,832	\$ 10,000
<i>Insurance</i>	\$ 27,352	\$ 27,874	\$ 20,840	\$ 20,007	\$ 35,264	\$ 52,502
General Liability	\$ 509	\$ 508	\$ 733	\$ 849	\$ 122	\$ 740
Property Insurance	\$ 760	\$ 760	\$ 768	\$ 538	\$ 829	\$ 912
Auto Insurance	\$ 10,985	\$ 11,507	\$ 8,671	\$ 10,554	\$ 29,062	\$ 38,403
POL Insurance				\$ 932	\$ -	\$ 789
Workers Comp Insurance	\$ 15,098	\$ 15,099	\$ 10,668	\$ 7,134	\$ 5,252	\$ 11,658
NM Municipal League - NMSIF					\$ -	

Table 35 - SCRTD Operating Cost per Year

SCRTD Operating Prior Year Expenditures / FY 2026 Budget (Page 2)						
<i>Contractual Services</i>	\$ 55,774	\$ 56,502	\$ 82,884	\$ 103,261	\$ 129,390	\$ 118,798
FineLine Graphics / Del Valle / Mason	\$ 5,999	\$ 5,500	\$ 1,500	\$ -		
Legal Fees		\$ 7,645	\$ 13,092	\$ 15,000	\$ 40,820	\$ 25,000
Professional Fees & Svcs/Audit	\$ 20,379	\$ 16,399	\$ 16,947	\$ 20,000	\$ 16,427	\$ 27,598
Alarm Monitoring / Airtime	\$ 6,051	\$ 990	\$ 6,200	\$ 12,000	\$ 7,309	\$ 5,500
Services - Payday HCM fees/Janitorial	\$ 7,969	\$ 14,767	\$ 22,540	\$ 20,500	\$ 20,739	\$ 21,500
Payroll Processing Fees					\$ 7,919	\$ 9,500
Janitorial Expenses					\$ 9,817	\$ 12,000
RC Creations/Misc	\$ 7,969	\$ 1,180	\$ 9,338	\$ 17,500	\$ 24,071	\$ 21,200
Transcription Services					\$ 2,120	\$ 1,200
Miscellaneous					\$ 21,951	\$ 20,000
IT Services / Web Services	\$ 3,578	\$ 2,400	\$ 2,044	\$ 3,600	\$ 3,571	\$ 5,000
D&A Test/Physicals /Background Checks	\$ 3,829	\$ 3,025	\$ 2,954	\$ 2,540	\$ 1,652	\$ 2,000
Printer (in-house)		\$ 3,372	\$ 5,469	\$ 4,800	\$ 9,430	\$ 9,000
Signs		\$ 1,225	\$ 2,800	\$ 7,321	\$ 5,369	\$ 2,000
<i>Operating Costs</i>	\$ 111,381	\$ 213,679	\$ 152,545	\$ 177,057	\$ 219,213	\$ 125,350
Advertisements/Promotional	\$ 11,377	\$ 2,350	\$ 14,500	\$ 6,500	\$ 5,838	\$ 6,300
Bus Facility Lease	\$ 25,975	\$ 32,600	\$ 32,631	\$ 28,588	\$ 30,950	\$ -
Sunland Park Facility					\$ 27,621	\$ -
Portables					\$ 3,329	\$ -
Cell phone / T-Mobile / Internet	\$ 11,495	\$ 13,800	\$ 14,816	\$ 18,000	\$ 14,817	\$ 19,000
Cell Phone					\$ 8,393	\$ 9,000
Internet					\$ 6,424	\$ 10,000
Conf/Seminars/Software	\$ 3,856	\$ 8,005	\$ 13,000	\$ 12,750	\$ 32,631	\$ 34,000
Conference/Seminar Fees					\$ 6,228	\$ 4,000
Computer Software					\$ 26,403	\$ 30,000
Office Equipment	\$ 9,504	\$ 8,000	\$ 5,000	\$ 7,500	\$ 20,741	\$ 10,000
Postage	\$ 411	\$ 526	\$ 589	\$ 450	\$ 1,359	\$ 1,050
Radios		\$ 8,040	\$ 2,500	\$ 12,500	\$ 6,401	\$ 10,500
Facilty Maintenance	\$ 12,893	\$ 6,492	\$ 4,648	\$ 7,500	\$ 66,186	\$ 10,000
Subscription/Dues/Chamber/Bank Fees	\$ 4,487	\$ 5,300	\$ 9,500	\$ 9,482	\$ 10,705	\$ 10,000
Subscriptions					\$ 1,039	\$ 1,500
Membership Dues					\$ 6,453	\$ 6,000
Bank Fees & Finance Charges					\$ 3,214	\$ 2,500
Taxes & Licenses	\$ 3,630	\$ 3,374	\$ 4,186	\$ 3,670	\$ 3,570	\$ 4,500
Interest Expense	\$ 4,117	\$ 4,624	\$ 3,171	\$ 2,617	\$ 3,896	
Utilities	\$ 8,136	\$ 9,917	\$ 10,003	\$ 12,500	\$ 22,119	\$ 20,000
Commercial Loan	\$ 15,500	\$ 110,650	\$ 38,000	\$ 55,000	\$ -	
TOTAL	\$ 1,465,854	\$ 1,864,359	\$ 2,131,700	\$ 2,632,411	\$ 2,998,849	\$ 3,257,247

SCRTD Revenues							
Operating Revenue	Source	FY 2021 Budget	FY 2022 Budget	FY 2023 Budget	FY 2024 Budget	Revised Budget-FY2025	Budget-FY2026
Membership Dues							
CITY OF LAS CRUCES	Local	\$49,980	\$49,980	\$55,693	\$61,262	\$61,262	\$61,262
DONA ANA COUNTY	Local	\$43,164	\$43,164	\$43,164	\$53,955	\$53,955	\$53,955
SUNLAND PARK	Local	\$7,208	\$7,208	\$9,010	\$9,010	\$9,010	\$9,010
TOWN OF MESILLA	Local	\$1,124	\$1,124	\$1,405	\$1,405	\$1,405	\$1,405
VILLAGE OF HATCH	Local	\$843	\$843	\$1,054	\$1,054	\$1,054	\$1,054
CITY OF ANTHONY	Local	\$4,680	\$4,680	\$5,850	\$5,850	\$5,850	\$5,850
CITY OF ELEPHANT BUTTE	Local	\$732	\$732				
VILLAGE OF WILLIAMSBURG	Local	\$229	\$229	\$229	\$229	\$229	\$229
	Subtotal	\$107,960	\$107,960	\$116,404	\$132,765	\$132,765	\$132,765
Grants & MOU							
Dona Ana County GRT	Local	\$479,000	\$723,000	\$625,000	\$935,000	\$1,109,881	\$1,029,717
NMDOT - Section 5311 (carry over)	Federal	\$175,868	\$222,608	\$171,453	\$153,744	\$220,653	\$75,011
NMDOT - Section 5311 (carry over)	Federal			\$201,395	\$77,351	\$145,712	\$74,311
NMDOT - Section 5310 (carry over)	Federal				\$219,434	\$109,309	\$110,000
NMDOT - Section 5311	Federal			\$441,458	\$503,944	\$488,039	\$700,000
NMDOT - Section 5311(f)	Federal			\$237,708	\$265,932	\$305,822	\$568,625
City of Las Cruces - Zia Therapy				\$1,627			
Contracted Transit			\$4,350				
NM Match	State					\$278,011	\$428,371
	Subtotal	\$654,868	\$949,958	\$1,678,641	\$2,155,405	\$2,657,427	\$2,986,035
Other Source Revenue (5307)							
Mesilla Valley MPO (local)				\$49,009	\$51,846		
Mesilla Valley MPO (local) - Sec 5307	Local					\$18,551	\$25,833
Mesilla Valley MPO (local) - Sec 5307	Local					\$25,833	\$43,631
Security	Federal			\$6,595	\$6,595	\$0	\$0
Maintenance Staff	Federal			\$146,630	\$146,630	\$0	\$0
Sunland Park Facility Lease	Federal			\$48,000	\$48,000	\$0	\$0
Preventive Maintenance	Federal					\$0	\$0
Facility Supplies & Cleaning	Federal			\$15,000	\$15,000	\$0	\$0
Fuel Reimbursement	Federal			\$160,041	\$150,731	\$0	\$0
Preventive Maintenance	Federal					\$23,592	\$94,369
Operating Assistance	Federal					\$95,616	\$95,616
JARC	Federal					\$65,015	\$65,015
Preventive Maintenance	Federal					\$23,592	\$298,000
MicroTransit Operating Assistance	Federal					\$65,015	\$75,000
	Subtotal	\$0	\$0	\$425,275	\$418,802	\$228,607	\$697,464
Other Source Revenue							
Other Revenue							
Bus Fares/Ticket Sales	Local	\$84,000	\$23,339	\$55,088		\$0	\$38,000
Vanpool Program	Local						\$11,058
Advertising Revenue	Local	\$12,000	\$8,000	\$8,000	\$8,000	\$10,000	\$15,000
DMV FEES	Local	\$37,500	\$50,000	\$50,000	\$55,000	\$55,000	\$55,000
Gillig Warranty	Local			\$450		\$0	\$0
NM Division of Vocational Rehabilitation	Local			\$75	\$250	\$25	\$0
BMO Bank - Commerical Loan	Local					\$60,000	\$0
Miscellaneous / Other Revenue	Local			\$73,834	\$8,027	\$40,712	\$96,721
	Subtotal	\$133,500	\$81,339	\$187,448	\$71,277	\$165,737	\$215,780
TOTAL OPERATING REVENUES		\$896,328	\$1,139,257	\$2,407,768	\$2,778,248	\$3,184,536	\$4,032,043

Table 36 - SCRTD Revenues per Year

SOUTH CENTRAL REGIONAL TRANSIT DISTRICT Flat System Growth - 2.5% Inflation Per Year											
SCRTD - OPERATING BUDGET FORECAST BY MAJOR CATEGORY (IN THOUSANDS OF DOLLARS)											
	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY3032	FY2033	FY2034	FY2035
PERSONNEL	\$1,521	\$1,559	\$1,598	\$1,638	\$1,679	\$1,721	\$1,764	\$1,808	\$1,853	\$1,900	\$1,947
BENEFITS	\$453	\$464	\$476	\$488	\$500	\$513	\$525	\$538	\$552	\$566	\$580
MAINTENANCE	\$400	\$410	\$420	\$431	\$442	\$453	\$464	\$475	\$487	\$500	\$512
SUPPLIES	\$33	\$34	\$35	\$36	\$36	\$37	\$38	\$39	\$40	\$41	\$42
INSURANCE	\$20	\$21	\$21	\$22	\$22	\$23	\$23	\$24	\$24	\$25	\$26
CONTRACTUAL	\$112	\$115	\$118	\$121	\$124	\$127	\$130	\$133	\$136	\$140	\$143
OPERATING	\$125	\$128	\$131	\$135	\$138	\$141	\$145	\$149	\$152	\$156	\$160
FY TOTALS	\$2,664	\$2,731	\$2,799	\$2,869	\$2,941	\$3,014	\$3,089	\$3,167	\$3,246	\$3,327	\$3,410

Table 37 - 10 Year Operating Budget Forecast at 2.5% inflation

SOUTH CENTRAL REGIONAL TRANSIT DISTRICT 25% Per Year Total Growth											
SCRTD - OPERATING BUDGET FORECAST BY MAJOR CATEGORY (IN THOUSANDS OF DOLLARS)											
	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY3032	FY2033	FY2034	FY2035
PERSONNEL	\$1,521	\$1,901	\$2,377	\$2,971	\$3,713	\$4,642	\$5,802	\$7,253	\$9,066	\$11,332	\$14,165
BENEFITS	\$453	\$566	\$708	\$885	\$1,106	\$1,382	\$1,728	\$2,160	\$2,700	\$3,375	\$4,219
MAINTENANCE	\$400	\$500	\$625	\$781	\$977	\$1,221	\$1,526	\$1,907	\$2,384	\$2,980	\$3,725
SUPPLIES	\$33	\$41	\$52	\$64	\$81	\$101	\$126	\$157	\$197	\$246	\$307
INSURANCE	\$20	\$25	\$31	\$39	\$49	\$61	\$76	\$95	\$119	\$149	\$186
CONTRACTUAL	\$112	\$140	\$175	\$219	\$273	\$342	\$427	\$534	\$668	\$834	\$1,043
OPERATING	\$125	\$156	\$195	\$244	\$305	\$381	\$477	\$596	\$745	\$931	\$1,164
FY TOTALS	\$2,664	\$3,330	\$4,163	\$5,203	\$6,504	\$8,130	\$10,162	\$12,703	\$15,879	\$19,848	\$24,810

Table 38 - 10 Year Operating Budget Forecast at 25%

SOUTH CENTRAL REGIONAL TRANSIT DISTRICT											
25% Growth Per Year, then 10% Per Year, then 5% Per Year											
SCRTD - OPERATING BUDGET FORECAST BY MAJOR CATEGORY											
(IN THOUSANDS OF DOLLARS)											
Growth Rate	25%	25%	25%	10%	10%	10%	10%	5%	5%	5%	
	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY3032	FY2033	FY2034	FY2035
PERSONNEL	\$1,521	\$1,901	\$2,377	\$2,971	\$3,268	\$3,595	\$3,954	\$4,349	\$4,567	\$4,795	\$5,035
BENEFITS	\$453	\$566	\$708	\$885	\$973	\$1,071	\$1,178	\$1,295	\$1,360	\$1,428	\$1,500
MAINTENANCE	\$400	\$500	\$625	\$781	\$859	\$945	\$1,040	\$1,144	\$1,201	\$1,261	\$1,324
SUPPLIES	\$33	\$41	\$52	\$64	\$71	\$78	\$86	\$94	\$99	\$104	\$109
INSURANCE	\$20	\$25	\$31	\$39	\$43	\$47	\$52	\$57	\$60	\$63	\$66
CONTRACTUAL	\$112	\$140	\$175	\$219	\$241	\$265	\$291	\$320	\$336	\$353	\$371
OPERATING	\$125	\$156	\$195	\$244	\$269	\$295	\$325	\$357	\$375	\$394	\$414
FY TOTALS	\$2,664	\$3,330	\$4,163	\$5,203	\$5,723	\$6,296	\$6,925	\$7,618	\$7,999	\$8,399	\$8,819

Table 39 - Future Operating Budget Forecast at Variable Growth Rate

SCRTD Grant Review

The following is a listing of grant items from current open grants showing Project Numbers, item descriptions, amount of available grant funding and the source of funds.

Project	Items	FY2026 Amount	Source
NM2024-011	Passenger Counters	\$75,525	FTA 5307
	Security Equipment	\$39,680	
	Short Range Planning	\$65,000	
	Sunland Park Doors	\$31,900	
7423-2024-1	Maint. Fac. Equipment	\$85,500	
	Pavement	\$210,849	
	Security Fencing	\$78,800	
FY2025	Micro Transit Capital	\$80,000	
	Sunland Park Doors	\$180,000	
	Fencing	\$80,000	
	Bus Washer	\$62,363	
CMAQ	Flex Buses	\$202,414	FHWA flex
	Bus Phase 1	\$1,640,832	
	Bus Phase 2	\$1,745,191	
	Bus Phase 3	\$879,859	
BCG 01350	Facility Rehab	\$25,119	FTA 5311
	2088 Passenger Shelters	\$36,000	
2094	Mid Electric Bus Replace	\$162,684	FTA 5339
2096	Admin. Bldg. Rehab	\$89,270	
BCG 01804	Vans Expansion	\$108,059	FTA 5310
	1823 Vans Expansion	\$108,059	
	0 Vans Expansion	\$106,883	
BCG 02224	Misc. Equipment	\$3,734	FTA 5311
	1787 Vans Expansion	\$86,447	
	1788 Large Bus Expansion	\$173,850	
	1795 Large Bus Expansion	\$173,850	
	0 Surveillance Equip.	\$55,000	
	0 Fare Collection Equip.	\$76,821	
	0 Rehab Maintenance	\$175,000	
BCG 01595	Replacement Bus	\$152,500	FTA 5339a
	1788 Expansion Bus	\$152,500	
2257	Electrification/Equip.	\$67,963	FTA 5339b
2258	Employee Training	\$91,122	
2226	Electrification/Equip.	\$165,242	FTA 5339c
2227	Employee Training	\$120,000	
2230	Bus Replacement	\$273,885	
BCG 02008	Statewide Planning	\$3,223	FTA 5303/5304
	1735 ZEB Transition Plan	\$7,130	
	0 Ten Year Plan	\$80,000	
Total Federal Funds		\$7,952,254	76%
Local Match from Various Sources		\$2,542,557	24%
Grand Total - All Funds		\$10,494,811	

Table 40 - SCRTD Open Available Grant Funding

In addition to the nine transit grants listed above, SCRTD has secured yet another competitive selection discretionary grant through the FTA Section 5339c program for low emission/no emission transit vehicles.

The New Mexico Department of Transportation (on behalf of SCRTD) will receive Federal Transit Administration funding to buy new hybrid buses to replace older buses that have reached the end of their useful lives.

The new hybrid buses will increase the number of this type of transit vehicles for SCRTD. The buses are expected to provide an exceptional mix of customer convenience, safety, fuel efficiency and modern technology. The FTA share of the project will be \$4.049 million.

The large passenger capacity of these new buses is vital to the agency which is experiencing the third consecutive year of passenger growth exceeding 30% per year.

Grant Review Issues

The assessment of the grants awarded by the Federal Transit Administration and the New Mexico Department of Transportation to SCRTD is clear. SCRTD has been innovative, resourceful and successful in requesting and managing federal and state grant contracts.

The local match awards also demonstrate confidence by the local governments that SCRTD is a valuable service-oriented organization.

Many of the most successful transit systems in the nation have an established process of funding for operating and capital projects. That is not yet the case in SCRTD but the funding that has been allocated to SCRTD indicates a reliable pattern of financial support.

The number and type of grants awarded to SCRTD demonstrates the energetic competitive grant process that the riders, employees and policymakers can be proud of.

Compared to other transit systems of this type and size in the nation, SCRTD is ahead of the curve in terms of alternative power systems and the growth from three vehicle maintenance bays in Anthony NM to the addition of the Sunland Park facility. The Sunland Park facility has taken place rapidly and, in a cost-effective manner.

SCRTD has demonstrated an exemplary record of winning competitive grants that are selected based on USDOT FTA objectives. Since these grants are highly competitive and are expected to remain so, it is valuable to consider the way the impacts or benefits are analyzed.

Safety Benefits

To minimize the potential for fatalities and injuries it is important to demonstrate how the project will reduce crashes and severity. After determining the causal intervention and focusing the analysis on measuring the expected elimination of collisions or reducing the severity of the injuries it is vital to document the planned impacts.

Collision events are categorized: No Injury, Possible Injury, Non-incapacitating, Incapacitating, Fatality, or Unknown. The DOT publication “Treatment of the Economic Value of Preventing Fatalities and Injuries in Preparing Economic Analyses 2022” presents the following monetized values:

No Injury	\$5,300
Possible Injury	\$118,000
Non-incapacitating	\$246,900
Incapacitating	\$1,254,700
Fatality	\$13,200,000

Travel Time Savings

New strategies may improve transit rider trip times or transit trip waiting times or commute times of those who are currently walking or biking. Transit rider time may be improved by strategies that straighten routes, eliminate intermediate stops, or reduce stop intervals at signals or passenger loading. Transit strategies that attract new riders from walkers or cyclists have clear and present time savings.

The monetary value of these time savings is measured (2023 dollars) in the USDOT Benefit-Cost Analysis Guidance, Table A-2:

Personal travel time	\$19.40 per hour
Business travel time	\$33.50 per hour
Cycling, walking, transfer time	\$38.80 per hour

Travel time savings refinement involves converting the time value per person into the actual number of persons (not vehicles):

Weekday Peak Passenger Vehicles	1.34
Weekday Off-Peak Passenger Vehicles	1.41
Passenger Vehicles Weekend	1.81
Passenger Vehicles Average	1.52

Vehicle Operating Costs

If the strategy reduces automobile trips, the analysis requires measurement of the operating costs of those miles that are saved:

The average 2023 cost savings were \$0.56 per vehicle mile saved. This cost is based on the typical vehicle costs of fuel, lubrication, tires, maintenance and depreciation per mile. Insurance, license, registration, taxes and interest costs are treated as fixed for this analytical step:

Light duty vehicles	\$0.56 per mile
Commercial vehicles	\$1.27 per mile

Emission/Air Quality Savings

Transit services that operate clean diesel vehicles are far safer for the environment than the prior generation of diesel-powered vehicles. Battery electric buses are a growing part of the SCRTD fleet.

The values are found at Table A-6 of the DOT Publication:

2025 Money Values of One Metric Ton of each Pollutant

NO ^x - nitrogen oxides	\$19,000
SO ² - sulfur oxides	\$51,900
Particulate Matter 2.5	\$928,000

4 SCRTD Goals and Objectives / Performance Measures

A review of SCRTD's Goals and Objectives and Performance Measures was included in the 2021 Ten Year Plan Update. This section reviews the earlier established goals and objectives and makes recommendations for future use.

SCRTD's Mission Statement was published in its 2015 Five Year Plan.

SCRTD Mission Statement

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.*

SCRTD Goals & Objectives Review

Goal – Improve System Marketing – Public Appearance

Tasks – Designate all bus stop signs with bus stop signs, develop plan for bus shelter locations, consider improvements to major bus transfer points.

The SCRTD Goals & Objectives listed in the 2021 ten-year plan update are shown below in the Blue color. Discussion of the Goals and Objectives is shown in Black.

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.*

Progress on Objective 1 continues with the increase to all-day hourly service on the Turquoise bus route and planned addition of a second bus during Yellow route peak hour service. SCRTD is also evaluating possible express service between Las Cruces, Sunland Park and the El Paso airport.

- *Objective 2. As funds become available and as need is demonstrated and documented:*
 - a. *Expand the system by adding a route or routes which will link northern Doña Ana County and Sierra County to other routes and transit systems at the MVITT in Las Cruces;*
 - b. *Increase the frequency of service in central and southern Doña Ana County.*
 - c. *Increase system flexibility by establishing circulator and on-demand services using smaller vehicles that bring passengers to the existing north/south central service.*
 - d. *Expand system to provide service to workplaces and workforce development programs.*

Progress on Objective 2 includes the addition of a new Blue Route that extends SCRTD bus service north to Elephant Butte in Sierra County and the implementation of expanded Turquoise and Yellow route bus schedules. SCRTD is evaluating the introduction of circulator and on-demand services.

- *Goal 2. Coordinate with Local Governments, Employers, Other Government Entities, Non-Profits, and Transit Providers Within and Adjacent to the SCRTD.*
 - a. *Objective 1. Continue to use the Mesilla Valley Intermodal Transit Terminal (MVITT), the City of Sunland Park's Administrative Offices, and the Doña Ana County Anthony Office Complex as the SCRTD's primary service hubs until an appropriate permanent hub can be developed in Anthony, New Mexico.*

SCRTD is evaluating the purchase of a greenfield site in Las Cruces as a new bus parking complex for Las Cruces and Hatch bus routes.

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

Refinements to Las Cruces area bus routes are a focus of this transit study.

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

Addition of hourly service on the morning Turquoise bus route enables hourly transfer connections between the Red and Turquoise routes in Anthony. Options for improved connectivity between the Purple, Yellow and Silver bus route in Sunland Park is also under consideration as part of this study.

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

SCRTD has dropped contracted service with Z-Trans.

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

SCRTD has achieved this objective with the addition of Green and Blue route bus services from Las Cruces north to Elephant Butte.

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

SCRTD has rerouted the Turquoise Route off of Franklin Street in Anthony eliminating the connectivity with the El Paso County Rural Transit Route. This was necessary due to on-time

performance issues on this bus route. The SCRTD Silver Route still intersects with Route 10 at the El Paso Westside Transfer Center.

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

Opportunities of expanded service with communities south of Las Cruces are being evaluated as part of this study.

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

Alternatives for new transit services to major area employers including Santa Teresa have been evaluated as part of this study.

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

SCRTD coordinates planning with other regional government agencies.

- *Goal 3. Utilize a Progressive Financial Planning Process*
 - a. Objective 1. Utilize available local, state, and federal funds and revenues to administer and operate SCRTD's service.*

SCRTD has been assertive in seeking local, state and federal monies to fund SCRTD operations and capital needs.

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

SCRTD seeks to pursue all avenues for maximizing federal funding.

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

This objective is being evaluated by SCRTD management and this study.

- *Goal 4. Implement and Use a Public Outreach and Education Plan and Develop a Long-Range Transit Plan*
 - a. Objective 1. Maintain local community memberships and continue to participate in planning processes of local governments and the NMDOT.*
 - b. Objective 2. Participate in developing a Coordinated Mobility Action Plan, or a similar group to lobby for transit needs in the SCRTD's boundaries.*
 - c. 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*
- d. Objective 4. Solicit and utilize input from private sector employers and not-for-profit organizations during the development of a long-range transit plan.*
 - e. Objective 5. Utilize planning documents of the SCRTD's member organizations; the Mesilla Valley and El Paso MPOs; other entities such as the Community Action Agency and New Mexico Workforce; and the New Mexico Department of Transportation to inform the long range-transit plan.*
 - f. Objective 6. Obtain funding and develop and adopt a long-range transit plan within three years of adoption of this Update.*
 - g. Objective 7. Educate employers on tax benefits available for providing workers with public transit to job sites.*

This goal is being addressed through the system's current long-range planning as well as other ongoing efforts.

Progress since 2021 Ten Year Plan Update

Since the SCRTD 2021 Ten Year Plan, the system has both added service to existing bus schedules and added new bus routes.

The Blue Bus Route extending SCRTD bus service to Williamsburg, Truth or Consequences and Elephant Butte, in Sierra County, New Mexico was added in August 2024.

Saturday service was added to the Red, Turquoise, Purple, Green and Copper bus routes in Spring 2025.

A second bus was added to the weekday morning Turquoise route on September 15, 2025, to increase the frequency of the morning bus service on the route from every two hours to hourly service.

The Magenta Bus Route was added to SCRTD transit services on 12/15/2025 serving areas of Las Cruces and Butterfield Park.

Further service expansions are being considered including between Las Cruces to El Paso Airport.

5 Preliminary Options

Transit Services



Increase frequency on weekday AM Turquoise Route

The Turquoise bus schedule included one bus operating a two-hour round trip from 6:00 am to 1:00 pm. This change has already been accomplished by SCRTD as of September 15, 2025. The current Turquoise Bus Route schedule is shown below.

The new schedule increases Turquoise Route weekday revenue hours and miles by 25% (20 vs. 16 hours and 630 vs. 504 miles). The change provides consistent all day hourly service. This allows for hourly interconnections with the Red Route as both meet each hour on the hour in Anthony.

The new route adds two additional round trips per day.

CURRENT TURQUOISE LINE SCHEDULE										
WEEKDAY DEPARTURE TIMES										
Bus #	1	3	1	3	1	2	1	2	1	2
Anthony Transfer Station	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM
DACC Gadsden	6:08 AM	7:08 AM	8:08 AM	9:08 AM	10:08 AM	12:08 PM	1:08 PM	2:08 PM	3:08 PM	4:08 PM
Lisa & Golden Eagle	6:18 AM	7:18 AM	8:18 AM	9:18 AM	10:18 AM	12:18 PM	1:18 PM	2:18 PM	3:18 PM	4:18 PM
Prescott & Old Laredo	6:26 AM	7:26 AM	8:26 AM	9:26 AM	10:26 AM	12:26 PM	1:26 PM	2:26 PM	3:26 PM	4:26 PM
Subway County Line	6:32 AM	7:32 AM	8:32 AM	9:32 AM	10:32 AM	12:32 PM	1:32 PM	2:32 PM	3:32 PM	4:32 PM
McCombs Stires	6:40 AM	7:40 AM	8:40 AM	9:40 AM	10:40 AM	12:40 PM	1:40 PM	2:40 PM	3:40 PM	4:40 PM
Northgate Transfer Center	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
McCombs Stires	7:20 AM	8:20 AM	9:20 AM	10:20 AM	11:20 AM	1:20 PM	2:20 PM	3:20 PM	4:20 PM	5:20 PM
Subway County Line	7:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM
Prescott & Old Laredo	7:34 AM	8:34 AM	9:34 AM	10:34 AM	11:34 AM	1:34 PM	2:34 PM	3:34 PM	4:34 PM	5:34 PM
Lisa & Golden Eagle	7:42 AM	8:42 AM	9:42 AM	10:42 AM	11:42 AM	1:42 PM	2:42 PM	3:42 PM	4:42 PM	5:42 PM
DACC Gadsden	7:52 AM	8:52 AM	9:52 AM	10:52 AM	11:52 AM	1:52 PM	2:52 PM	3:52 PM	4:52 PM	5:52 PM
Anthony Transfer Station	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Miles per Round Trip	63	63	63	63	63	63	63	63	63	63
Bus #1	6:00 AM	12:00 PM	6:00:00	Miles			630			
Bus #1	1:00 PM	5:00 PM	4:00:00							
Bus #3	7:00 AM	11:00 AM	4:00:00							
Bus #2	12:00 PM	6:00 PM	6:00:00							
	Total Hours		20:00:00							

The previous Turquoise Bus Route schedule with two-hour AM headways is shown below.

PREVIOUS TURQUOISE LINE SCHEDULE									
WEEKDAY DEPARTURE TIMES									
Bus #	1	1	1	2	1	2	1	2	
Anthony Transfer Station	6:00 AM	8:00 AM	10:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	
DACC Gadsden	6:08 AM	8:08 AM	10:08 AM	12:08 PM	1:08 PM	2:08 PM	3:08 PM	4:08 PM	
Lisa & Golden Eagle	6:18 AM	8:18 AM	10:18 AM	12:18 PM	1:18 PM	2:18 PM	3:18 PM	4:18 PM	
Prescott & Old Laredo	6:26 AM	8:26 AM	10:26 AM	12:26 PM	1:26 PM	2:26 PM	3:26 PM	4:26 PM	
Subway County Line	6:32 AM	8:32 AM	10:32 AM	12:32 PM	1:32 PM	2:32 PM	3:32 PM	4:32 PM	
McCombs Stires	6:40 AM	8:40 AM	10:40 AM	12:40 PM	1:40 PM	2:40 PM	3:40 PM	4:40 PM	
Northgate Transfer Center	7:00 AM	9:00 AM	11:00 AM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	
McCombs Stires	7:20 AM	9:20 AM	11:20 AM	1:20 PM	2:20 PM	3:20 PM	4:20 PM	5:20 PM	
Subway County Line	7:28 AM	9:28 AM	11:28 AM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM	
Prescott & Old Laredo	7:34 AM	9:34 AM	11:34 AM	1:34 PM	2:34 PM	3:34 PM	4:34 PM	5:34 PM	
Lisa & Golden Eagle	7:42 AM	8:42 AM	9:42 AM	10:42 AM	11:42 AM	1:42 PM	2:42 PM	3:42 PM	
DACC Gadsden	7:52 AM	9:52 AM	11:52 AM	1:52 PM	2:52 PM	3:52 PM	4:52 PM	5:52 PM	
Anthony Transfer Station	8:00 AM	10:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
Miles per Round Trip	63	63	63	63	63	63	63	63	63
Bus #1	6:00 AM	12:00 PM	6:00:00	Miles			504		
Bus #1	1:00 PM	5:00 PM	4:00:00						
Bus #2	12:00 PM	6:00 PM	6:00:00						
			16:00:00						

Increase frequency of service on the Yellow Bus Route.

The Yellow Bus Route has the most riders per hour of service of any SCRTD bus route. The current schedule for the Yellow Bus Route is shown below. The schedule on this route was increased in November 2025 to its current frequency of service shown below.

Current Weekday Yellow Route with 2nd Bus After 10:33 am													
	Downtown Transit Center	Calle Morroco & McNutt	Sunland Park City Hall	Sunland Park Casino	Quinella & Futurity	McNutt & Riverside	McNutt & Riverside	Quinella & Futurity	Sunland Casino	Sunland Park City Hall	Calle Morroco & McNutt	Downtown Transit Center	Miles
1	5:45 AM	5:57 AM	5:59 AM	6:04 AM	6:06 AM	6:22 AM	6:22 AM	6:38 AM	6:40 AM	6:43 AM	6:45 AM	6:57 AM	26.6
1	7:05 AM	7:17 AM	7:19 AM	7:24 AM	7:26 AM	7:42 AM	7:42 AM	7:58 AM	8:00 AM	8:03 AM	8:05 AM	8:17 AM	26.6
1	8:25 AM	8:37 AM	8:39 AM	8:44 AM	8:46 AM	9:02 AM	9:02 AM	9:18 AM	9:20 AM	9:23 AM	9:25 AM	9:37 AM	26.6
1	9:45 AM	9:57 AM	9:59 AM	10:04 AM	10:06 AM	10:22 AM	10:22 AM	10:38 AM	10:40 AM	10:43 AM	10:45 AM	10:57 AM	26.6
2	10:33 AM	10:45 AM	10:47 AM	10:52 AM	10:54 AM	11:10 AM	11:10 AM	11:26 AM	11:28 AM	11:31 AM	11:33 AM	11:45 AM	26.6
1	11:05 AM	11:17 AM	11:19 AM	11:24 AM	11:26 AM	11:42 AM	11:42 AM	11:58 AM	12:00 PM	12:03 PM	12:05 PM	12:17 PM	26.6
2	11:50 AM	12:02 PM	12:04 PM	12:09 PM	12:11 PM	12:27 PM	12:27 PM	12:43 PM	12:45 PM	12:48 PM	12:50 PM	1:02 PM	26.6
1	12:25 PM	12:37 PM	12:39 PM	12:44 PM	12:46 PM	1:02 PM	1:02 PM	1:18 PM	1:20 PM	1:23 PM	1:25 PM	1:37 PM	26.6
2	1:05 PM	1:17 PM	1:19 PM	1:24 PM	1:26 PM	1:42 PM	1:42 PM	1:58 PM	2:00 PM	2:03 PM	2:05 PM	2:17 PM	26.6
1	1:45 PM	1:57 PM	1:59 PM	2:04 PM	2:06 PM	2:22 PM	2:22 PM	2:38 PM	2:40 PM	2:43 PM	2:45 PM	2:57 PM	26.6
2	2:20 PM	2:32 PM	2:34 PM	2:39 PM	2:41 PM	2:57 PM	2:57 PM	3:13 PM	3:15 PM	3:18 PM	3:20 PM	3:32 PM	26.6
1	3:05 PM	3:17 PM	3:19 PM	3:24 PM	3:26 PM	3:42 PM	3:42 PM	3:58 PM	4:00 PM	4:03 PM	4:05 PM	4:17 PM	26.6
2	3:35 PM	3:47 PM	3:49 PM	3:54 PM	3:56 PM	4:12 PM	4:12 PM	4:28 PM	4:30 PM	4:33 PM	4:35 PM	4:47 PM	26.6
1	4:25 PM	4:37 PM	4:39 PM	4:44 PM	4:46 PM	5:02 PM	5:02 PM	5:18 PM	5:20 PM	5:23 PM	5:25 PM	5:37 PM	26.6
2	4:55 PM	5:07 PM	5:09 PM	5:14 PM	5:16 PM	5:32 PM	5:32 PM	5:48 PM	5:50 PM	5:53 PM	5:55 PM	6:07 PM	26.6
1	5:45 PM	5:57 PM	5:59 PM	6:04 PM	6:06 PM	6:22 PM	6:22 PM	6:38 PM	6:40 PM	6:43 PM	6:45 PM	6:57 PM	26.6
1	7:05 PM	7:17 PM	7:19 PM	7:24 PM	7:26 PM	7:42 PM	7:42 PM	7:58 PM	8:00 PM	8:03 PM	8:05 PM	8:17 PM	26.6
1	8:25 PM	8:37 PM	8:39 PM	8:44 PM	8:46 PM	9:02 PM							13.3
	Block	Start	End	Rev Hrs	Rev Miles								
	1	5:45 AM	9:02 PM	15:17:00	305.9								
	2	10:33 AM	6:07 PM	7:34:00	159.6								
				22:51:00	465.5								

The new schedule includes a second bus operating from 10:33 am to 6:07 pm. The Yellow Bus Route weekday schedule operating prior to November 2025 is shown below.

Weekday Yellow Route (Prior to November 2025)										
	Downtown Transit Center	Calle Morroco & McNutt	Sunland Park City Hall	Sunland Park Casino	Sunland McNutt & Riverside	Sunland Park Casino	Sunland Park City Hall	Calle Morroco & McNutt	Downtown Transit Center	Miles
1	5:45 AM	5:57 AM	6:00 AM	6:05 AM	6:23 AM	6:35 AM	6:40 AM	6:43 AM	6:55 AM	26.6
1	7:00 AM	7:12 AM	7:15 AM	7:20 AM	7:38 AM	7:50 AM	7:55 AM	7:58 AM	8:10 AM	26.6
1	8:15 AM	8:27 AM	8:30 AM	8:35 AM	8:47 AM	9:25 AM	9:30 AM	9:33 AM	9:45 AM	26.6
1	9:50 AM	10:02 AM	10:05 AM	10:10 AM	10:28 AM	10:40 AM	10:45 AM	10:48 AM	11:00 AM	26.6
1	11:05 AM	11:17 AM	11:20 AM	11:25 AM	11:43 AM	11:55 AM	12:00 PM	12:03 PM	12:15 PM	26.6
1	12:20 PM	12:32 PM	12:35 PM	12:40 PM	12:58 PM	1:10 PM	1:15 PM	1:18 PM	1:30 PM	26.6
1	1:35 PM	1:47 PM	1:50 PM	1:55 PM	2:13 PM	2:25 PM	2:30 PM	2:33 PM	2:45 PM	26.6
1	2:50 PM	3:02 PM	3:05 PM	3:10 PM	3:28 PM	3:40 PM	3:45 PM	3:48 PM	4:00 PM	26.6
1	4:05 PM	4:17 PM	4:20 PM	4:25 PM	4:43 PM	4:55 PM	5:00 PM	5:03 PM	5:15 PM	26.6
1	5:20 PM	5:32 PM	5:35 PM	5:40 PM	5:58 PM	6:10 PM	6:15 PM	6:18 PM	6:30 PM	26.6
1	6:55 PM	7:07 PM	7:10 PM	7:15 PM	7:33 PM	7:45 PM	7:50 PM	7:53 PM	8:05 PM	26.6
1	8:10 PM	8:22 PM	8:25 PM	8:30 PM	8:48 PM	9:00 PM	9:05 PM	9:08 PM	9:20 PM	26.6
	Block	Start	End	Rev Hrs	Rev Miles					
	1	5:45 AM	9:20 PM	15:35:00	319.2					

The new schedule increases the Yellow Bus Route’s weekday revenue hours by 7.27 hours per day, a 47% increase. Weekday revenue miles are increased by 146.3 miles.

