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Introduction

One of the primary objectives of the New Mexico Department of Transportation’s (NMDOT) Transit and Rail Division is the establishment and maintenance of public and private non-profit transit systems. The Transit and Rail Division provides this assistance through a partnership with New Mexico’s transit providers and the Federal Transit Administration (FTA), as well as cooperation with Regional Transportation Planning Organizations (RTPOs), Metropolitan Planning Organizations (MPOs), and local and tribal governments.

NMDOT is authorized under New Mexico’s Public Mass Transportation Act Sections 67-3-67 to 67-3-70 NMSA 1978 (as amended by Sections 37, 37-8, and 39, Chapter 268, Laws of 1987) and has the primary authority and responsibility for administering the FTA’s rural and small urban formula and discretionary grant programs.

The Fixing America’s Surface Transportation Act (FAST Act), signed into law by President Obama on December 4, 2015 and effective October 1, 2015, applied new program rules to the Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized funding for federal surface transportation programs beginning with ALL Federal Fiscal Year 2016 funding. The FAST Act legislation continued the coordinated transportation planning requirements established in previous laws. Specifically, MAP-21 noted that the projects selected for funding through the Section 5310 Program must be “included in a locally developed, coordinated public transit-human services transportation plan” and this plan must be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other members of the public.” The FAST Act maintains this requirement.

The two primary formula grant programs NMDOT administers are Sections 5310 and 5311. Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, enhances mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act (ADA) complementary paratransit services. Section 5311, Formula Grants For Other than Urbanized Areas, provides capital, planning, administration, and operating assistance to states to support public transportation in rural areas (areas with a population of less than 50,000 people), where many residents often rely on public transit to reach their destinations.

As the statewide designated recipient of the Section 5310 and 5311 funds, NMDOT’s Transit and Rail Division coordinated with transit and human services transportation providers, the Northern Pueblos RTPO, the Santa Fe MPO, and the general public to develop this plan. The main purpose of this plan is to analyze the transit services
currently available in the plan area and makes strategy recommendations for transit programs and mobility coordination in the Northern Pueblos RTPO and the Santa Fe MPO. Separate plans were developed for each of the state’s RTPO areas, these plans include MPOs, as appropriate.

**Background**

This section provides an explanation of the coordinated transportation planning process based on FTA Section 5310 guidance, released in June 2014.

**Coordinated Plan Elements**

FTA guidance defines a coordinated public transit human service transportation plan as one that identifies the transportation needs of older adults, individuals with disabilities, households without vehicles, and persons living under the poverty line. The plan must also provide strategies for meeting the needs of these disadvantaged population groups and prioritize transportation services for funding and implementation.

In total, there are four required coordinated plan elements:

- **Assessment of Available Services** – Identify current transportation providers from the public, private, and non-profit sectors.

- **Assessment of Transportation Needs** – Identify the transportation needs of older adults, individuals with disabilities, households without vehicles, and persons living under the poverty line. This assessment can be conducted through public outreach, reviewing area transportation plans, data collection, and the assessment of gaps in current transit services.

- **Development of Strategies** – Address the identified needs in addition to providing opportunities to increase efficiency within the transportation network.

- **Development of Priorities for Implementation** – Address current resources, time frames, and feasibility for implementation

**Section 5310 Program**

MAP-21 established a modified FTA Section 5310 Program that consolidates the previous New Freedom and Elderly and Disabled Programs. The purpose of the Section 5310 Program is to enhance mobility for seniors and individuals with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Section 5310 Program recipients must
continue to certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes input from seniors and individuals with disabilities, transportation providers, and other stakeholders; and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.

**Funding**

Funds through the Section 5310 Program are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities, with 60 percent of the funds apportioned to designated recipients in urbanized areas with populations larger than 200,000, 20 percent to states for use in urbanized areas of fewer than 200,000 persons, and 20 percent to states for use in rural areas. The federal share for capital projects is 80 percent with a 20 percent local match, and for operating grants is 50 percent with a 50 percent local match.

