South Central RTPO, Mesilla Valley MPO, and El Paso MPO
Coordinated Public Transit—Human Services Transportation Plan

New Mexico Department of Transportation
Prepared by the Transit and Rail Division
September 2019
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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 South Central RTPO, the Mesilla Valley MPO, the El Paso 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 program and mobility coordination in the South Central RTPO and the Mesilla Valley MPO and the El Paso MPO. Separate plans have been 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 which was 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

- **Develop Strategies** – address the identified needs in addition to providing opportunities to increase efficiency within the transportation network

- **Develop 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 must be used on 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 and existing transit services including a description of fixed route providers of the South Central RTPO. As displayed in Figure 1, this RTPO includes Doña Ana, Sierra, and Socorro Counties. The plan also includes the Mesilla Valley MPO and the New Mexico portion of the El Paso MPO. Table 1 provides a summary of existing transit providers serving the RTPO and MPO areas.

### Table 1: Service Providers

<table>
<thead>
<tr>
<th>Transit Name</th>
<th>Area of Service</th>
<th>Service Type(s)</th>
<th>Funding Program(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RoadRUNNER Transit</td>
<td>DACC, Las Cruces, Town of Mesilla, and NMSU</td>
<td>Fixed Route, Paratransit Demand Response</td>
<td>$ 5307</td>
</tr>
<tr>
<td>Tresco, Inc.</td>
<td>Alamogordo, Carrizozo, Deming, Las Cruces, Lordsburg, Reserve, Silver City, Socorro, Truth or Consequences</td>
<td>Program Sponsored</td>
<td>$ 5310</td>
</tr>
<tr>
<td>Socorro Transportation</td>
<td>Alamo Reservation, Rail Runner Station in Belen, Dialysis Clinic in Los Lunas, Village of Magdalena, and Socorro</td>
<td>Demand Response, Commuter/Fixed Route</td>
<td>$ 5311</td>
</tr>
<tr>
<td>Hatch Area Medical Center (Ben Archer Health Center)</td>
<td>Arrey, Doña Ana, Doña Ana County, Garfield, Hatch, Las Cruces, Rincon, Salem, Sierra County, Truth or Consequences, and Williamsburg</td>
<td>Program Sponsored</td>
<td>$ 5310</td>
</tr>
<tr>
<td>South Central Regional Transit District</td>
<td>Las Cruces, Alamogordo, White Sands, Anthony, El Paso, Chaparral, Santa Teresa, Sunland Park, Mesilla, Williamsburg, Truth or Consequences, Elephant Butte, Hatch, Doña Ana County, Sierra County, Otero County, El Paso County</td>
<td>Fixed Route, Demand Response</td>
<td>$ 5310 / 5311</td>
</tr>
<tr>
<td>Transit Name</td>
<td>Area of Service</td>
<td>Service Type(s)</td>
<td>Funding Program(s)</td>
</tr>
<tr>
<td>------------------------------</td>
<td>----------------------------------</td>
<td>-------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Progressive Residential Services</td>
<td>Doña Ana County</td>
<td>Program Sponsored</td>
<td>§ 5310</td>
</tr>
<tr>
<td>Presbyterian Medical Services</td>
<td>Doña Ana County</td>
<td>Program Sponsored</td>
<td>§ 5310</td>
</tr>
<tr>
<td>La Clinica de Familia</td>
<td>Las Cruces, Anthony, Doña Ana County</td>
<td>Program Sponsored</td>
<td>§ 5310</td>
</tr>
<tr>
<td>NMDOT Park &amp; Ride</td>
<td>Anthony, El Paso, and Las Cruces, White Sands</td>
<td>Intercity Bus</td>
<td>§ 5311(f)</td>
</tr>
</tbody>
</table>
Figure 1: South Central RTPO, Mesilla Valley MPO, and El Paso MPO Regional Geography
RoadRUNNER Transit