The new route adds 5 ½ additional round trips per day. The headway between buses is cut in half not only provided more capacity for heavily used bus route but also providing a much more useful and attractive level of service to a heavy passenger demand area.

Magenta Route Startup

SCRTD has introduced a new bus route, the Magenta Route, starting at Butterfield Community Center just northeast of Las Cruces into the east side of Las Cruces serving Organ Mountain High School, DACC (East), Mountain View Regional Medical Center, Mesilla Valley Mall, Memorial Medical Center, GERALD Thomas Hall at NMSU and the MVITT Center. The Magenta Route is approximately 18 miles in length and takes one hour for a one-way trip. Service with one bus provides a two-hour headway.

MAGENTA ROUTE SCHEDULE					
WEEKDAY DEPARTURE TIMES					
INBOUND					
Butterfield Community Center		9:00 AM	11:00 AM	1:00 PM	3:00 PM
Organ Mountain High School		9:10 AM	11:10 AM	1:10 PM	3:10 PM
Walmart Rinconada		9:14 AM	11:14 AM	1:14 PM	3:14 PM
DACC East Mesa		9:18 AM	11:18 AM	1:18 PM	3:18 PM
Mountain View Hospital		9:25 AM	11:25 AM	1:25 PM	3:25 PM
Mesilla Valley Mall		9:32 AM	11:32 AM	1:32 PM	3:32 PM
Memorial Medical Center		9:37 AM	11:37 AM	1:37 PM	3:37 PM
Gerald Thomas Hall		9:42 AM	11:42 AM	1:42 PM	3:42 PM
MVITT		9:50 AM	11:50 AM	1:50 PM	3:50 PM
OUTBOUND					
MVITT	8:00 AM	10:00 AM	NA	2:00 PM	4:00 PM
Gerald Thomas Hall	8:08 AM	10:08 AM		2:08 PM	4:08 PM
Memorial Medical Center	8:13 AM	10:13 AM		2:13 PM	4:13 PM
Mesilla Valley Mall	8:18 AM	10:18 AM		2:18 PM	4:18 PM
Mountain View Hospital	8:25 AM	10:25 AM		2:25 PM	4:25 PM
DACC East Mesa	8:32 AM	10:32 AM		2:32 PM	4:32 PM
Walmart Rinconada	8:36 AM	10:36 AM		2:36 PM	4:36 PM
Organ Mountain High School	8:40 AM	10:40 AM		2:40 PM	4:40 PM
Butterfield Community Center	8:50 AM	10:50 AM		2:50 PM	4:50 PM
Miles per One-Way Trip	17.8	One-Way Trips		8	
Hours	8:00 AM	11:50 AM	3.83	Total Hours	Total Miles
	1:00 PM	4:50 PM	3.83	7.67	142.4
				MPH	18.57



Figure 21 - Magenta Route Map

The service overlaps some of Roadrunner’s routes 2 and 3. These routes run more frequently with Roadrunner Route 2 operating every 30 minutes (on the hour and ½ hour from the Mesilla Valley Intermodal Transfer Terminal) and the Route 3 operating hourly from 45 minutes after the hour at the Mesilla Valley Mall in Las Cruces.

The Magenta Route may have the opportunity to potentially interline with one or both Roadrunner bus routes.

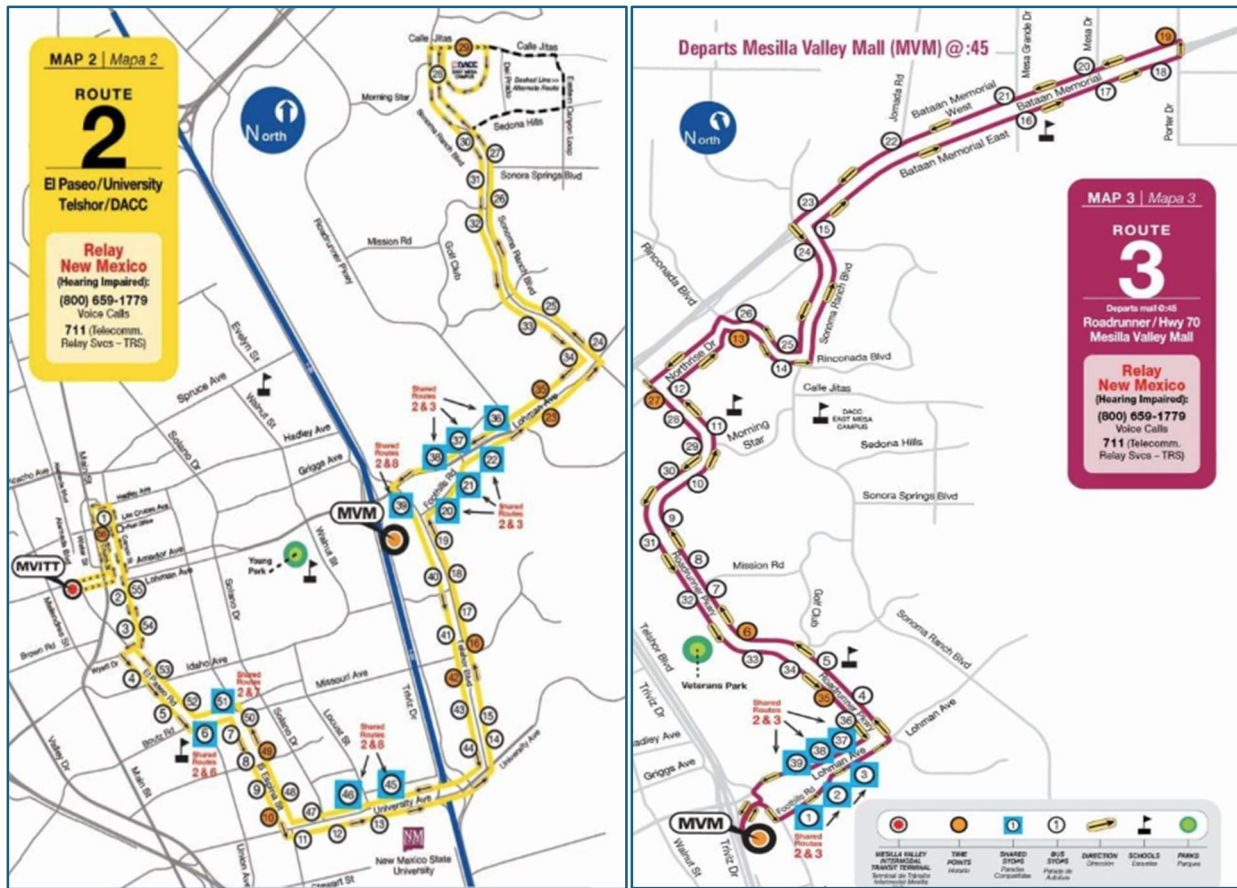


Figure 22 - Roadrunner Eastside Route Maps

The Magenta Route will duplicate portions of the current SCRTD Green Route along the east side of Las Cruces. This creates an opportunity for SCRTD to truncate the Green Route and thereby decrease Green Route headways by interlining with the Magenta or Roadrunner Routes and transferring any passengers who need to travel to continue to NMSU or the MVTIT.

Implement Service between Las Cruces and El Paso Airport

The proposed schedule should be operated seven days per week including holidays.

Below is the proposed schedule for a SCRTD Las Cruces to El Paso Airport bus route. The route includes stops at El Paso Airport, the Sunland Park Casino in Sunland Park, the Big 8 Food Store in Anthony, Texas and the MVITT in Las Cruces, New Mexico. **Bus service would be provided from 7:00 am to 7:00 pm, seven days per week including holidays.** The 365 day per year schedule is required to meet the high travel demand on weekends and holidays.

The bus route operates with a single bus operating on a two-hour round trip.

# of Buses	ELP Airport	Sunland Casino	Big 8 Anthony	MV Mall Las Cruces	MV Mall Las Cruces	Big 8 Anthony	Sunland Casino	ELP Airport	Trip Mileage
1					7:00 AM	7:30 AM	7:50 AM	8:20 AM	53.7
1	8:30 AM	8:50 AM	9:10 AM	9:40 AM	10:00 AM	10:30 AM	10:50 AM	11:20 AM	107.4
1	11:30 AM	11:50 AM	12:10 PM	12:40 PM	1:00 PM	1:30 PM	1:50 PM	2:20 PM	107.4
1	2:30 PM	2:50 PM	3:10 PM	3:40 PM	4:00 PM	4:30 PM	4:50 PM	5:20 PM	107.4
1	5:30 PM	5:50 PM	6:10 PM	6:40 PM	7:00 PM				53.7
	Time Out	Begin Rev	End Rev	Pullin	Rev Miles	N Rev Miles	Rev Hrs	N Rev Hrs	
	6:45 AM	7:00 AM	7:00 PM	7:15 PM	429.6	8.6	12:00	0:30	

Customers for the bus route include primarily people working at or around El Paso Airport. It will also include people using the bus route to access airline flights from El Paso Airport. Long-term parking at El Paso Airport is relatively inexpensive at \$7.00 per day therefore avoidance of parking fees is not a significant driver of transit use.

Below is proposed routing for connecting Las Cruces, Anthony and Sunland Park with El Paso Airport. The route includes stops in Las Cruces at the Mesilla Valley Intermodal Transit Terminal and the Sunland Park Casino. The round-trip timing for the airport express route is two hours.

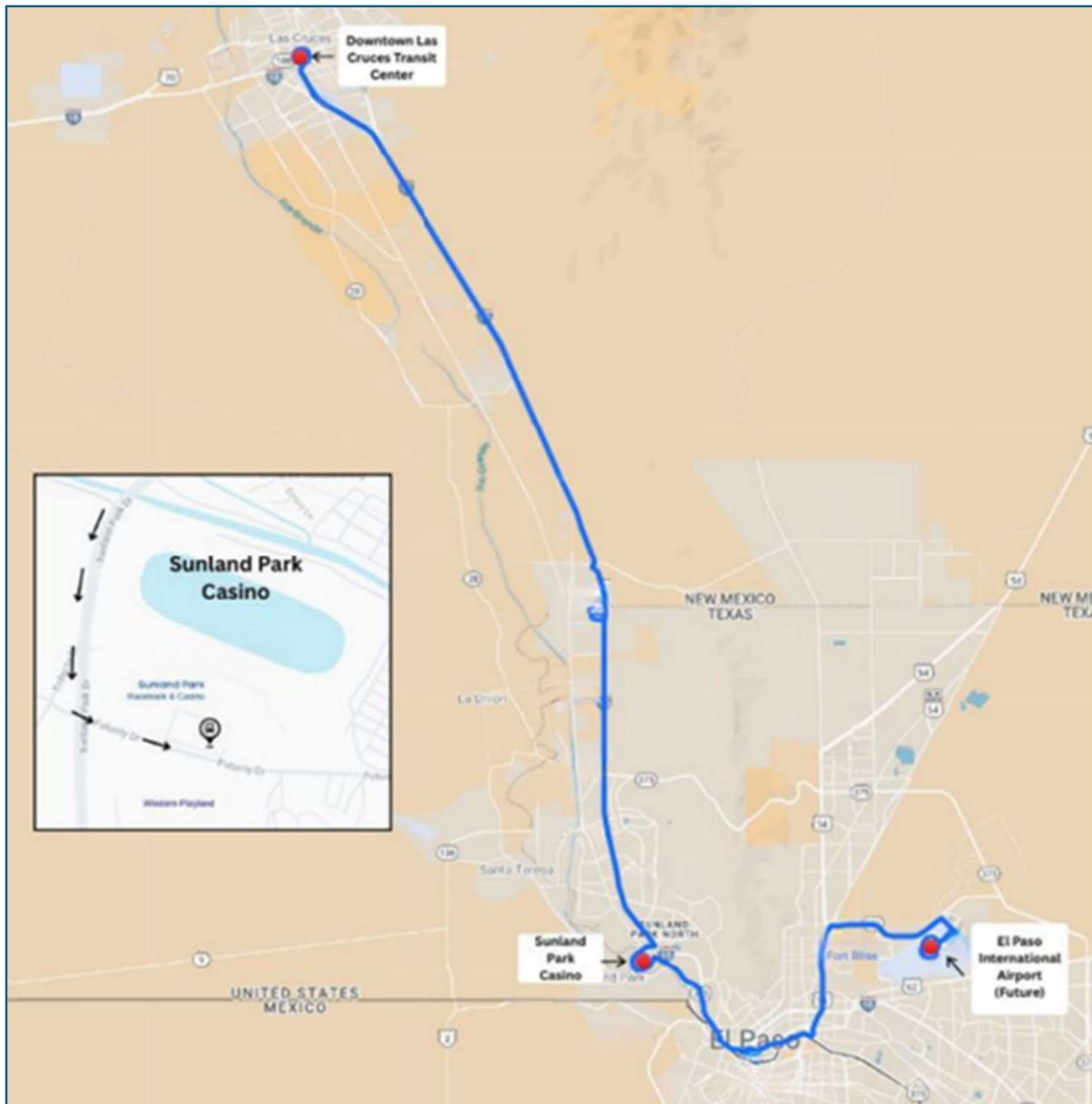


Figure 23 - Proposed Airport Connector Route

Demand Response

The Federal Transit Administration defines Microtransit as:

“A technology-enabled service that uses multi-passenger vehicles to provide on-demand services with dynamically generated routing. Microtransit services are traditionally provided in designated service areas. Service models include first mile/last mile connections to fixed route services; hub to hub zone-based services; the commingling of ADA complementary paratransit services with general transit service; and point-to-point service within a specific zone or geography.”²

Microtransit is a form of Demand-Response public transit. Demand-response transit has a long history in public transportation providing door to door transportation for persons with disabilities, senior citizens, other segmented groups of people, or the general public. Microtransit is an evolution of demand-response public transit involving smartphone enabled on-demand transportation similar to an Uber or Lyft type service. Microtransit can be offered by public transit agencies as a feeder service to fixed route buses, as an alternative or replacement of low performing fixed route buses or as an option for areas otherwise unserved or underserved by public transit.

Various alternatives for microtransit services are under consideration by SCRTD. With any alternative, there are multiple geographic areas where the service can be implemented, various means by which the services can be provided, and different rules applicable to the microtransit services.

A significant challenge with starting microtransit service is handling the trip taking process. If performed in-house, a microtransit reservation system involves significant capital outlay for purchase of scheduling software. In addition, SCRTD personnel must be trained to make reservations and manage the day-to-day logistical issues is also required.

The National Center for Applied Transit Technology describes different service delivery types for Microtransit. These include “Zone-Based Point-to-Point where unrestricted travel using Microtransit is allowed in a defined zone. A second type, First Mile/Last Mile allows restricted travel to or from particular points of interest. Riders are picked up within a defined zone and dropped off at a small number of defined stops tied to regular fixed route transit stops. A hybrid approach allows for unrestricted travel in a defined zone but prioritizes trips to specified popular destinations.”³

Even though parts of the reservation process can be automated through cell phone app-based reservations, transit systems are still required to take telephone trip requests in order to meet

² From the Federal Transit Administration website: <https://www.transit.dot.gov/regulations-and-guidance/shared-mobility-definitions>.

³ National Center for Applied Transit Technology (N-CATT) website: <https://n-catt.org/guidebooks/on-demand-transit-and-microtransit-where-and-why/what-are-on-demand-transit-and-microtransit/>.

ADA requirements. Therefore, any in-house system will require an increase in staffing to manage the trip taking process. That increase can be mitigated by availability of a reservation app where customers can book trips using their smartphone.

The principal areas where microtransit is being considered by SCRTD include Sunland Park and populated areas to the immediate west of Las Cruces. Within and adjacent to Sunland Park, the Santa Teresa industrial park area is a potentially strong demand area for microtransit. In Las Cruces the area just outside of Las Cruces to the west including Fairacres and other nearby communities is a potential demand area for microtransit.

There are various decision points regarding establishing microtransit service. The first is whether a fare is charged. If the service is not required paratransit service through the Americans with Disabilities Act, the agency is free to charge whatever fare it desires.

The service can just be offered in a limited area not served by regular fixed route bus service. In that instance the microtransit service is essentially a feeder service to the regular fixed route buses. If microtransit is expanded to a larger area also served by regular bus routes, it may compete with the regular fixed route buses for the same patrons.

There are private service providers such as “VIA Transportation” that provide “turnkey” microtransit service. This may be attractive to agencies who do not want to become involved with the complications of operating the service directly.

N-CATT describes two types of Microtransit TNC partnerships. In the first, the TNC “*develops the vehicle onboard driver software and/or customer-facing smartphone app.*” In the second, the TNC provides a “turnkey” service providing the technology, vehicles, drivers including vehicle maintenance and insurance.⁴

Transit agencies have differed on their evaluation of the success of microtransit at their agencies. Arlington, Texas uses Microtransit through Via Transportation for its entire city’s general public transit. In addition, it operates a separate demand-response door-to-door service for people with disabilities.

Several rural systems in Virginia, Bay Transit and Mountain Empire Transit, launched on-demand microtransit in June 2021 supported by a FTA \$160,000 grant. Gloucester County where the two transit systems are located is very satisfied with the new transit services and see them as an option to replace underperforming fixed routes.⁵ Other transit systems have reported similar success stories.

⁴ National Center for Applied Transit Technology (N-CATT) website: <https://n-catt.org/guidebooks/on-demand-transit-and-microtransit-where-and-why/what-are-on-demand-transit-and-microtransit/>.

⁵ <https://virginiamercury.com/2023/08/29/new-microtransit-service-more-than-doubled-ridership-in-rural-regions/>

Operations

Procure transit specific dispatching software that tracks required data

The plan recommends replacing the system's software for managing dispatch operations and driver time tracking with dedicated transit software. Transit dispatching and driver tracking software will incorporate all the information needed for proper annual reporting to the Federal Transit Administration.

Specifically, daily totals for revenue and non-revenue miles and hours should be tracked in the system. Any exceptions to the normal driver schedules, such as time off for vacations, sickness, etc., should be made on the day it occurs. Each run and block of work should show the actual bus number operating on the route so that accurate daily totals of bus miles and hours can be maintained and checked against odometer track mileages. Any vehicle breakdowns in service should be tracked in the software with adjustments to revenue miles and hours made to the day's schedule.

The final actual daily record of driver work, driver and vehicle exceptions to the normal schedule and other adjustments should be saved in the software for the date of occurrence. That information can then be forwarded to accounting to generate driver pay. It also should be compiled into monthly totals for revenue and non-revenue miles and hours each month.

Fare collection

During the 2020 pandemic SCRTD eliminated their passenger fares for both safety and ridership retention reasons. Since that time, SCRTD has maintained the fare free service. Doing so both encourages continued ridership growth and eliminates the cost of maintaining the farebox equipment and staffing the fare collection and counting function. This report recommends that SCRTD continue with the free fare program as long as possible to encourage continued increases in system ridership.

Change bus route identifiers from colors to numbers

As SCRTD increases its number of bus routes, it becomes more difficult to find new distinctive color choices for new bus routes. Given that potential issue, it may be advisable for SCRTD to switch to either lettered or numbered bus routes. This can be transitioned by combining the color names with either the letter or number addition until bus riders are familiar with the new nomenclature.

Move downtown Sun Metro El Paso Bert Williams bus stop.

The current Yellow Bus Route bus stop is at the northeast corner of 4th Street and S. Sante Fe Street from the Bert Williams Downtown Transfer Terminal where many Yellow Bus Route riders are either coming from or going to. The current bus stop requires people coming from a Sun Metro bus to cross a busy 4th Street to access the Yellow Route bus stop. In addition, there is no shelter or regular seating at the Yellow Route bus stop.

A bus stop on the west side of 4th Street adjacent to Sun Metro’s downtown offices and across a driveway from the downtown transfer terminal (as shown below) would be safer and more convenient for customers. It would include a bus shelter with seating.

SCR TD is currently working with Sun Metro to move its downtown bus stop to an existing Sun Metro bus stop on the east side of the Sun Metro administration building along S. Santa Fe Street between W 4th Avenue and W. Father Rahm Avenue.

The change of bus routing should not increase Yellow Bus Route revenue miles or revenue hours.



Modify the Sunland Park bus maintenance garage.

The following changes to the Sunland Park maintenance garage are recommended.

- Expand the width of the garage 15 – 30 feet to add 1-2 bus interior bus maintenance stalls.

The footprint corrugated metal garage is relatively easy and affordable to modify. There is room on the site to expand the garage to the west one to two bus stalls. This modification will provide more space in the garage for simultaneous vehicle repairs. As the transit system grows, expansion of the organization's maintenance capabilities is necessary.

- Add bus sized roll up doors to the north wall of the bus garage so that buses can drive straight through the garage and exit through the north wall.

Adding roll up doors to the north side of the existing corrugated metal bus garage should be neither complicated nor expensive. There is sufficient room on the north side of the facility for buses to exit the garage and maneuver back to the parking area. This change will speed up minor running repairs and improve vehicle safety through eliminating vehicle backing.

Solar installation at Sunland Park facility

SCRTD is currently procuring a contractor for installation of a solar energy facility at the Sunland Park garage. The new facility will provide electric power generation for both the site's offices and the bus charging stations. The solar array will provide SCRTD with inexpensive electricity for its facilities and vehicles.

Acquire and develop an eastern Las Cruces area facility

A more secure overnight parking location that is controlled by SCRTD is needed in Las Cruces especially with the increasing number of buses planned for operation from Las Cruces.

SCRTD has applied for grant funds to acquire and develop a property in Las Cruces, New Mexico for use as a vehicle parking lot and maintenance facility. The grant application for acquisition of the site projects completion of the improvements to the site by October 2026.

A new facility on the east side of Las Cruces will allow for better connections for residents of Doña Ana County to other SCRTD routes and to RoadRUNNER Transit routes within town. Cost savings in lower deadhead time and lower downtime would also result from the new facility.

\$870,000 has been budgeted for site acquisition in Las Cruces. Another \$810,000 is earmarked for Property Development of the site.

Add bus shelters to major bus stops along bus routes.

SCRTD is currently building bus shelters in-house to address the system's needs for additional bus shelters along its bus routes. This effort should continue with emphasis on placing shelters at bus stops with the highest ridership.

As part of this effort, SCRTD should identify damaged and worn-out bus shelters and replace those shelters with newly built or acquired shelters.

Improve the Anthony transfer point

Since the last Ten-Year Plan, SCRTD has added a bus shelter at the Anthony bus transfer point in the Anthony social service agency parking lot at 945 Anthony Drive. This shelter benefits passengers by providing seating out of the elements. It may still be beneficial to consider relocating the transfer point in front of the Anthony bus garage in the future if the facility's footprint on Anthony Drive is expanded. Acquisition of the neighboring property to the north might provide sufficient space for the transfer point. The benefits could include convenient customer service for patrons, a more comfortable waiting area, and better restroom access for bus operators.

Mark every SCRTD bus stop with SCRTD's current logo

SCRTD has a very distinct and colorful bus stop logo. Over time it would greatly benefit SCRTD's marketing efforts to replace all older style plain bus stop signs with the new logo bus stop signs. SCRTD should also make an effort to ensure that each designated bus stop has the current bus stop sign. Informing the general public and potential patrons where bus routes make passenger stops is a constant challenge, addressed by having eye catching and consistently placed bus stop signs.

Vehicles

Vehicle replacement schedule and other future vehicle procurement recommendations are contained in the **Transit Asset Management Plan** that is a part of this report.

6 Recommended Plan

Each of the recommended items for SCRTD’s future transit improvement plan over the upcoming ten-year period is described below.

PHASE 1 - JULY 2025 THROUGH JUNE 2026

Phase One of the recommended short term future plan for SCRTD is projected to occur by the end of 2026. Many of these items either have already been accomplished or are anticipated in the very near future.

Increase Turquoise route AM hourly service

The increase in morning Turquoise Bus Route frequency of service from every 2 to every 1 hour occurred on September 15, 2025. This change provides hourly service on this all day long on weekdays. No change was made to Saturday service levels.

CURRENT TURQUOISE LINE SCHEDULE											
WEEKDAY DEPARTURE TIMES											
Bus#	1	3	1	3	1	2	1	2	1	2	
Anthony Transfer Station	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	
DACC Gadsden	6:08 AM	7:08 AM	8:08 AM	9:08 AM	10:08 AM	12:08 PM	1:08 PM	2:08 PM	3:08 PM	4:08 PM	
Lisa & Golden Eagle	6:18 AM	7:18 AM	8:18 AM	9:18 AM	10:18 AM	12:18 PM	1:18 PM	2:18 PM	3:18 PM	4:18 PM	
Prescott & Old Laredo	6:26 AM	7:26 AM	8:26 AM	9:26 AM	10:26 AM	12:26 PM	1:26 PM	2:26 PM	3:26 PM	4:26 PM	
Subway County Line	6:32 AM	7:32 AM	8:32 AM	9:32 AM	10:32 AM	12:32 PM	1:32 PM	2:32 PM	3:32 PM	4:32 PM	
McCombs Stires	6:40 AM	7:40 AM	8:40 AM	9:40 AM	10:40 AM	12:40 PM	1:40 PM	2:40 PM	3:40 PM	4:40 PM	
Northgate Transfer Center	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	
McCombs Stires	7:20 AM	8:20 AM	9:20 AM	10:20 AM	11:20 AM	1:20 PM	2:20 PM	3:20 PM	4:20 PM	5:20 PM	
Subway County Line	7:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM	
Prescott & Old Laredo	7:34 AM	8:34 AM	9:34 AM	10:34 AM	11:34 AM	1:34 PM	2:34 PM	3:34 PM	4:34 PM	5:34 PM	
Lisa & Golden Eagle	7:42 AM	8:42 AM	9:42 AM	10:42 AM	11:42 AM	1:42 PM	2:42 PM	3:42 PM	4:42 PM	5:42 PM	
DACC Gadsden	7:52 AM	8:52 AM	9:52 AM	10:52 AM	11:52 AM	1:52 PM	2:52 PM	3:52 PM	4:52 PM	5:52 PM	
Anthony Transfer Station	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	

A consistent hourly service frequency provides a very predictable bus schedule encouraging continued growth in bus route ridership.

Increase in midday and afternoon Yellow Bus Route service level

SCRTD added a second bus to the Yellow Bus Route in November 2025. The second bus operates from 10:33 am to 6:07 pm on weekdays. No change has been made to the Yellow Bus Route weekend bus schedule. The additional bus decreases the time between buses on the route from 75-80 minutes to between 32-50 minutes. The increased frequency of bus service is expected to significantly increase ridership on the Yellow Bus Route.

Current Weekday Yellow Route with 2nd Bus After 10:33 am													
Downtown Transit Center	Calle Morroco & McNutt	Sunland Park City Hall	Sunland Park Casino	Quinella & Futurity	McNutt & Riverside	McNutt & Riverside	Quinella & Futurity	Sunland Park Casino	Sunland Park City Hall	Calle Morroco & McNutt	Downtown Transit Center	Miles	
1	5:45 AM	5:57 AM	5:59 AM	6:04 AM	6:06 AM	6:22 AM	6:22 AM	6:38 AM	6:40 AM	6:43 AM	6:45 AM	6:57 AM	26.6
1	7:05 AM	7:17 AM	7:19 AM	7:24 AM	7:26 AM	7:42 AM	7:42 AM	7:58 AM	8:00 AM	8:03 AM	8:05 AM	8:17 AM	26.6
1	8:25 AM	8:37 AM	8:39 AM	8:44 AM	8:46 AM	9:02 AM	9:02 AM	9:18 AM	9:20 AM	9:23 AM	9:25 AM	9:37 AM	26.6
1	9:45 AM	9:57 AM	9:59 AM	10:04 AM	10:06 AM	10:22 AM	10:22 AM	10:38 AM	10:40 AM	10:43 AM	10:45 AM	10:57 AM	26.6
2	10:33 AM	10:45 AM	10:47 AM	10:52 AM	10:54 AM	11:10 AM	11:10 AM	11:26 AM	11:28 AM	11:31 AM	11:33 AM	11:45 AM	26.6
1	11:05 AM	11:17 AM	11:19 AM	11:24 AM	11:26 AM	11:42 AM	11:42 AM	11:58 AM	12:00 PM	12:03 PM	12:05 PM	12:17 PM	26.6
2	11:50 AM	12:02 PM	12:04 PM	12:09 PM	12:11 PM	12:27 PM	12:27 PM	12:43 PM	12:45 PM	12:48 PM	12:50 PM	1:02 PM	26.6
1	12:25 PM	12:37 PM	12:39 PM	12:44 PM	12:46 PM	1:02 PM	1:02 PM	1:18 PM	1:20 PM	1:23 PM	1:25 PM	1:37 PM	26.6
2	1:05 PM	1:17 PM	1:19 PM	1:24 PM	1:26 PM	1:42 PM	1:42 PM	1:58 PM	2:00 PM	2:03 PM	2:05 PM	2:17 PM	26.6
1	1:45 PM	1:57 PM	1:59 PM	2:04 PM	2:06 PM	2:22 PM	2:22 PM	2:38 PM	2:40 PM	2:43 PM	2:45 PM	2:57 PM	26.6
2	2:20 PM	2:32 PM	2:34 PM	2:39 PM	2:41 PM	2:57 PM	2:57 PM	3:13 PM	3:15 PM	3:18 PM	3:20 PM	3:32 PM	26.6
1	3:05 PM	3:17 PM	3:19 PM	3:24 PM	3:26 PM	3:42 PM	3:42 PM	3:58 PM	4:00 PM	4:03 PM	4:05 PM	4:17 PM	26.6
2	3:35 PM	3:47 PM	3:49 PM	3:54 PM	3:56 PM	4:12 PM	4:12 PM	4:28 PM	4:30 PM	4:33 PM	4:35 PM	4:47 PM	26.6
1	4:25 PM	4:37 PM	4:39 PM	4:44 PM	4:46 PM	5:02 PM	5:02 PM	5:18 PM	5:20 PM	5:23 PM	5:25 PM	5:37 PM	26.6
2	4:55 PM	5:07 PM	5:09 PM	5:14 PM	5:16 PM	5:32 PM	5:32 PM	5:48 PM	5:50 PM	5:53 PM	5:55 PM	6:07 PM	26.6
1	5:45 PM	5:57 PM	5:59 PM	6:04 PM	6:06 PM	6:22 PM	6:22 PM	6:38 PM	6:40 PM	6:43 PM	6:45 PM	6:57 PM	26.6
1	7:05 PM	7:17 PM	7:19 PM	7:24 PM	7:26 PM	7:42 PM	7:42 PM	7:58 PM	8:00 PM	8:03 PM	8:05 PM	8:17 PM	26.6
1	8:25 PM	8:37 PM	8:39 PM	8:44 PM	8:46 PM	9:02 PM							13.3
	Block	Start	End	Rev Hrs	Rev Miles								
	1	5:45 AM	9:02 PM	15:17:00	305.9								
	2	10:33 AM	6:07 PM	7:34:00	159.6								
				22:51:00	465.5								

Procure Bus Tracking and Video Software and Hardware

SCRTD has been testing software and hardware that tracks bus movements and displays transit system fixed bus routes on a map in the dispatch office. The system being tested includes the ability for dispatchers to access a live feed of a particular bus’s interior and exterior cameras.

A recommended system would include multiple cameras on each bus showing exterior front, side and rear views. Interior cameras should show each doorway, the interior aisles and the driver’s compartment. The system should have sufficient data storage to record multiple weeks of all day bus operation. Video system should allow for downloading particular video segments for use for various purposes including vehicle incident involvement, employee infractions and passenger altercations.

Vehicle tracking should compare actual bus movements with each bus route’s time schedule and determine on-time performance by bus, route and systemwide. Reporting of on-time performance should provide a breakdown by day, day of week, time of day and overall system performance.

Magenta route new bus route

The Magenta Bus Route was implemented in December 2025. The new fixed bus route connects communities to the northeast of Las Cruces along Hwy 70 into Las Cruces. The two-hour route trip will operate with one bus providing a two-hour headway from 8:00 am to 6:00 pm. The schedule for the bus route is shown below.

MAGENTA ROUTE SCHEDULE					
WEEKDAY DEPARTURE TIMES					
INBOUND					
Butterfield Community Center		9:00 AM	11:00 AM	1:00 PM	3:00 PM
Organ Mountain High School		9:10 AM	11:10 AM	1:10 PM	3:10 PM
Walmart Rinconada		9:14 AM	11:14 AM	1:14 PM	3:14 PM
DACC East Mesa		9:18 AM	11:18 AM	1:18 PM	3:18 PM
Mountain View Hospital		9:25 AM	11:25 AM	1:25 PM	3:25 PM
Mesilla Valley Mall		9:32 AM	11:32 AM	1:32 PM	3:32 PM
Memorial Medical Center		9:37 AM	11:37 AM	1:37 PM	3:37 PM
Gerald Thomas Hall		9:42 AM	11:42 AM	1:42 PM	3:42 PM
MVITT		9:50 AM	11:50 AM	1:50 PM	3:50 PM
OUTBOUND					
MVITT	8:00 AM	10:00 AM	NA	2:00 PM	4:00 PM
Gerald Thomas Hall	8:08 AM	10:08 AM		2:08 PM	4:08 PM
Memorial Medical Center	8:13 AM	10:13 AM		2:13 PM	4:13 PM
Mesilla Valley Mall	8:18 AM	10:18 AM		2:18 PM	4:18 PM
Mountain View Hospital	8:25 AM	10:25 AM		2:25 PM	4:25 PM
DACC East Mesa	8:32 AM	10:32 AM		2:32 PM	4:32 PM
Walmart Rinconada	8:36 AM	10:36 AM		2:36 PM	4:36 PM
Organ Mountain High School	8:40 AM	10:40 AM		2:40 PM	4:40 PM
Butterfield Community Center	8:50 AM	10:50 AM		2:50 PM	4:50 PM
Miles per One-Way Trip	17.8	One-Way Trips		8	
Hours	8:00 AM	11:50 AM	3.83	Total Hours	Total Miles
	1:00 PM	4:50 PM	3.83	7.67	142.4
				MPH	18.57

Senior Citizen Flexible Bus Route

SCR TD is working with the City of Sunland Park to begin a bus route for local senior citizens to provide door to door service between rider residences and a local senior center. The route is anticipated to begin service in 2026. SCR TD anticipates that the operating cost of the service will be reimbursed by the City of Sunland Park.

Add Charging Stations at Sunland Park Facility

SCR TD is planning to add one ChargePoint 6000 Series Level Two Charging Station and one Level Three DC Fast Charging Station at the Sunland Park bus facility in 2026. The Level Two charging

station has already been purchased and is being held on site awaiting installation. SCRTD currently has one Level Two and two ChargePoint Express 250 DC Fast Charging Stations.

Solar Farm Construction at SCRTD Sunland Park facility

The SCRTD Board of Directors awarded a procurement contract for construction of a Solar Array at the SCRTD Sunland Park bus garage and office facility on November 12, 2025. The formal bid award in the amount of \$947,403.30 is for construction of a Solar Array on a one-acre site at the SCRTD facility.

Sunland Park Parking Lot Improvements

SCRTD has grant funds programmed for resurfacing of the Sunland Park garage parking lot and installation of electronic security fences in FY 2026.

Anthony Garage Parking Area Improvements

Improvements to the Anthony Garage parking area paving and drainage occurred in FY 2026.

Purchase New Revenue Vehicles for Replacement and Expansion

SCRTD is in the process of procuring two new Gillig Hybrid 35-foot buses and three new Gillig Battery Electric Buses. The two hybrid buses are expected to be delivered by February 2026. The three battery electric buses should be delivered in March 2026. These buses are expected to replace buses 1, 3, 5, 8 and 11 that have exceeded their useful life.

SCRTD also anticipates purchase of three battery electric vans and three cutaway buses in FY 2026.

Purchase Bus Shelters

Purchase of one or more bus shelters per year to provide seating and shelter to customers.

Move Yellow Bus Route downtown El Paso bus stop

A move of the Yellow Bus Route's downtown El Paso stop from its current location to an existing bus stop on the Bert Williams Transfer Terminal (west) side of 4th Street is anticipated in late 2025 or early 2026. The new location will greatly enhance rider comfort, convenience and safety by eliminating the need to cross a busy congested boulevard for many if not most riders. Passengers will also benefit through use of the existing bus shelter and seating at the proposed location.

PHASE 2A – JULY 2026 THROUGH JUNE 2027

Phase Two items are anticipated to take place in SCRTD’s FY 2027 through FY 2029 fiscal years.

Begin Demand Response Service In One Area

Plan recommends implementation of Demand Response transit service in the Sunland Park / Santa Teresa areas. This service may be an On-Demand Microtransit type service, a disabled passenger Paratransit service or some combination of the two.

Change southern termination point for Green route

After inception of the Magenta Bus Route, this plan recommends modification to the southern end of the Green Route. The southern end of the current Green Route will overlap parts of the new Magenta Bus Route. SCRTD should shorten the Green route to prevent this overlap and increase frequency of service on the north end of the bus route. Ideally the Green and Magenta bus routes can meet at a location along Hwy 70 in northeast Las Cruces to exchange passengers. The route timings between the two routes may prevent this but they should share a common bus stop for passenger transfers between the two routes. Shortening the Green Bus Route should drop 30 minutes from the Green route round trip duration.

Operations Employee Dispatching Software Upgrade

SCRTD currently utilizes operations employee dispatching software that is not customized for public transit operations. As such it does not inherently track important statistical information required by state and federal agencies. These include recording all exceptions to the current day’s normal schedule caused by occurrences like missed runs, vehicle breakdowns and vehicle incidents resulting in lost service time and mileage.

There are numerous operations dispatching systems available to SCRTD that are designed specifically for the transit industry. Use of one of these systems would force recording of actual daily scheduled activity leading to accurate end of the year reporting on the FTA NTD and other required reports.

Expand and modify the Sunland Park facility maintenance garage

The current Sunland Park maintenance shop is only minimally suited for maintenance of the buses housed at the Sunland Park facility. In that the maintenance shop is made of corrugated metal, alterations to it should not be difficult or overly expensive. The width of the shop should be expanded by one to two bays to allow for simultaneous vehicle maintenance on one to two more buses. Also, the north end of the bus garage should be opened up to allow for drive through egress from the shop. This provides a more convenient and safer way to navigate buses through the shop.

With the maintenance garage’s expansion, an area inside the garage should be designed for secure storage of vehicle parts, equipment and shop supplies.

Purchase Non-Revenue Vehicle for Street Supervision

Vehicle for on-street monitoring of bus operations.