The local share for Section 5310 Program projects can be derived from other federal non-DOT transportation sources. Examples of these programs that are potential sources of local match include employment training, aging, community services, vocational rehabilitation services, and Temporary Assistance for Needy Families (TANF). More information on these programs is available on the Coordinating Council on Access and Mobility Website at [https://www.transit.dot.gov/ccam](https://www.transit.dot.gov/ccam).

**Eligible Subrecipients and Activities**

Under MAP-21, eligible subrecipients for the Section 5310 Program include states or local government authorities, private non-profit organizations, or operators of public transportation services that receive a grant indirectly through a recipient. MAP-21 also modified eligible activities under the Section 5310 Program:

- At least 55% of program funds are required to be used for capital projects that are:
  - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

- The remaining 45% may be used for purposes including:
  - Public transportation projects that exceed ADA requirements.
  - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
  - Alternatives to public transportation that assist seniors and individuals with disabilities.
Planning Context

The following section provides an overview of the demographic composition of the Northern Pueblos RTPO. As displayed in Figure 1, this RTPO includes Rio Arriba, Taos, Santa Fe, and Los Alamos Counties. The Plan also includes the Santa Fe MPO. Table 1 provides a summary of existing transit providers serving the RTPO and MPO areas.

Table 1: Service Providers in the Northern Pueblos RTPO

<table>
<thead>
<tr>
<th>Name</th>
<th>Area of Service</th>
<th>Service Type(s)</th>
<th>Funding Program(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atomic City Transit</td>
<td>Los Alamos County, a small portion of Sandoval County and the White Rock CDP</td>
<td>Fixed Route, Paratransit and Demand Response</td>
<td>$§5311</td>
</tr>
<tr>
<td>Dreamtree Project</td>
<td>Taos County</td>
<td>Program Sponsored</td>
<td>$§5310</td>
</tr>
<tr>
<td>Las Cumbres Community Services</td>
<td>Rio Arriba County</td>
<td>Program Sponsored</td>
<td>$§5310</td>
</tr>
<tr>
<td>North Central Regional Transit District</td>
<td>City of Española, Los Alamitos, Los Alamos County, Rio Arriba County, City of Santa Fe, Santa Fe County, Town of Taos, Taos Ski Valley, Taos County, Village of Chama, Edgewood, Moriarty, Questa, Town of Red River, Santa Clara Pueblo, Jicarilla Apache Nation, Dulce, Bloomfield, City of Farmington, San Ildefonso Pueblo, Pojoaque, and Nambe, Chimayo, and El Rito.</td>
<td>Intercity, Fixed Route and Paratransit</td>
<td>$§5310 and $§5311</td>
</tr>
<tr>
<td>NMDOT Park &amp; Ride</td>
<td>Counties of Bernalillo, Doña Ana, Los Alamitos, Rio Arriba, San Miguel, Sandoval, Santa Fe, Taos, Torrance, and El Paso County, TX</td>
<td>Intercity Bus</td>
<td>$§5311(f) and state funding</td>
</tr>
<tr>
<td>New Mexico Rail Runner Express</td>
<td>Bernalillo, Sandoval, Santa Fe, and Valencia Counties</td>
<td>Commuter Rail</td>
<td>$§5307 and $§5339</td>
</tr>
<tr>
<td>Service Provider</td>
<td>Organization</td>
<td>Service Type</td>
<td>Section(s)</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>----------------------------------------------------</td>
<td>---------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Red River Miner’s Transit</td>
<td>The Town of Red River</td>
<td>Dial-A-Ride and Demand Response</td>
<td>§5310 and §5311</td>
</tr>
<tr>
<td>Santa Fe Trails</td>
<td>City and County of Santa Fe</td>
<td>Fixed Route and Paratransit</td>
<td>§5307, §5310 and §5339</td>
</tr>
<tr>
<td>EnSueños Y Los Angelitos</td>
<td>Taos County</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
<tr>
<td>Ohkay Owingeh</td>
<td>Rio Arriba County (Ohkay Owingeh Pueblo)</td>
<td>Demand Response</td>
<td>§5311</td>
</tr>
<tr>
<td>Rio Arriba County</td>
<td>Rio Arriba County, City of Española, Village of Chama</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
<tr>
<td>Rocky Mountain Youth Corp.</td>
<td>Town of Taos</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
<tr>
<td>Santa Clara Pueblo</td>
<td>Santa Clara Pueblo</td>
<td>Program Sponsored</td>
<td>§5310</td>
</tr>
</tbody>
</table>
Figure 1: Northern Pueblos and Santa Fe MPO Regional Geography

