

# Coordinated Mobility Action Plan *2011-2016*

*Doña Ana County, New Mexico*

*Prepared by*  
LAS CRUCES  
METROPOLITAN  
PLANNING  
ORGANIZATION



## **METROPOLITAN PLANNING ORGANIZATION** **SERVING LAS CRUCES, DOÑA ANA, AND MESILLA**

The Las Cruces Metropolitan Planning Organization (LCMPO) is a federally mandated, multijurisdictional planning agency responsible for transportation planning, serving central Doña Ana County. The boundary of the LCMPO extends from Radium Springs in the northwest to Chamberino and Berino in the south, and includes the City of Las Cruces, the Town of Mesilla, and villages in Doña Ana County such as Organ, Mesquite, and Vado (covering a population of 157,000). LCMPO is the agency designated to perform the following functions:

- ⇒ Serve as the Metropolitan Planning Organization, with responsibility for the comprehensive, cooperative, and continuous planning for highways, public transit, and pedestrian and bikeways;
- ⇒ Serve as an information center for transportation related projects;
- ⇒ Establish regional transportation project priorities;
- ⇒ Direct Multimodal transportation planning; and
- ⇒ Maintain the MPO's eligibility to receive federal funds for the area's transportation systems.

The LCMPO is created under a joint powers agreement (JPA) between the New Mexico Department of Transportation (NMDOT), City of Las Cruces, Town of Mesilla, and Doña Ana County. The current JPA was approved in December 1989 and an update of the document is currently the subject of discussion. The LCMPO consists of a Policy Committee comprised of nine elected officials from three elected bodies:

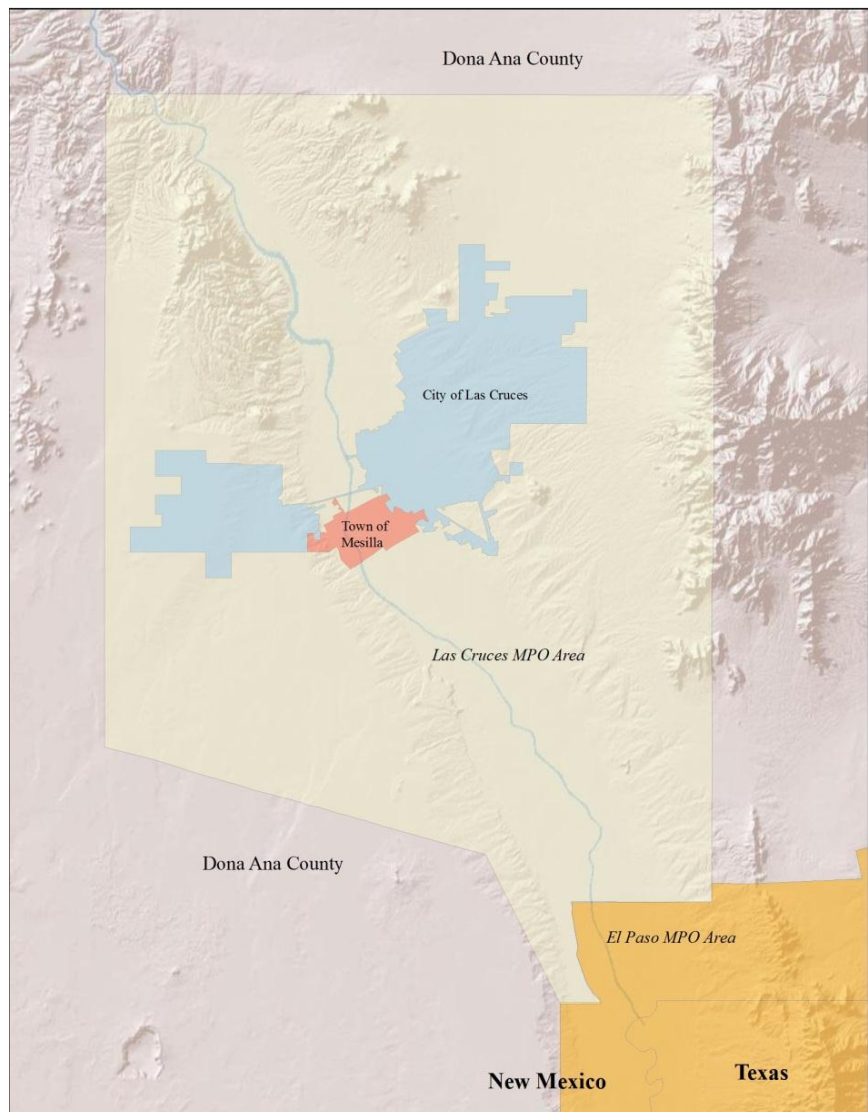
- Three (3) Las Cruces City Councilors;
- Three (3) Doña Ana County Commissioners; and
- Three (3) Town of Mesilla Trustees.