Purchase Las Cruces area property for SCRTD bus parking and garage

Various sites along Hwy 70 on the east side of the Las Cruces area are being considered for purchase. The goal of the project is to provide a new SCRTD bus parking, garage and office facility to replace the current parking only site at the Mesilla Valley Hospital.

Procure Truck with Trailer and Power Wash

Purchase of truck with trailer and pressure washer proposed for shelter cleaning function.

Purchase Bus Shelters

Purchase of one or more bus shelters per year to provide seating and shelter to customers.

Purchase Maintenance Shop Equipment and Facilities

Battery PPE, tire changer/balance, Storage Shipping Containers

PHASE 2B – JULY 2027 THROUGH JUNE 2028

Extend PM transit service on the Red and Turquoise bus routes

The plan proposes extending the evening operating hours for the Red and Turquoise bus routes in FY 2028. These 1 and 2 hour extensions to the Turquoise and Red routes will better meet later demand for transit service in areas covered by these bus routes.

Extend Silver Route PM Weekday Hours

A two hour per day extension of the weekday Silver Bus Route is proposed to provide better coverage of the PM peak hour demand on weekdays. Currently the Silver route ends service before 5 pm on weekdays.

Development of Las Cruces property

This plan assumes that SCRTD acquires a piece of property along Hwy 70 in the east Las Cruces area during Phase One of this plan. In Phase Two, the plan recommends development of the property including paved and striped bus and employee parking areas, a maintenance shop, an office area and the required number of charging stations.

Purchase New Revenue Vehicles for Replacement and Expansion

Purchase of one battery electric van and one cutaway bus proposed for FY 2028.

Purchase Maintenance Shop Equipment

Bus lifts and Other Maintenance Shop Capital Items

Purchase Furniture, Fixtures and Office Equipment

Purchase furniture, equipment and related capital items for SCRTD administrative offices.

PHASE 3 – JULY 2028 THROUGH JUNE 2035

The following transit service expansions are envisioned in Phase Three of SCRTD’s future plans.

Extend PM transit service on the Copper bus route

An extension of evening operating hours for the Copper route is proposed for FY 2029.

Initiate an express bus route from Las Cruces to El Paso Airport

This report recommends the addition of an express bus route between Las Cruces and El Paso Airport. The primary users of this route are anticipated to be airline passengers riding the bus rather than driving to the airport, workers at the airport, and people needing to reach El Paso rapidly on an express bus route. The bus route operates with a single bus on a two-hour round trip. The proposed schedule is shown below.

# of Buses	ELP Airport	Sunland Casino	Big 8 Anthony	MVMall Las Cruces	MVMall Las Cruces	Big 8 Anthony	Sunland Casino	ELP Airport	Trip Mileage
1					7:00 AM	7:30 AM	7:50 AM	8:20 AM	53.7
1	8:30 AM	8:50 AM	9:10 AM	9:40 AM	10:00 AM	10:30 AM	10:50 AM	11:20 AM	107.4
1	11:30 AM	11:50 AM	12:10 PM	12:40 PM	1:00 PM	1:30 PM	1:50 PM	2:20 PM	107.4
1	2:30 PM	2:50 PM	3:10 PM	3:40 PM	4:00 PM	4:30 PM	4:50 PM	5:20 PM	107.4
1	5:30 PM	5:50 PM	6:10 PM	6:40 PM	7:00 PM				53.7
	Time Out	Begin Rev	End Rev	Pullin	Rev Miles	N Rev Miles	Rev Hrs	N Rev Hrs	
	6:45 AM	7:00 AM	7:00 PM	7:15 PM	429.6	8.6	12:00	0:30	

Add peak hour frequency on the Purple Bus Route

The Purple Bus Route currently has 90-minute headways all day long. The route is one of the top four bus routes in total ridership. This report recommends adding a second bus on the route during AM and PM peak hour periods.

Begin Demand Response Service In Second Area

Plan recommends implementation of Demand Response services in a second area of Doña Ana County. The service may be On-Demand Microtransit service, disabled paratransit service, a combination of the two, or other blending of service types.

The recommended route should be operated seven days per week, including holidays to meet the needs of airline workers and passengers.

The proposed route includes stops at El Paso Airport, the Sunland Park Casino in Sunland Park, the Big 8 Food Store in Anthony, Texas and the MVITT in Las Cruces, New Mexico.

Extend PM transit service on the Green bus route

Extend the Green Route weekday PM service is proposed for FY 2031. The PM service extension will better meet later demand for transit service in areas covered by these bus routes.

Add Saturday service on the Blue Bus Route

The Blue and Magenta Bus Routes currently operate only on weekdays. All other SCRTD bus routes operate on Saturdays. The Yellow and Silver bus routes operate seven days per week. Addition of the Blue Route to Saturday service is recommended in FY 2032. The Blue Bus Route has experienced an impressive amount of growth in ridership since its inception in August 2024.

Add Magenta Route Saturday Service

The addition of Saturday transit service on the Magenta Bus Route is proposed for FY 2033.

Add Sunday Service on SCRTD bus routes

Add Sunday Service on the Red, Purple and Turquoise bus routes. The initiation of Sunday service proposed for the Red and Purple bus routes in FY 2034, and the Turquoise route in FY 2035.

Add New Bus Route covering Southeast Las Cruces area

The plan proposes addition of a fixed bus route serving growing population in the Tellbrook Park area southeast of Las Cruces connecting it with Las Cruces and the MVITT.

Develop Las Cruces property

This plan assumes that SCRTD acquires a piece of property along Hwy 70 in the east Las Cruces area during Phase Two of this plan. In Phase Three, the plan recommends development of the property including paved and striped bus and employee parking areas, a maintenance shop, an office area and the required number of charging stations.

Purchase Shop Equipment

A regular grant line item for shop equipment is proposed to ensure that the transit system's large maintenance equipment items are replaced as needed. Included is a set of four post bus lifts for a new Las Cruces facility garage. Also included is an anticipated replacement of the Anthony bus garage air compressor at the end of its useful life in FY 2030.

Procure New Revenue Vehicles

To replace revenue vehicles at the end of their useful lives the following vehicle replacement schedule is proposed: two cutaway buses in FY 2031, four cutaway buses in FY 2032, one cutaway bus in FY 2034, one battery electric van in FY 2034, and two battery electric vans in FY 2035.

Purchase Shop Truck

Purchase of a Shop Truck for a new Las Cruces area bus garage facility is anticipated in FY 2030.

Purchase Bus Shelters

Purchase of one or more shelters per year to provide seating and shelter to customers.

Purchase Furniture, Fixtures and Office Equipment

Purchase furniture, equipment and related capital items for SCRTD administrative offices.

Sunland Park Bus Wash

An automated drive through bus wash is proposed for the Sunland Park facility in FY 2031.

Purchase Non-Revenue Vehicle for Street Supervision

Vehicle for on-street monitoring of bus operations.

Performance Measure Recommendations

This report recommends the following performance measures that SCRTD should track internally and make available to the SCRTD Board and general public through its regular reports.

1. Unlinked passenger trips by bus route - tracked by date and totaled for each month by route

This statistic is made easier by the fact that no SCRTD buses “interline” between bus routes. SCRTD bus operators complete trip sheets each day with totals for their individual runs.

2. Unlinked passenger trips per mile

Tracked by month and compared year to year. Overall system goal should be the 0.21 average passengers per mile experienced by the selected peer transit systems.

3. Operating cost per revenue hour of transit service

Cost per revenue hour of service provides a measurement of the system’s ongoing operating cost. This measure should be compared to previous year’s performance to gauge how costs are changing over time.

4. Average per passenger fare revenue

Average fare revenue per passenger should be tracked over time to ensure that there is no inexplicable dip in fare revenue per passenger. Such a dip can indicate either fare revenues not being collected or fares being lost in handling.

5. Preventable accidents per 100,000 miles

A preventable accident is defined as an accident in which the operator did not take every reasonable action to prevent the accident regardless of the actions of others. The industry standard for this benchmark is typically no more than one preventable vehicle accident per 100,000 miles.

6. Valid Customer reports

It is important that SCRTD have a mechanism for receiving, recording and tracking customer complaints, requests and concerns. SCRTD should experience no more than 2.5 valid customer service complaints per 100,000 miles.

This study continues to recommend tracking and reporting these performance measures to the SCRTD board at least quarterly.

SCRTD 2024 Three-Year Development Plan

Performance Metrics

SCRTD proposed tracking the following Performance Metrics in its 2024 Three-Year Development Plan.

1. Maintain ADA accessibility on SCRTD transit services.
2. Establish and maintain connectivity with other transit system 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 operating funds are spent by the end of each current grant year. Capital grant funds typically require a longer timeline for project completion.

Of the above listed metrics, several are unrealistic and should be adjusted. SCRTD has a projected cost per passenger trip in FY 2026 of approximately \$20.00. This is above the goal of \$10 per trip. The metric should be increased in line with current cost per passenger trip.

Operating cost per mile for SCRTD is also well above the goal of \$1.35 currently averaging just below \$4 per mile. Suggest realigning that goal to match current performance on that metric.

Goal 8 was also changed to note that only 100% of operating funds should be spent by the end of the grant year. Capital projects typically take longer than one year to complete.

7 Financial Plan – Funding Strategies

To determine the cost of future service changes, the report has calculated the system’s total operating cost, fixed cost and marginal operating cost of any service level changes.

Smaller service level changes will only marginally impact the cost of SCRTD, therefore only the **Marginal Operating Cost per Revenue Hour of Service** is used to calculate the cost of these changes. Larger changes will also increase system fixed costs. Therefore **Total Operating Cost Per Revenue Hour of Service** is used to estimate the cost of these changes. The service-related changes to the Operating Budget over the next ten years are as shown in the following pages. **Total Operating Cost Per Revenue Hour of Service** is used to estimate the cost of Sunday service additions since increases in service levels will require additions to dispatcher, supervision and maintenance staffing.

The table below shows the calculation of SCRTD total operating cost per hour and marginal operating cost per hour.

SCRTD Operating Cost Projections						
Revenue Hours Per Week	Annual Revenue Hours	Total Operating Cost	Estimated Fixed Cost	Marginal Operating Cost	Total Operating Cost Per Hour	Marginal Operating Cost Per Hour
653.58	32,679	\$3,246,648	\$ 633,284	\$2,613,364	\$ 99.35	\$ 79.97
Fixed cost include staff salaries and fringe cost that continue unchanged with service changes. Also included are contracted and fixed operating cost (such as utilities, janitorial, etc.)						

All estimates of both capital and operating costs over the next ten years are calculated in current dollars. These future year’s budgets will also clearly be impacted by inflation which at this time is difficult to calculate.

Phase 1 Operating Budget Projection - FY 2026								
Program	Revenue Hours							Budget
FY 2025-26 Approved Budget (Current Dollars)	32,679							\$ 3,246,648
	Previous Hours/Day	New Hours/Day	Change in Hours/Day	Change in Hours/Year	Hourly Cost	Cost Per Year	Contract Revenue	Net Added Cost
Turquoise Wkdy AM Hours Increase	16.00	20.00	4.00	1,020.00	\$ 79.97	\$ 81,569	0	\$ 81,569
Yellow Route Wkdy Hours Increase	15.583	22.85	7.267	1,853.00	\$ 79.97	\$ 148,184	0	\$ 148,184
Add Weekday Magenta Bus Route	-	7.67	7.670	1,955.85	\$ 79.97	\$ 156,409	0	\$ 156,409
Sunland Park Senior Shuttle Bus	-	4	4.000	1,020.00	\$ 79.97	\$ 81,569	0	\$ 81,569
	5,848.85 Total of New Service Net Cost							\$ 467,733
FY 25-26 with New Program Hours				38,528	New Program Costs			\$ 3,714,381

Phase 1 Capital Projection - FY 2026				
	Federal Share	Local Share	State Share	Total Cost
Add Charging Stations at Sunland Park garage	\$ -	\$ -	\$ -	\$ -
Solar Farm Construction, Solar Canopy	\$ 757,922	\$ 189,481	\$ -	\$ 947,403
Sunland Park - Resurface, Security Gates	\$ 136,000	\$ 34,000	\$ -	\$ 170,000
Procure Bus Tracking/Video System	\$ 64,000	\$ 16,000	\$ -	\$ 80,000
Procure Two Gillig Hybrid Electric Buses	\$ 1,822,060	\$ 321,540	\$ -	\$ 2,143,600
Procure Three Gillig Battery Electric Buses	\$ 3,482,790	\$ 614,610	\$ -	\$ 4,097,400
Three Battery Electric Vans	\$ 187,000	\$ 33,000	\$ -	\$ 220,000
Three Cutaway Buses	\$ 530,400	\$ -	\$ 132,600	\$ 663,000
Anthony Garage - New paving, drainage	\$ 34,000	\$ 6,000	\$ -	\$ 40,000
Purchase Bus Shelters	\$ 10,200	\$ 1,800	\$ -	\$ 12,000
TOTAL CAPITAL	\$ 7,024,372	\$ 1,216,431	\$ 132,600	\$ 8,373,403

Phase 2A Operating Budget Projection - FY 2027								
Program	Revenue Hours							Baseline Budget
FY 2027 Baseline (Current Dollars)	38,528							\$ 3,714,381
	Previous Hours/Day	New Hours/Day	Change in Hours/Day	Change in Hours/Year	Hourly Cost	Cost Per Year	Contract Revenue	Net Added Cost
Truncate Weekday Green Route	-	0.00	0.00	-	\$ 79.97	\$ -	0	\$ -
7 Day DR Van - 1st Area	-	10	10.000	3,570.00	\$ 79.97	\$ 285,493	0	\$ 285,493
	3,570.00 Total of New Service Net Cost							\$ 285,493
FY 26-27 with New Program Hours				42,098	New Program Costs			\$ 3,999,873

Phase 2A Capital Projection - FY 2027				
	Federal Share	Local Share	State Share	Total Cost
Purchase Dispatch / Operations software	\$ 24,000	\$ 6,000	\$ -	\$ 30,000
Sunland Park Maintenance Facility Modification	\$ 320,000	\$ 80,000	\$ -	\$ 400,000
Sunland Park Maintenance Facility Drainage	\$ 32,000	\$ 8,000	\$ -	\$ 40,000
Purchase Street Supervision Vehicle	\$ 44,000	\$ 11,000	\$ -	\$ 55,000
Las Cruces area Property Acquisition	\$ 696,000	\$ -	174,000	\$ 870,000
Purchase Shipping Containers for Storage	\$ 32,000	\$ 8,000	\$ -	\$ 40,000
Purchase 3/4 ton truck w/ trailer/power wash	\$ 40,000	\$ 10,000	\$ -	\$ 50,000
Purchase Tire Change/Balance Machines	\$ 38,400	\$ 9,600	\$ -	\$ 48,000
Purchase Bus Shelters	\$ 9,600	\$ 2,400	\$ -	\$ 12,000
Purchase Shop Equipment	\$ 20,000	\$ 5,000	\$ -	\$ 25,000
TOTAL CAPITAL	\$ 1,256,000	\$ 140,000	\$ 174,000	\$ 1,570,000

Phase 2B Operating Budget Projection - FY 2028								
Program	Revenue Hours							Baseline Budget
FY 2028 Baseline (Current Dollars)	42,098							\$ 3,999,873
	Previous Hours/Day	New Hours/Day	Change in Hours/Day	Change in Hours/Year	Hourly Cost	Cost Per Year	Contract Revenue	Net Added Cost
Red Route - Add Weekday PM Service	21.70	23.70	2.00	510.00	\$ 79.97	\$ 40,785	0	\$ 40,785
Turquoise Route - Add Wkdy PM Service	20.00	21.00	1.00	255.00	\$ 79.97	\$ 20,392	0	\$ 20,392
Extend Silver Route Weekday hours	8.08	10.00	1.92	489.60	\$ 79.97	\$ 39,153	0	\$ 39,153
	1,254.60 Total of New Service Net Cost							\$ 100,330
FY 27-28 with New Program Hours				43,352	New Program Costs			\$ 4,100,204

Phase 2B Capital Projection - FY 2028				
	Federal Share	Local Share	State Share	Total Cost
Develop Las Cruces Area Property	\$ 648,000		\$ 162,000	\$ 810,000
Purchase Set of Bus Lifts (for Sunland Park)	\$ 40,000	\$ 10,000		\$ 50,000
Purchase Shop Equipment	\$ 20,000	\$ 5,000		\$ 25,000
Procure 1 Battery Electric Van	\$ 85,600	\$ 21,400		\$ 107,000
Procure 1 Cutaway Bus	\$ 176,800	\$ 44,200		\$ 221,000
Purchase Furniture, Fixtures, Office Equipment	\$ 8,000	\$ 2,000		\$ 10,000
TOTAL CAPITAL	\$ 978,400	\$ 82,600	\$ 162,000	\$ 1,223,000

Phase 3 Operating Budget Projection - FY 2029								
Program	Revenue Hours							Budget
FY 2029 Baseline (Current Dollars)	43,352							\$ 4,100,204
	Previous Hours/Day	New Hours/Day	Change in Hours/Day	Change in Hours/Year	Hourly Cost	Cost Per Year	Contract Revenue	Net Added Cost
Copper Route - Add Wkdy PM Service	8.87	10.37	1.50	76.50	\$ 79.97	\$ 6,118	0	\$ 6,118
Las Cruces - El Paso Airport Express		12	12.000	4,368.00	\$ 79.97	\$ 349,309	0	\$ 349,309
	4,444.50 Total of New Service Net Cost							\$ 355,427
FY 28-29 with New Program Hours				47,797	New Program Costs			\$ 4,455,630

Phase 3 Capital Projection - FY 2029				
	Federal Share	Local Share	State Share	Total Cost
Develop Las Cruces property	\$ 960,000	\$ 240,000		\$ 1,200,000
Purchase Set of Bus Lifts (for Las Cruces Shop)	\$ 40,000	\$ 10,000		\$ 50,000
Purchase Shop Equipment (for Las Cruces Shop)	\$ 40,000	\$ 10,000		\$ 50,000
Purchase Street Supervision Vehicle	\$ 44,000	\$ 11,000		\$ 55,000
Purchase Furniture, Fixtures, Office Equipment	\$ 8,000	\$ 2,000		\$ 10,000
Purchase Bus Shelters	\$ 10,200	\$ 1,800		\$ 12,000
TOTAL CAPITAL	\$ 1,102,200	\$ 274,800	\$ -	\$ 1,377,000

Phase 3 Operating Budget Projection - FY 2030									
Program	Revenue Hours							Budget	
FY 2030 Baseline (Current Dollars)									
	47,797							\$ 4,455,630	
	Previous Hours/Day	New Hours/Day	Change in Hours/Day	Change in Hours/Year	Hourly Cost	Cost Per Year	Contract Revenue	Net Added Cost	
Purple Route - 2nd Bus in Peak Hours	12.00	16	4.00	1,020.00	\$ 79.97	\$ 81,569	0	\$ 81,569	
Weekday DR Van - 2nd Area	10.00	20.00	10.00	2,550.00	\$ 79.97	\$ 203,924	0	\$ 203,924	
	3,570.00 Total of New Service							Net Cost \$ 285,493	
FY 29-30 with New Program Hours				51,367	New Program Costs \$ 4,741,123				

Phase 3 Capital Projection - FY 2030				
	Federal Share	Local Share	State Share	Total Cost
Purchase Shop Truck	\$ 64,000	\$ 16,000		\$ 80,000
Purchase Shop Equipment	\$ 20,000	\$ 5,000		\$ 25,000
Purchase Furniture, Fixtures, Office Equipment	\$ 8,000	\$ 2,000		\$ 10,000
Replacement Air Compressor - Anthony Shop	\$ 7,200	\$ 1,800		\$ 9,000
Purchase Bus Shelters	\$ 10,200	\$ 1,800		\$ 12,000
TOTAL CAPITAL	\$ 109,400	\$ 26,600	\$ -	\$ 136,000

Phase 3 Operating Budget Projection - FY 2031									
Program	Revenue Hours							Budget	
FY 2031 Baseline (Current Dollars)									
	51,367							\$ 4,741,123	
	Previous Hours/Day	New Hours/Day	Change in Hours/Day	Change in Hours/Year	Hourly Cost	Cost Per Year	Contract Revenue	Net Added Cost	
Green Route - Add Weekday PM Service	10.35	12.52	2.17	552.50	\$ 79.97	\$ 44,183	0	\$ 44,183	
	552.50 Total of New Service							Net Cost \$ 44,183	
FY 30-31 with New Program Hours				51,919	New Program Costs \$ 4,785,307				

Phase 3 Capital Projection - FY 2031				
	Federal Share	Local Share	State Share	Total Cost
Purchase Furniture, Fixtures, Office Equipment	\$ 40,000	\$ 10,000		\$ 50,000
Purchase Shop Equipment	\$ 100,000	\$ 25,000		\$ 125,000
Purchase Bus Lifts	\$ 40,000	\$ 10,000		\$ 50,000
Sunland Park Bus Wash	\$ 240,000	\$ 60,000		\$ 300,000
Cutaway Buses (2)	\$ 353,600	\$ 88,400		\$ 442,000
Purchase Bus Shelters	\$ 10,200	\$ 1,800		\$ 12,000
TOTAL CAPITAL	\$ 783,800	\$ 195,200	\$ -	\$ 979,000

Phase 3 Operating Budget Projection - FY 2032									
Program	Revenue							Budget	
FY 2032 Baseline (Current Dollars)	Hours							\$ 4,785,307	
	Previous	New	Change in	Change in	Hourly	Cost	Contract	Net	
	Hours/Day	Hours/Day	Hours/Day	Hours/Year	Cost	Per Year	Revenue	Added Cost	
Add Blue Route Saturday Service		10.00	10.00	510.00	\$ 79.97	\$ 40,785	0	\$ 40,785	
				510.00	Total of New Service Net Cost		\$	40,785	
	FY 31-32 with New Program Hours							52,429	New Program Costs \$ 4,826,091

Phase 3 Capital Projection - FY 2032				
	Federal Share	Local Share	State Share	Total Cost
Purchase Furniture, Fixtures, Office Equipment	\$ 12,000	\$ 3,000		\$ 15,000
Purchase Shop Equipment	\$ 20,000	\$ 5,000		\$ 25,000
Cutaway Buses (4)	\$ 707,200	\$ 176,800		\$ 884,000
Purchase Bus Shelters	\$ 10,200	\$ 1,800		\$ 12,000
TOTAL CAPITAL	\$ 749,400	\$ 186,600	\$ -	\$ 936,000

Phase 3 Operating Budget Projection - FY 2033									
Program	Revenue							Budget	
FY 2033 Baseline (Current Dollars)	Hours							\$ 4,826,091	
	Previous	New	Change in	Change in	Hourly	Cost	Contract	Net	
	Hours/Day	Hours/Day	Hours/Day	Hours/Year	Cost	Per Year	Revenue	Added Cost	
Add Magenta Route Saturday Service		7.67	7.67	391.17	\$ 79.97	\$ 31,282	0	\$ 31,282	
				391.17	Total of New Service Net Cost		\$	31,282	
	FY 32-33 with New Program Hours							52,821	New Program Costs \$ 4,857,373

Phase 3 Capital Projection - FY 2033				
	Federal Share	Local Share	State Share	Total Cost
Purchase Furniture, Fixtures, Office Equipment	\$ 12,000	\$ 3,000		\$ 15,000
Purchase Shop Equipment	\$ 20,000	\$ 5,000		\$ 25,000
Purchase Bus Shelters	\$ 10,200	\$ 1,800		\$ 12,000
TOTAL CAPITAL	\$ 42,200	\$ 9,800	\$ -	\$ 52,000

Phase 3 Operating Budget Projection - FY 2034									
Program	Revenue							Budget	
	Hours								
FY 2034 Baseline (Current Dollars)	52,821							\$ 4,857,373	
	Previous	New	Change in	Change in	Hourly	Cost	Contract	Net	
	Hours/Day	Hours/Day	Hours/Day	Hours/Year	Cost	Per Year	Revenue	Added Cost	
Red, Purple Route Sunday Service	0.00	16.00	16.00	816.00	\$ 99.35	\$ 81,070	0	\$ 81,070	
	816.00 Total of New Service							Net Cost \$ 81,070	
	FY 33-34 with New Program Hours 53,637							New Program Costs \$ 4,938,443	

Phase 3 Capital Projection - FY 2034				
	Federal Share	Local Share	State Share	Total Cost
Purchase Furniture, Fixtures, Office Equipment	\$ 12,000	\$ 3,000		\$ 15,000
Shop Equipment	\$ 20,000	\$ 5,000		\$ 25,000
Buy Cutaway Bus (1)	\$ 176,800	\$ 44,200		\$ 221,000
Battery Electric Van (1)	\$ 85,600	\$ 21,400		\$ 107,000
Purchase Bus Shelters	\$ 10,200	\$ 1,800		\$ 12,000
TOTAL CAPITAL	\$ 304,600	\$ 75,400	\$ -	\$ 380,000

Phase 3 Operating Budget Projection - FY 2035									
Program	Revenue							Budget	
	Hours								
FY 2035 Baseline (Current Dollars)	53,637							\$ 4,938,443	
	Previous	New	Change in	Change in	Hourly	Cost	Contract	Net	
	Hours/Day	Hours/Day	Hours/Day	Hours/Year	Cost	Per Year	Revenue	Added Cost	
New Wkdy Route - SE Las Cruces area	0.00	10.00	10.00	2,550.00	\$ 79.97	\$ 203,924	0	\$ 203,924	
Turquoise Route Sunday Service	0.00	8.00	8.00	408.00	\$ 99.35	\$ 40,535	0	\$ 40,535	
	2,958.00 Total of New Service							Net Cost \$ 244,458	
	FY 34-35 with New Program Hours 56,595							New Program Costs \$ 5,182,901	

Phase 3 Capital Projection - FY 2035				
	Federal Share	Local Share	State Share	Total Cost
Purchase Furniture, Fixtures, Office Equipment	\$ 12,000	\$ 3,000		\$ 15,000
Shop Equipment	\$ 20,000	\$ 5,000		\$ 25,000
Battery Electric Van (2)	\$ 171,200	\$ 42,800		\$ 214,000
Purchase Bus Shelters	\$ 10,200	\$ 1,800		\$ 12,000
TOTAL CAPITAL	\$ 213,400	\$ 52,600	\$ -	\$ 266,000

8 Policy Framework and Performance-Based Methodology for Prioritizing Transit Route and Transit Investments

The recommended methodology for prioritizing transit bus route and capital investments is based on a number of factors.

Principal among these factors is the history of systemwide and route specific ridership trends. While meeting geographic coverage needs are important, SCRTD as a priority should respond to route or segment specific growth in transit demand with increased service. Likewise, if an area or bus route loses ridership due to demographic changes, the agency should respond with reduced service as appropriate.

A second obvious consideration for all transit investments is the system's long-term projections for future operation and capital cost as well as projected short- and long-term funding availability. Funding and cost projections should err on the side of being conservative to maintain SCRTD's long-term financial viability.

A third variable for consideration is modifications to the types of services provided. Currently SCRTD operates primarily fixed route bus services. It also provides one vanpool route for a group of prearranged passengers. There may also be a need to consider new types of transit services. Principal among these are paratransit bus service for people with disabilities and microtransit. Paratransit bus services typically operate curb to curb or door to door flexible transit service for people with disabilities who cannot use the regular bus routes due to a disability. This service can either take people from their origin to their destination or take the person from an origin to a bus stop that then connects with a regular bus route that then takes them to their destination. Paratransit services are typically a "shared ride" system where multiple trips are combined simultaneously in a driver's schedule. Paratransit service is typically reserved at least one day in advance and may in certain circumstances be required by federal law.

A second type of service that has gained popularity with transit systems is Microtransit service. This service operates like an "Uber or "Lyft" type system where passengers can make same day reservations either on a smartphone app or via telephone. This type of service is typically limited by transit agencies to a defined geographic area where regular fixed route bus service is minimal or non-existent. The microtransit service acts as a feeder into the regular bus system or a circulator within the defined coverage area. There are also instances where the microtransit service is offered as the area's transit service in place of fixed route bus service. An example of this is Arlington, Texas, where the city of approximately 400,000 people offers microtransit through a contracted provider (Via Transportation) as the principal choice for public transit.

An analysis of future transit investments requires an accurate projection of future revenue vehicle replacement and future capital needs. In this report's Transit Asset Management Plan, annual vehicle miles of travel, lifetime mileage limits, and current dollar replacement cost are made for each vehicle in the current fleet. These assumptions provide the basis for determining when vehicles are due for replacement and what the replacement cost will be.

9 Implementation Strategies

Implementation of the recommendations in this plan should be in accord with the following strategies.

The plan should be fiscally constrained so that the level of transit services provided does not outstrip the funding available for operations. Considered in this is the fact that certain amounts of funding may have limitations as to how they can be spent. Purchases of capital items such as revenue vehicles have associated long term impacts on system operating cost. These impacts can be positive where new vehicles for example replace older worn-out vehicles. They may also lead to different levels of long-term operating cost depending on factors such as type of fuel or power source used to power the vehicle.

Choosing between possible operations or capital spending should be prioritized based on both short- and long-term fiscal impact and projected benefits to the system's customers and/or employees.

A major consideration in any program or capital purchase is the likelihood of obtaining grant and other funding to support the program or purchase.

Implementation of program may also depend on the political support for the effort. In that light it is important to keep stakeholders, customers and the public informed of the status and justification for potential transit system projects.

10 Stakeholder Involvement Record

Kirk Scott with SBLBF, LLC joined by Jordan Barron of Evolve7 and staff from SCRTD participated in public forums around the SCRTD service area. These community or regular city commission meetings included a presentation from SBLBF regarding the public input sought as part of the Ten Year Financial Plan Update process. Comments and suggestions were obtained from the participants as shown in the list below.

Below is a list of comments provided by the public

Chaparral – Chaparral Community Meeting - 5/12/2025 – 6:00 pm

- Several current bus system riders commented that they used the bus regularly. It is very important and useful to them.
- SCRTD should upgrade its website functionality to assist in wayfinding.
- Provide wayfinding between SCRTD and other transit service providers.
- Participant complained about not being able to contact bus due to bus radio issues.
- Participants asked about options for transit in Otero County.
- Suggestion to use current riders to demonstrate how to use SCRTD transit services.
- County Commissioner Reynolds remarked that SCRTD is a vital transit service to provide needed transportation especially in the northern Doña Ana County and Sierra County areas.
- A participant requested consideration of adding a circulator service in Chaparral or expanding the streets where SCRTD operates.

Truth or Consequences – City Commission Meeting - 5/14/2025 – 9:00 am

- Area residents need more information on the bus routes and stops.
- Safe locations for bus stops are needed.
- A participant commented that it is difficult to get to Walmart from the bus stop.
- A commenter said he experienced a rude driver.
- The Truth or Consequences Senior Citizen Center (Sierra Joint Office on Aging) requested a presentation similar to what was presented to town council (cwalton@seniorcenter-sjia.org) (575)894-6641.
- The Housing Authority requested more bus stops in Truth or Consequences.
- Destiny Mitchell stated the service is very useful.

Sunland Park – Sunland Park City Council Meeting - 5/21/2025 – 6:00 pm

- The Town Council meeting was very busy meeting with little time for comment. Town council appreciated SCRTD's contribution to the community.

Williamsburg – Williamsburg Village Board Meeting - 5/15/2025 – 4:00 pm

Las Cruces – SCRTD Board Meeting – 5/28/2025 – 1:30 pm

No comments received.

Mesilla – Town Council Meeting – 6/9/2025 – 6:00 pm

- Trustee Gerard Nevarez – Request consideration of adding a bus service between Las Cruces area and the El Paso Airport.
- Mayor Hernandez – Emphasized the importance of SCRTD adding battery electric buses.

Hatch – Town Council Meeting – 6/10/2025 – 6:00 pm

Public commenter who regularly rides Blue & Green routes:

- Blue Route needs to have a bike rack.
- Blue Route should go up Hwy 85 rather than freeway – misses Salem and Garfield.
- Blue Route misses the City of Elephant Butte.
 - Commenter suggested the buses be routed down 3rd Street rather than the current route.

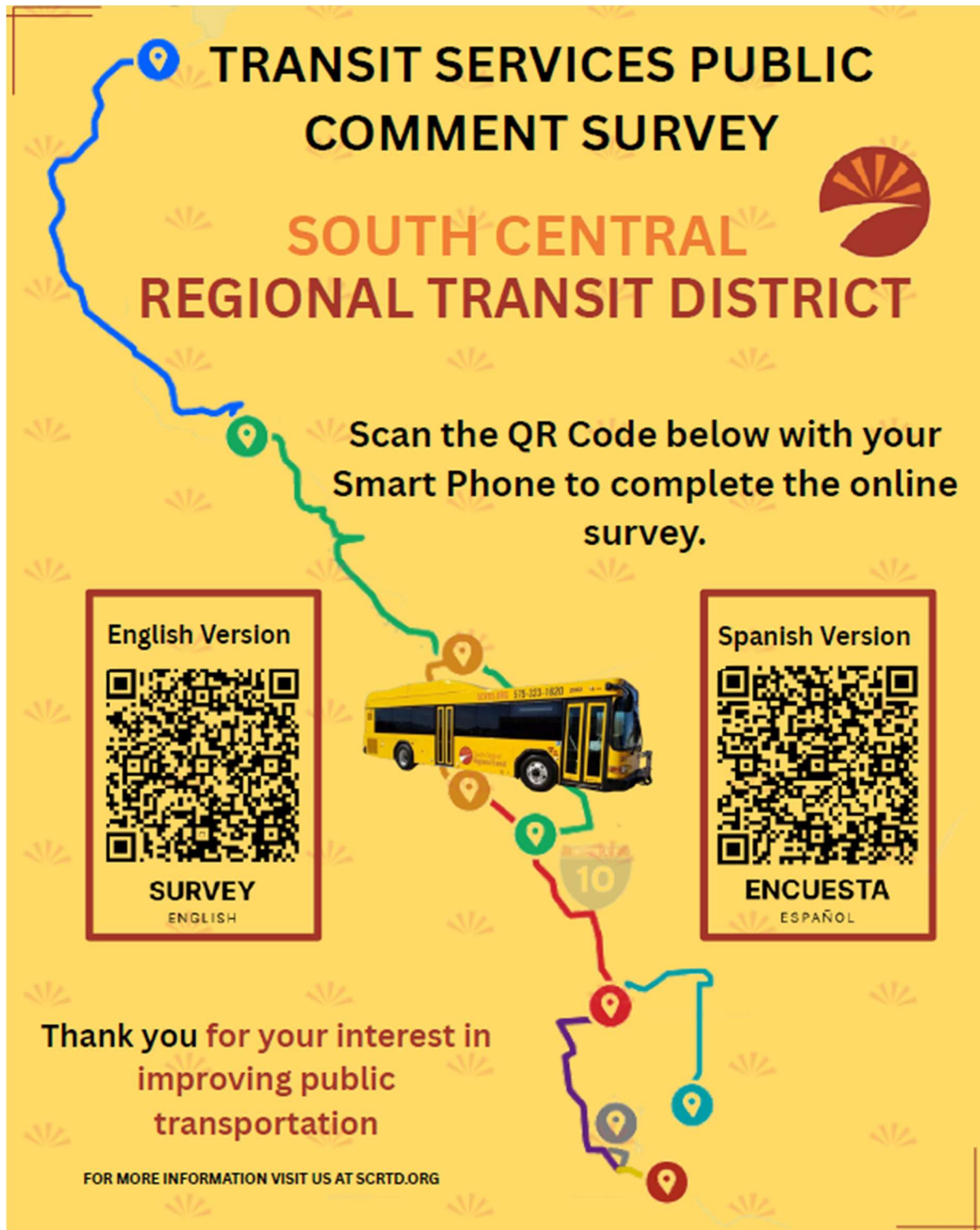
Anthony – Town Council Meeting – 11/24/2025 – 6:00 pm

The following questions were asked at the meeting:

- A town council member asked about the possibility of door-to-door van service for people with disabilities in the Anthony area.
 - David Armijo responded that the current study includes evaluation of adding microtransit on-demand transportation in portions of the SCRTD service area.
- Question asked about trends in ridership in the Anthony area since SCRTD began service in 2016.
 - David Armijo responded that there has been over a 700% increase in systemwide ridership since service inception in 2016.

Outreach Materials

The poster shown below was displayed on the SCRTD buses and sent out to area cities and institutions.



TRANSIT SERVICES PUBLIC COMMENT SURVEY

SOUTH CENTRAL REGIONAL TRANSIT DISTRICT

Scan the QR Code below with your Smart Phone to complete the online survey.

English Version

Spanish Version


SURVEY ENGLISH

ENCUESTA ESPAÑOL

Thank you for your interest in improving public transportation

FOR MORE INFORMATION VISIT US AT SCRTD.ORG

The English and Spanish written survey one page forms are shown below.



SURVEY

- or mail to: SCRTD, 295 Quinella, Sunland Park NM 88063

Give to driver - or - scan & email to admin@scrtcd.org

What is the Zip Code for the address where you live?

How often do you ride SCRTD?
 Every Day 2-3 Days/week Once a week Once a month or less None

What SCRTD bus route(s) are you riding today. Check all that apply?
 Green Red Copper Turquoise Purple Silver Yellow Blue None

What is your reason for riding the bus?
 Prefer to ride the bus No car available Unable to drive WIFI available on bus Less expensive to ride bus
 Traffic/Parking Sustainable ("green") Other

What transportation modes do you use? Check all that apply.
 Drive my own vehicle Use local bus service Walk Bicycle Ride with friend/family
 Use taxi/Uber/Lift Scooter Other

What local transit services have you used? Check all that apply.
 SCRTD Roadrunner Sun Metro Bicycle NMDOT Gold or Silver routes
 El Paso County Rural Transit None

What are the things that make it difficult for you to use SCRTD bus service? Check all that apply.
 Distance to the bus stop from my residence Have other transportation Bus schedules/routes don't meet my need
 No interest Doesn't serve areas I need to travel to Don't know enough about service
 Other (specify)

If you ride SCRTD, how would you travel if SCRTD service was not available?
 Ride with friend/family Borrow Car Take a taxi/Uber/Lift Bicycle Would not travel Walk Drive my own car

If you currently use SCRTD, what types of destinations do you access via SCRTD buses? Check all that apply
 Healthcare Shopping/Food Work School Day Care Other

What is your preference for finding information about services like public transit?
 SCRTD Website Google Maps Friends/family Phone call Printed Bus Schedules
 Other (specify)

Please indicate how much each improvement to SCRTD bus service would affect how often you use SCRTD.