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Atomic City Transit

The County of Los Alamos’ Atomic City Transit provides both fixed route and demand response service. The entire County of Los Alamos and a very small portion of Sandoval County are served. Los Alamos County includes the communities of Los Alamos and White Rock. Atomic City Transit also operates a fixed route to Bandelier National Monument Visitors Center. Dial-a-Ride service is available to the general public from 6:30 p.m. to 9:00 p.m., Monday through Friday, and is a “curb-to-curb” service (or “door-to-door,” upon request). All fixed routes and Dial-A-Ride services are free to the general public. ADA complementary paratransit service is available through ACT Assist. ACT Assist provides door-to-door service for individuals with disabilities who cannot use regular bus service. More information on Atomic City Transit may be found at:
https://www.losalamosnm.us/government/departments/public_works/atomic_city_transit

NMDOT Park & Ride

The New Mexico Department of Transportation operates a general public park and ride bus service, NMDOT Park & Ride, consisting of 11 routes throughout the state. Nine of these routes serve the Northern Pueblos RTPO offering service to Española, Las Vegas, Los Alamos, Pojoaque, and Santa Fe, including three shuttles that connect New Mexico Rail Runner Express Stations to major destinations in Santa Fe. Fares for the services range from $1.00 to $6.00 depending on the route. Discounted monthly passes are available. Service begins at 3:55 a.m. to 9:35 p.m. More information on NMDOT Park & Ride services may be found at: www.nmparkandride.com

North Central Regional Transit District

The North Central Regional Transit District provides free bus service Monday through Friday to a service area that encompasses over 10,000 square miles of north central New Mexico including the counties of Taos, Los Alamos, Rio Arriba, and Santa Fe; the Cities of Santa Fe, Española, and the Towns of Taos, Questa, Peñasco, Edgewood, Cerrillos, Madrid, El Rito, Ojo Caliente, Chama, Chimayo, La Cienega; as well as the Pueblos of Pojoaque, Ohkay Owingeh, Nambé, San Ildefonso, Santa Clara, Tesuque, and the Jicarilla Apache Nation. The RTD Mountain Trail route also provides service up to Hyde Park Road to Ski Santa Fe throughout the year. The company’s signature “RTD Blue Buses” provide additional transit connections to New Mexico Rail Runner Express, Santa Fe Trails, NMDOT Park & Ride, Los Alamos Atomic City Transit, and Red River Miner’s Transit. All of its buses are equipped with bike racks and are ADA accessible. More information on the NCRTD service may be found at: www.ncrtd.org
Santa Fe Trails

The City of Santa Fe Transit Division operates three distinct transit programs delivering service 7-days a week within the City of Santa Fe and the Community College District in Santa Fe County. Santa Fe Trails is the general public fixed-route bus system, which delivers service on ten fixed routes throughout the City and to the Santa Fe Community College. Fares for the service are $1.00 per one-way trip, $0.50 discounted fares for seniors and individuals with disabilities, and discounted daily, monthly, and yearly passes are available. Service is available from 5:30 a.m. to 10:30 p.m. Monday thru Friday, Saturdays from 8:00 a.m. to 8:00 p.m. and Sundays from 8:00 a.m. to 6:00 p.m. Santa Fe Pick-Up Shuttles provide fare-free service on three routes around the downtown, to Canyon Road, and to Museum Hill. Santa Fe Trails and Santa Fe Pick-up connect with New Mexico Rail Runner Express, NMDOT Park and Ride and NCRTD services. All of its buses and shuttles are equipped with bike racks and are ADA accessible. Santa Fe Ride provides complimentary ADA Paratransit transportation exclusively to the disabled and elderly population with curb-to-curb service during the hours of the fixed route service. More information on the Santa Fe Trails service may be found at: www.takethetrails.com.