The Policy Committee meets monthly to provide a forum for members to present, discuss, and develop solutions to local and area-wide issues and make recommendations regarding implementation strategies.

The Policy Committee comments and makes recommendations on applications for state and federal grants, with the purpose of enhancing the social, physical, and transportation make-up of the MPO area.

The Policy Committee is supported by two advisory committees: the Technical Advisory Committee (TAC) and the Bicycle and Pedestrian Facilities Advisory Committee (BPAC).

The public is encouraged to attend meetings and participate in the planning process. For a schedule of upcoming LCMPO and advisory committee meetings please visit our website at:  
<http://lcmpoweb.las-cruces.org>



## Acknowledgements

Development of the Coordinated Mobility Action Plan (CMAP) was made possible through a partnership between the LCMPO and RoadRunner Transit. LCMPO would like to thank the organizations who participated on the plan's Steering Committee:

### 2009-2012

ARC of New Mexico	New Mexico Department of Transportation
Ben Archer Health Center	New Mexico Division of Vocational
City of Las Cruces Public Services	Rehabilitation
CHCA	New Mexico State University Adult Basic
Community Action Agency of New Mexico	Education
Doña Ana Community College	New Mexico State University Auxiliary Services
Doña Ana County Health and Human Services	Rideshare
Doña Ana County Planning	RoadRunner Transit
El Paso Metropolitan Planning Organization	South Central Council of Governments
Las Cruces Public Schools	South Central Regional Transit District
Mesilla Valley Community of Hope	

LCMPO would also like to recognize all the individual and organizational stakeholders that participated throughout the process.

Information and assumptions contained herein are consistent with South Central Regional Transit District Service and Financial Plan (SCRTD Plan) as well as the New Mexico Department of Transportation Coordinated Public Transit-Human Services Transportation Plan (NMDOT Coordinated Plan). This plan is also in compliance with and draws upon the 2010 Metropolitan Transportation Plan: Transport 2040 developed and published by the LCMPO.

The CMAP was created with funding assistance from the Federal Transit Administration's (FTA) New Freedom funds via RoadRunner Transit. The views contained herein are solely those of the CMAP Steering Committee, LCMPO, and RoadRunner Transit and do not reflect the opinions of the FTA or the City of Las Cruces or their respective representatives.

No person shall be excluded from participation in or denied the benefits of any program or activity for which the recipient receives financial assistance from the United States Department of Transportation (USDOT) and/or the New Mexico Department of Transportation (NMDOT), on the grounds of race, religion, sex, sexual orientation, gender identity, color, ancestry, serious medical condition, national origin, age, or disability.

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# **Coordinated Mobility Action Plan (CMAP) for Humans Services Transportation in Doña Ana County, New Mexico**

**May 2011**

Prepared by  
Las Cruces Metropolitan Planning Organization



**METROPOLITAN PLANNING ORGANIZATION**  
SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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## **Executive Summary**

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On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU) was authorized, replacing the previous transportation legislation, the Transportation Equity Act for the 21st Century (TEA-21). SAFETEA-LU authorized \$286.4 billion in guaranteed transportation funding for the five-year period of Federal Fiscal Years (FY) 2005-2009, \$52.6 billion of which was designated for Federal transit programs.<sup>1</sup>

For the Federal Fiscal Year (FY) 2010 and 2011 Congress enacted short-term extensions of SAFETEA-LU allowing the Federal Transit Administration (FTA) to continue formula grant funding. The most recent extensions continued the authorization of the Federal transit programs of the U.S. Department of Transportation (USDOT) until September 11, 2011.<sup>2</sup>

As mandated by SAFETEA-LU, beginning with FY 2007, any projects that receive funding through the Job Access and Reverse Commute (JARC) (49 U.S.C. 5316), New Freedom (49 U.S.C. 5317), Non-urbanized Area (49 U.S.C. 5311), or Elderly Individuals and Individuals with Disabilities (49 U.S.C. 5310) programs must be derived from a “locally developed” *Coordinated Public Transit-Human Services Transportation Plan* (Coordinated Plan). These grant programs provide valuable transportation services to individuals with low income for work-related trips, ensure that individuals with disabilities receive appropriate and adequate transportation services and provide necessary transportation services for elderly individuals. This Plan, the Coordinated Mobility Action Plan for Human Services Transportation (CMAP), has been developed to satisfy the Coordinated Plan requirement for Doña Ana County.