Potential SCRTD improvement	1-No Impact	2-Little Impact	3-Some Impact	4-Major Impact
Expand areas served by SCRTD				
Provide "Uber"-like neighborhood shuttles				
Increase how frequently buses run				
Run earlier weekday buses				
Run later weekday buses				
Expand weekend bus service hours				
Add seating at bus stops				

What hours of day for bus service are important to you? Check all that apply.
 Weekdays 5 am – 7 am Weekdays 7 am – 7 pm Weekdays 7 pm – 10 pm
 Saturdays 5 am – 7 am Saturdays 7 am – 7 pm Saturdays 7 pm – 10 pm
 Sundays 5 am – 7 am Sundays 7 am – 7 pm Sundays 7 pm – 10 pm

Please provide any other suggestions for improvements to current SCRTD public transit services below.

List any specific destinations in Dona Ana, Sierra or Otero Counties that you would like to access via public transit that aren't currently served.



ENCUESTA

Dar al conductor - o - escanear y enviar a admin@sortd.org

o envíe por correo a: SCRTD, 295 Quinella, Sunland Park NM 88063

¿Cuál es el código postal de la dirección donde vives?

¿Con qué frecuencia viajas en SCRTD?

- Todos los días
 2-3 días a la semana
 Una vez a la semana
 Una vez al mes o menos
 Ninguno

¿Qué ruta(s) de autobús de SCRTD viajas hoy (marca todas las que correspondan)?

- Verde
 Rojo
 Turquesa
 Cobre
 Morado
 Plateado
 Amarillo
 Azul
 Ninguno

¿Cuál es tu razón para viajar en autobús?

- Prefiero viajar en autobús
 No hay auto disponible
 No puedo conducir
 WIFI disponible en el autobús
 Es más económico viajar en autobús
 Tráfico/Estacionamiento
 Sostenible ("verde")
 Otro

¿Qué medios de transporte utilizas? *Marca todas las que correspondan.*

- Conducir mi propio vehículo
 Usar el servicio de autobús local
 Caminar
 Bicicleta
 Viajar con un amigo/familiar
 Usar taxi/Uber/Ascensor
 Monopatín
 Otro

¿Qué servicios de transporte local has utilizado? *Marca todas las que correspondan.*

- SCRTD
 Roadrunner
 Sun Metro
 Bicicleta
 Rutas NMDOT Gold o Silver
 Tránsito Rural del Condado de El Paso
 Ninguno

¿Qué cosas le dificultan usar el servicio de autobús de SCRTD? *Marque todas las que correspondan.*

- Distancia a la parada de autobús desde mi residencia
 Tengo otro transporte
 Los horarios/rutas del autobús no satisfacen mis necesidades
 Sin interés
 No presta servicio a las áreas a las que necesito viajar
 No sé lo suficiente sobre el servicio
 Otro (especifique)

Si viaja en SCRTD, ¿cómo viajaría si el servicio SCRTD no estuviera disponible?

- Viajar con un amigo
 Pedir prestado un coche
 Tomar un taxi/Uber
 Bicicleta
 No viajar
 Auto Propio
 Caminar

Si actualmente usa SCRTD, ¿a qué tipo de destinos accede a través de los autobuses SCRTD? *Marque todas las que correspondan*

- Cuidado de la salud
 Compras/comida
 Trabajo
 Escuela
 Guardería
 Otro

¿Cuál es su preferencia para encontrar información sobre servicios como el transporte público?

- Sitio web de SCRTD
 Google Maps
 Amigos/familiares
 Llamada telefónica
 Horarios de autobuses impresos
 Otro (especifique)

Indique cuánto afectaría cada mejora al servicio de autobuses SCRTD la frecuencia con la que usa SCRTD

Mejora potencial del SCRTD	Sin impacto 1	2-Poco impacto	3-Algo de impacto	4-impacto importante
Ampliar las áreas atendidas por el SCRTD				
Proporcionar transporte vecinal tipo "Uber"				
Aumentar la frecuencia de los autobuses				
Operar los autobuses más temprano los días laborables				
Operar los autobuses más tarde los días laborables				
Ampliar el horario del servicio de autobuses de fin de semana				
Añadir asientos en las paradas de autobús				

¿Qué horas del día para el servicio de autobús son importantes para usted? *Marque todas las que correspondan*

- Días laborables de 5 am – 7 am
 Días laborables de 7 am – 7 pm
 Días laborables de 7 pm – 10 pm
 Sábados de 5 am – 7 am
 Sábados de 7 am – 7 pm
 Sábados de 7 pm – 10 pm
 Domingos de 5 am – 7 am
 Domingos de 7 am – 7 pm
 Domingos de 7 pm – 10 pm

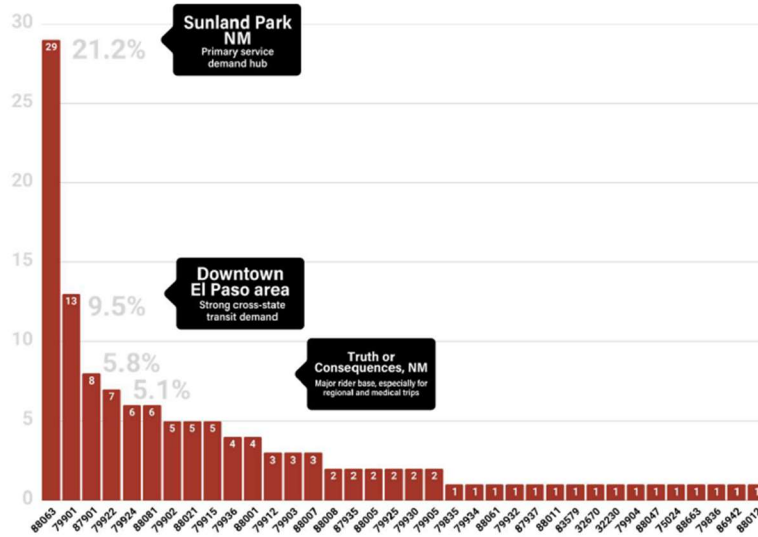
Proporcione cualquier otra sugerencia de cambios a los servicios de autobús actuales de SCRTD a continuación.

Enumere cualquier destino específico en los condados de Doña Ana, Sierra u Otero al que le gustaría acceder a través del transporte público y que actualmente no esté disponible.

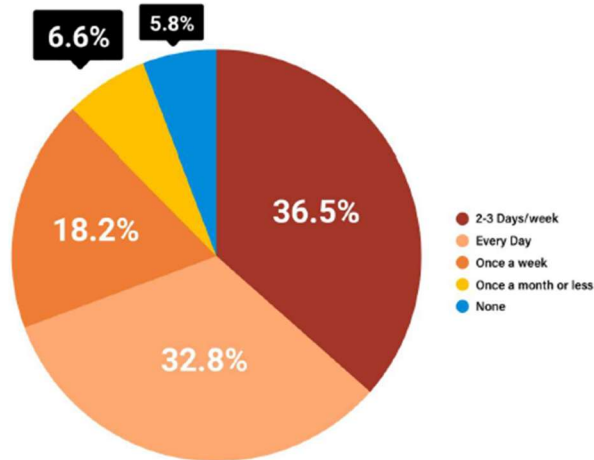
SCRTD Public Outreach Findings

Survey Responses

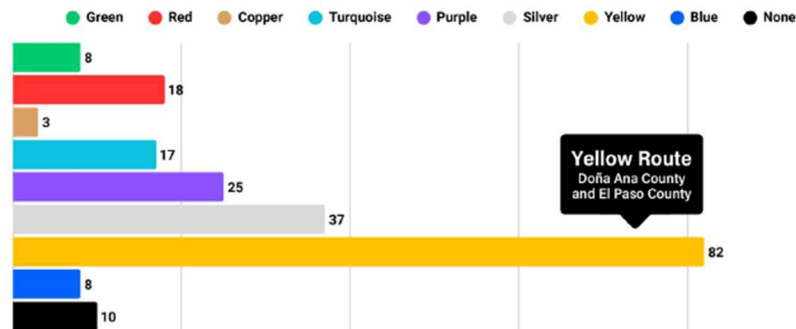
Zip Codes of Respondents' Residence



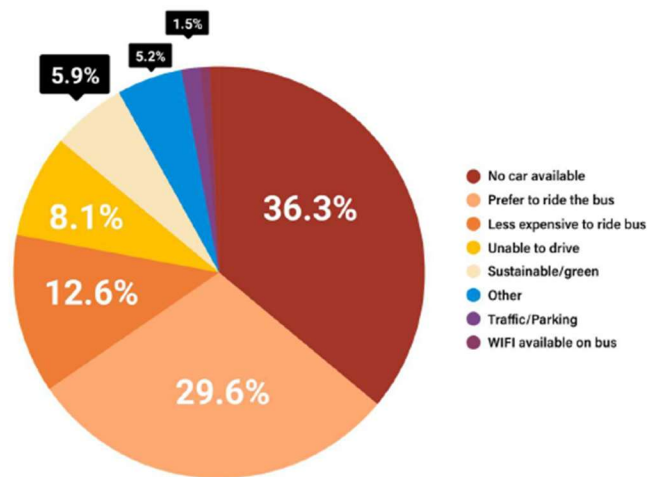
How Often They Ride SCRTD?



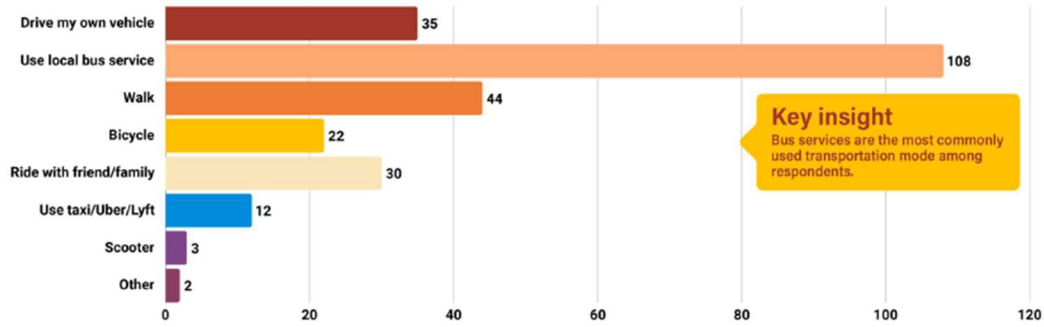
SCRTD Bus Route(s) They Ride



Why Respondents Use the Bus



Transportation Modes Used by Respondents

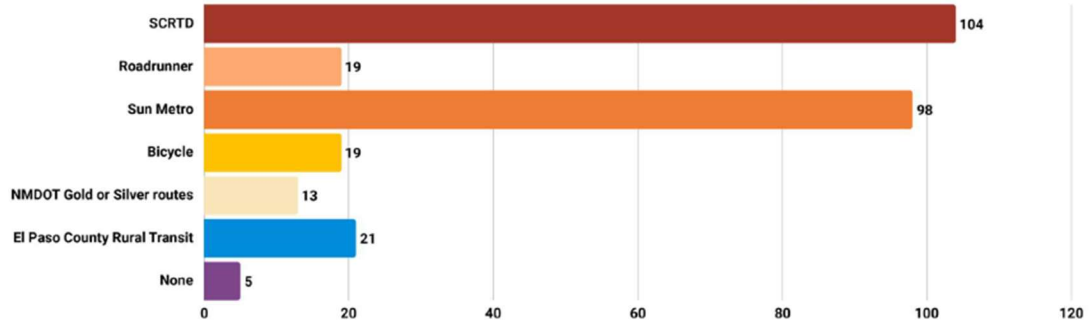


Key insight

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.

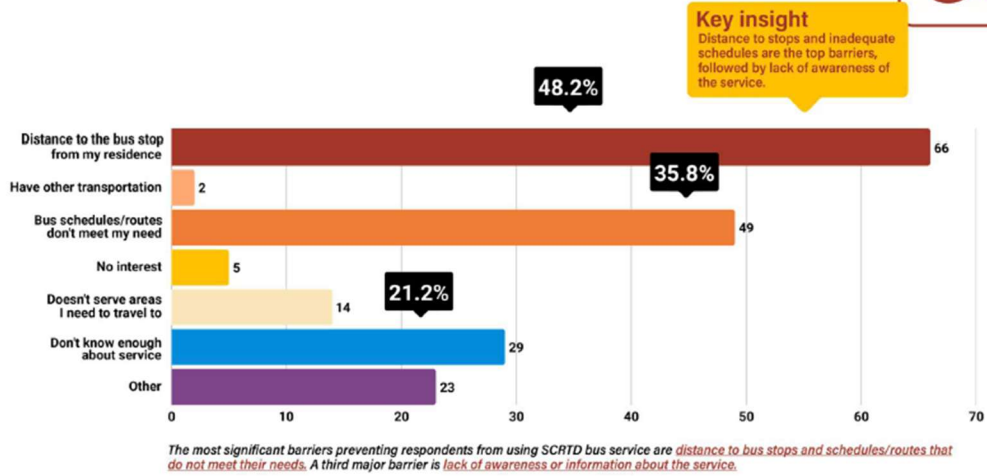
Local Transit Services Used by Respondents



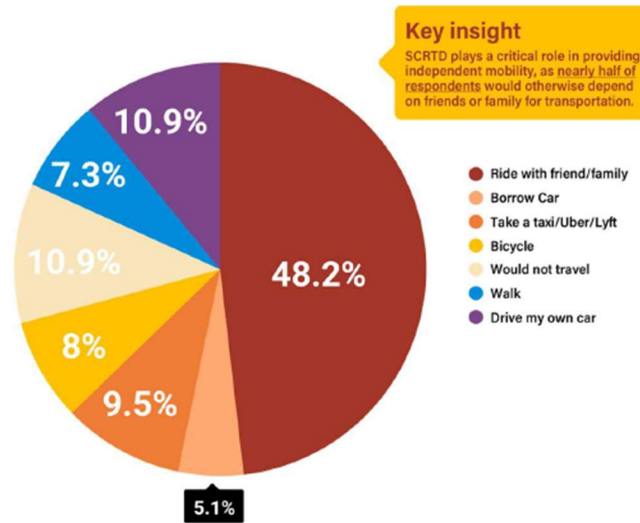
Key insight

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

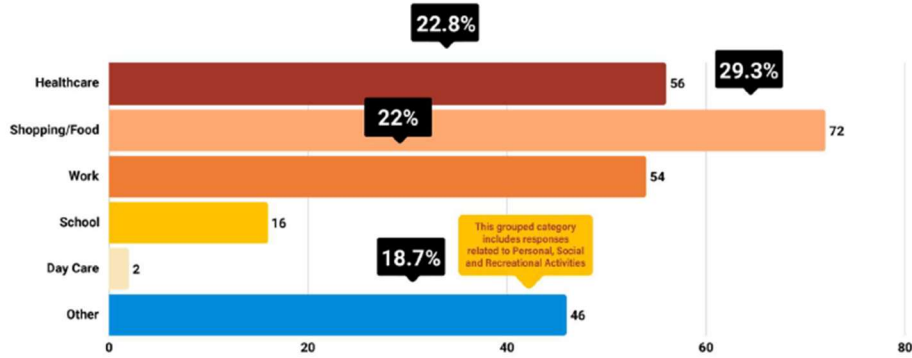
Major Barriers to Using SCRTD Bus Service



Alternative Transportation if SCRTD Were Not Available

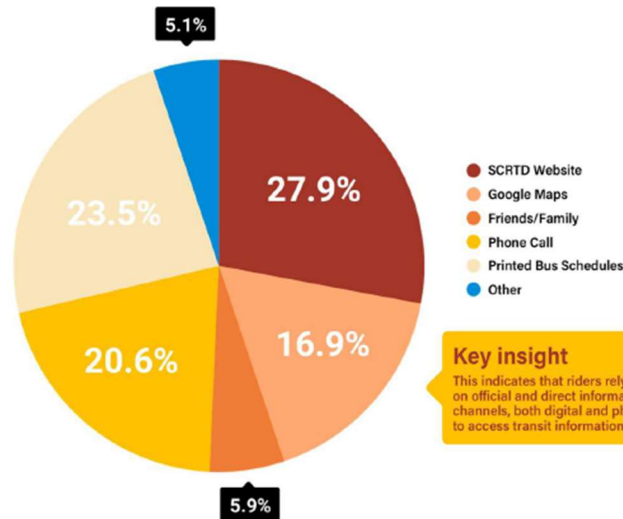


Primary Destinations Accessed via SCRTD Bus Service



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.

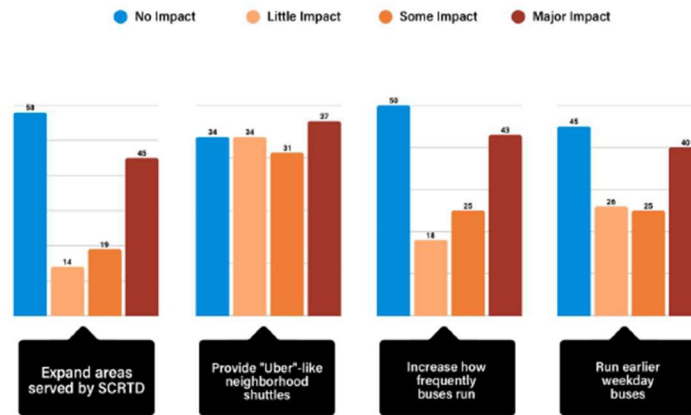
Preferred Methods for Finding Transit Information



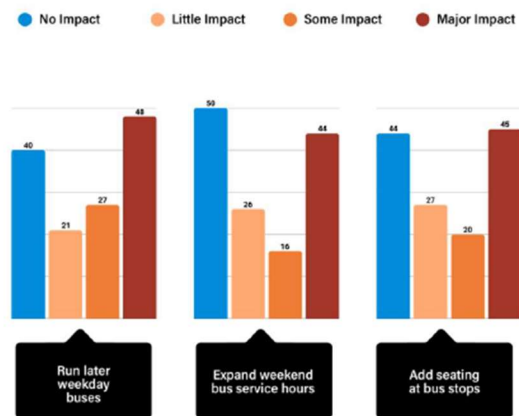
Key insight

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

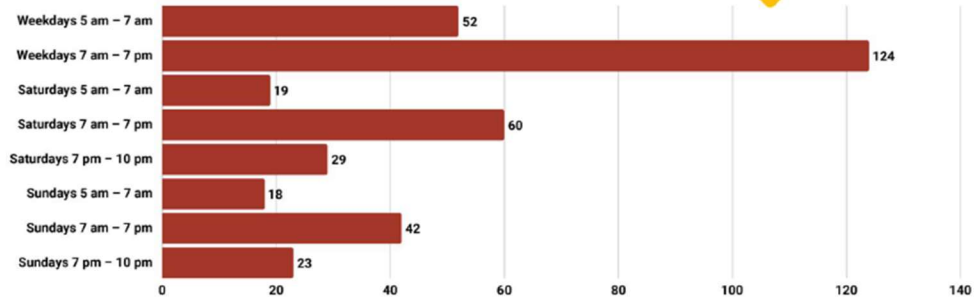


Most Important Service Hours for SCRTD Riders



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.

Strategic Recommendations for SCRTD

Organizational Improvements Based on Survey Insights

Service Expansion and Accessibility

What the data shows:

Many respondents cited a need for more frequent buses, expanded service hours (especially weekends and evenings), and service in additional areas like Sunland Park and other parts of El Paso. Riders reported difficulty accessing stops due to distance or lack of infrastructure.

Recommendations:

- Expand routes to include high-demand but underserved areas.
- Implement neighborhood shuttles or last-mile solutions.
- Install more seating and shaded areas at bus stops.
- Prioritize scheduling adjustments to accommodate early and late commuters.

Rider Communication and Information Access

What the data shows:

Several riders are unsure how to access SCRTD services or express confusion about routes and schedules.

Preferences for transit information vary, suggesting a need for a multi-channel strategy.

Recommendations:

- Redesign and simplify route maps and schedules.
- Offer real-time bus tracking via mobile apps or website.
- Use a mix of digital and traditional communication.
- Launch multilingual awareness campaigns, especially in Spanish.

Rider Experience and Community Engagement

What the data shows:

Riders use SCRTD for essential needs like work, healthcare, and shopping.

Many would stop riding if service were unavailable, indicating a reliance on transit but also a risk of disengagement if services decline.

Recommendations:

- Establish feedback loops (quarterly surveys, rider advisory panels).
- Implement Transit Ambassadors or community liaisons.
- Offer transit incentives (e.g., loyalty programs, discounted rides to community events or healthcare providers).

Strategic Partnerships

What the data shows:

Riders also use services like Sun Metro and NMDOT, showing a fragmented regional transit ecosystem.

Recommendations:

- Strengthen partnerships with neighboring transit providers.
- Coordinate with employers, schools, and clinics to tailor services.
- Explore shared fare systems or transfer passes between agencies.

Data-Driven Planning

What the data shows:

The survey provides strong indicators for targeted improvements.

Recommendations:

- Use this data and future surveys to optimize route planning.
- Integrate GIS mapping tools to visualize ridership patterns and accessibility challenges.

Branding, Marketing, and Advertising Recommendations

Branding Strategy

Insights:

Riders cited lack of awareness or understanding of SCRTD services (Don't know enough about service). Comments and suggestions emphasize a need for clearer identity and perception of SCRTD's value in the community.

Evolve7 Solutions:

- **Brand Refresh Campaign:** Modernize visual identity, voice, and tagline to better communicate accessibility, reliability, and regional connectivity.
- **Community-First Messaging:** Develop campaigns that emphasize SCRTD as a lifeline for essential needs like healthcare, employment, and shopping—humanizing the brand.
- **Visual Consistency:** Update signage, digital interfaces, and printed materials for consistency across touchpoints.

Marketing Strategy

Insights:

Riders rely heavily on personal vehicles and show interest in using SCRTD more often if services improve. Common travel purposes include work, healthcare, and shopping. Peak interest in bus service hours includes early mornings, late evenings, and weekends.

Evolve7 Solutions:

- Hyperlocal Awareness Campaigns: Geo-targeted campaigns in underserved or disconnected communities, including messaging tailored to ZIP codes with low ridership but high vehicle dependency.
- Multilingual Content Strategy: Based on demographics, we can create all materials in English and Spanish to broaden reach and comprehension.
- Content Types: Short videos, infographic routes, social media spotlights on routes and driver stories, and 'day in the life' rider experiences.

Advertising Strategy

Insights:

High demand for improved scheduling, route frequency, and stop accessibility. Rider preference for information discovery is mixed—many still rely on offline or direct community sources.

Evolve7 Solutions:

- Multi-Platform Campaigns:
 - Radio and Streaming Audio Ads (e.g., Spotify, Pandora) to reach commuters.
 - Transit and Billboard Ads in high-traffic zones.
 - Social Media Boosted Posts showcasing updates or success stories.
- Interactive Tools:
 - Create a QR code-based micro-campaign: scan to view route videos, live stop maps, or 'How to Ride' animations.
- Community Partner Integration:
 - Work with local grocery stores, clinics, and employers to co-promote routes connecting to those destinations.

Appendices

Appendix 1 - Transit Asset Management Plan

SCRTD Fleet Evaluation

SCRTD is required through Federal Transit Administration (FTA) regulation to have a Transit Asset Plan. As a transit agency with less than 100 buses it is required to follow the FTA Tier 2 Transit Asset Plan requirements. These include the following:

1. An inventory of capital assets
2. An assessment of the condition of those assets
3. Decision support tools for its capital assets
4. Prioritization of future capital asset investments

SCRTD's assets consist of its revenue and support vehicle fleets, its facilities and capitalized equipment assets. This plan fulfills the above requirements for each of SCRTD's asset types.

Revenue Vehicle Fleet

The SCRTD bus fleet consists of 36 revenue vehicles as shown below. The vehicles are listed in the figure below by the year they were built. Four buses, numbers 1, 5, 7 & 11, are permanently out of service and are scheduled for replacement.

SCRTD REVENUE VEHICLE INVENTORY - DECEMBER 2025							
VEHICLES	Item Model No.	Vehicle Type	Vehicle Number	Initial Value	Purchase/Lease Date	Vehicle Condition	1-5 (5 Best)
FY2016							
2016 STARCRAFT (F-550 Super Duty)	ALLSTAR XL32 SHUTTLE	Bus	1	\$92,795	11/18/2015	1	1
2016 STARCRAFT (F-550 Super Duty)	ALLSTAR XL32 SHUTTLE	Bus	3	\$92,795	11/20/2015	3	3
2016 STARCRAFT	ALLSTAR XL32 SHUTTLE	BusX	5	\$92,795	11/18/2016	1	1
2016 Chevy Express	ALLSTAR XL32 SHUTTLE	Bus	6	\$80,495	12/22/2016	3	3
FY2020							
2014 Ford F-550 Super Duty	FORD 550	Bus	7	\$14,124	8/1/2019	1	1
2019 Advantage	EI Dorado	Bus	8	\$87,035	12/22/2019	2	2
2020 Advantage 270	EI Dorado	Bus	9	\$92,829	2/19/2020	3	3
FY2021							
2020 Gillig	Hybrid Diesel Low Floor	Bus	2001	\$679,988	11/2/2020	5	5
2020 Gillig	Hybrid Diesel Low Floor	Bus	2002	\$679,988	11/4/2020	4	4
FY2022							
2022 Ford Transit Connect Wagon	Transit Passenger	Van	V2	\$32,020	3/9/2022	5	5
2021 Ford E350	E350	Bus	12	\$64,990	6/10/2022	5	5
FY2023							
2009 Ford Transit - E350	Transit E350	Bus	13	\$9,000	9/27/2022	3	3
2022 Ford Transit-350	Voyager	Van	V3	\$71,358	12/13/2022	5	5
2011 Ford F550	Ford F-550	Bus	11	\$60,000	2/6/2023	4	4
2016 International Starcraft	Starcraft	Bus	10	\$142,975	4/1/2023	4	4
2022 ARBOC	Chevrolet Model 5026	Bus	2302	\$149,223	5/26/2023	2	2
2022 ARBOC	Chevrolet Model 5026	Bus	2303	\$149,223	5/26/2023	2	2
2022 ARBOC	Chevrolet Model 5026	Bus	2301	\$149,840	6/30/2023	4	4
FY2024							
2022 ARBOC	Chevrolet Model 5026	Bus	2304	\$149,840	7/3/2023	2	2
2022 Front Runner	Promaster 3500	Bus	2401	\$190,625	4/29/2024	2	2
2022 Front Runner	Promaster 3500	Bus	2402	\$190,625	4/29/2024	4	4
2023-Forest River Van	E-Transit Van	Van	2403	\$106,995	6/26/2024	5	5
FY2025							
2023-Forest River Van	E-Transit Van	Van	2404	\$106,995	7/23/2024	5	5
2024 Gillig	35' Low Floor Electric	Bus	2501	\$1,084,772	11/16/2024	5	5
2024 Gillig	35' Low Floor Electric	Bus	2502	\$1,084,772	11/16/2024	5	5
2024 ARBOC	Chevrolet Model 5026	Bus	2506	\$203,355	12/18/2024	5	5
2024 ARBOC	Chevrolet Model 5026	Bus	2507	\$203,355	12/23/2024	5	5
2022 Ford Transit-350	Voyager	Van	V4	\$70,309	1/30/2025	5	5
2025 Gillig	35' Low Floor Electric	Bus	2503	\$1,084,772	3/27/2025	5	5
2025 Gillig	35' Low Floor Electric	Bus	2504	\$1,084,772	3/25/2025	5	5
2025 Gillig	35' Low Floor Electric	Bus	2505	\$1,084,772	3/30/2025	5	5
2025 Ford Transit	Passenger Van	Van	2508	\$106,833	5/15/2025	5	5
2025 Mobility Trans	Passenger Van	Van	2509	\$106,833	5/15/2025	5	5
2025 Mobility Trans	Passenger Van	Bus	2510	\$106,883	10/2/2025	5	5
2024 Front Runner	Promaster 3500	Bus	2511	\$220,868	9/17/2025	5	5
2024 Front Runner	Passenger Van	Bus	2512	\$220,868	10/8/2025	5	5
Total Revenue Vehicle Initial Value				\$9,818,013			

Figure 24 - SCRTD Revenue Vehicle List

Vehicles On Order

SCRTD currently has five revenue vehicles on order from the Gillig Corporation. The anticipated delivery dates for these vehicles are between February and April of 2026. These vehicles should replace buses 1, 3, 5 and 11 which are currently out of service.

SCRTD REVENUE VEHICLES ON ORDER						
VEHICLES	Item Model No.	Vehicle Type	Vehicle Number	Initial Value	Anticipated Delivery	Vehicle Condition 1-5 (5 Best)
2026 Gillig	Hybrid Electric	Bus		\$1,071,800	2/1/2026	na
2026 Gillig	Hybrid Electric	Bus		\$1,071,800	2/1/2026	na
2026 Gillig	Battery Electric	Bus		\$1,365,800	4/1/2026	na
2026 Gillig	Battery Electric	Bus		\$1,365,800	4/1/2026	na
2026 Gillig	Battery Electric	Bus		\$1,365,800	4/1/2026	na
Total Value of Revenue Vehicles On Order				\$6,241,000		

Table 41 - SCRTD Vehicles on Order

The projected year, replacement bus type and cost are projected below. Based on needed vehicle replacement year there is an immediate need to replace six buses due to age and high mileage. After that, the need for replacement buses lessens until the 2030 – 2034 calendar years where a higher number of new buses will be needed.

SCRTD Current Revenue Vehicle List December 2025									
Year	Model	Vehicle Number	Actual Miles as of Oct 2025	Projected					
				Life Miles	Use Miles Per Year	Remaining Life Years	Replacement Year	Replace bus with	Estimated Cost
2020	El Dorado	9	282,027	300,000	35,000	0.51	2026	Hybrid Bus	\$ 1,071,000
2016	ALLSTAR XL32 SHUTTLE	1	322,730	300,000	35,000	-0.65	2026	Hybrid Bus	\$ 1,071,000
2016	ALLSTAR XL32 SHUTTLE	3	393,895	300,000	35,000	-2.68	2026	BEB	\$ 1,365,000
2016	ALLSTAR XL32 SHUTTLE	5	371,749	300,000	35,000	-2.05	2026	BEB	\$ 1,365,000
2019	El Dorado	8	302,924	300,000	35,000	-0.08	2026	BEB	\$ 1,365,000
2011	Ford F-550	11	305,887	300,000	35,000	-0.17	2026	Cutaway	\$ 221,000
2016	ALLSTAR XL32 SHUTTLE	6	238,199	300,000	35,000	1.77	2027	BEV - Van	\$ 107,000
2009	Transit E350	13	224,527	300,000	35,000	2.16	2028	Cutaway	\$ 221,000
2022	Chevrolet Model 5026	2301	172,838	300,000	35,000	3.63	2029	Cutaway	\$ 221,000
2021	E350	12	166,029	300,000	35,000	3.83	2030	Cutaway	\$ 221,000
2022	Chevrolet Model 5026	2302	140,202	300,000	35,000	4.57	2030	Cutaway	\$ 221,000
2022	Chevrolet Model 5026	2303	134,913	300,000	35,000	4.72	2030	Cutaway	\$ 221,000
2014	FORD 550	7	134,788	300,000	35,000	4.72	2030	BEV - Van	\$ 107,000
2016	Starcraft	10	132,974	300,000	35,000	4.77	2030	Cutaway	\$ 221,000
2022	Chevrolet Model 5026	2304	94,514	300,000	35,000	5.87	2032	Cutaway	\$ 221,000
2022	Promaster 3500	2401	81,700	300,000	35,000	6.24	2032	BEV - Van	\$ 107,000
2022	Promaster 3500	2402	64,224	300,000	35,000	6.74	2032	BEV - Van	\$ 107,000
2022	Transit Passenger	v2	52,148	300,000	35,000	7.08	2033	BEV - Van	\$ 107,000
2024	Low -Floor	2506	41,618	300,000	35,000	7.38	2033	Cutaway	\$ 221,000
2024	Chevrolet Model 5026	2507	38,833	300,000	35,000	7.46	2033	Cutaway	\$ 221,000
2025	Passenger Van	2508	24,830	300,000	35,000	7.86	2034	BEV - Van	\$ 107,000
2022	Voyager	v3	20,756	300,000	35,000	7.98	2034	BEV - Van	\$ 107,000
2022	Voyager	v4	19,711	300,000	35,000	8.01	2034	BEV - Van	\$ 107,000
2020	Low -Floor	2001	211,751	500,000	35,000	8.24	2034	Hybrid Bus	\$ 1,071,000
2020	Low -Floor	2002	210,755	500,000	35,000	8.26	2034	Hybrid Bus	\$ 1,071,000
2023	E-Transit Van	2403	6,154	300,000	35,000	8.40	2034	BEV - Van	\$ 107,000
2025	Passenger Van	2509	5,841	300,000	35,000	8.40	2034	BEV - Van	\$ 107,000
2023	E-Transit Van	2404	3,812	300,000	35,000	8.46	2034	BEV - Van	\$ 107,000
2025	Low floor cutaway - gas	2511	2,241	300,000	35,000	8.51	2034	Cutaway	\$ 221,000
2025	Passenger Van	2510	-	300,000	35,000	8.57	2034	Cutaway	\$ 221,000
2025	Low floor cutaway - gas	2512	-	300,000	35,000	8.57	2034	Cutaway	\$ 221,000
2024	35' Low Floor Electric	2501	28,127	500,000	35,000	13.48	2039	Hybrid Bus	\$ 1,071,000
2024	35' Low Floor Electric	2502	23,615	500,000	35,000	13.61	2039	Hybrid Bus	\$ 1,071,000
2025	35' Low Floor Electric	2503	14,075	500,000	35,000	13.88	2040	BEB	\$ 1,365,000
2025	35' Low Floor Electric	2504	9,575	500,000	35,000	14.01	2040	BEB	\$ 1,365,000
2025	35' Low Floor Electric	2505	2,820	500,000	35,000	14.21	2040	BEB	\$ 1,365,000

Figure 25 - Revenue Vehicle Replacement Schedule

A graphic display of when replacement buses are needed is provided below.

Projected Replacement Year For Each SCRTD Revenue Vehicle																
Bus #	Replace with	Replace in	2026	2027	2028	2029	2030	#	2032	2033	2034	#	#	#	2039	2040
9	Cutaway	2026	X													
1	BEV - Van	2026	X													
3	BEV - Van	2026	X													
5	BEV - Van	2026	X													
8	Cutaway	2026	X													
11	Cutaway	2026	X													
6	BEV - Van	2027		X												
13	Cutaway	2028			X											
2301	Cutaway	2029				X										
12	Cutaway	2029				X										
2302	Cutaway	2030					X									
2303	Cutaway	2030					X									
7	BEV - Van	2030					X									
10	Cutaway	2030					X									
2304	Cutaway	2032						X								
2401	BEV - Van	2032						X								
2402	BEV - Van	2032						X								
V2	BEV - Van	2033							X							
2506	Cutaway	2033							X							
2507	Cutaway	2033							X							
2508	BEV - Van	2034								X						
V3	BEV - Van	2034								X						
V4	BEV - Van	2034								X						
2001	Hybrid Bus	2034								X						
2002	Hybrid Bus	2034								X						
2403	BEV - Van	2034								X						
2509	BEV - Van	2034								X						
2404	BEV - Van	2034								X						
2511	Cutaway	2034								X						
2510	Cutaway	2034								X						
2512	Cutaway	2034								X						
2501	Hybrid Bus	2039													X	
2502	Hybrid Bus	2039													X	
2503	BEB	2040														X
2504	BEB	2040														X
2505	BEB	2040														X

Figure 26 - Vehicle Replacement Year

The estimated capital cost for the purchase of new buses is shown below (**in thousands**). Years with no capital cost are not shown. The sum of replacement cost for all current vehicles is estimated as \$13,192,000.

Projected Cost of Future Bus Replacements (in thousands)															
Bus #	Replace with	2026	2027	2028	2029	2030	#	2032	2033	2034	#	#	#	2039	2040
9	Hybrid Bus	\$ 1,071													
1	Hybrid Bus	\$ 1,071													
3	BEB	\$ 1,365													
5	BEB	\$ 1,365													
8	BEB	\$ 1,365													
11	Cutaway	\$ 221													
6	BEV - Van		\$ 107												
13	Cutaway			\$ 221											
2301	Cutaway				\$ 221										
12	Cutaway				\$ 221										
2302	Cutaway					\$ 221									
2303	Cutaway					\$ 221									
7	BEV - Van					\$ 107									
10	Cutaway					\$ 221									
2304	Cutaway						\$ 221								
2401	BEV - Van						\$ 107								
2402	BEV - Van						\$ 107								
V2	BEV - Van							\$ 107							
2506	Cutaway							\$ 221							
2507	Cutaway							\$ 221							
2508	BEV - Van								\$ 107						
V3	BEV - Van								\$ 107						
V4	BEV - Van								\$ 107						
2001	Hybrid Bus								\$ 1,071						
2002	Hybrid Bus								\$ 1,071						
2403	BEV - Van								\$ 107						
2509	BEV - Van								\$ 107						
2404	BEV - Van								\$ 107						
2511	Cutaway								\$ 221						
2510	Cutaway								\$ 221						
2512	Cutaway								\$ 221						
2501	Hybrid Bus													\$ 1,071	
2502	Hybrid Bus													\$ 1,071	
2503	BEB														\$ 1,365
2504	BEB														\$ 1,365
2505	BEB														\$ 1,365
Annual Total		\$ 6,458	\$ 107	\$ 221	\$ 442	\$ 770		\$ 435	\$ 549	\$ 3,447				\$ 2,142	\$ 4,095

Figure 27 - Vehicle Purchase Cost per Year

Revenue Vehicle Requirements / Availability

The current SCRTD schedule requires a peak of twelve buses to provide weekday bus service both in the morning and afternoon. A total of fifteen buses is required to complete weekday service as relief drivers take their own bus out for their shift.

The Saturday bus routes have a peak requirement of seven buses. Eleven buses are scheduled in service on Saturdays as relief drivers take a new bus for their shift.

The Yellow and Silver routes operating on Sundays require three buses as relief drivers take a new bus for their shift.

SCRTD currently has 36 buses available to cover its services. With the number of spare buses available, SCRTD can schedule each driver with his own bus to take from the garage. This vehicle spare ratio also allows the driver to either plug in battery electric buses for charging at the end of each shift or fuel his bus at a public fueling station before returning to the garage.

Each revenue vehicle is equipped with a two-way radio for communication with system dispatchers and other buses.

All revenue vehicles except units 7, 12 and V2 provide wheelchair accessibility via a wheelchair lift or ramp. Unit V2 is a vanpool van and does not require a lift or ramp as the accessibility requirements of the passengers using the service are known. Bus 7 is permanently out of service and is designated for replacement. Bus 12 is used only as an emergency replacement when no other revenue vehicles are available.

Two position bike racks are available on 20 of the 33 revenue vehicles consisting of virtually all cutaways and full-sized buses.