The City of Las Cruces operates a fixed route system. With a fleet of 41 buses, 20 operate on ten fixed routes, one route spaced 30-minutes apart on a 90-minute loop, one route served by a single bus on 30-minute headways, and six routes on 1-hour headways; in addition, the City provides two routes on the NMSU campus during the fall and spring semesters through a contract. This includes one route with 2 buses spaced 10 minutes apart on a 20 minute loop and a second route with a 20-minute headway. Dial-a-Ride service is available to those who have a documented disability or who are 60 years old or over. It is a “curb-to-curb” service or “door-to-door” upon request. All fixed routes are $1 for adults and $0.50 for youth, seniors, individuals with disability Medicare recipients, and students. Children under five years of age ride free of charge. Dial-A-Ride services are $1 per one way trip, however, all trips to or from a City-operated senior center are free. More information on RoadRUNNER Transit may be found at: http://www.lascruces.org/1314/RoadRUNNER-Transit

Socorro Transportation

The City of Socorro operates a Dial-a-Ride service for the residents of Socorro. A plan to develop a regularly scheduled fixed route system is currently underway. Socorro Transportation also operates two commuter routes, one connecting Magdalena to Socorro and the other to Belen and the New Mexico Rail Runner Express. There is also a three-times-a-week dialysis trip to Los Lunas. The fare for Dial-A-Ride service in the City of Socorro is $0.50, discounted $.25 for seniors, students, and individuals with disabilities. The fare for the commuter route is $1.25 one way with a discounted monthly pass. More information on Socorro Transportation may be found at: www.socorronm.gov/city-services/transportation/

South Central Regional Transit District

South Central Regional Transit District (SCRTD) operates four bus routes in Mesilla Valley, operating Monday through Friday with trips in the morning, midday and afternoon. The fares include adult fares for $1.00 one-way, free transfers between SCRTD routes, and discount fares of $.50 for seniors, students and people with disabilities.

New Mexico Department of Transportation Park & Ride

The New Mexico DOT operates a general public park and ride bus service, which operates ten routes throughout the state. The NMDOT Park & Ride Gold and Silver Routes serves the South Central RTPRO offering service to El Paso, Anthony, Las Cruces, and White Sands weekdays. Fares are $3.00 one-way and discounted monthly passes are available. Service in the NMDOT Park & Ride’s Southern Region spans from approximately 5:30 a.m. to 8:30 p.m. More information on the NMDOT Park & Ride service may be found at: http://dot.state.nm.us/content/nmdot/en/Park_and_Ride.html
Demographics

The demographic analysis in this section highlights to what extent existing services align with areas of potentially transit dependent populations. It examines population density as well as data on youth, seniors, individuals with disabilities, those living below the federal poverty level, and households without vehicles. It also presents two indices based on the density and percentage of transit dependent persons.

The analysis draws on recent data from American Community Survey five-year estimates (2008-2012) and the 2010 Decennial Census. 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 in 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 much of the planning area is very rural. The RTPO’s population is primarily within the urbanized areas of Las Cruces and El Paso. In addition, Table 2 allows for a comparison of county population within the RTPO to other counties in New Mexico.
Figure 2: South Central RTPO, Mesilla Valley MPO, and El Paso MPO Population by Block Group

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 3: South Central RTPO, Mesilla Valley MPO, and El Paso MPO Population Density by Block Group

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>Sierra</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 South Central 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.
Youth, Seniors, Individuals with Disabilities, and Low-Income Individuals

Youth (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 the youth, seniors, individuals with disabilities, and low-income populations. The greatest numbers of youth are located in southern Doña Ana County, Las Cruces, and southwestern Sierra County. The senior population is primarily in Las Cruces and along the I-25 corridor. Individuals with disabilities are concentrated in eastern Socorro County and in Las Cruces. Block groups with the highest classification for low-income individuals are located in southern Doña Ana County, the City of Las Cruces, the Town of Alamo, and the Town of Socorro.