## **Overview and Background**

This plan is a document that includes information on the existing transportation options and needs of target population groups that can be served by the JARC, New Freedom, Non-Urbanized Area, and Section 5310 programs. People with low income, individuals with disabilities, and the elderly are all targeted populations defined by the FTA. Development of the CMAP ensures that resources are used efficiently and effectively by eliminating gaps and redundancies in transportation services.

In 2009, it was determined that the Las Cruces Metropolitan Planning Organization (LCMPO), in support of RoadRunner Transit (RoadRunner), would act as the lead agency for developing the Coordinated Plan for Doña Ana County. LCMPO addresses the transportation needs for the region and, along with its partners, cooperatively develops and implements plans to ensure that travel throughout the region is safe, efficient, and cost effective. The LCMPO is the Metropolitan Planning Organization (MPO) for the Las Cruces Area. Federally mandated by 23 U.S.C. 134, the MPO is made up of elected officials from Doña Ana County, the City of Las Cruces, and the Town of Mesilla representing the interests for central Doña Ana County. Areas within the County but outside of the urbanized area are also included in the CMAP. The State of New Mexico is the designated recipient and oversees funding for the FTA formula grants within the county as well as the MPO area.

## **The Planning Process**

The CMAP was developed in 2009 through a partnership of public and private entities with data collection from transportation funders, providers and users. LCMPO served as the lead planning agency, providing direction and staff support. RoadRunner served as the fiscal agent responsible for handling and reporting on the federal funds used to develop the plan, primarily FTA New Freedom funds. Data collection included a survey of transportation service providers as well as solicited information from the general public. Two groups were created consisting of regional and local transportation and human services providers. A Steering Committee was formed to provide general direction, a forum to discuss policy-level issues, planning oversight, goals and strategies, and to advise planning staff. A stakeholder group was created to be part of a larger outreach list for key events and for specific plan

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<sup>1</sup> Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005. Pub. L. 109-59, 119 Stat. 114, August 5, 2005. Web.

<sup>2</sup> Continuing Appropriations and Surface Transportation Extensions Act of 2011. Pub. L. 111-322, 124 Stat. 3519, December 22, 2010. Web.

feedback. Participation from a wide variety of stakeholders was encouraged and sought throughout the development of the CMAP. In addition to the Steering Committee, Stakeholders that participated in CMAP includes members from the following organization:

- Health and human services agencies
- Transit agencies
- Users of transportation services
- Private transportation providers
- Community groups
- Advocacy groups
- Members of the general public

The CMAP is updated every two years or when necessary.

## **Contents**

The body of this plan contains the following seven sections, along with extensive appendices:

- Section 1 provides a summary of the plan and its findings, provides a summary of other coordination efforts, and describes how the CMAP was developed.
- Section 2 provides detail on JARC, New Freedom, Non-Urbanized Area Program, and Section 5310 funding.
- Section 3 provides regional demographics and provides quantitative data about target population groups.
- Section 4 details the existing transportation providers in the region and services offered.
- Section 5 provides an assessment of transportation needs.
- Section 6 details strategies, goals, and priorities for addressing the overarching transportation needs.
- Section 7 provides coordination strategies and alternatives as well as provide procedural updating of the CMAP.

Appendices to this plan include:

- Appendix A provides a glossary of terms that define terms and concepts;
- Appendix B contains referenced maps.
- Appendix C contains referenced tables and other materials.
- Appendix D contains FTA circular information
- Appendix E contains a list of reference materials for potential grant applicants
- Appendix F contains a step-by-step guide and materials to apply for applicable FTA grants

## **Summary of Gaps, Strategies, and Priorities**

This plan gathers information obtained through public outreach as well as the deliberation of the Steering Committee; identifies gaps in services, strategies to close gaps, and finally the regional priorities.

There are four categories that all identified gaps that fall under: geographic, capacity, service, and awareness gaps.