The Federal Transit Administration (FTA) recommends a “spare ratio” for transit vehicle fleets over 50 revenue vehicles of 20% (spare vehicles divided by peak hour vehicle requirement). There is no FTA spare ratio requirement for fleets under 50 vehicles. FTA advises that spare ratios should be reasonable for an agency’s vehicle needs. Currently SCRTD has a spare ratio of 260%. While this percentage seems high, it is reasonable considering SCRTD’s short term service expansion plans and other considerations described below.

This higher number of spare vehicles has several advantages for SCRTD. It allows the agency to maximize the routes where it can operate battery electric buses through swapping out buses with driver shift changes. The battery electric buses would not be able to operate an entire day on several of SCRTD’s routes due to battery life. Another advantage associated with midday swapping of battery electric buses is the use of buses that weigh less due to smaller battery packs. This not only reduces wear to the bus but also the streets where the buses operate.

A greater spare ratio of revenue vehicle also improves reliability of service and the scheduling of vehicle maintenance. With a lower spare ratio, a relatively small number of simultaneous revenue vehicle breakdowns can result in interruptions in transit service due to lack of equipment.

SCRTD Service vehicles

SCRTD’s service vehicle fleet includes one Chrysler van, one Ford station wagon and one Explorer SUV. SCRTD also owns two Ford trucks that are used by the maintenance department.

A list of the service vehicles is shown below.

SCRTD SERVICE VEHICLE INVENTORY - OCTOBER 2025						
VEHICLES	Item Model No.	Vehicle Type	Vehicle Number	Initial Value	Purchase/ Lease Date	Vehicle Condition 1-5 (5 Best)
2024 Ford	Explorer	SUV	A1	\$41,325	7/25/2024	5
2022 Braun	Voyager	Minivan	A2	\$70,257	12/13/2024	5
2020 Ford	Ford F-250 SD Truck	Truck	ST1	\$35,381	9/24/2020	5
2022 Ford	Transit Connect Wagon	Minivan	V1	\$91,750	6/28/2022	5
2023 Ford	F-350 Extended Cab Truck	Truck	ST2	\$85,035	1/29/2024	5

Figure 28 - SCRTD Service Vehicles

The current number of service vehicles is minimal given the size of the service area, the number of buses in service, the maintenance responsibilities of staff, and the need to respond to field operations. As SCRTD’s field supervision staffing increases, more service vehicles will be needed for these personnel.

SCRTD Facilities

SCRTD vehicles are dispatched from three separate locations: the SCRTD facility at 830 Anthony Drive in Anthony, New Mexico; the SCRTD facility at the 800 block of Futurity Drive in Sunland Park, New Mexico; and the Mesilla Valley Hospital parking lot.

The current book values, depreciation schedules and net values for SCRTD facilities are shown below.

SCRTD Anthony Facility Improvements									
Description of Asset	Useful Life (in Years)	Book Value	Purchase Date	Annual Depreciation					Current Value
				thru FY 2021	thru FY 2022	thru FY 2023	thru FY 2024	thru FY 2025	
Anthony Buildings	50	\$ 167,484	11/29/2019	\$ 5,304	\$ 3,350	\$ 3,350	\$ 3,350	\$ 3,350	\$ 148,780
Improvements to Anthony Buildings	30	\$ 99,396	3/11/2021	\$ 1,104	\$ 3,313	\$ 3,313	\$ 3,313	\$ 3,313	\$ 85,040
Improvements to Anthony Buildings	30	\$ 73,603	11/21/2023	\$ -	\$ -	\$ -	\$ 1,431	\$ 1,431	\$ 70,741

SCRTD Sunland Park Facility Improvements									
Description of Asset	Useful Life (in Years)	Book Value	Purchase Date	Annual Depreciation					Current Value
				thru FY 2021	thru FY 2022	thru FY 2023	thru FY 2024	thru FY 2025	
Sunland Park Buildings	50	\$ 167,484	11/29/2019	\$ 5,304	\$ 3,350	\$ 3,350	\$ 3,350	\$ 3,350	\$ 148,780
Improvements to Sunland Park Buildings	30	\$ 99,396	3/11/2021	\$ 1,104	\$ 3,313	\$ 3,313	\$ 3,313	\$ 3,313	\$ 85,040
Improvements to Anthony Buildings	30	\$ 73,603	11/21/2023	\$ -	\$ -	\$ -	\$ 1,431	\$ 1,431	\$ 70,741

SCRTD Land Values			
Description of Asset	Useful Life (in Years)	Book Value	Purchase Date
Anthony Property Land Value	NA	\$ 69,402	11/29/2019
Sunland Park Land Value	NA	\$ 889,670	1/14/2025

Table 42 - SCRTD Facility Valuation

Sunland Park Administrative, Parking and Maintenance Facility, 800 block of Futurity Drive, Sunland Park, New Mexico

SCRTD leased its Sunland Park maintenance, office and parking facility for a five-year period before purchasing the property on January 15, 2025. The previously leased facility was expanded in late 2024 with the addition of the large office building and parking lot area fronting the corner of Futurity Drive and Quinella Road.

SCRTD is currently proceeding with a major on-site solar power generation farm, expansion of the current revenue vehicle parking area, paving or repaving the parking lot surfaces, marking the parking lot areas to show vehicle parking and circulation areas, and improvements to the entry gates and perimeter fencing.



Property Ownership

The Sunland Park facility is owned by SCRTD.

Lot size and footprint

The SCRTD Sunland Park facility is located on a 8.349 SF plot of land including a 6,771 square foot office building and a 3,265 square foot maintenance shop.

Location

295 Quinella Road at Futurity Drive in Sunland Park, New Mexico

Property Improvements

SCRTD leased a portion of the current Sunland Park facility in October 2020 as a parking, office and maintenance facility for bus routes operating out of Sunland Park. The facility was later expanded with the purchase of a large office building in front of the facility.

Office Space

The main office building includes a front reception area, nine offices, a large well-equipped training/meeting room, restrooms and a large open area that can accommodate future office space growth as required.

The separate garage building includes one small office used on occasion by the dispatcher and a restroom.

Vehicle Maintenance Facilities

The Sunland Park garage maintenance facility consists of a single metal building with two drive-in shop bays just large enough to accommodate 35 ft. buses. In addition to the maintenance bays, there is a small breakroom area downstairs and an upstairs area over the offices for parts, equipment, supplies and materials storage.

Revenue vehicle, service vehicle and employee parking

The site includes a very large lot partially paved for vehicle circulation, parking and battery charging.

There is a large parking area partially paved with asphalt. This parking area is large enough to meet any current or near-term future SCRTD fleet parking needs.

Condition

The Sunland Park facility buildings, parking lot areas and on-site fixed equipment are in very good condition.

Property needs

The size of the property meets SCRTD's current and future requirements for revenue, non-revenue, employee and visitor parking.

The current maintenance bays can accommodate minor and more extensive vehicle inspection and repair work on SCRTD's cutaway vehicles.

Addition of large garage door openings on the north side of the maintenance shop would allow buses to drive through the maintenance shop rather than having to back out of the shop.

Perimeter fencing with entry/exit gates should be added around the entire property so that the fleet can be secured during system off-hours. This improvement is currently being planned by SCRTD.

Interior and exterior surveillance systems should be considered to protect the property, facilities and equipment. These systems can consist of interior and exterior camera systems and entry alarms.

Anthony Administrative, Parking and Maintenance Facility, 830 Anthony, Anthony, New Mexico

This facility houses administrative offices, maintenance bays, a vehicle cleaning bay and a driver’s sign-in building. A mechanic and maintenance supervisor works out of the Anthony facility. The location includes two bays currently used for vehicle maintenance, indoor maintenance equipment storage area and a cleaning bay. Office and restroom facilities are also available at the facility.

Property Ownership

The Anthony property is owned by SCRTD.

Lot size and footprint

The site measures approximately 100 ft. across by 220 ft. deep.

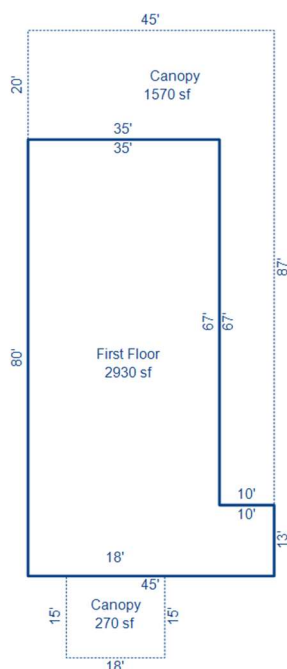
Location

The SCRTD Anthony Drive garage is located at 830 Anthony Drive in Anthony, New Mexico.

Property Improvements

Site contains two buildings: one building combines offices and vehicle maintenance space; the other building is a small single room office used as a driver sign-in and break area.

The Anthony garage currently houses the Red, Purple and Turquoise bus routes for overnight parking. This equates to five assigned buses plus spares. It also houses the non-revenue vehicle maintenance truck.



Office Space

The main building contains three offices in the front of the building. There are 2,930 square feet of combined office and maintenance shop space at the Anthony facility main building. This includes a maintenance shop area, a main office, one individual office and a restroom.

A small building on the South side of the property pictured below serves as a driver ready room.

Vehicle Maintenance Facilities

The remainder of the building consists of a maintenance shop with several bus bays along with parts, supplies and equipment storage areas.

Revenue vehicle, service vehicle and employee parking

The 830 Anthony site has sufficient parking space for at least ten cutaway buses, employee parking and the maintenance truck.

SCRTD has recently completed repaving the Anthony surface parking areas.

Condition

The Anthony Bus garage facility buildings and parking lot area are in very good condition.

Property needs

The buildings are in adequate condition for the functions carried out by SCRTD but should be upgraded in the future to best serve SCRTD public interface, operations and vehicle maintenance functions.

Sufficient parking is available for the revenue vehicles, maintenance truck and employee vehicles. There are several spaces available outside the facility fence line for visitor parking.

The current facility is functional but not ideal for vehicle maintenance. While light repairs and inspection work can be performed, the low maintenance bay heights limit the usefulness of the shop for vehicle repair. The site is completely fenced.

There is an approximately equally sized property adjacent and immediately north of the Anthony Bus Garage that is currently used for material storage. This property is a possible acquisition target, if available and desired as a future Anthony garage expansion.

Current SCRTD activities include concrete paving of the parking area between the Anthony Drive and the front door of the facility.



Mesilla Valley Hospital, Las Cruces, New Mexico

SCRTD is authorized access to Mesilla Valley Hospital parking lot area to park its Las Cruces buses overnight.



Location

The parking lot is located at 3751 Del Ray Blvd.

Lot size and footprint

Not applicable. Sufficient space is available on the site to park three SCRTD mid-sized buses.

Revenue vehicle, service vehicle and employee parking

SCRTD parks up to three revenue vehicles (cutaway buses or vans) in the parking lot.

Capitalized Equipment

SCR TD has identified the following items as capitalized equipment. The value of all other SCR TD equipment is too low in value to be capitalized.

SCR TD Capital Equipment									
Description of Asset	Useful Life (in Years)	Book Value	Purchase Date	Annual Depreciation					Current Value
				thru FY 2021	thru FY 2022	thru FY 2023	thru FY 2024	thru FY 2025	
One Wheel Balancer	3	\$ 5,195	8/15/2019	\$ 3,319	\$ 1,732	\$ 144	\$ -	\$ -	\$ -
Three Gillig DC Fast Battery Chargers	12	\$271,400	June-23						
Two Chargepoint Level 2 Battery Chargers	12	\$ 76,304	November-24						
Bus Shelters (four)	5	\$ 27,250	2/28/2021	\$ 1,817	\$ 5,450	\$ 5,450	\$ 5,450	\$ 5,450	\$ 3,633
		\$380,149		\$ 5,136	\$ 7,182	\$ 5,594	\$ 5,450	\$ 5,450	

Table 43 - SCR TD Capitalized Equipment

The battery electric bus charging stations located on-site at the Sunland Park facility are included in the facility portion of SCR TD’s asset inventory.

Condition

The Wheel Balancer is in working condition. The system’s bus shelters vary from poor to very good condition rating.

A listing of the system’s bus shelters is attached as an exhibit to this Transit Asset Plan.

The battery electric charging stations were installed less one year ago and are in excellent condition.

SCR TD Non-Capital Equipment and Facilities

Passengers are picked up and dropped off at designated bus stops. Exceptions are made on a one-time basis for new passengers as necessary. SCR TD maintains a computerized list of all bus stop signs with geographic latitude and longitude coordinates to show their location. The database should be updated to add a “condition” column to indicate the condition rating of each bus stop improvement.

The fixed asset database lists 238 bus stop locations. 138 bus stop location have bus stop signs according to the database. 17 of the signs are listed as “old” presumably needing replacement. 34 of the listed locations do not show whether any sign, shelter or bench is present. Another 55 locations indicate that no sign is present. The database should be updated when possible to either upgrade these 106 (17+34+55) locations or correct the database record for these locations.

The database currently lists 42 bus stops as having bus shelters. Of those, four are indicated as being the property of Roadrunner. One other belongs to Sun Metro.

All bus stop locations are also shown on the Google Maps web program. SCR TD management receives request for changes to bus stop locations from SCR TD drivers and other employees, local officials, riders and the public. This input can include requests to change or add a bus stop location and requests to add bus seating or shelters.

SCRTD has begun a unique program to build its own bus shelters. This program takes place at the Anthony bus garage facility. The in-house shelter construction not only results in cost savings to purchasing prefabricated shelters but also results in a more attractive and durable bus shelter.

40 locations are shown as having bus benches. Two of the benches are owned by Roadrunner and one by Sun Metro.

One location has a trash can according to the asset database.

Decision support tools for capital assets

The Decision Support Tools for Capital Assets consist of an analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time.

The decision support analysis used for this Transit Asset Management Plan predicts: (1) the useful life of each existing vehicle, facility and capital equipment; (2) the year of required replacement of existing capital assets; (3) the year of acquisition of needed new capital assets; and (4) the projected available funds for capital spending each year.

If the projected funds available in any year equals or exceeds the projected capital requests, then all capital procurements for that year are pursued. If insufficient funds are available a selection between requested projects must be made based on the prioritization listed below. The same process occurs in any subsequent year amongst the eligible capital procurement items.

An item may be moved up in priority if it has experienced premature failure and is necessary to the continued functioning of the transit system. This item would be recategorized as an emergency procurement and would receive priority over other items.

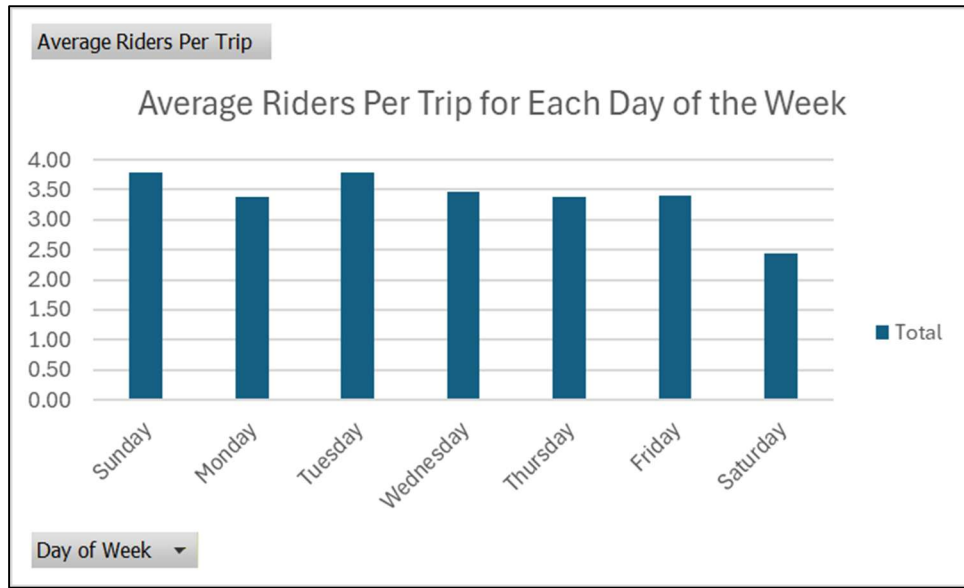
Prioritization of future capital asset investments

The prioritization of future capital asset investments is shown below.

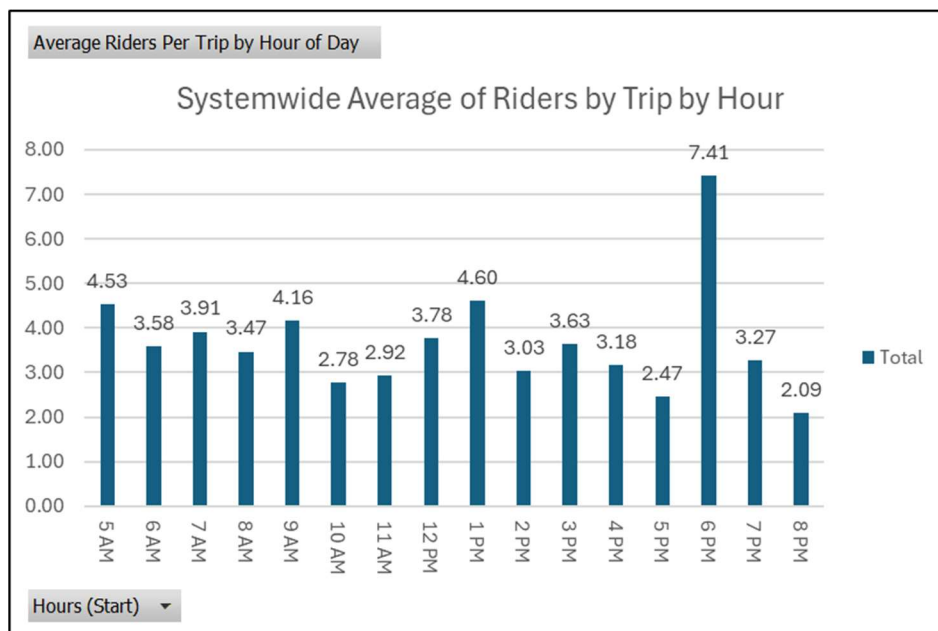
- First priority in any year is given to capital procurements already underway. This includes vehicle acquisitions in progress and in progress facility improvements.
 - a. Sunland Park facility improvements currently underway include (1) the addition of a solar power farm at the Sunland Park bus garage; (2) the addition of electronic gates at the Sunland Park facility; (3) the clearing of property on the north side of the property for paving and fencing; and (4) the addition of one or more battery electric vehicle charging stations on site.
 - b. Anthony garage facility improvements currently underway include the paving of the area in front of the facility facing Anthony Drive.
- The second priority is given to capital procurements for items that have experienced premature failure and are necessary to the continued functioning of the transit system. This item would be recategorized as an emergency procurement and would receive priority over other items.
- Equivalent priority is given to any capital procurement necessary for high priority needs for vehicular, facility, employee or public safety and health.
- The third priority is given to replacing revenue vehicles according to the schedule listed in this plan. This ensures that the vehicles will be replaced as their useful life is reached.
- The fourth priority is given to the purchase and installation of battery electric bus charging stations required to service the expanding fleet of battery electric buses.
- The fifth priority is given to purchase of new capital equipment required to maintain the bus fleet. The one item of equipment needed currently is the addition of bus lifts at the Sunland Park garage.
- The sixth priority is modifications or additions to current or future SCRTRD facilities or other necessary capital item procurements.

Appendix 2 - Driver Trip Sheets Analysis

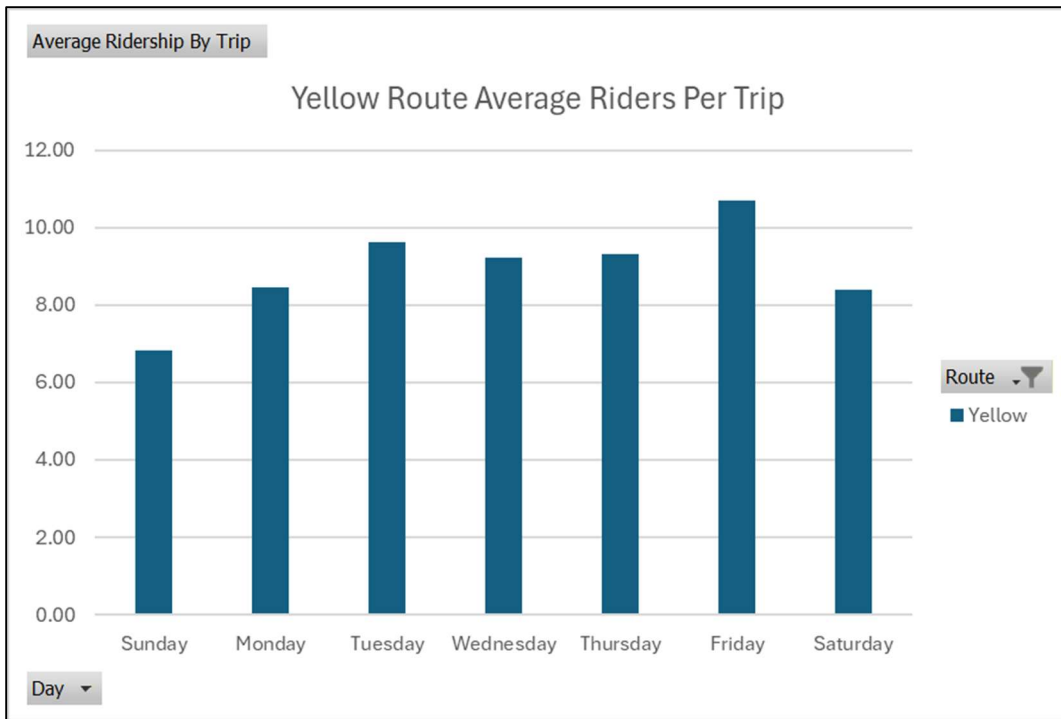
The following charts provide analysis of ridership trends based on three full weeks of rider counts. The weeks are 5/26/25 – 6/2/25, 8/8/25 – 8/14/25, and 10/6/25 – 10/12/25. The first chart below shows overall ridership per one-way trip by day of week. Oddly, the highest average ridership per one-way trip is on Sundays. This is due to the fact that only the two highest per trip ridership routes, the Yellow and Silver bus routes, operate on Sundays.



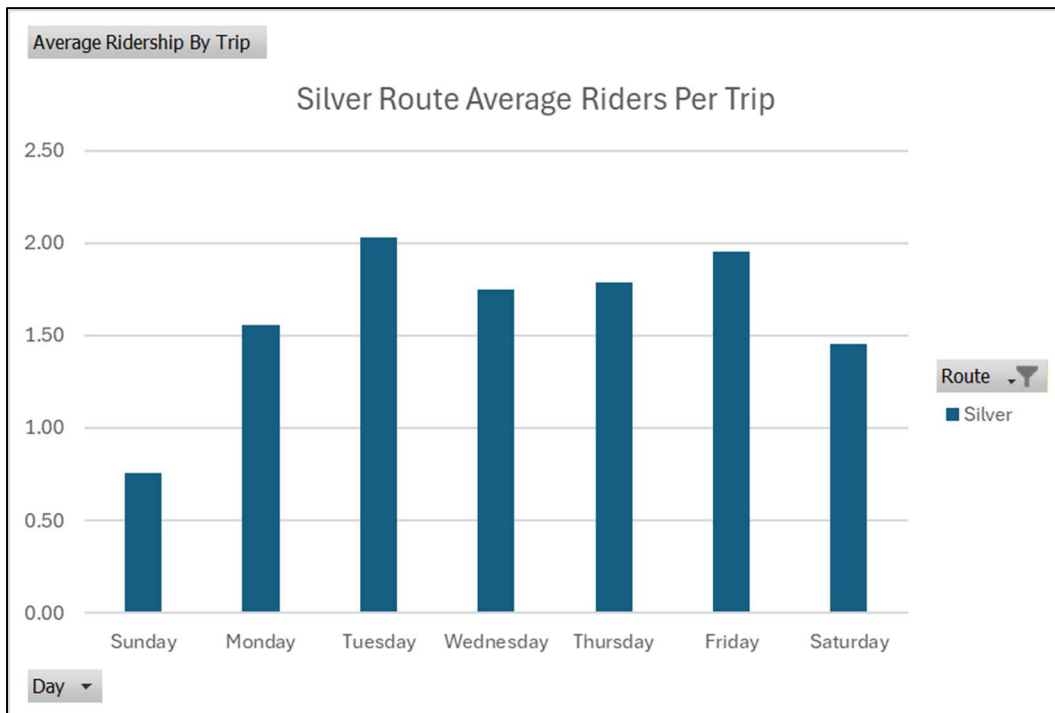
Systemwide averages by hour of service show a very level amount of riders per trip across all hours of service. Again the fact that only the Yellow route operates during the 6:00 pm hour creates a higher average during that hour.



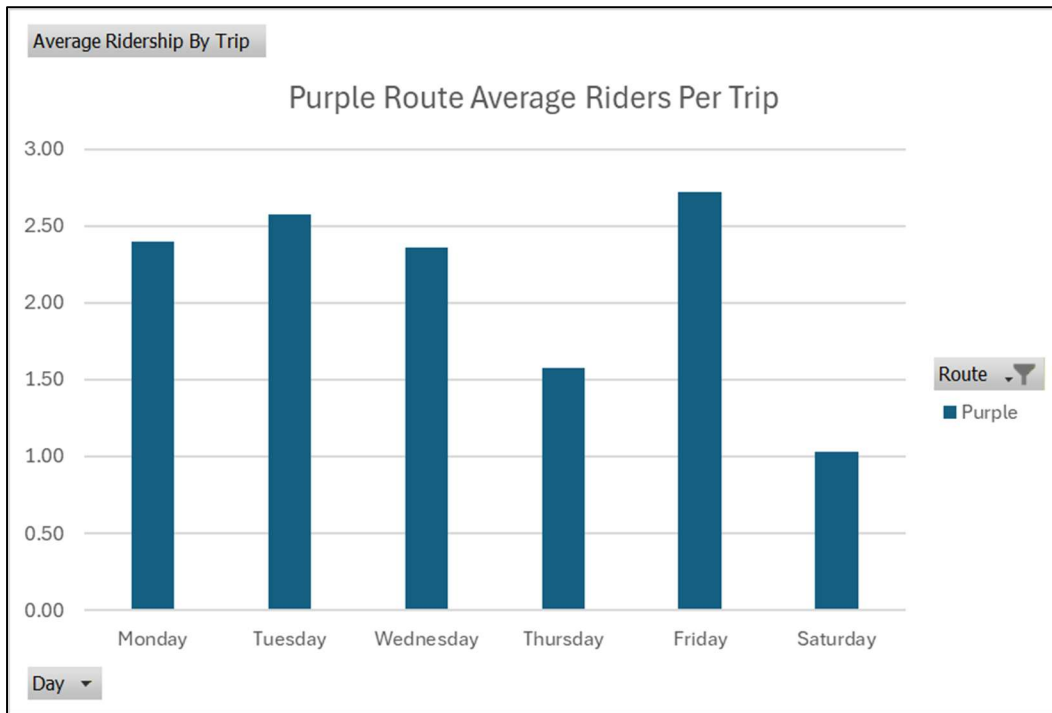
The Yellow route has the highest average riders per trip. This ridership is very consistent across all days of service.



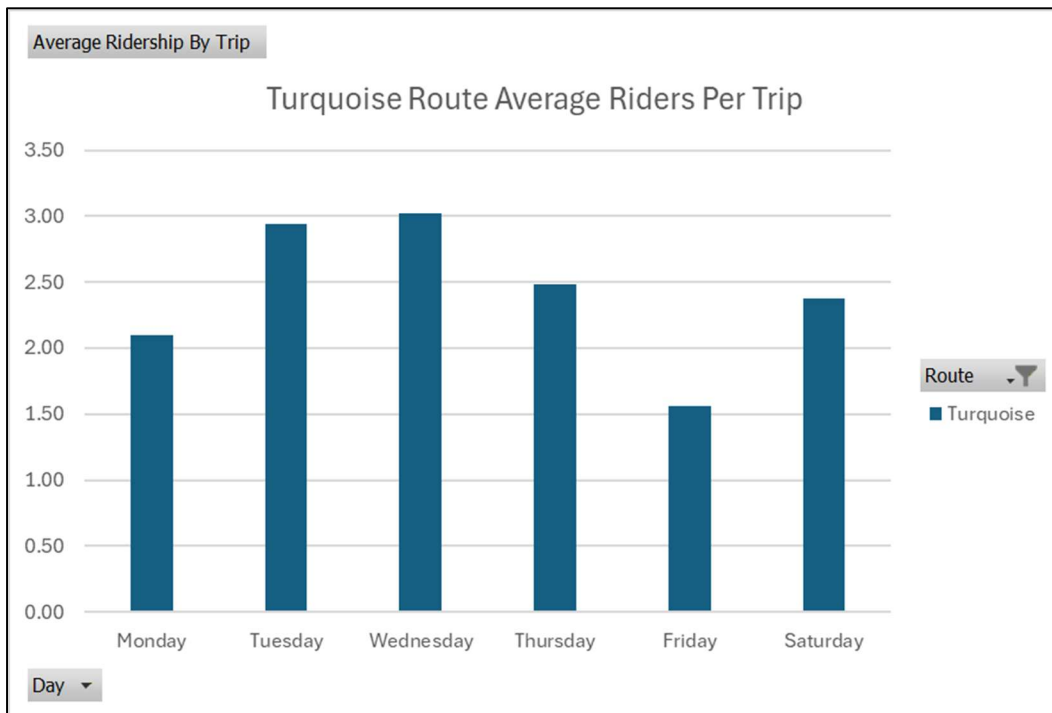
The Silver route is the second highest ridership per one-way trip with consistent averages across all but Sunday service.



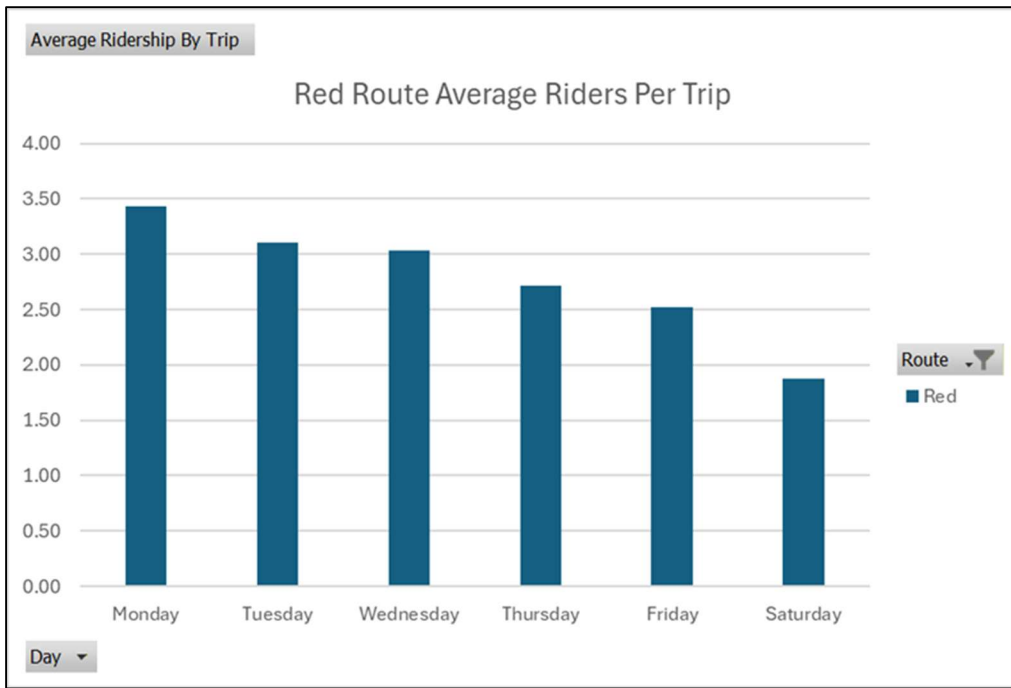
The Purple bus route has consistent weekday ridership but less demand on Saturdays. This may be due to a lack of shopping and recreational destinations along the route.



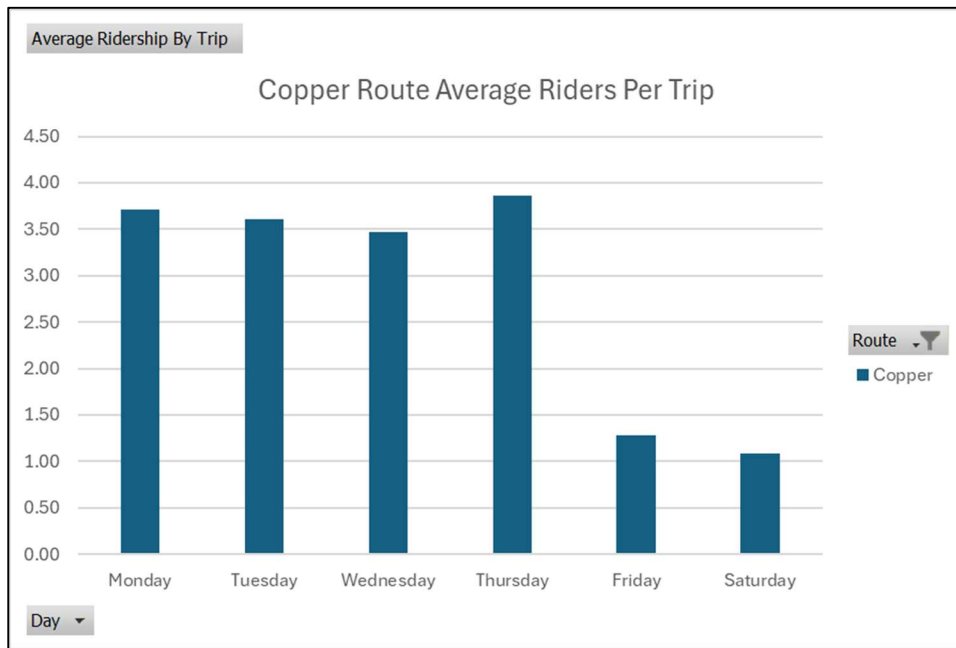
The Turquoise route has consistent average one-way trip ridership across all days of service. This may correspond to more shopping and other retail destinations along its route.



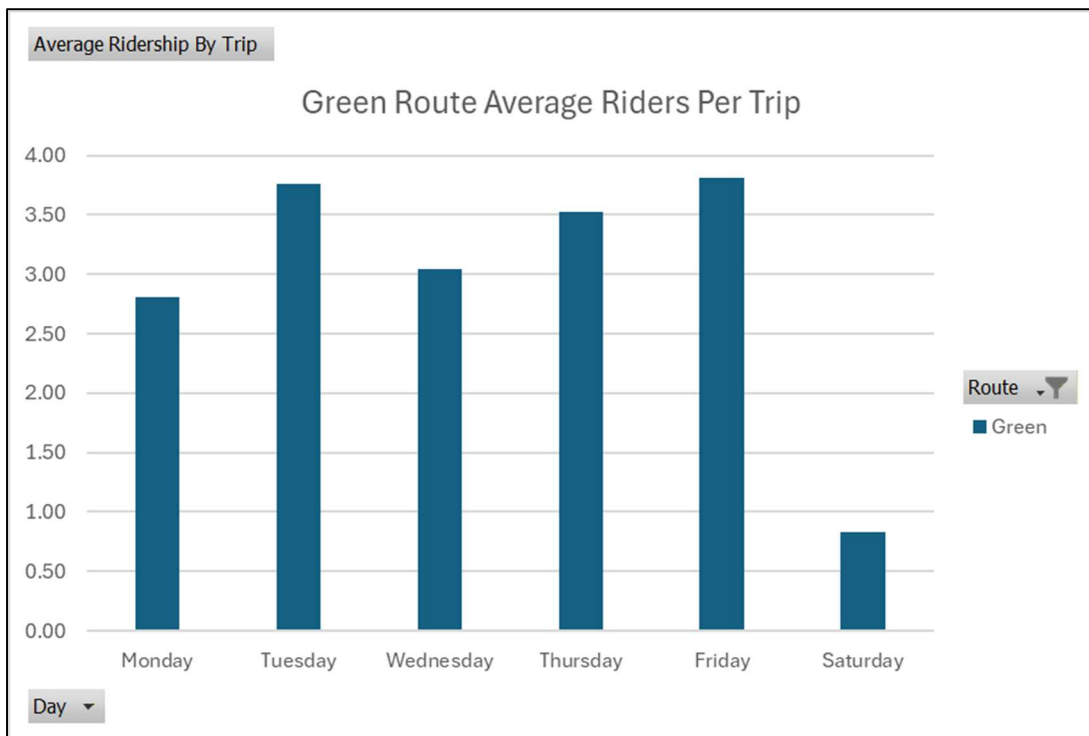
The Red route displays a fairly consistent one-way trip average ridership throughout the week.



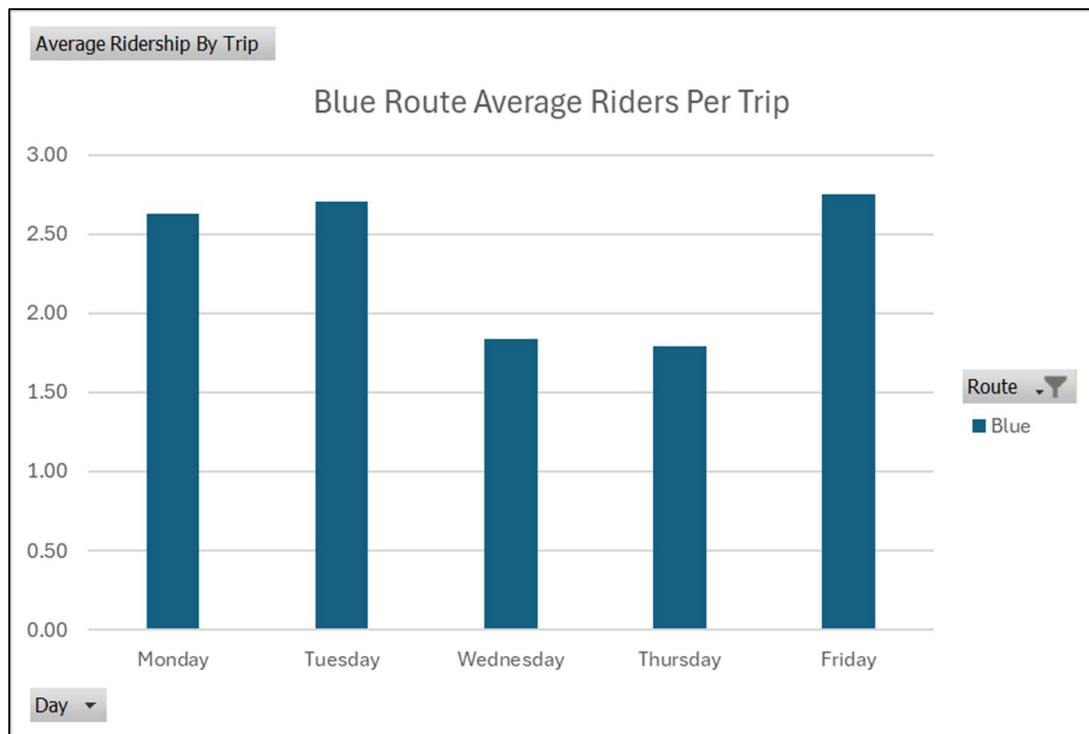
The Copper route has strongest ridership on Mondays through Thursdays with Friday and Saturday ridership dropping off substantially.