Demographics

The demographic analysis in this section highlights the extent existing services align with areas of potentially transit dependent populations. It examines population density, data on youths, seniors, individuals with disabilities, those living below the federal poverty level, and households without vehicles. It also presents one index based on the density of transit dependent persons, which includes all 6 demographics listed above.

The analysis draws on recent data from American Community Survey five-year estimates (2017). For each potentially transit dependent population, block groups and census tracts are classified relative to the planning area as a whole, using a five-tiered scale of very low to very high. Mapped and summarized below, the results of the analysis highlight those geographic areas of the planning area with the greatest transportation need.

Population

Population (and population density) is an important indicator of the extent of urbanization of an area, which in turn affects the types of transportation that may be most viable. While fixed-route transit is more practical and successful in areas with 2,000 or more persons per square mile, specialized transportation services are typically a better fit for rural areas with less population density.

Figures 2 and 3 display population and population density, respectively. Both maps show that a significant amount of the planning area is extremely rural. The RTPO’s population is primarily within Taos, Española, Los Alamos, and Santa Fe. In addition, Table 2 allows for a comparison of county population within the RTPO to other counties in New Mexico.
Figure 2: Northern Pueblos and Santa Fe MPO Population

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 3: Northern Pueblos and Santa Fe MPO Population Density

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
### Table 2: Population and Growth by County