### **Geographic Gaps**

#### **Location Gaps:**

- Major employers and commercial centers
- Schools, in particular Centennial High School, Monte Vista Elementary, and Mesa Middle School.
- Senior and public housing
- Low-moderate income housing
- Medical facilities and capabilities

#### **Topographic/Man-made Disruptions:**

- Arroyos disrupting neighborhoods/commercial continuity
- School districts bisected by limited access roadways (U.S. 70, Interstate 25)

## **Capacity Gaps**

- Transportation for ongoing medical treatment (dialysis, chemotherapy, etc)
- Overcrowded Dial-a-Ride service
- The limited pool of qualified drivers
- Number and type of transit vehicles

## **Service Gaps**

- Evening/Night Service
- Sundays
- Following afterschool activities
- Half-an-hour to one hour headways on transit

## **Awareness Gaps**

- Residents may be unaware of employment opportunities that exist in areas that could be accessed through public transportation
- Public agencies are not fully aware of each other's programs and how they might benefit clients or save money
- Poor awareness by the general public of current bus system, partly due to out of date transit maps
- Difficulty accessing bus route schedules; besides transfer points, bus stops do not have posted schedules
- Difficulty staying aware of the different scheduling requirements of various transportation services, such as Dial-a-Ride

The CMAP proposes to address transportation gaps through a variety of strategies. There are two major categories of strategies or actions to be taken: those pertaining directly to transportation services and those that improve relationships or integrate activities across organizations.

### **Service Strategies**

- Provide late night transportation service
- Increase non-medical transportation options
- Increase service for after school activities
- Provide more transportation between urban, suburban, and rural areas, particularly where there are concentrations of employment and population
- Increase reverse-commute service between the central city and suburban employment areas
- Provide sidewalk links to connect people with transit and other components of the transportation system
- Maintain existing transportation services and vehicle fleet

### **Policy Coordination Strategies**

- Establish a one-stop resource for transportation information and data
- Conduct ongoing public outreach regarding transportation services
- Share information among transportation providers and funders; include benchmarking, training, and best practices
- Establish partnerships between the transportation sector and businesses/employers to improve the connection between transportation service availability and business location
- Conduct outreach and education with local governments regarding transportation services
- Study consolidation of transportation services, fuel, vehicles, etc., as a future step toward greater coordination
- Establish a policy oversight group to recommend policy changes that would improve coordination among agencies
- Create a position to spearhead coordination among agencies

## **Regional Priorities**

The strategies above are further detailed and organized by regional priorities. The prioritized organization of goals and objectives were derived from underlying themes of the 2009 CMAP, the RoadRunner Strategic Plan and Long Range Transit Plan, as well as the LCMPO MTP: Transport 2040. This structure, which includes a first, second, and third tier priorities, provides guidance for allocating resources to projects that address regional transportation needs and provide the greatest amount of benefit to the regional transportation system. Results of this prioritization follow:

### **Tier 1 Priorities:**

- Improve coordination of services
- Reduce costs for transportation providers
- Reduce costs for end users
- Augment funding sources

### **Tier 2 Priorities:**

- Improve outreach and education on services
- Improve the training of staff across agencies and the labor pool of drivers
- Improve existing and off-peak service
- Improve short-notice transportation options

### **Tier 3 Priorities:**

- Improve Dial-a-Ride services
- Improve safety
- Improve inter-county travel
- Improve data management
- Data management

Each of the tiers list goals and objectives. The objectives listed under the goals serve as possible methods for developing a more coordinated transportation system.

## ***Tier 1 Priorities***

### **Improve Coordination of Services**

Proposed strategies, projects, or activities:

- Plan transit routes to connect to services provided by local community centers, regional shopping/employment destinations, and human services agencies
- Facilitate inter-county travel
- Increase the ease of access to services
- Plan local, express, and bus rapid transit routes to connect with New Mexico Department of Transportation (NMDOT) and El Paso Sun Metro Transit (Sun Metro) routes
- Fund a full-time transportation coordinator

### **Reduce Costs for Transportation Providers**

Proposed strategies, projects, or activities:

- Offer and promote public travel training programs as a way of reducing reliance on more expensive transportation options such as paratransit
- Create insurance pool for agencies and non-profit organizations to take advantage of discounted premium rates for public vehicles
- Organize and promote bulk fuel purchases at a discounted rate without a fuel tax. Non-profit organizations already have this benefit
- Combine physical and financial resources to provide transportation affordably
- Share the cost of providing transit incentives for potential and existing riders, such as universal passes for seniors and the disabled