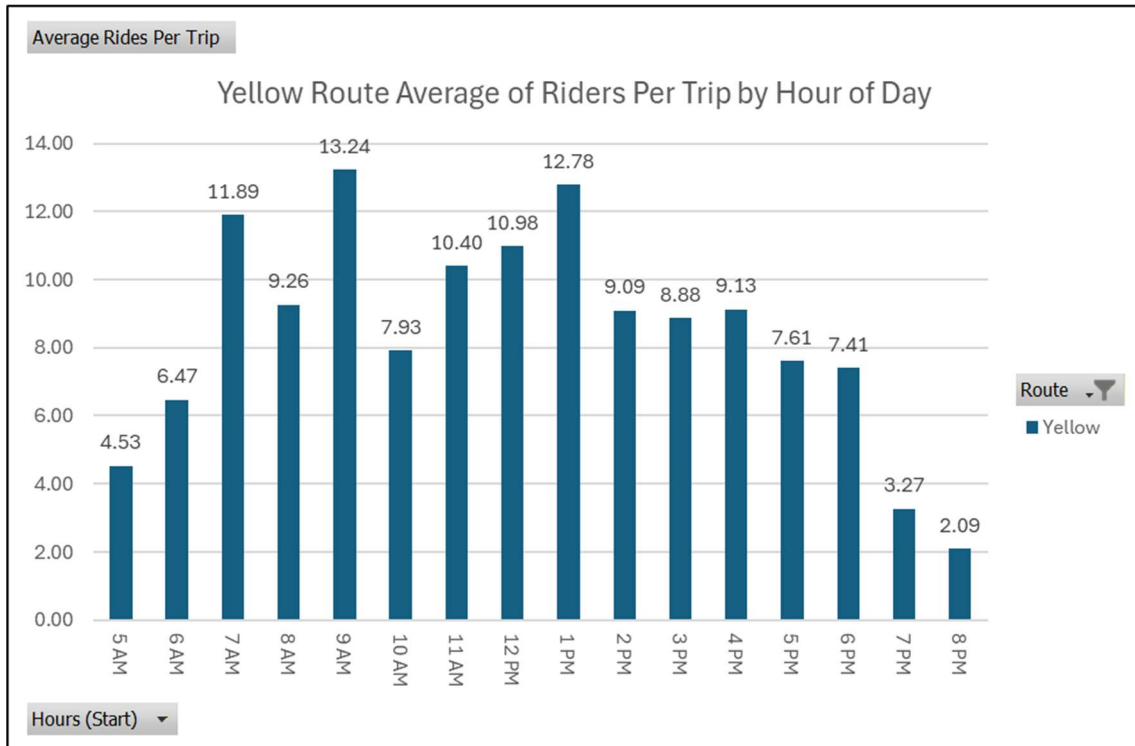
The Green routes patronage is primarily on weekdays according to this survey data.



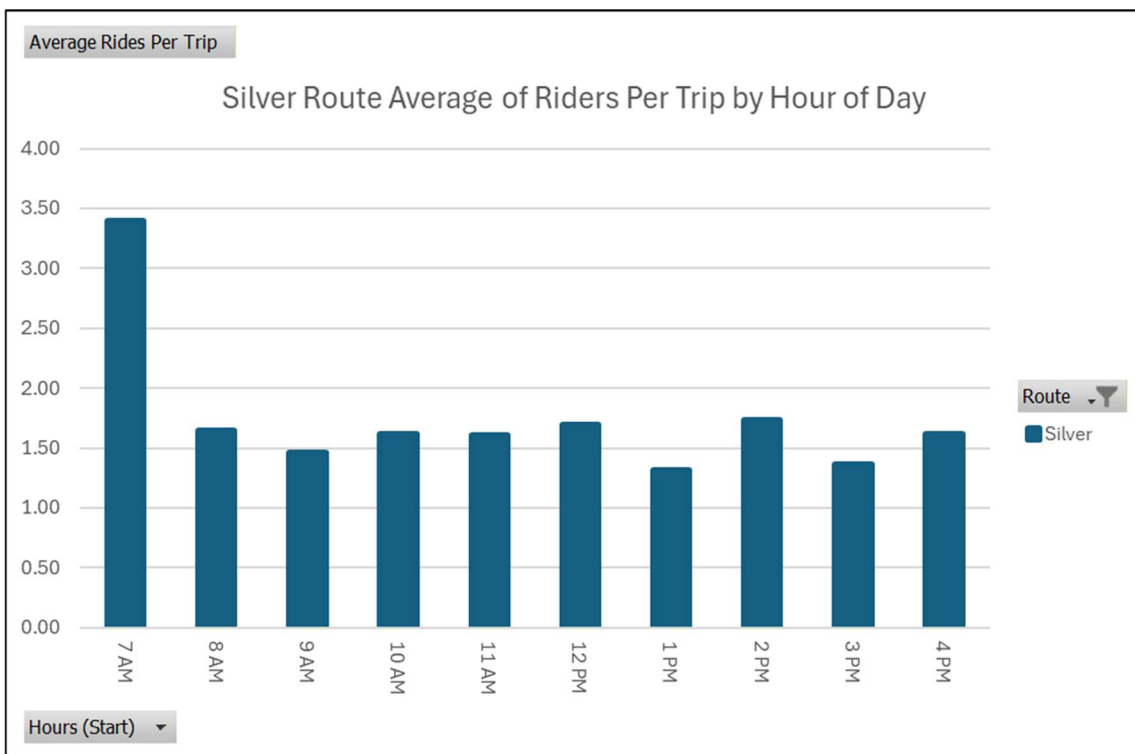
The Blue route displays consistent rider demand across all weekdays.



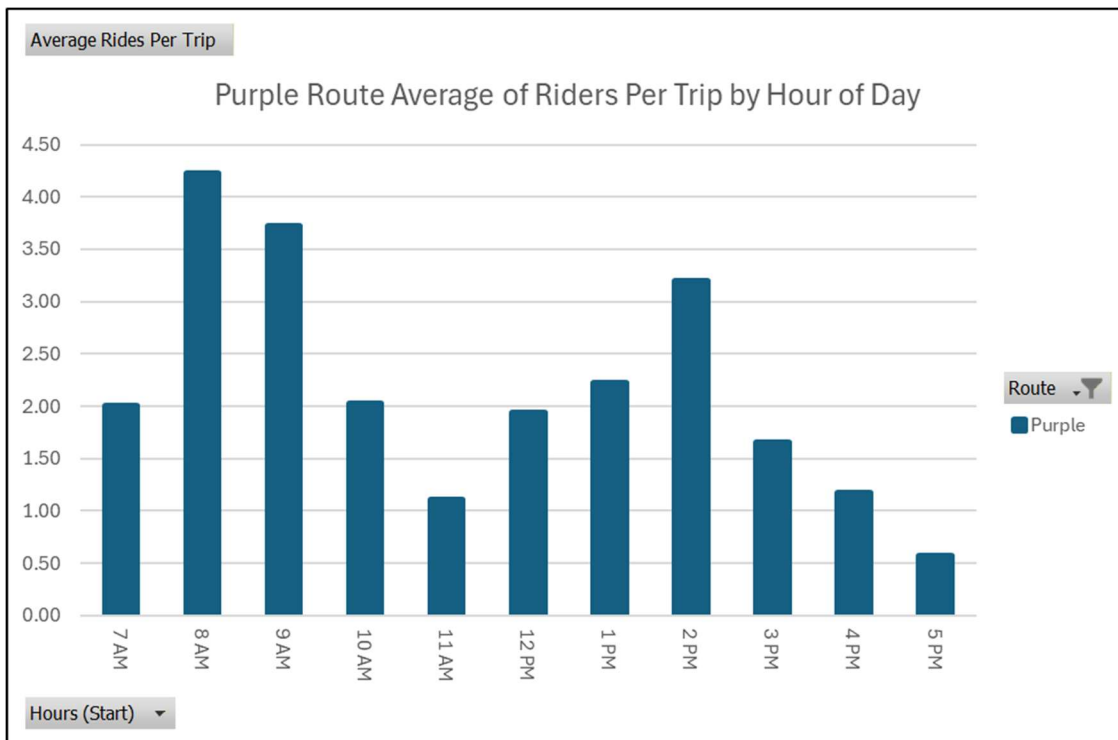
The Yellow route has a consistent demand across all of its hours of service.



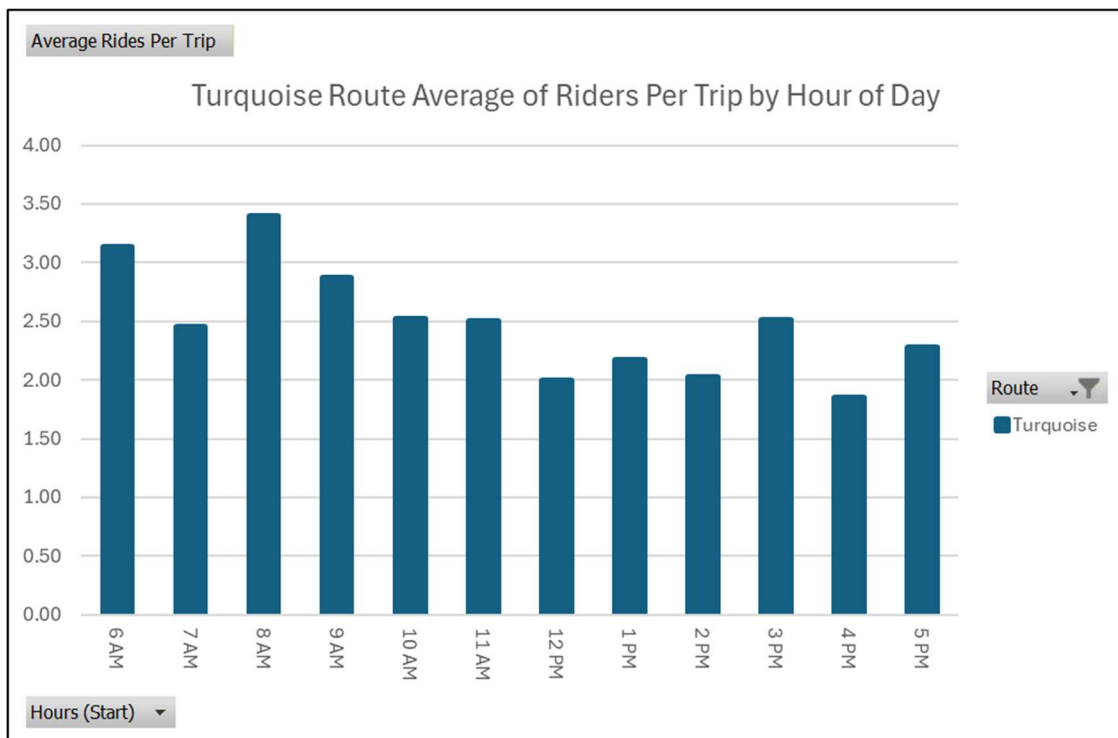
Demand for the Silver route is most significant in 7:00 am hour.



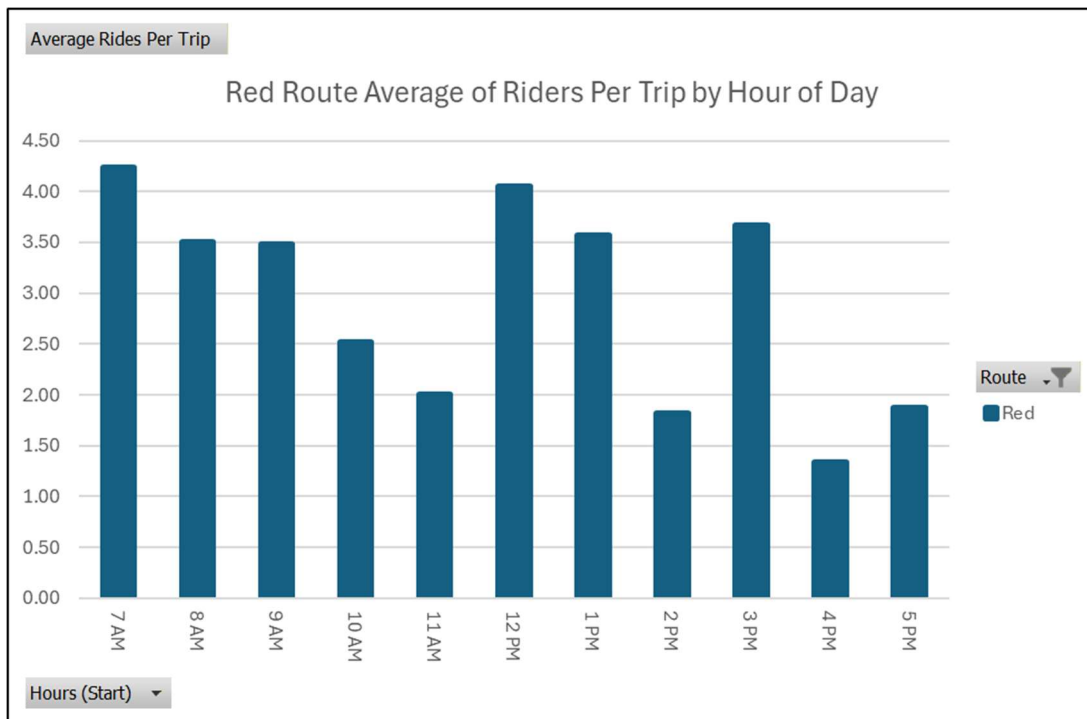
The Purple route displays both morning and early afternoon peaks in demand.



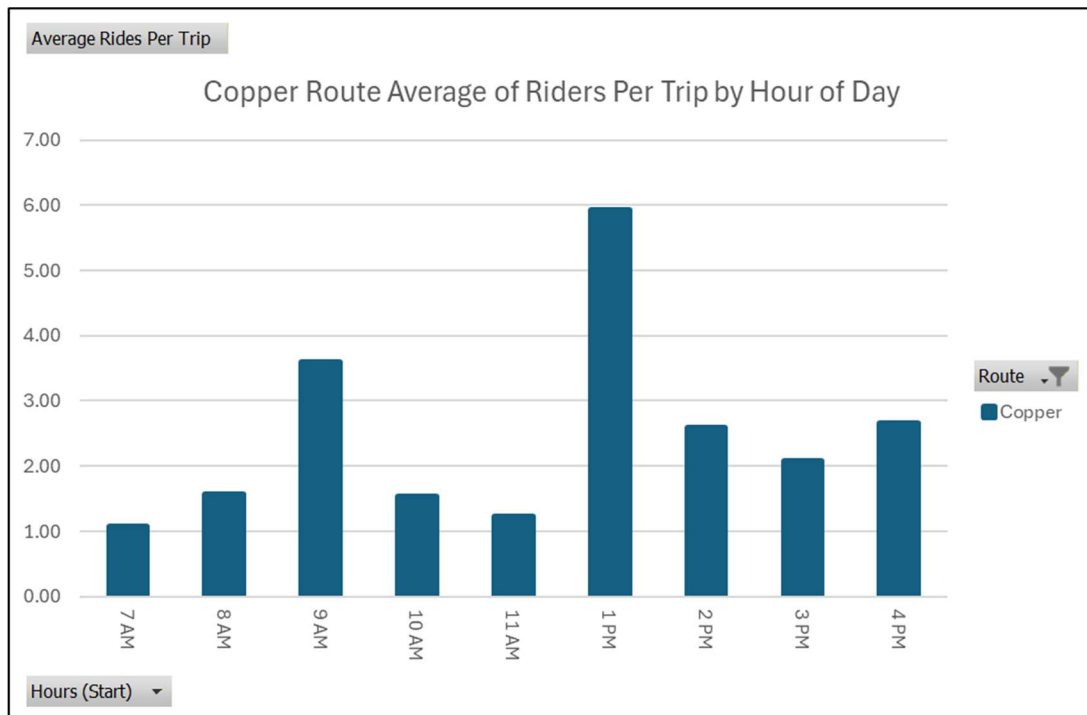
The Turquoise route has very consistent ridership during all service hours.



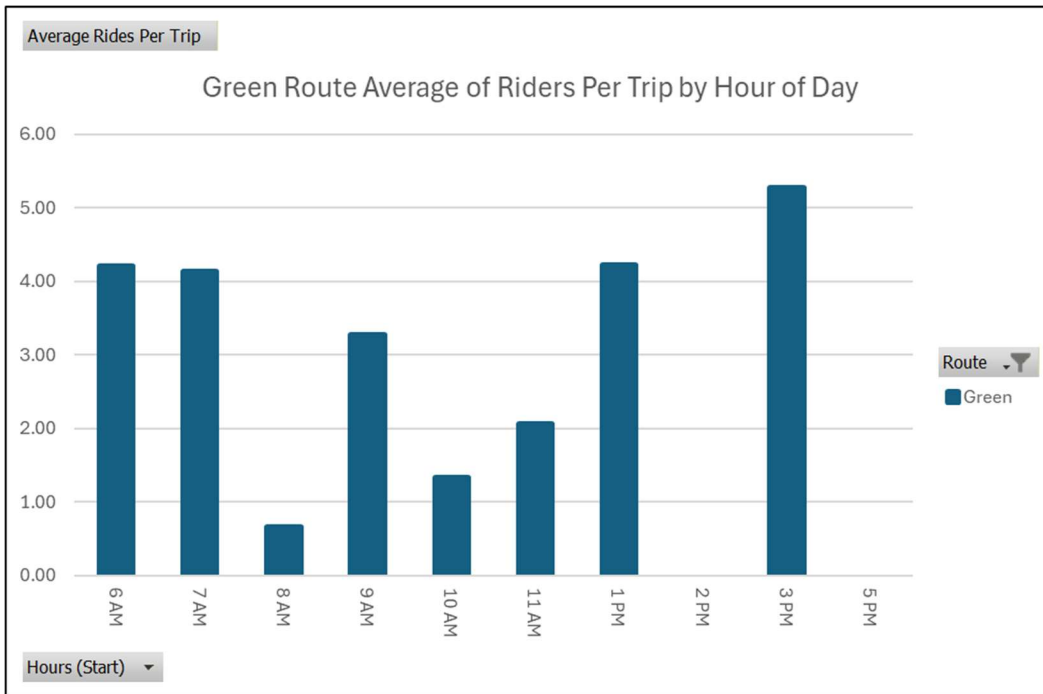
The Red bus route has a distinct peak in demand in early mornings and early afternoons.



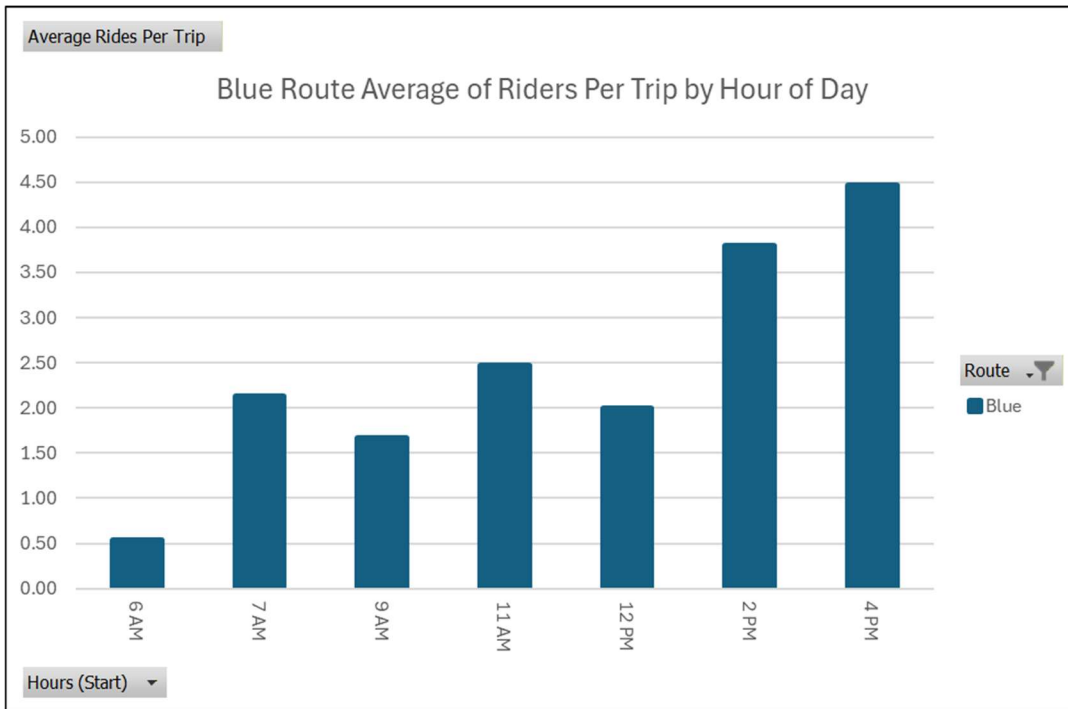
Demand for the Copper route is inconsistent with one peak in the 1 pm hour.



The Green route has inconsistent demand probably related to its long intervals between trips. Several of the survey data hours show no riders.



The Blue route shows a very consistent demand across all its service hours for a new bus route.



SATURDAYS														
	AM	PM	Report			Revenue	Revenue							Total
	Peak	Peak	Location	Report	Pull-out	Hours	Hours	Pull in	Revenue	Report	Pullout	Pull in	Line	Run
				Report	Pull-out	Start	End	Time	Time	Time	Time	Time	Total	Time
TURQUOISE	1		Anthony	8:45 AM	8:55 AM	9:00 AM	1:00 PM	1:00 PM	4.00	0.167	0.08	0.00	4.250	8.667
TURQUOISE		1	Anthony	2:00 PM	2:00 PM	2:00 PM	6:00 PM	6:25 PM	4.00	0.000	0.00	0.42	4.417	
COPPER	1		Las Cruces	8:30 AM	8:40 AM	9:00 AM	11:56 AM	11:56 AM	2.93	0.167	0.33	0.00	3.433	6.933
COPPER		1	Las Cruces	1:00 PM	1:00 PM	1:00 PM	3:56 PM	4:30 PM	2.93	0.000	0.00	0.57	3.500	
GREEN	1		Las Cruces	8:30 AM	8:40 AM	8:55 AM	11:58 AM	11:58 AM	3.05	0.167	0.25	0.00	3.467	6.967
GREEN		1	Las Cruces	1:00 PM	1:00 PM	1:00 PM	4:03 PM	4:30 PM	3.05	0.000	0.00	0.45	3.500	
RED	1		Anthony	8:40 AM	8:50 AM	9:00 AM	1:00 PM	1:00 PM	4.00	0.167	0.17	0.00	4.333	8.750
RED		1	Anthony	14:00	2:00 PM	2:00 PM	6:00 PM	6:25 PM	4.00	0.000	0.00	0.42	4.417	
PURPLE	1		Sunland Park	7:25 AM	7:35 AM	7:45 AM	12:10 PM	12:10 PM	4.42	0.167	0.17	0.00	4.750	9.500
PURPLE		1	Sunland Park	12:45 PM	12:45 PM	12:45 PM	5:10 PM	5:30 PM	4.42	0.000	0.00	0.33	4.750	
YELLOW	1		Sunland Park	6:35 AM	6:45 AM	7:15 AM	11:18 AM	11:18 AM	4.05	0.167	0.50	0.00	4.717	15.667
YELLOW			Sunland Park	11:40 AM	11:40 AM	11:40 AM	5:33 PM	8:05 PM	5.88	0.000	0.00	2.53	8.417	
YELLOW		1	Sunland Park	5:33 PM	5:33 PM	5:33 PM	7:40 PM	8:05 PM	2.12	0.000	0.00	0.42	2.533	
SILVER	1		Sunland Park	7:40 AM	7:50 AM	8:05 AM	11:25 AM	11:25 AM	3.33	0.167	0.25	0.00	3.750	8.917
SILVER		1	Sunland Park	12:05 PM	12:05 PM	12:05 PM	4:50 PM	5:15 PM	4.75	0.000	0.00	0.42	5.167	
Max Buses	AM	PM												
	7	7							Saturday Totals	56.93	1.17	1.75	5.55	65.40
									Non-revenue	8.467				

Figure 30 - Saturday Driver Work Assignments

SUNDAYS														
	AM	PM	Report			Revenue	Revenue							Total
	Peak	Peak	Location	Report	Pull-out	Hours	Hours	Pull in	Revenue	Report	Pullout	Pull in	Line	Run
				Report	Pull-out	Start	End	Time	Time	Time	Time	Time	Total	Time
YELLOW	1		Sunland Park	6:35 AM	6:45 AM	7:15 AM	11:18 AM	11:18 AM	4.05	0.167	0.50	0.00	4.717	15.667
YELLOW			Sunland Park	11:40 AM	11:40 AM	11:40 AM	5:33 PM	8:05 PM	5.88	0.000	0.00	2.53	8.417	
YELLOW		1	Sunland Park	5:33 PM	5:33 PM	5:33 PM	7:40 PM	8:05 PM	2.12	0.000	0.00	0.42	2.533	
SILVER	1		Sunland Park	7:40 AM	7:50 AM	8:05 AM	11:25 AM	11:25 AM	3.33	0.167	0.25	0.00	3.750	8.917
SILVER		1	Sunland Park	12:05 PM	12:05 PM	12:05 PM	4:50 PM	5:15 PM	4.75	0.000	0.00	0.42	5.167	
Max Buses	AM	PM												
	2	2							Sunday Totals	20.13	0.33	0.75	3.37	24.58
									Non-revenue	4.450				

Figure 31 - Sunday Driver Work Assignments

Appendix 4 – Grant Acquisition Regulation

Prompt Acquisitions of Real Property with Grant Funds

To avoid delays in the selection and procurement of Real Property using USDOT FTA grant funds it is practical to keep these issues in mind.

42 USC 4651

Section 4651 explains the Federal Land acquisitions practices. A great deal of federal delays in USDOT funded procurements have been related to the eminent domain process. If the agency feels the need to legally take a specific property to accomplish development of a facility or rail line or BRT project the rules for the appraisal property and notification process in 4651 are critical.

A simple method to avoid many delays is to ask the real estate market in that city to come forward with potential properties that could become the focus of the required negotiated procurement.

Grantees are encouraged to make every reasonable effort to expeditiously acquire real property by negotiation. This leads to an agreement to appraise the property before negotiation of price. The determination of the just compensation amount would be followed by the offer to purchase the property for the fully established amount.

Under the assumption that the agency is not using any forced taking of the property the potential for litigation over the value is absent.

49 CFR 24

The FTA regulations that implement the law include specific guidance on presenting the carefully prepared fully established amount offer. The owner then considers the offer and presents any evidence that the owner believes is relevant to the value of the property.

§4651. Uniform policy on real property acquisition practices

In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion in the courts, to assure consistent treatment for owners in the many Federal programs, and to promote public confidence in Federal land acquisition practices, heads of Federal agencies shall, to the greatest extent practicable, be guided by the following policies:

(1) The head of a Federal agency shall make every reasonable effort to acquire expeditiously real property by negotiation.

(2) Real property shall be appraised before the initiation of negotiations, and the owner or his designated representative shall be given an opportunity to accompany the appraiser during his inspection of the property, except that the head of the lead agency may prescribe a procedure to waive the appraisal in cases involving the acquisition by sale or donation of property with a low fair market value.

(3) Before the initiation of negotiations for real property, the head of the Federal agency concerned shall establish an amount which he believes to be just compensation therefor and shall make a prompt offer to acquire the property for the full amount so established. In no event shall such amount be less than the agency's approved appraisal of the fair market value of such property. Any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood that the property would be

acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, will be disregarded in determining the compensation for the property. The head of the Federal agency concerned shall provide the owner of real property to be acquired with a written statement of, and summary of the basis for, the amount he established as just compensation. Where appropriate the just compensation for the real property acquired and for damages to remaining real property shall be separately stated.

(4) No owner shall be required to surrender possession of real property before the head of the Federal agency concerned pays the agreed purchase price, or deposits with the court in accordance with section 3114(a) to (d) of title 40, for the benefit of the owner, an amount not less than the agency's approved appraisal of the fair market value of such property, or the amount of the award of compensation in the condemnation proceeding for such property.

(5) The construction or development of a public improvement shall be so scheduled that, to the greatest extent practicable, no person lawfully occupying real property shall be required to move from a dwelling (assuming a replacement dwelling as required by subchapter II will be available), or to move his business or farm operation, without at least ninety days' written notice from the head of the Federal agency concerned, of the date by which such move is required.

(6) If the head of a Federal agency permits an owner or tenant to occupy the real property acquired on a rental basis for a short term or for a period subject to termination by the Government on short notice, the amount of rent required shall not exceed the fair rental value of the property to a short-term occupier.

(7) In no event shall the head of a Federal agency either advance the time of condemnation, or defer negotiations or condemnation and the deposit of funds in court for the use of the owner, or take any other action coercive in nature, in order to compel an agreement on the price to be paid for the property.

(8) If any interest in real property is to be acquired by exercise of the power of eminent domain, the head of the Federal agency concerned shall institute formal condemnation proceedings. No Federal agency head shall intentionally make it necessary for an owner to institute legal proceedings to prove the fact of the taking of his real property.

(9) If the acquisition of only a portion of a property would leave the owner with an uneconomic remnant, the head of the Federal agency concerned shall offer to acquire that remnant. For the purposes of this chapter, an uneconomic remnant is a parcel of real property in which the owner is left with an interest after the partial acquisition of the owner's property and which the head of the Federal agency concerned has determined has little or no value or utility to the owner.

(10) A person whose real property is being acquired in accordance with this subchapter may, after the person has been fully informed of his right to receive just compensation for such property, donate such property, and part thereof, any interest therein, or any compensation paid therefor to a Federal agency, as such person shall determine.

(Pub. L. 91-646, title III, §301, Jan. 2, 1971, 84 Stat. 1904; Pub. L. 100-17, title IV, §416, Apr. 2, 1987, 101 Stat. 255.)

§ 24.102 Basic acquisition policies.

(a) ***Expeditious acquisition.*** The agency shall make every reasonable effort to acquire the real property expeditiously by negotiation.

(b) ***Notice to owner.*** As soon as feasible, the agency shall notify the owner in writing of the agency's interest in acquiring the real property and the basic protections provided to the owner by law and this part. (See [§§ 24.203](#) and [24.5\(d\)](#) and appendix A to this part, [section 24.102\(b\)](#).)

I Appraisal, waiver thereof, and invitation to owner.

(1) Before the initiation of negotiations, the real property to be acquired shall be appraised, except as provided in [paragraf\(c\)\(2\)](#) of this section, and the owner, or the owner's designated representative, shall be given an opportunity to accompany the appraiser during the appraiser's inspection of the property.

(2) An appraisal is not required if:

(i) The owner is donating the property and releases the agency from its obligation to appraise the property; or

(ii) The agency determines that an appraisal is unnecessary because the valuation problem is uncomplicated and has a low fair market value, and the anticipated value of the proposed acquisition is estimated at \$15,000 or less, based on a review of available data. The agency representative making the determination to use the waiver valuation option must understand valuation principles, techniques, and use of appraisals in order to be able to determine whether the valuation of the proposed acquisition is uncomplicated and has a low fair market value. (See appendix A to this part, [section 24.102\(c\)\(2\)](#).)

(A) When an appraisal is determined to be unnecessary, the agency shall prepare a waiver valuation.

(1) Waiver valuations are not appraisals by definition in this part (See [§ 24.2](#)). Persons preparing or reviewing a waiver valuation are precluded from complying with Standards Rules 1, 2, 3, and 4 of the "Uniform Standards of Professional Appraisal Practice," as promulgated by the Appraisal Standards Board of The Appraisal Foundation^[1] (see appendix A to this part, sections [24.102\(c\)](#) and 24.103(a).)

(2) Because a waiver valuation is not an appraisal, a review of a waiver valuation is not required. However, some recipients may also be subject to State laws or agency requirements to review a waiver valuation.

(B) The person performing the waiver valuation must have sufficient understanding of the local real estate market in order to be qualified to perform the waiver valuation.

(C) The Federal agency funding the project may approve exceeding the \$15,000 threshold, up to an amount of \$35,000, if the agency acquiring the real property offers the property owner the option of having the agency appraise the property.

(D) If the agency determines that the proposed acquisition is uncomplicated and has a low fair market value, and if the agency acquiring the real property offers the property owner the option of having the agency appraise the property, the agency may request approval from the Federal funding agency to use a waiver valuation for properties with estimated values of more than \$35,000 and up to \$50,000. Approval for using a waiver valuation of more than \$35,000, but up to \$50,000 may only be requested on a project-by-project basis and the request for doing so shall be made in writing to the Federal funding agency setting forth the anticipated benefits of, and reasons for, raising the waiver valuation ceiling above \$35,000. Within 6 months of completion of acquisition activities a close-out report measuring cost/time benefits, condemnation rate, settlement rate, and any other relevant metric which the funding agency requires to adequately

document both the administrative savings and accuracy and efficacy of the waiver valuations of more than \$35,000, but up to \$50,000 shall be submitted to the funding agency.

(E) Under and [\(D\)](#) of this section, if the property owner elects to have the agency appraise the property, the agency must obtain an appraisal and shall not use the waiver valuation procedures described in [paragraphs \(c\)\(2\)\(ii\)\(A\)](#) through [\(D\)](#) of this section. (See appendix A to this part, [section 24.102\(c\)\(2\).](#))

(d) ***Establishment and offer of just compensation.*** Before the initiation of negotiations, the agency shall establish an amount which it believes is just compensation for the real property. The amount shall not be less than the approved appraisal or waiver valuation of the fair market value of the property, taking into account the value of allowable damages or benefits to any remaining property. An agency official must establish the amount believed to be just compensation. (See [§ 24.104.](#)) Promptly thereafter, the agency shall make a written offer to the owner or the designated owner's representative to acquire the property for the full amount believed to be just compensation. (See appendix A to this part, [Section 24.102\(d\).](#))

(e) ***Summary statement.*** Along with the initial written purchase offer, the owner or the designated owner's representative shall be given a written statement of the basis for the offer of just compensation, which shall include:

(1) A statement of the amount offered as just compensation. In the case of a partial acquisition, the compensation for the real property to be acquired and the compensation for damages, if any, to the remaining real property shall be separately stated.

(2) A description and location identification of the real property and the interest in the real property to be acquired.

(3) An identification of the buildings, structures, and other improvements (including removable building equipment and trade fixtures) which are included as part of the offer of just compensation. Where appropriate, the statement shall identify any other separately held ownership interest in the property, e.g., a tenant-owned improvement, and indicate that such interest is not covered by this offer.

(f) ***Basic negotiation procedures.*** The agency shall make all reasonable efforts to contact the owner or the owner's designated representative and discuss its offer to purchase the property, including the basis for the offer of just compensation and explain its acquisition policies and procedures, including its payment of incidental expenses in accordance with [§ 24.106](#). The owner shall be given reasonable opportunity to consider the offer and present material which the owner believes is relevant to determining the value of the property and to suggest modification in the proposed terms and conditions of the purchase. The agency shall consider the owner's or the designated owner's representative's presentation. (See appendix A to this part, [section 24.102\(f\).](#))

(g) ***Updating offer of just compensation.*** If the information presented by the owner, or a material change in the character or condition of the property, indicates the need for new waiver valuation or appraisal information, or if a significant delay has occurred since the time of the appraisal(s) or waiver valuation of the property, the agency shall have the appraisal(s) or waiver valuation updated or obtain a new appraisal(s) or waiver valuation. If the latest appraisal or waiver valuation information indicates

that a change in the purchase offer is warranted, the agency shall promptly reestablish just compensation and offer that amount to the owner in writing.

(h) **Coercive action.** The agency shall not advance the time of condemnation, or defer negotiations or condemnation, or the deposit of funds with the court, or take any other coercive action in order to induce an agreement on the price to be paid for the property.

(i) **Administrative settlement.** The purchase price for the property may exceed the amount offered as just compensation when reasonable efforts to negotiate an agreement at that amount have failed and an authorized agency official approves such administrative settlement as being reasonable, prudent, and in the public interest. When Federal funds pay for or participate in acquisition costs, a written justification shall be prepared, which states what available information, including trial risks, supports such a settlement. (See appendix A to this part, [section 24.102\(i\)](#).)

(j) **Payment before taking possession.** Before requiring the owner to surrender possession of the real property, the agency shall pay the agreed purchase price to the owner, or in the case of a condemnation, deposit with the court, for the benefit of the owner, an amount not less than the agency's approved appraisal of the fair market value of such property, or the court award of compensation in the condemnation proceeding for the property. In exceptional circumstances, with the prior approval of the owner or the owner's designated representative, the agency may obtain a right-of-entry for construction purposes before making payment available to an owner. (See appendix A to this part, [section 24.102\(j\)](#).)

(k) **Uneconomic remnant.** If the acquisition of only a portion of a property would leave the owner with an uneconomic remnant, the agency shall offer to acquire the uneconomic remnant along with the portion of the property needed for the project. (See [§ 24.2\(a\)](#).)

(l) **Inverse condemnation.** If the agency intends to acquire any interest in real property by exercise of the power of eminent domain, it shall institute formal condemnation proceedings and not intentionally make it necessary for the owner to institute legal proceedings to prove the fact of the taking of the real property.

(m) **Fair rental.** If the agency permits a former owner or tenant to occupy the real property after acquisition for a short term, or a period subject to termination by the agency on short notice, the rent shall not exceed the fair market rent for such occupancy. (See appendix A to this part, [section 24.102\(m\)](#).)

(n) **Conflict of interest.**

(1) The appraiser, review appraiser, or person performing the waiver valuation shall not have any interest, direct or indirect, in the real property being valued for the agency. Compensation for developing an appraisal or waiver valuation shall not be based on the reported opinion of value.

(2) No person shall attempt to unduly influence or coerce an appraiser, review appraiser, or waiver valuation preparer regarding any valuation aspect of an appraisal, waiver valuation, or review of appraisals or waiver valuations. Persons functioning as negotiators may not supervise or formally evaluate the performance of any appraiser, waiver valuation preparer, or review appraiser performing appraisal or appraisal review work, except that, for a program or project receiving

Federal financial assistance, the Federal funding agency may waive this requirement if it determines it would create a hardship for the agency.