<table>
<thead>
<tr>
<th>County</th>
<th>2017 Estimate</th>
<th>2040 Projection</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bernalillo</td>
<td>679,827</td>
<td>799,465</td>
<td>17.6%</td>
</tr>
<tr>
<td>Catron</td>
<td>3,581</td>
<td>2,418</td>
<td>-32.5%</td>
</tr>
<tr>
<td>Chaves</td>
<td>65,727</td>
<td>73,393</td>
<td>11.7%</td>
</tr>
<tr>
<td>Cibola</td>
<td>27,160</td>
<td>29,058</td>
<td>7.0%</td>
</tr>
<tr>
<td>Colfax</td>
<td>12,399</td>
<td>11,397</td>
<td>-8.1%</td>
</tr>
<tr>
<td>Curry</td>
<td>50,024</td>
<td>59,581</td>
<td>19.1%</td>
</tr>
<tr>
<td>De Baca</td>
<td>1,859</td>
<td>1,520</td>
<td>-18.3%</td>
</tr>
<tr>
<td>Doña Ana</td>
<td>216,637</td>
<td>273,074</td>
<td>26.1%</td>
</tr>
<tr>
<td>Eddy</td>
<td>57,901</td>
<td>58,233</td>
<td>0.6%</td>
</tr>
<tr>
<td>Grant</td>
<td>28,168</td>
<td>24,365</td>
<td>-13.5%</td>
</tr>
<tr>
<td>Guadalupe</td>
<td>4,474</td>
<td>4,251</td>
<td>-5.0%</td>
</tr>
<tr>
<td>Harding</td>
<td>698</td>
<td>462</td>
<td>-33.8%</td>
</tr>
<tr>
<td>Hidalgo</td>
<td>4,412</td>
<td>3,535</td>
<td>-19.9%</td>
</tr>
<tr>
<td>Lea</td>
<td>70,463</td>
<td>81,635</td>
<td>15.9%</td>
</tr>
<tr>
<td>Lincoln</td>
<td>19,601</td>
<td>16,915</td>
<td>-13.7%</td>
</tr>
<tr>
<td>Los Alamos</td>
<td>18,749</td>
<td>16,426</td>
<td>-12.4%</td>
</tr>
<tr>
<td>Luna</td>
<td>24,456</td>
<td>24,348</td>
<td>-0.4%</td>
</tr>
<tr>
<td>McKinley</td>
<td>72,772</td>
<td>75,365</td>
<td>3.6%</td>
</tr>
<tr>
<td>Mora</td>
<td>4,593</td>
<td>3,774</td>
<td>-17.8%</td>
</tr>
<tr>
<td>Otero</td>
<td>65,858</td>
<td>64,402</td>
<td>-2.2%</td>
</tr>
<tr>
<td>Quay</td>
<td>8,469</td>
<td>7,323</td>
<td>-13.5%</td>
</tr>
<tr>
<td>Rio Arriba</td>
<td>39,350</td>
<td>38,496</td>
<td>-2.2%</td>
</tr>
<tr>
<td>Roosevelt</td>
<td>19,409</td>
<td>22,719</td>
<td>17.1%</td>
</tr>
<tr>
<td>San Juan</td>
<td>128,125</td>
<td>138,762</td>
<td>-8.3%</td>
</tr>
<tr>
<td>San Miguel</td>
<td>28,037</td>
<td>24,123</td>
<td>-14.0%</td>
</tr>
<tr>
<td>Sandoval</td>
<td>142,705</td>
<td>213,929</td>
<td>49.9%</td>
</tr>
<tr>
<td>Santa Fe</td>
<td>149,694</td>
<td>175,242</td>
<td>17.1%</td>
</tr>
<tr>
<td>Sierraro</td>
<td>11,305</td>
<td>8,368</td>
<td>-26.0%</td>
</tr>
<tr>
<td>Socorro</td>
<td>17,323</td>
<td>16,812</td>
<td>-2.9%</td>
</tr>
<tr>
<td>Taos</td>
<td>32,975</td>
<td>32,336</td>
<td>-1.9%</td>
</tr>
<tr>
<td>Torrance</td>
<td>15,728</td>
<td>14,684</td>
<td>-6.6%</td>
</tr>
<tr>
<td>Union</td>
<td>4,250</td>
<td>4,413</td>
<td>3.8%</td>
</tr>
<tr>
<td>Valencia</td>
<td>75,789</td>
<td>80,655</td>
<td>6.4%</td>
</tr>
</tbody>
</table>

Light grey depicts the counties included in the Northern Pueblos RTPO
Source: New Mexico County Population Projections July 1, 2010 to July 1, 2040, Geospatial and Population Studies Group, University of NM. Released February 2017.
Youths, Seniors, Individuals with Disabilities, and Low-Income Individuals

Youths (10-17), seniors (65 and above), individuals with disabilities (18 and above), and low-income individuals (living below the federal poverty level) must be identified and accounted for when considering transit need.

Figures 4 through 7 display youths, seniors, individuals with disabilities, and low-income populations. The greatest numbers of youths are located to the west of the Town of Taos, to the west of the City of Santa Fe, and the southern portion of Santa Fe County. The senior population is primarily surrounding the Town of Taos and the City of Santa Fe. Individuals with disabilities are concentrated to the north of Española in the eastern portion of Rio Arriba County and in the northeastern portion of Taos County. Block groups with the highest classification for low-income individuals are located to the east and west of the Town of Taos and clustered around the southwestern portion of the City of Santa Fe.

Households without Vehicles

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit and human service organizations than those households with access to a vehicle. Figure 8 shows the distribution of households without vehicles in the Northern Pueblos RTPO. Block groups with large populations of households without vehicles are heavily scattered throughout the RTPO. Some clusters include eastern Rio Arriba County, central Taos County, an area south of Española, southern Santa Fe County, the city of Santa Fe, and Chupadero.
Figure 4: Northern Pueblos and Santa Fe MPO Youth Population

Source: All census data is from American Community Survey (ACS) 2017, 5-year estimates
Figure 5: Northern Pueblos and Santa Fe MPO Senior Population