### Reduce Costs for End Users

Proposed strategies, projects, or activities:

- Businesses and agencies can purchase bulk RoadRunner and NMDOT passes at a reduced cost for employees
- Assist nonprofits and private transportation providers to apply for grants through government programs and charity organizations
- Create a program to purchase bicycles for low income individuals to assist with commuting to and from places of employment
- Promote the use of carpools and vanpools
- Provide a universal pass or voucher system for all fixed route systems

### Augment Funding Sources

Proposed strategies, projects, or activities:

- Pursue transportation funding from the Dona Ana County government
- Survey additional grants available for transportation services, public and private
- Establish a fund for capital and operational improvements
- Social service agencies should include a provision and funding for transportation in their program budgets to get clients to and from their services
- Advocate for the creation of a State Transit Fund and demonstration projects via the South Central Regional Transit District (SCRTD)

## ***Tier 2 Priorities***

### Improve Outreach and Education

Proposed strategies, projects, or activities:

- Hold public seminars and forums to provide training on existing services.
- Use the media to inform the public about the transportation services
- More information distributed to agencies and nonprofits for dissemination to the public
- Create a website that displays regularly updated information on transportation providers in the county
- Distribute literature on existing transportation services, similar to the NMDOT *Community Guide to Transportation Services*
- Pursue way-finding software

### Improve Training of Staff and Expand the Labor Pool of Drivers

Proposed strategies, projects, or activities:

- Standardize driver training for all public agency drivers and offer the training to the private sector
- Regularly recurring training of bus drivers on routes, transfers, working with special needs passengers, etc.
- Provide recurring training on improving communications between staff and individuals with disabilities and seniors
- Create incentives for volunteers without the fear of liability

### Improve Existing and Off-peak Service

Proposed strategies, projects, or activities:

- Sunday service and lengthen hours for evenings and weekends
- More services on short notice need to be available for people, particularly those that cannot plan ahead of time due to impairments
- Obtain additional resources to maintain operators and administration staff that work during non-peak hours
- Improve the accessibility of fixed routes (Audio bus stop information for the visually impaired, wheelchair accessible bus stops, etc)

### Improve Short-notice Transportation Options

Proposed strategies, projects, or activities:

- Multi-vendor transportation voucher or universal pass that would function for private transportation vendors, public transit systems, and human services agencies
- Better communication among vendors and providers
- Utilization of technologies to allow for the up-to-minute locations of vehicles.

### ***Tier 3 Priorities***

#### **Improve Dial-a-Ride Services**

Possible strategies, projects, or activities:

- Create an online reservation system
- Provide for long range and recurring reservations
- Partner with medical and senior centers, and human services agencies to reduce travel time for populations with delicate medical conditions (dialysis, chemotherapy, etc)
- Cooperatively schedule passenger trips across agencies and nonprofits to high volume destinations
- Foster relationships with both public and private specialized transportation providers
- Explore the use of taxis, fixed route transit, and other forms of transportation for more mobile paratransit populations
- Improved passenger travel training to better utilize fixed routes and lessen the dependence on paratransit

#### **Improve Inter-county Travel**

Possible strategies, projects, or activities:

- Verify any existing intra-transportation agreements in place for surrounding counties
- Partner with existing inter-county transportation providers to provide reduced rate, long-distance travel for older adults and individuals with disabilities
- Assist and incentivize the private sector to get involved in the transportation planning process
- Involve all regional transit agencies to identify, coordinate, and provide services across county lines for all eligible recipients
- Support SCRTD education and outreach efforts

#### **Data Management**

Proposed strategies, projects, or activities:

- Collect and share data on riders, fleet, operations, and administrations across agencies and nonprofits
- Establish a one-stop data resource to store and manage all data

The above prioritization will be used in conjunction with the competitive selection process for projects seeking JARC, New Freedom, Non-Urbanized Area Program, or Section 5310 funding. Projects may address one or more of the themes and may utilize one of the strategies identified below, a combination of multiple strategies, or may employ strategies not listed in this document so long as the project supports the overall goals of the CMAP. The identified regional priorities are further organized into action items and are listed according to the itinerary for plan implementation (short, medium, and long term). The action portion of this plan is located in *Section Six*.

In order to carry out the intent of the CMAP, the State of New Mexico is identified as the official Designated Recipient of the federal funds tied to the CMAP. It will be the State of New Mexico's responsibility to develop and conduct a competitive project selection process based on the strategies listed above.