(3) An appraiser, review appraiser, or waiver valuation preparer may be authorized by the agency to act as a negotiator for the acquisition of real property for which that person has performed an appraisal, appraisal review or waiver valuation only if the offer to acquire the property is \$15,000, or less. Agencies that wish to use this same authority to act as the negotiator on a valuation greater than \$15,000, and up to \$35,000, may not use a waiver valuation, and these acquisitions are subject to the following conditions:

(i) For those acquisitions where the appraiser or review appraiser will also act as the negotiator, an appraisal must be performed in compliance with [§ 24.103](#) and reviewed in compliance with [§ 24.104](#);

(ii) Agencies and recipients desiring to exercise this option must request approval in writing from the Federal funding agency;

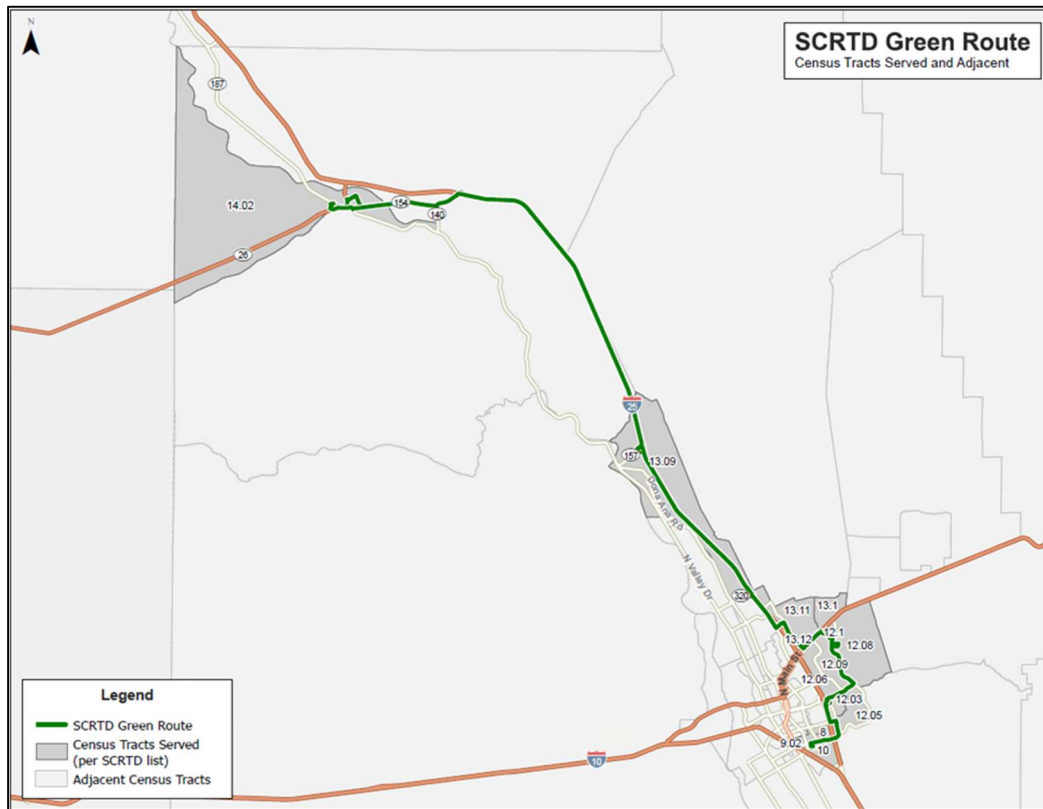
(iii) The requesting agency shall have a separate and distinct quality control process in place and set forth in the written procedures approved by the Federal funding agency; and

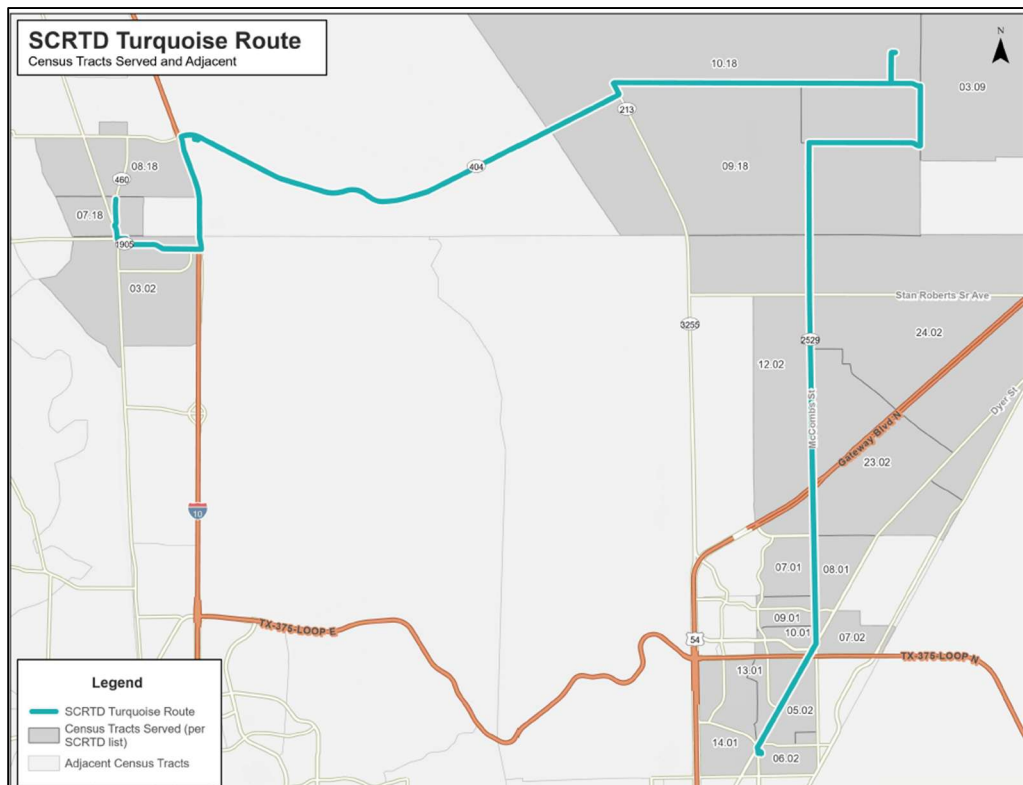
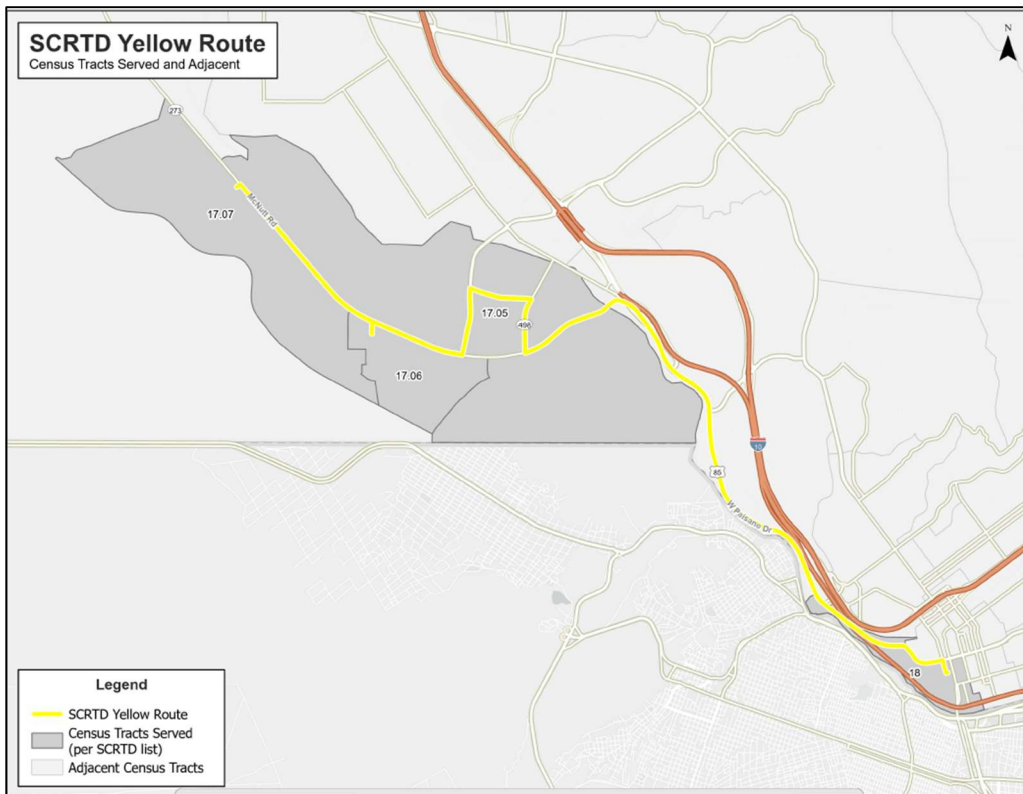
(4) Agencies wishing to allow subrecipients to use conflict of interest waivers of more than \$15,000 must determine and document that the subrecipient has a separate and distinct quality control process in place which is set forth in written procedures approved by the agency or in an agency approved subrecipient's written procedures. (See appendix A to this part, [section 24.102\(n\)](#).) Agencies and recipients desiring to exercise this option must request approval in writing from the Federal funding agency.

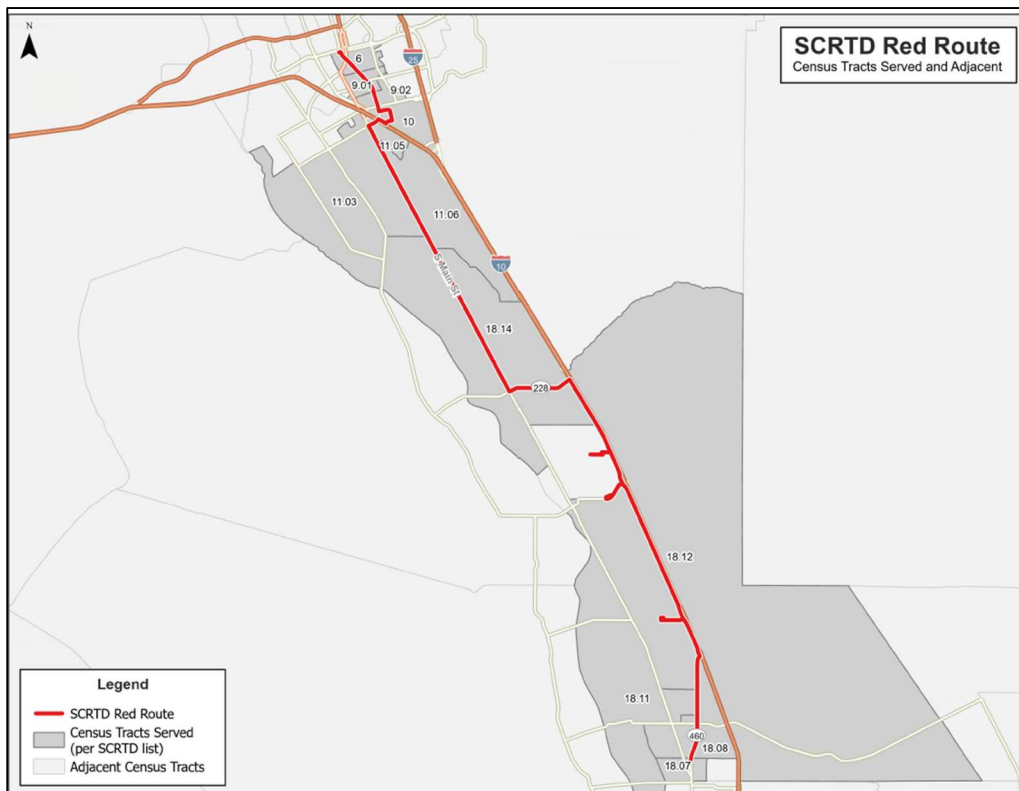
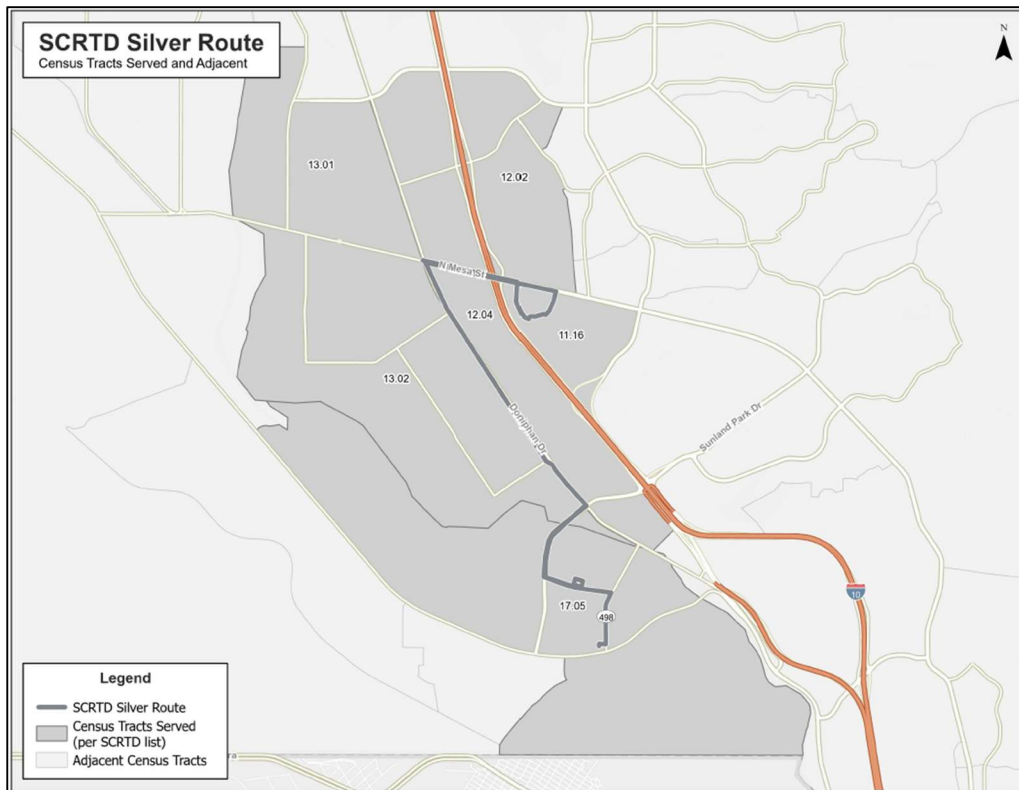
Appendix 5 – Census Data Route Maps

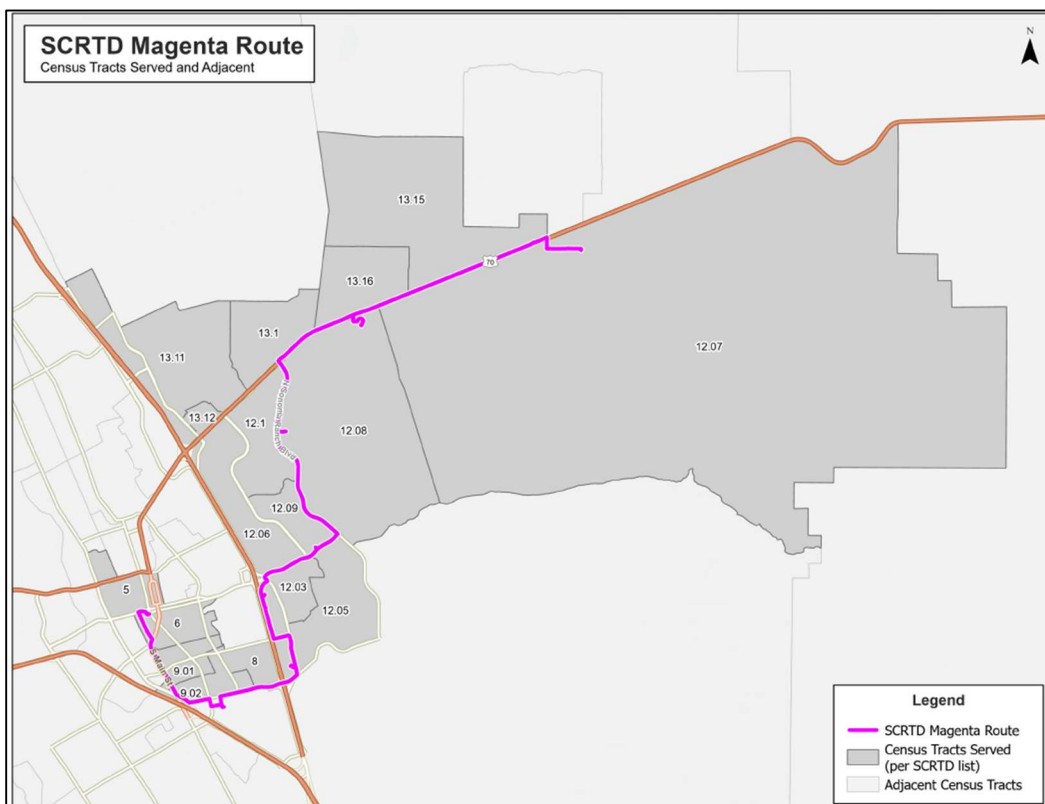
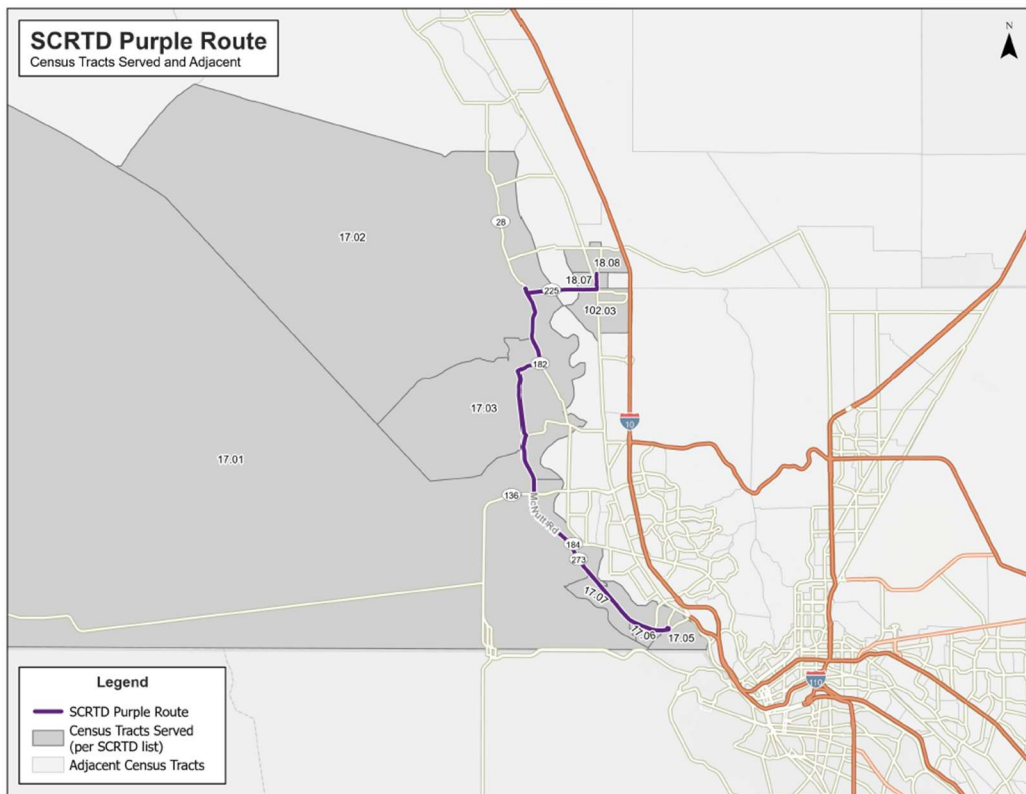
The maps shown below are tied to the Census used for analysis of current bus route demographics. Each map shows the census tracts areas for each bus route demographics with the corresponding overlaid bus route.

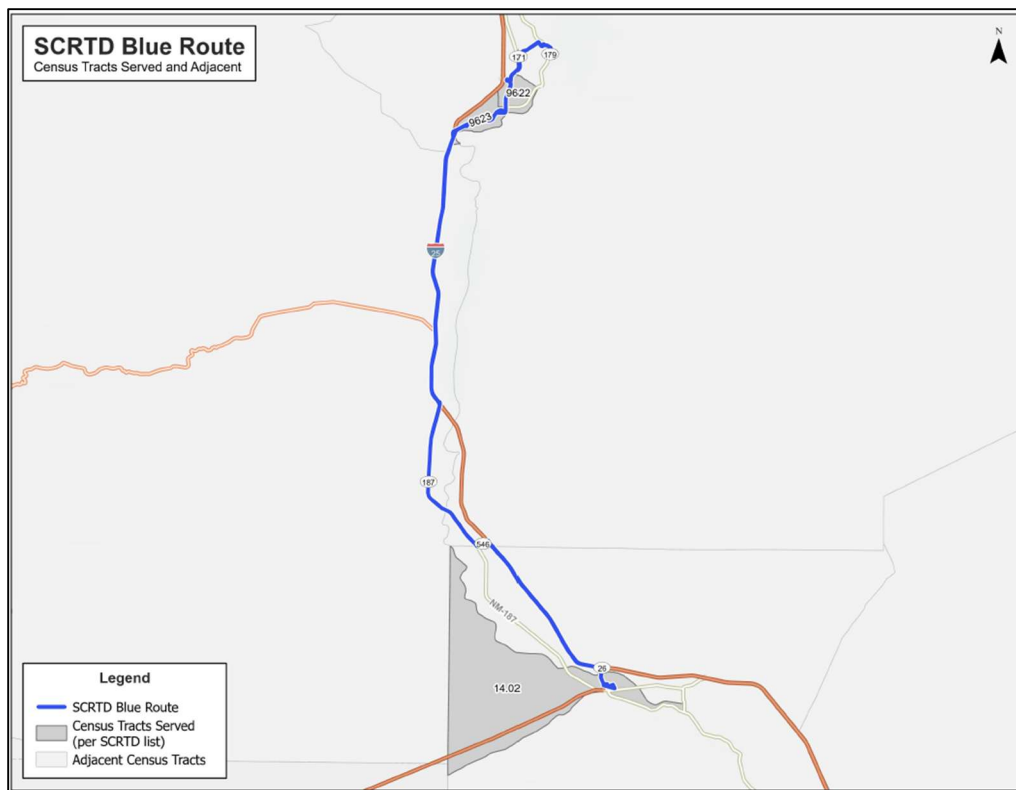
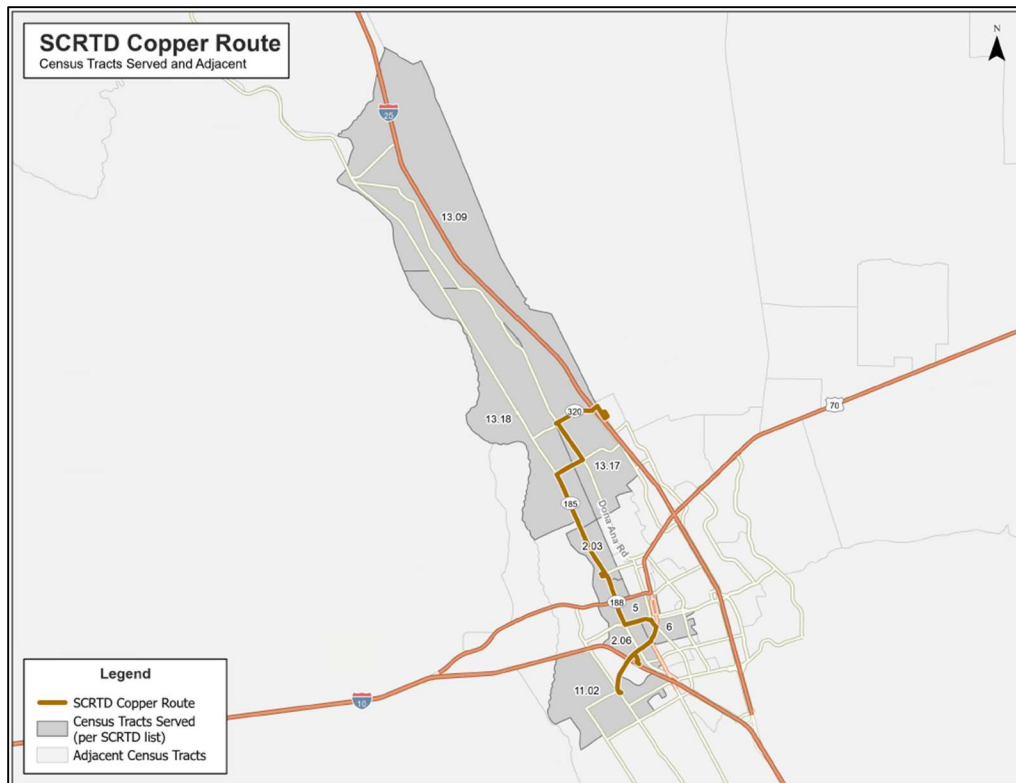
Maps Overlaying Bus Routes with Related Census Tracts





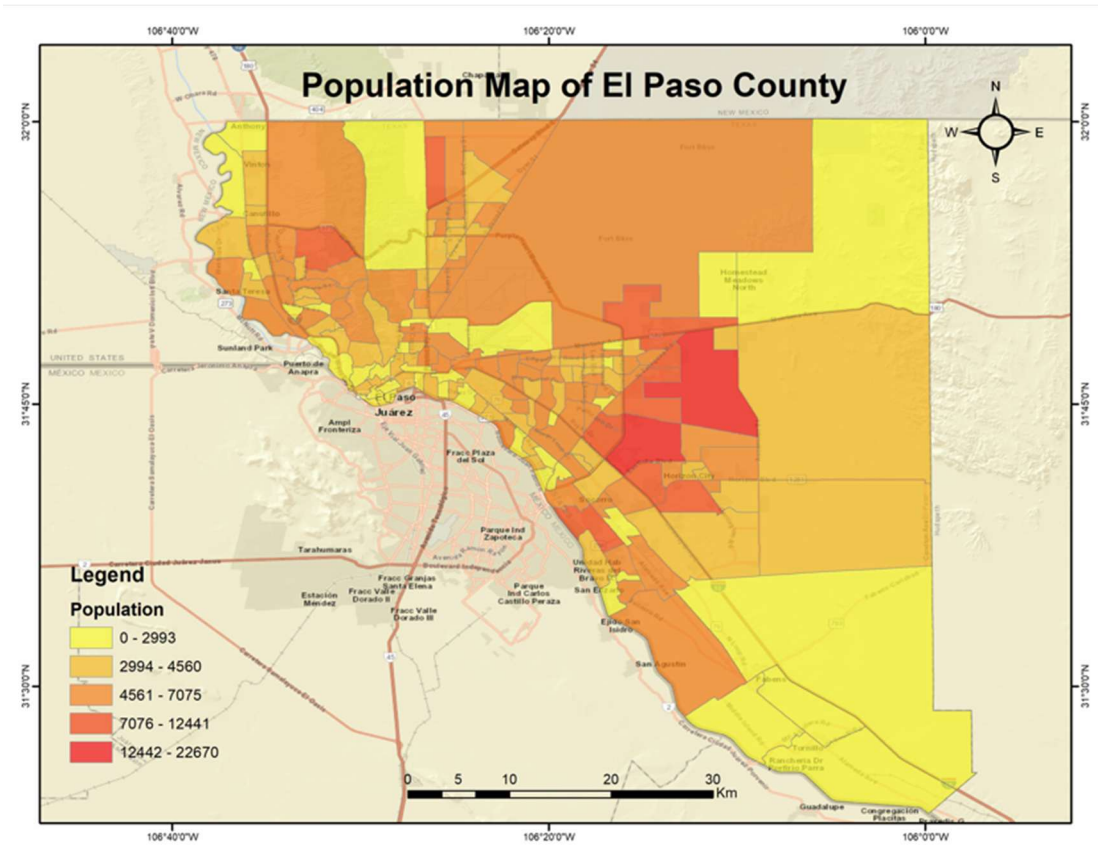


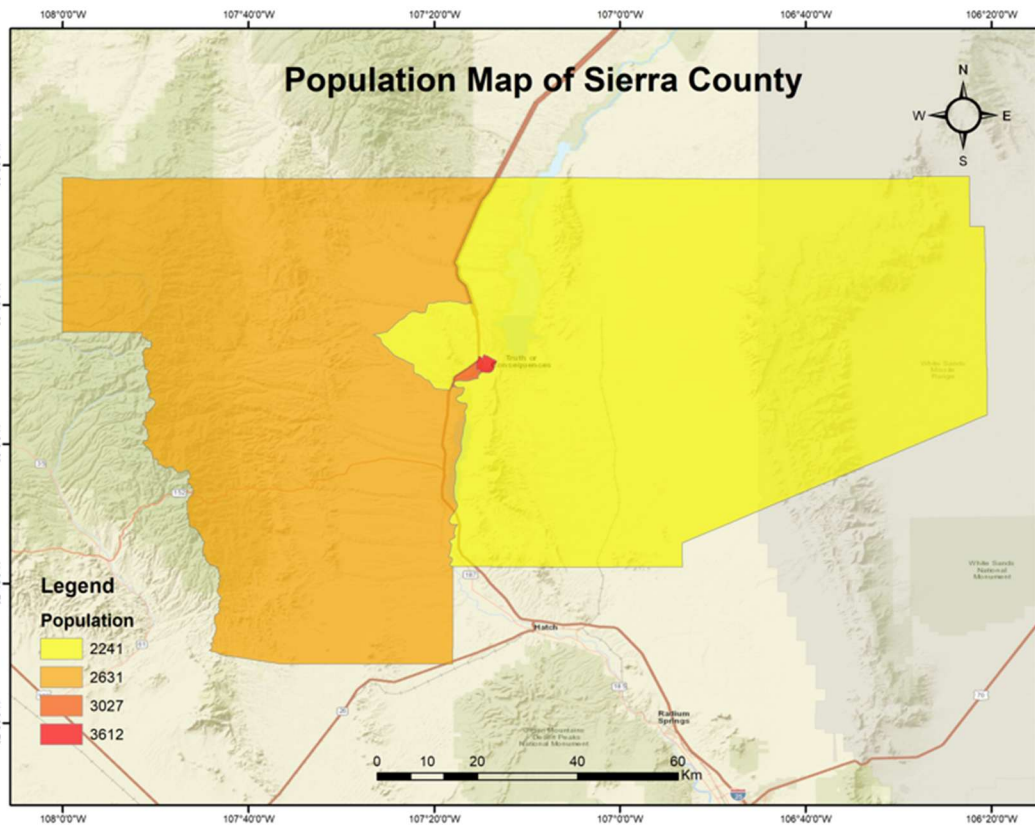
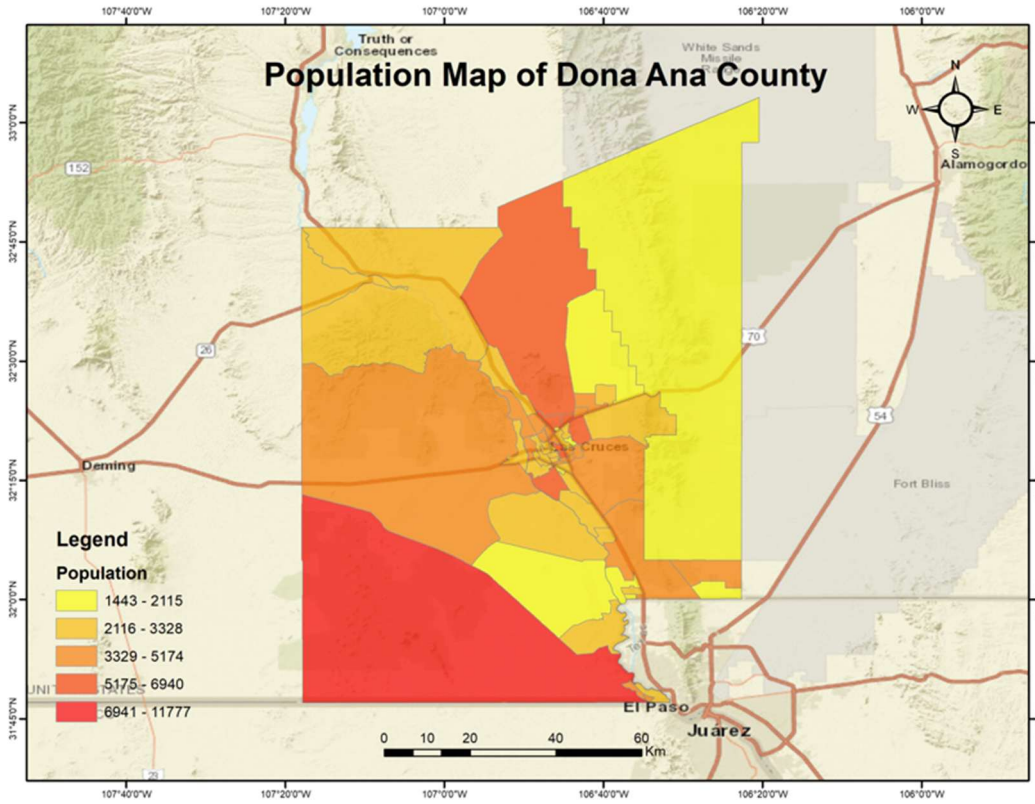


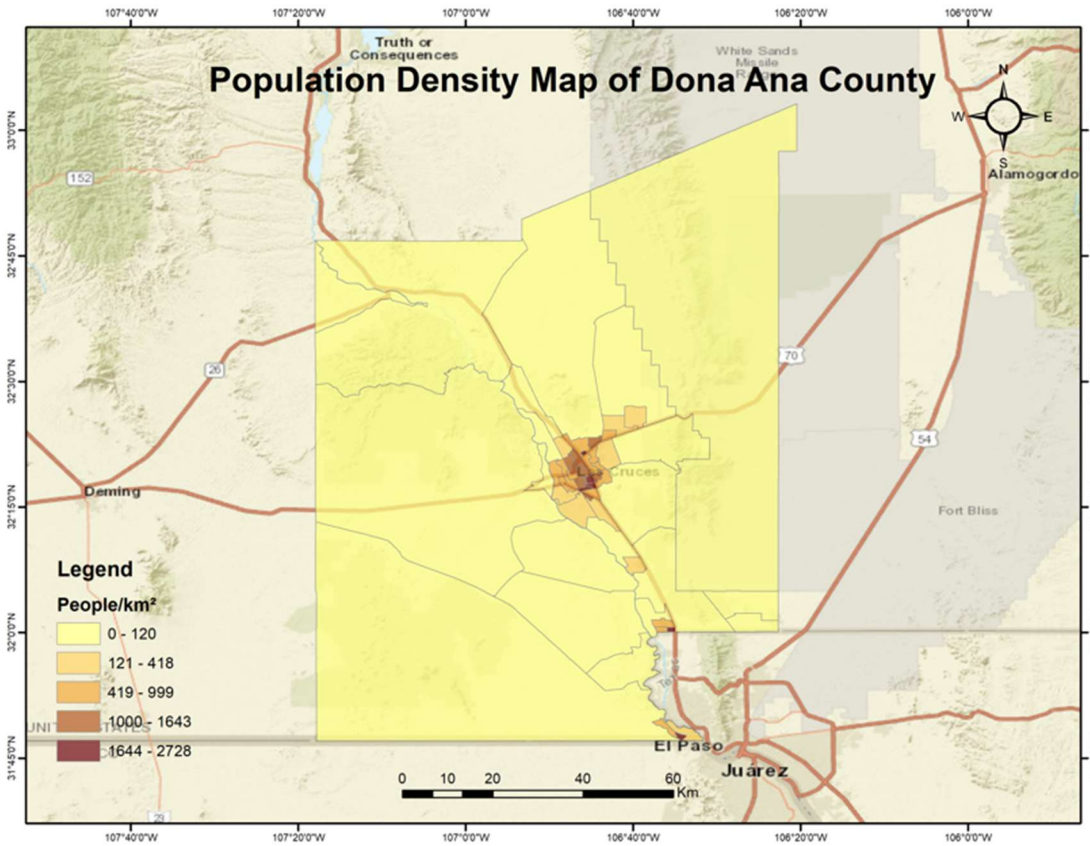
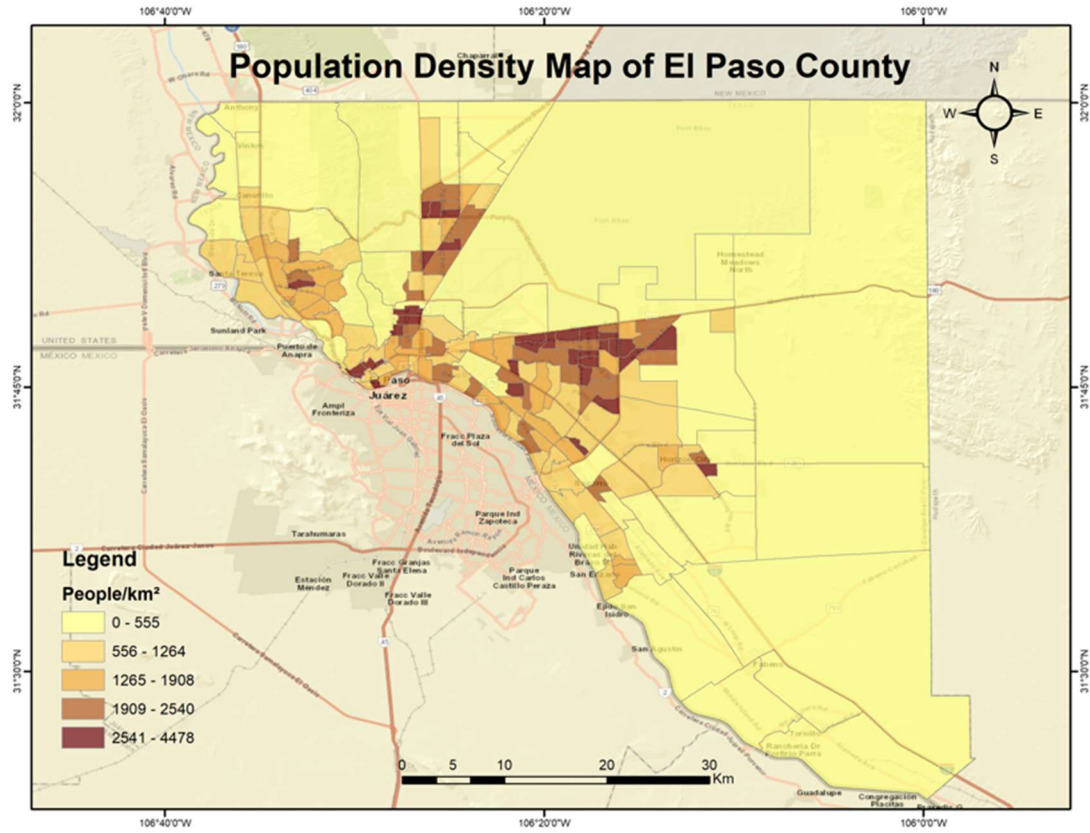