SENIOR POPULATION

Per Block Group

- 0 - 100
- 101 - 200
- 201 - 300
- 301 - 400
- 401 and Above

Source: All census data is from American Community Survey (ACS), 2017. 5-year estimates
Figure 6: Northern Pueblos and Santa Fe MPO Individuals with Disabilities

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 7: Northern Pueblos and Santa Fe MPO Low Income Population

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 8: Northern Pueblos and Santa Fe MPO Households without Vehicles

Source: All census data is from American Community Survey (ACS) 2017 5-year estimates.
Transit Dependence Indices

For each block group in the planning area, the socioeconomic characteristics described above were combined into aggregate measures of transportation need: the Transit Dependence Index (TDI) and the Transit Dependence Index Percentage (TDIP). Both measures are based on the prevalence of the vulnerable populations within the planning area. However, the TDI accounts for population density and the TDIP does not. By removing the persons per square mile factor, the TDIP measures degree rather than amount of vulnerability.

As shown in Table 3 below, the score of “very low” to “very high” is based on the relative concentration of these populations in relationship to the average of the planning area. A block group classified as “very low” can still have a significant number of potentially transit dependent persons; “very low” only means below the planning area average. At the other end of the spectrum, “very high” means greater than twice the planning area average.

Table 3: Potential Transit Dependence Scoring

<table>
<thead>
<tr>
<th>Vulnerable Persons/Households (# or %)</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤ the planning area average</td>
<td>1 (Very Low)</td>
</tr>
<tr>
<td>&gt; Average and ≤ 1.33 times average</td>
<td>2 (Low)</td>
</tr>
<tr>
<td>&gt; 1.33 times average and ≤ 1.67 times average</td>
<td>3 (Moderate)</td>
</tr>
<tr>
<td>&gt; 1.67 times average and ≤ 2 times average</td>
<td>4 (High)</td>
</tr>
<tr>
<td>&gt; 2 times the planning area average</td>
<td>5 (Very High)</td>
</tr>
</tbody>
</table>

Figure 9 displays the overall TDI rankings for the RTPO. As shown in Figure 9, the block groups that have a TDI classification of high are scattered and include a rural area to the immediate west of Española and two block groups within the City of Santa Fe. The block groups with high and very high transit needs are all within Española, Los Alamos, Santa Fe and Taos.
Figure 9: Northern Pueblos and Santa Fe MPO Transit Dependent Population

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates
Needs Assessment

While an analysis of demographic data is important for understanding overall mobility needs, it is vital to gain the insight of local stakeholders who are acutely aware of the transportation challenges faced by residents. Participants from the initial planning process provided input on specific unmet needs in the region. This information was gained by focusing on the targeted population groups for the Section 5310 (seniors, individuals with disabilities, people with lower incomes) and specific need characteristics (trip purpose, time, destination, etc.). The vast majority of needs identified could be described as cross-cutting the needs of all three population groups.

In addition to the demographic data presented in the previous section, the Northern Pueblos RTPO Long Range Plan, the Santa Fe Metropolitan Transportation Plan, the New Mexico Statewide Multimodal Transportation Plan, and the New Mexico Statewide Public Transportation Plan were reviewed to provide a complete picture of the region’s needs, goals, and objectives.

The Northern Pueblos RTPO Long Range Plan included the following transit related needs:

- An integrated regional transportation system that includes effective, reliable, affordable, and sustainable public transit services
- Increased investment of public funds toward multi-modal transportation systems that improve access for people and benefits community development rather than just focusing on managing vehicles and maintaining engineered design speeds
- Development of an integrated regional transportation system that not only provides safe roads but also addresses mobility needs and travel options for residents, commuters and visitors alike

The Santa Fe Metropolitan Transportation Plan 2015-2040 provides the following transit specific goals to be accomplished in order to achieve a regional transit and rail system:

- Promote regionally coordinated efforts for the investment of technology, such as, websites, real-time GPS tracking, trip planners, and Google Transit.
- Develop a coordinated information clearinghouse that includes a website that steers riders to access their destination without having to negotiate multiple sites. Increase evening and weekend services throughout the metro area to include human services, medical facilities, advanced educational institutions, and general access around the south side of Santa Fe.
- Increase safety and security along Santa Fe Trails’ Cerrillos Road, Route 2
- Addition of the new Southside Transit Center
- Secure funding for the reconstruction of the Sheridan Street Transit Facility
• Repurpose the Santa Fe Pickup service for commuters and tourists
• Santa Fe Trails fleet expansion
• Increase access to stops, and provide better facilities at each stop

The New Mexico Statewide Multimodal Transportation Plan included the following transit related goals and needs:

• Develop community-based transportation programs that include flexible and deviated fixed-route services to accommodate riders that require ADA accessibility.
• Promote and work with local agencies to coordinate transit schedules and provide web-based schedule information on a single user-friendly platform.
• Coordinate federal, state, tribal, and local programs that offer transit and human services to elderly populations.

The New Mexico Statewide Public Transportation Plan offers some objectives for NMDOT that will “strengthen the Department’s position for a more effective, integrated public transportation network:"

• Create and sustain statewide integrated network of public transportation services and intermodal facilities
• Encourage regional and local planning partners to adequately address state public transportation policy in all transportation planning activities and programs throughout the state
• Preserve existing public transportation service levels, facilities and equipment
• Build partnerships between federal, state, regional, local, tribal, and private sector public transportation entities to improve public transportation planning and coordinated service delivery
• Promote the availability of some form of public transportation service in all areas of New Mexico for use by the general public, including all “human services” groups, with particular attention to small urban and rural areas
• Market and promote the use of public transportation for all residents of the state
• Promote the implementation of state-of-the-art public transportation management and operations to ensure effective use of resources and to improve service delivery
Strategies and Priorities

Local stakeholders generated a variety of strategies through the previous coordinated transportation planning process. These strategies were reassessed and updated accordingly.

The following strategies and recommendations are broad in scope. The intention is to allow agency flexibility for funding and provider creativity in suggesting programs and services.

- Prioritize transit service to areas with higher concentrations of special needs populations
- Focus on increasing service to seniors at a rate at least proportional to the growth in their numbers
- Route new or additional service to unserved or underserved populations
- Seek opportunities to expand or leverage Section 5311 service with other funding sources to increase service to smaller towns and rural areas; i.e. the areas with growing special needs populations in Taos County
- Emphasize education on available special needs transit service to eligible population groups
- Coordinate with existing transit services to determine and respond to any eligible and unmet needs in the urban area where special needs transit funding could effectively supplement urban service
- Increase transit connections to major centers inside and outside of the planning area
- Increase transit service to educational and healthcare facilities within and outside the planning area
- Increase transit service to growing areas in the planning area
- Route new or additional service to unserved or underserved populations in both urban and rural areas
- Coordinate with service providers and appropriate agencies to fill transportation service gaps such as:
  - Evening service
  - Weekend service
  - Intercommunity and intercity service
  - Service for rural areas
- Coordinate with appropriate agencies to provide service to larger cities such as Albuquerque
- Coordinate with appropriate entities to provide connections to existing commercial transportation service providers’ intra- and interstate routes
- Continue to monitor and respond to unserved and underserved special transit needs, such as those in rural communities, e.g., Abiquiu, Chama, Embudo, Dulce, Galisteo, Las Trampas, Picuris Pueblo, Stanley, Tierra Amarilla, and Truchas
• Cooperate when possible by sharing resources such as information and riders, dispatch and maintenance facilities, and operations and administrative processes i.e. provide customers with one number to call for requests for various transportation services, information on services, and trip planning
• Work on regional transit solutions, such as car and van pools
• Seek and utilize opportunities to expand, combine or leverage funding sources to increase or improve services
• Expand or enhance existing transportation services to meet the growth rate of special needs populations in the planning area
• Provide opportunities to add or enhance public transportation services beyond the minimum requirements of the ADA