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 car. Figure 8 shows the distribution of households without vehicles in the South Central RTPO. Block groups with large populations of households without vehicles are in Las Cruces, west of Truth or Consequences, and in southern Doña Ana County.
Figure 4: South Central RTPO, Mesilla Valley MPO, and El Paso MPO Youth Population by Block Group

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 5: South Central RTPO, Mesilla Valley MPO, and El Paso MPO Senior Population by Block Group

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 6: South Central RTPO, Mesilla Valley MPO, and El Paso MPO Individuals with Disabilities per Census Tract

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 7: South Central RTPO, Mesilla Valley MPO, and El Paso MPO Low Income Population

Source: All census data is from American Community Survey (ACS), 2017, 5-year estimates.
Figure 8: South Central RTPO, Mesilla Valley MPO, and El Paso 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 an aggregate measure of transportation need for the Transit Dependence Index (TDI). The TDI measure is based on the prevalence of the vulnerable populations in the planning area and accounts for population density.

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>
<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 the area around Alamo and Central Las Cruces. Using this analysis, the block groups with high and very high transit needs can all be found within Las Cruces and El Paso.
Figure 9: South Central RTPO, Mesilla Valley MPO, and El Paso MPO Transit Dependent Population

Transit Dependent Index
By Block Group

- Very Low
- Low
- Moderate
- High
- Very High

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.

The planning area includes two MPOs with fixed route transit systems and several small rural areas that are served by Section 5310 and 5311 programs. Although the MPOs have the highest concentration of service needs, more services are currently available to them. By contrast, rural populations are spread across a wider geographic area and have more dependence on the special needs transit service. In addition, where service is offered, community members have observed that:

- Access points are not convenient to them or to their destinations
- Transit service is used and anticipated for use more by those with higher incomes and fewer physical disabilities
- Those with lower incomes are most concerned about transit availability, but less likely to use transit than those in other income ranges

The planning area will also experience a shift in demographics, with most of the areas that are currently “high” transit needs getting closer to the average statewide level of need in the future, and therefore classified as “medium” in regard to transit needs. The exception is Sierra County where the growth of special needs transit population groups is substantially higher than either population as a whole or the other county special needs population growth rates. Taken as a whole, these trends suggest that, although some of the areas will appear to be more “medium” than “high” transit need, the overall transit need across the planning area is increasing because:

- Population is growing
- Special needs transit population groups are growing faster than the population
- Special needs transit population groups are growing at a growth rate of at least 3% annually in the South Central RTPO
In addition to the demographic data presented in the previous section, the New Mexico 2040 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 New Mexico 2040 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.

**Strategies and Priorities**

Equally important to identifying the needs and gaps in existing transportation services is developing corresponding strategies for improvement. 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. This is intended 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
- Determine the need for additional funding or additional access to different kinds of funds in Sierra and Doña Ana Counties
- Coordinate efforts with the West Texas/El Paso Regional Coordinated Transportation Planning Coalition to identify transit needs and implement services that would involve the El Paso MPO
- Explore the need for interregional, interstate, and international transit services, and integrate services where appropriate
- Work with the SCRTD to coordinate and share vehicles currently allocated and confined to only specific services and programs
- Coordinate with urban providers to increase the level of service provided to special needs transit populations
- Work with community centers and other transit providers to route new or additional service to unserved or underserved populations
- Increase service delivery in smaller rural areas such as Santa Teresa, Sunland
Park, Chaparral, and Socorro

- Increase service delivery to growing special needs populations in Sierra County;
- Work with county health and human services departments to monitor patient needs served and unserved by current transportation providers
- Emphasize education on available special transit services to eligible population groups
- Establish a seamless automatic financial tracking and payment system for transit providers
- Explore regional transit solutions for dispatch and maintenance facilities, and operations and administration processes, i.e. provide customers with one number to call for requests for various transportation services, information on services, and trip planning
- Introduce additional intra- and interstate services between the larger communities in the planning area, i.e. between Las Cruces and El Paso