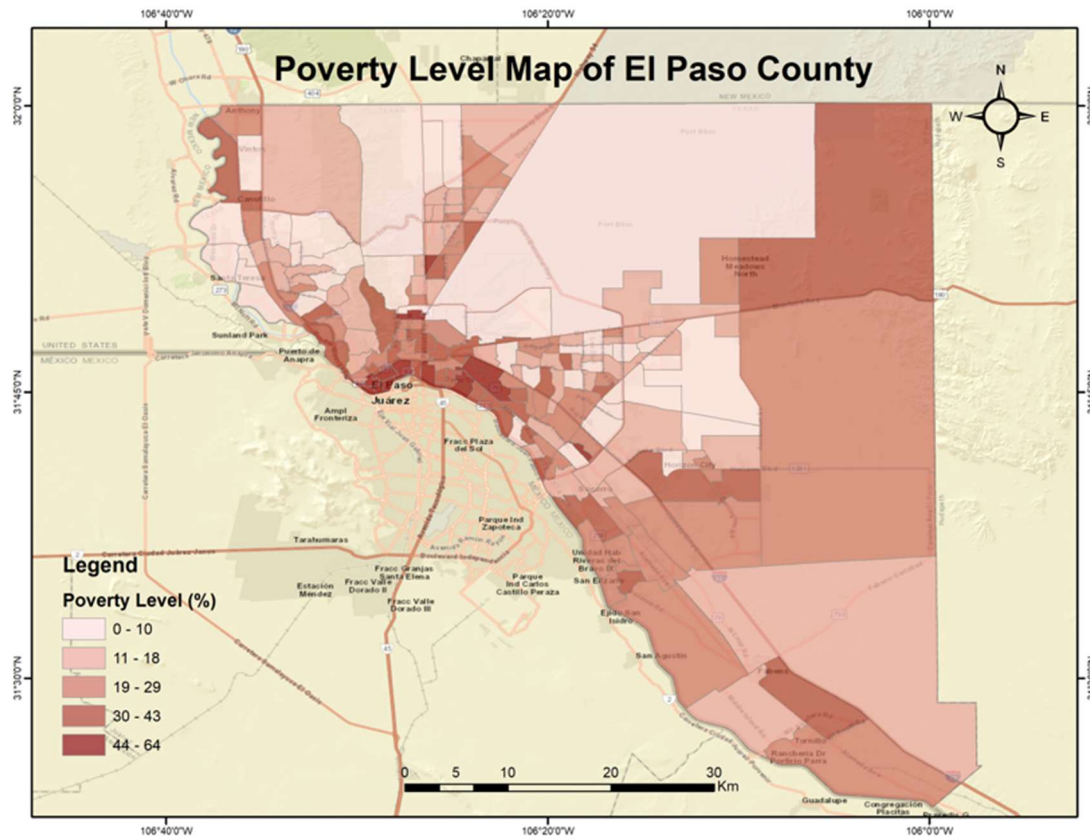
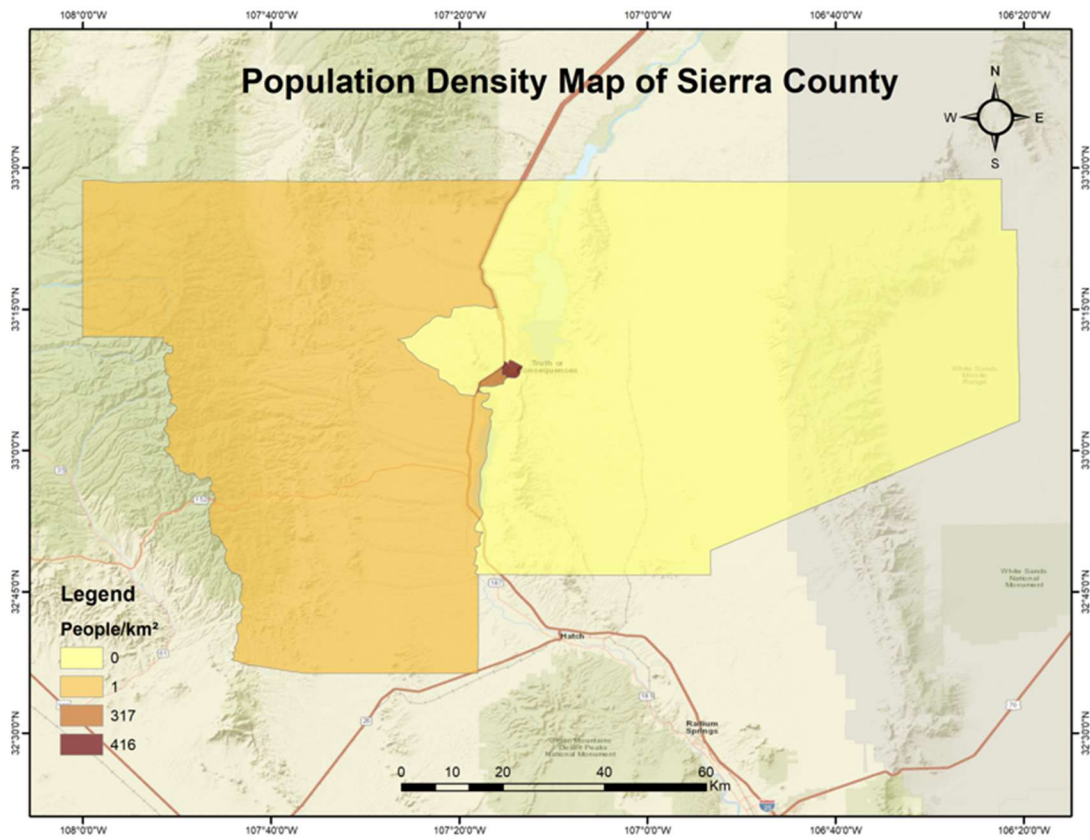
Census Demographic Data by County

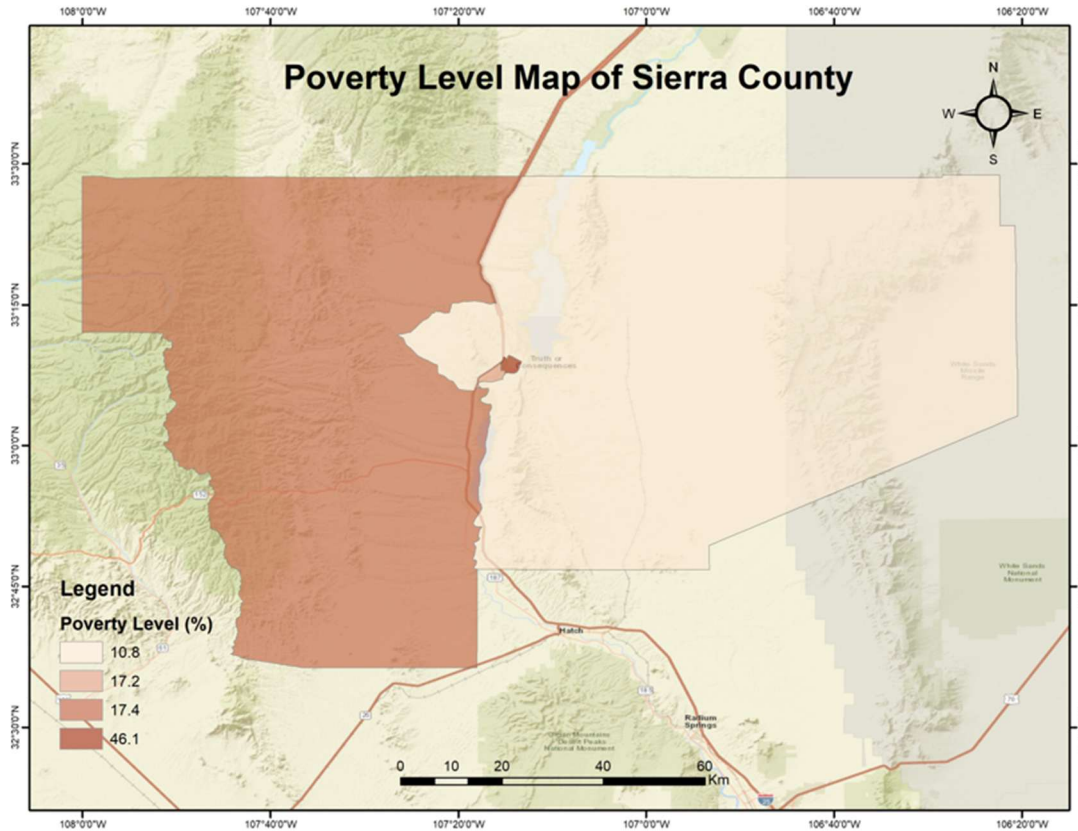
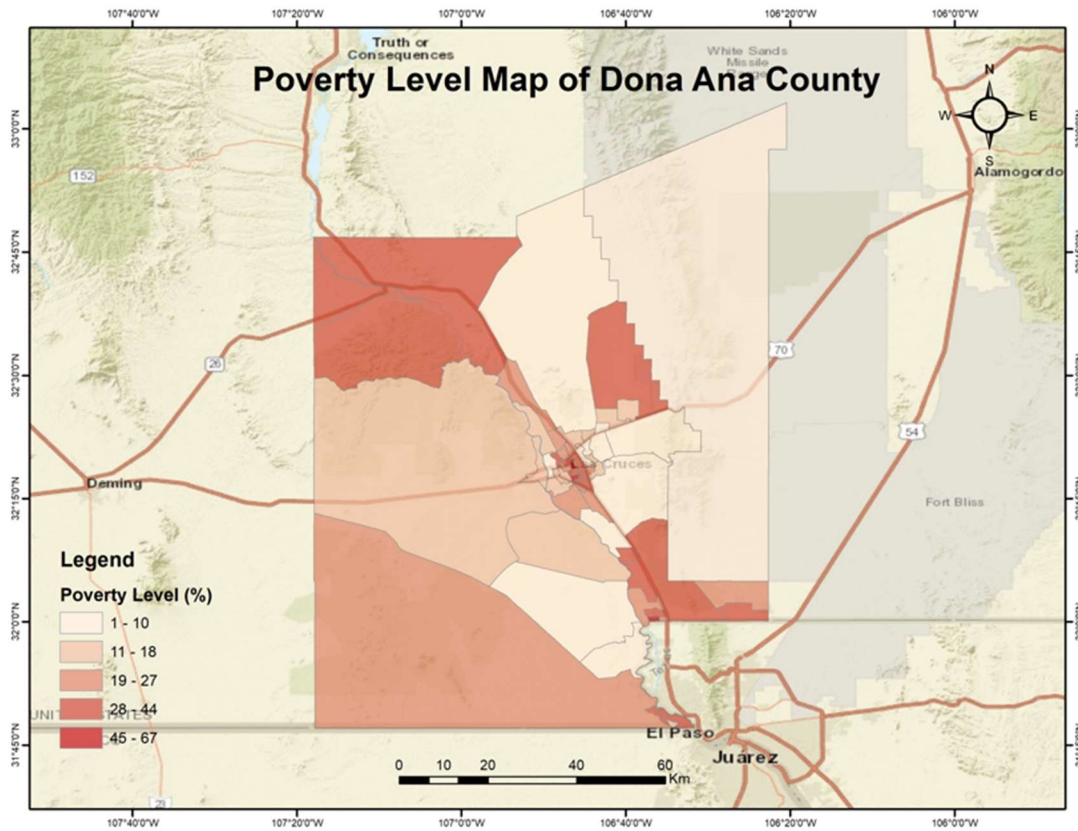
The following is Census Bureau data used for countywide transit demand analysis for this plan.





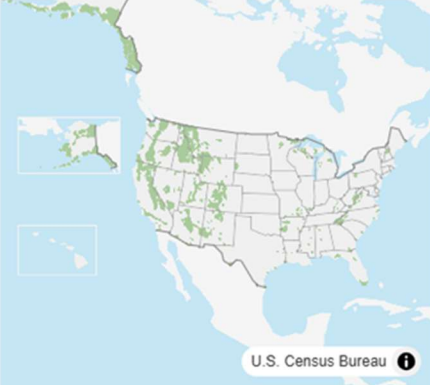






Geographic Area Census Data used in Analysis

Data from the Census Bureau Area Profiles for United States, Texas, New Mexico and Counties with SCRTD Transit Service.

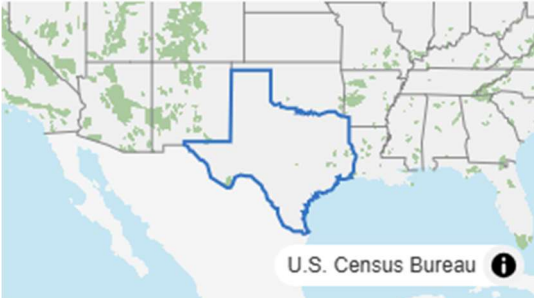


Nation
United States

The United States consists of 50 States and the District of Columbia. The capital is Washington, District of Columbia; the largest city by population is New York, New York. The United States has a total area of 3,809,525 square miles, encompassing 3,532,316 square miles of land and 277,209 square miles of water, placing it among the five largest nations in terms of area. Forty-eight states and the District of Columbia are contiguous; these along with Alaska, are located in North America. Hawaii is an archipelago located in the central Pacific Ocean.

Total Population: 331,449,281	Without Health Care Coverage: 7.9%
Median Household Income: \$77,719	Total Employer Establishments: 8,148,606
Bachelor's Degree or Higher: 36.2%	Total Households: 131,332,360
Employment Rate: 60.6%	Hispanic or Latino (of any race): 62,080,044
Total Housing Units: 140,498,736	

U.S. Census Bureau ⓘ [View Profile](#) ↗

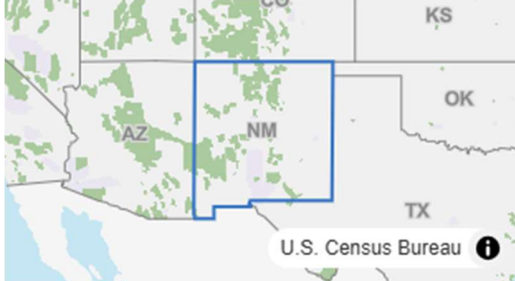


U.S. Census Bureau ⓘ

State

Texas

Total Population: 29,145,505
Median Household Income: \$75,780
Bachelor's Degree or Higher: 34.2%
Employment Rate: 62.6%
Total Housing Units: 11,589,324
Without Health Care Coverage: 16.4%
Total Employer Establishments: 638,183
Total Households: 11,260,645
Hispanic or Latino (of any race): 11,441,717



U.S. Census Bureau ⓘ

State

New Mexico

Total Population: 2,117,522
Median Household Income: \$62,268
Bachelor's Degree or Higher: 31.6%
Employment Rate: 55.0%
Total Housing Units: 940,859
Without Health Care Coverage: 9.1%
Total Employer Establishments: 43,953
Total Households: 856,580
Hispanic or Latino (of any race): 1,010,811

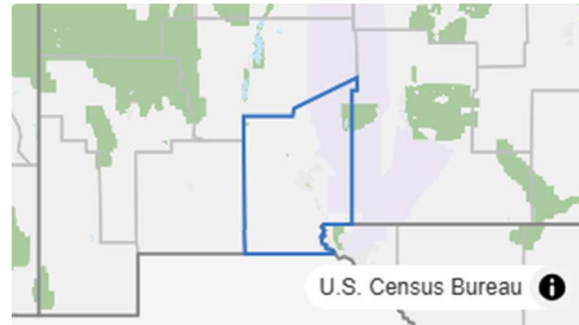
[View Profile](#) ↗



County

El Paso County, Texas

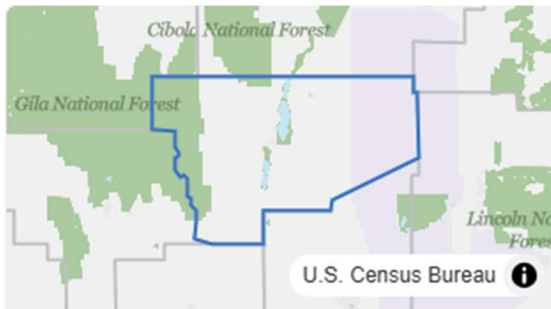
Total Population: 865,657
Median Household Income: \$58,971
Bachelor's Degree or Higher: 25.9%
Employment Rate: 57.8%
Total Housing Units: 317,894
Without Health Care Coverage: 21.8%
Total Employer Establishments: 15,498
Total Households: 301,198
Hispanic or Latino (of any race): 715,351



County

Doña Ana County, New Mexico

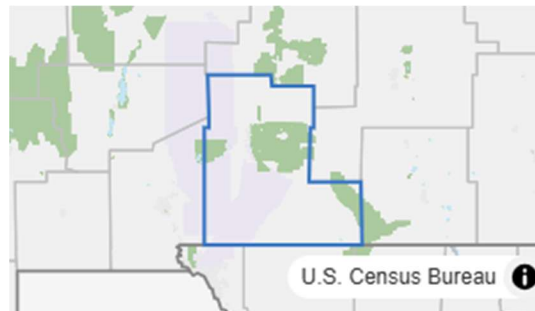
Total Population: 219,561
Median Household Income: \$56,451
Bachelor's Degree or Higher: 31.8%
Employment Rate: 54.7%
Total Housing Units: 89,804
Without Health Care Coverage: 10.4%
Total Employer Establishments: 3,761
Total Households: 87,688
Hispanic or Latino (of any race): 147,672



County

Sierra County, New Mexico

Total Population: 11,576
Median Household Income: \$37,840
Bachelor's Degree or Higher: 16.3%
Employment Rate: 35.2%
Total Housing Units: 8,056
Without Health Care Coverage: 4.1%
Total Employer Establishments: 215
Total Households: 5,419
Hispanic or Latino (of any race): 3,311



County

Otero County, New Mexico

Total Population: 67,839
Median Household Income: \$50,762
Bachelor's Degree or Higher: 21.7%
Employment Rate: 51.4%
Total Housing Units: 32,210
Without Health Care Coverage: 10.9%
Total Employer Establishments: 925
Total Households: 25,289
Hispanic or Latino (of any race): 26,152

Appendix 7 - Independent Auditors Report

Below are excerpts from the SCRTD 2024 Independent Auditors Report.

Year ending 6/30/24

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the 10 year schedules for Pension on pages 32 - 34 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context.

We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted the Management's Discussion and Analysis which is required to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the South Central Regional Transit District's basic financial statements. The Schedule of Expenditures of Federal Awards, as required by Title 2 U.S Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards are presented for purposes of additional analysis and are not a required part of the basic financial statements. The information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditures of Federal Awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

- 4 -

STATE OF NEW MEXICO
SOUTH CENTRAL REGIONAL TRANSIT DISTRICT
STATEMENT OF NET POSITION
AS OF JUNE 30, 2024

ASSETS AND DEFERRED OUTFLOWS	Governmental Activities
Current assets:	
Cash and cash equivalents (note 2)	\$ 328,533
Accounts receivable	<u>159,276</u>
TOTAL CURRENT ASSETS	487,809
Noncurrent assets:	
Right to use asset, net (note 4)	2,446
Capital assets, net (note 3)	<u>3,174,856</u>
Total noncurrent assets	<u>3,177,302</u>
Total assets	3,665,111
Deferred outflows:	
Deferred outflows-NPL (note 7)	<u>572,253</u>
Total deferred outflows	<u>572,253</u>
TOTAL ASSETS AND DEFERRED OUTFLOWS	<u>\$ 4,237,364</u>
LIABILITIES AND NET POSITION (DEFICIT)	
Current liabilities:	
Accounts payable	\$ 707,486
Current portion of compensated absences (note 5)	16,327
Accrued salaries	72,544
Current portion of lease liability (note 9)	<u>1,655</u>
Total current liabilities	798,012
Non-current liabilities:	
Compensated absences (note 5)	32,655
Net pension liability (note 7)	<u>1,645,071</u>
Total non-current liabilities	<u>1,677,726</u>
Total liabilities	2,475,738
Deferred inflows:	
Deferred inflows-NPL (note 7)	20,077
Unearned revenue	<u>23,506</u>
Total deferred inflows of resources	<u>43,583</u>
TOTAL LIABILITIES AND DEFERRED INFLOWS	2,519,321
Net position :	
Net investment in capital assets	3,159,320
Unrestricted	<u>(1,441,277)</u>
Total net position	<u>1,718,043</u>
TOTAL LIABILITIES AND NET POSITION	<u>\$ 4,237,364</u>

See accompanying notes to financial statements and independent auditors' report

STATE OF NEW MEXICO
SOUTH CENTRAL REGIONAL TRANSIT DISTRICT
STATEMENT OF REVENUES, EXPENDITURES,
AND CHANGES IN FUND BALANCE - GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2024

	General Fund
Revenues:	
Charges for services	\$ 167,833
State sources	1,162,303
Federal sources	<u>1,674,730</u>
Total revenues	3,004,866
Expenditures:	
General government	2,411,779
Capital outlay	<u>1,086,910</u>
Total expenditures	<u>3,498,689</u>
Excess (deficiency) of revenues over expenditures	(493,823)
Other financing sources (uses):	
Principal payments	<u>(60,000)</u>
Total other financing sources	<u>(60,000)</u>
Net changes in fund balances	(553,823) ✓
Fund balances, beginning of year	<u>238,096</u>
Fund balances, end of year	<u>\$ (315,727)</u>

See accompanying notes to financial statements and independent auditors' report

STATE OF NEW MEXICO
SOUTH CENTRAL REGIONAL TRANSIT DISTRICT
NOTES TO FINANCIAL STATEMENTS
FOR THE YEAR ENDED JUNE 30, 2024

2. CASH AND CASH EQUIVALENTS (CONTINUED)

As of June 30, 2024, cash consists of the following:

	Per Institution	Reconciling Items	Per Financial Statement
Bank of the West:			
Operating account	\$ 334,996	\$ (67,148)	\$ 267,848
Money market account	60,561	-	60,561
Total checking accounts	395,557	(67,148)	328,409
Petty cash held by the District	124	-	124
Total of checking accounts and petty cash	\$ 395,681	\$ (67,148)	\$ 328,533

Custodial Credit Risk-Deposits - Custodial credit risk is the risk that, in the event of a bank failure the District's deposits may not be returned to it. The District does not have a deposit policy for custodial credit risk. Bank balances of \$250,000 are covered by federal depository insurance. As of June 30, 2024, bank balances for the District exceed the federal depository insurance.


As of June 30, 2024, the District's operating account bank balance was exposed to custodial risk.

Total deposits in bank	\$ 395,557
Less: FDIC coverage	250,000
Uninsured public funds	145,557
Pledge requirement %	50 %
Pledge requirement	72,779
Pledged collateral	-
Uninsured and uncollateralized	\$ 72,779

As of June 30, 2024, the District did not have sufficient collateralization of public funds, see finding 2024-001 on page 50. ✓

Appendix 8 - Metro Transportation Plan Maps

Below are geographic information from the Dona Ana County MPO used in the analytics for the 10 Year Plan.



Transit Systems Priorities Plan SCRTD

As the MPO Planning Area changes in growth direction and demographic composition, it becomes increasingly challenging to serve the existing and potential ridership of the Area. The map to the right presents a concept where there will be a series of express and Bus Rapid Transit (BRT) routes. It is envisioned that circulator routes would complement these routes. BRT and express routes could be candidates for a future light rail transit. Transit Oriented Development should be encouraged along the express and BRT corridors and at transit transfer centers.

Regional Transit Initiatives

The MPO will assist the planning efforts of RoadRUNNER Transit, South Central Regional Transit District (SCRTD) and the New Mexico Department of Transportation (NMDOT) Park and Ride to create an integrated transit system that serves the needs of the region.

Associated Policies:

- Assist RoadRUNNER Transit and SCRTD in developing coordinated short and medium range transit plans.
- Assist in the development of a long range regional public transportation plan
- Assist in the further study of a commuter rail service between Las Cruces and El Paso Corridor
- Study the location of additional transfer centers to improve service to growth areas (i.e., East Mesa.) suggested alternate locations are:
 - between Lohman and Foothills
 - City/BIM owned land at the southeast corner of Lohman/Paseo de Oñate.

TRANSIT ORIENTED DEVELOPMENT

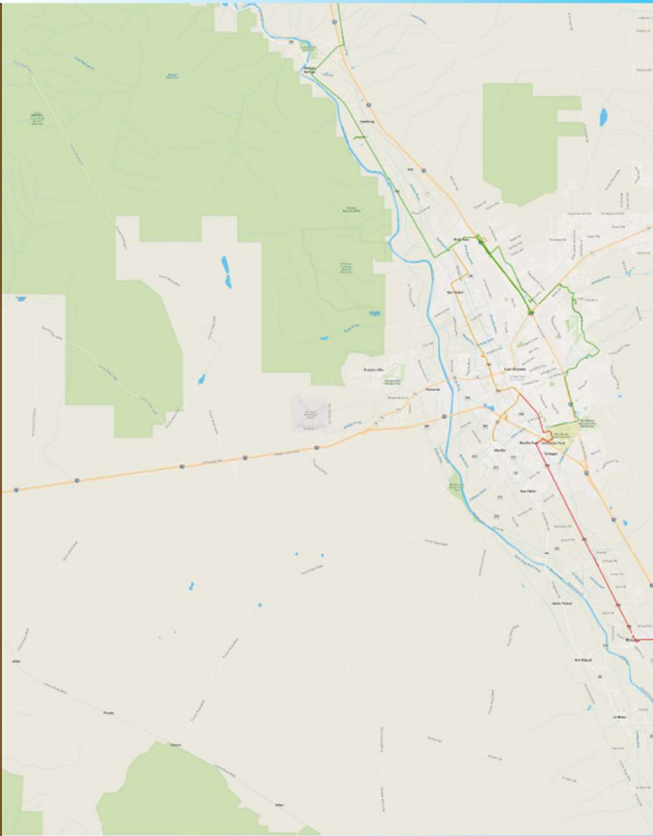
Transit Oriented Development (TOD) designates a mix of commercial, residential, office and entertainment centered around or located near transit stops on express, BRT and all lines. Dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities. Successful TOD depends on access and density around the transit station. Convenient access to transit fosters development, while density encourages people to use the transit system.

The structure of a TOD is composed of a relatively high-density development near the transit stops with progressively lower density development spreading outward from the center.

Associated Policies:

support TOD in appropriate corridors through land use and zoning decisions such as

- efficient location of land uses (appropriate land use density, diversity and distribution) so people can walk, bicycle, and take transit for short trips
- a rich mix of housing, jobs, shopping and recreational choices
- economic value for the public and private sectors, and for both new and existing residents a sense of community and of place



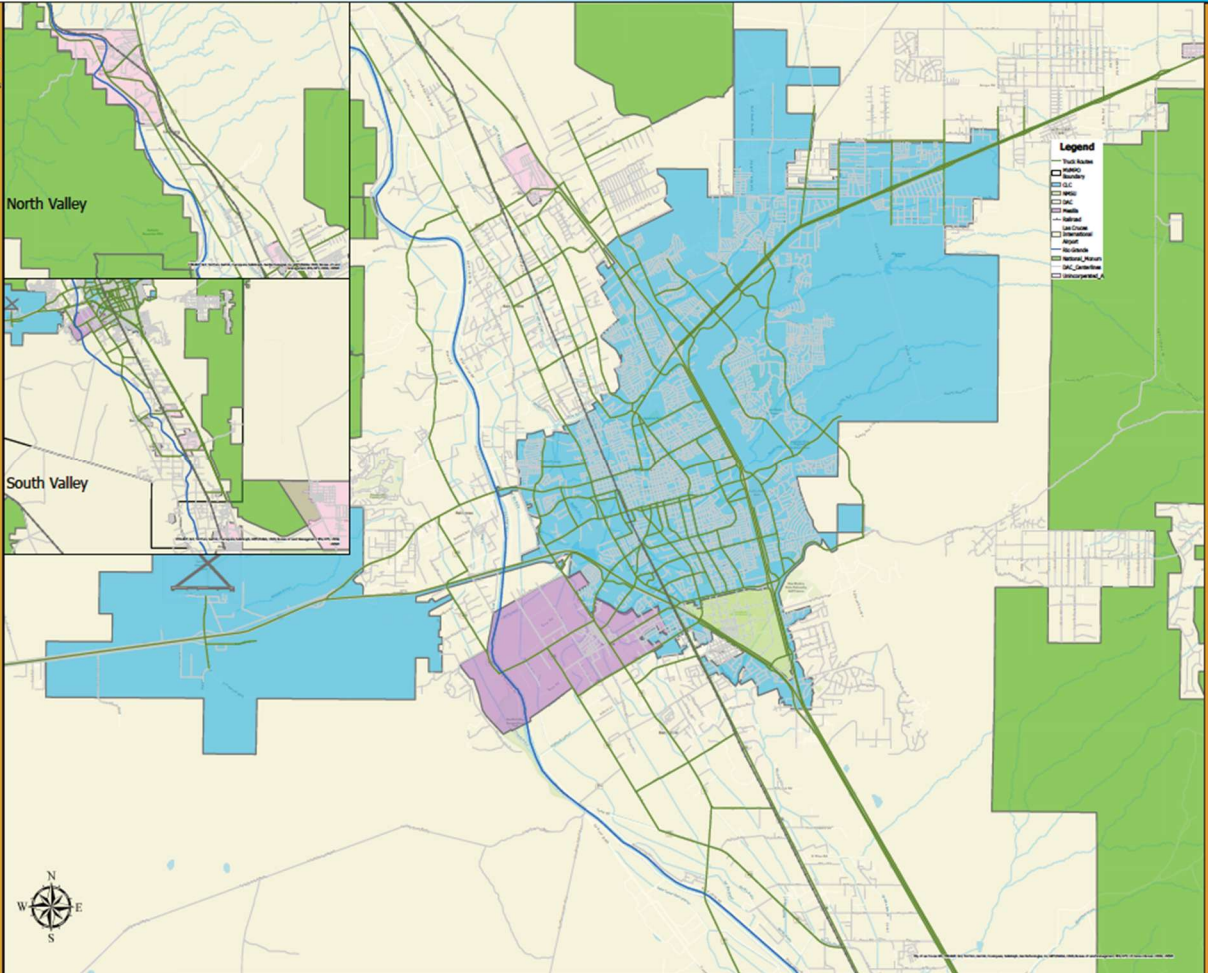
Metropolitan Transportation Plan 2050
MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA DEL VALLE DE MESILLA



Truck Route Map

TRUCK ROUTE MAP

This map serves as a guide to MPO member jurisdictions in the development of access policies for large trucks. Local jurisdictions, with the exception of state and federally owned roadways, may restrict through truck traffic. This map includes roadways that do not limit the use of large trucks.



Metropolitan

Ask AI Assistant

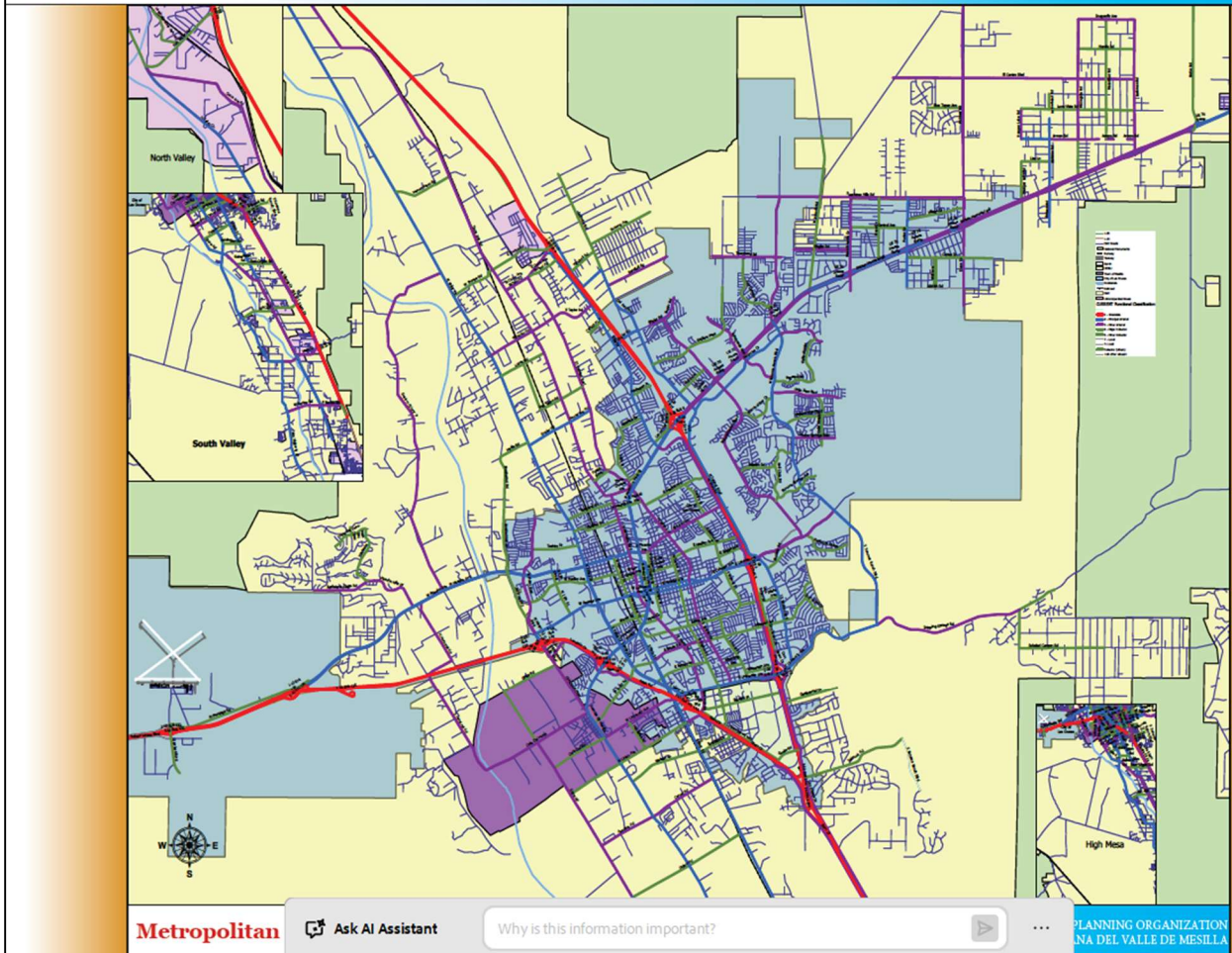
Why is this information important?



PLANNING ORGANIZATION
ANA DEL VALLE DE MESILLA



Functional Classification Map





Active Mobility Plan

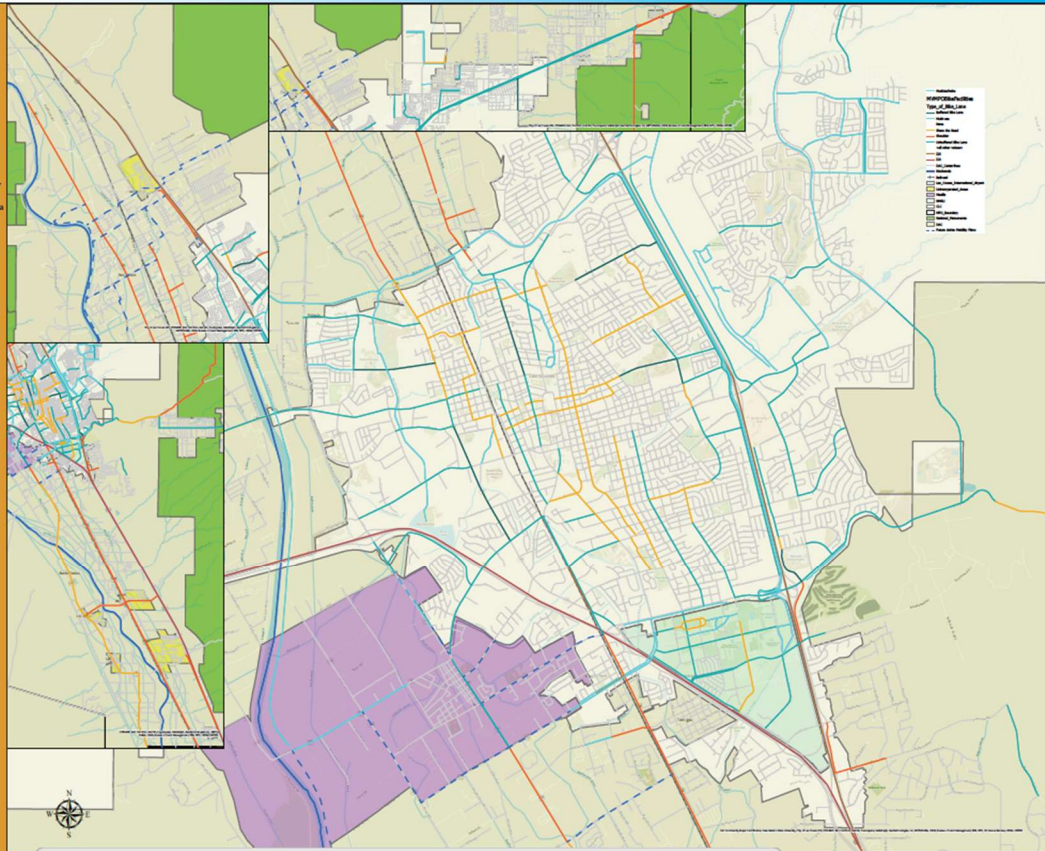
IN-ROAD BICYCLE FACILITIES NETWORK

Building Complete Streets is an important part of developing safe and well-connected bicycle and pedestrian networks. All new thoroughfares should be constructed with in-road bicycle facilities and sidewalks. The dashed lines represent facilities where new bicycle improvements are necessary.

Associated Policies:

- Support the completion of the Multi-Use Loop Trail
- Increase access to regional recreational activities
- Protect the natural environment of arroyos and enhance them with trail development

The City of Las Cruces, Town of Mesilla, and Doña Ana County have passed resolutions in support of creating a loop trail including the Trivis Multi-use Path, Oxfall Channel, La Llorona trail, and proposed shoulders/bike lanes along Calle del Norte and University.



Ask AI Assistant

Simplify the document for me



LEY METROPOLITAN PLANNING ORGANIZATION
ACION METROPOLITANA DEL VALLE DE MESILLA