## **Section One: Introduction**

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The coordination called for in the Doña Ana County Coordinated Mobility Action Plan would bring the public and private transportation providers together in a mutually beneficial business arrangement. The motivations of the various providers may be different, but the goals are the same: close existing gaps in service, increase ridership, and on the whole provide a more efficient transportation system. There is a concurrence that the redundant, intermittent, and underutilized transportation assets would benefit from coordination activities.

### **Overview**

This plan includes information on the existing transportation options and needs of the target population groups: people with low income, individuals with disabilities, and older adults. The following core components are required by SAFETEA-LU to be in a Coordinated Plan:

- An assessment of available transportation services that identifies current providers (Section 4)
- An assessment of transportation needs for target populations (Section 5)
- Strategies and activities to address identified gaps and redundancies in services (Section 6)
- Prioritization for implementation of strategies and activities based on resources, feasibility, and time (Section 6)

This plan, in addition to the required content, contains demographic data and detailed information about the JARC, New Freedom, Non-Urbanized Areas Program and Section 5310 programs. These have been included to help inform future transportation coordination project sponsors.

### **Coordination Efforts**

Coordination can occur in a variety of ways. The federal government defines transportation coordination as:

“...a process through which representatives of different agencies and client groups work together to achieve any one or all of the following goals: more cost-effective service delivery; increased capacity to serve unmet needs; improved quality of service; and, services which are more easily understood and accessed by riders.”<sup>3</sup>

Coordination can be as simple as referring clients to another agency’s transportation services or can be more involved to include cost-sharing or procuring resources jointly.

The need to provide better transportation service delivery with finite financial resources has led many agencies and organizations at all levels to look for ways to coordinate public and specialized transportation services. As a result, there are a number of initiatives and groups that have been formed to promote, educate, and implement methods of maximizing resources via coordination.

Prior to the coordinated planning requirement of SAFETEA-LU, many stakeholders across the country had already begun to work together on different levels to address the needs within the existing transportation network. In Doña Ana County, the CMAP represents the next step in moving towards a region with improved transportation options for older adults, individuals with disabilities, and people with low income. Coordination on any level can result in better leveraging of strengths and resources to provide more efficient and increased levels service than can be achieved as individual agencies.

### **Federal Coordination Efforts**

Much of the federal emphasis on coordination of specialized transportation has come about as a result of *Executive Order 13330 on Coordinated Human Services Transportation*. Signed on February 24, 2004 by President George W. Bush, the order noted that transportation is an integral part of one’s ability to participate fully in life by providing access to jobs, medical needs, activities, and community events, but that access and availability of federal and State transportation programs can be inconsistent and difficult to navigate for the “transportation-disadvantaged user.” The stated goal of the initiative was to promote a more effective and efficient network of available services by

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<sup>3</sup> Federal Transit Administration Coordinating Council on Access and Mobility. *Definition of Coordination of Specialized Transportation*. [http://www.fta.dot.gov/planning/metro/planning\\_environment\\_4018.html](http://www.fta.dot.gov/planning/metro/planning_environment_4018.html) (Accessed May 10, 2011).



eliminating duplication, streamlining regulations, reducing costs. Executive Order 13330 specifically set out to do the following:

- Promote interagency cooperation and the establishment of appropriate mechanisms to minimize duplication and overlap of Federal programs and services so that transportation-disadvantaged persons have access to more transportation services
- Facilitate access to the most appropriate, cost-effective transportation services within existing resources
- Encourage enhanced customer access to the variety of transportation and resources available
- Formulate and implement administrative, policy, and procedural mechanisms that enhance transportation services at all levels
- Develop and implement a method for monitoring progress on achieving the goals of this order.<sup>4</sup>

### ***Federal Interagency Transportation Coordinating Council on Access and Mobility***

Executive Order 13330 authorized the creation of the Federal Interagency Transportation Coordinating Council on Access and Mobility (CCAM), an advisory group made up of representatives of eleven Federal departments and agencies. This group was an outgrowth of the original Coordinating Council on Access and Mobility, established in 1986, that served as a connection between the U.S. Department of Transportation and the U.S. Department of Health and Human Services. The council now includes the following members:

- Attorney General
- Chair of the National Council on Disabilities
- Commissioner of Social Security
- Secretary of Agriculture
- Secretary of the Department of Transportation
- Secretary of Education
- Secretary of Health and Human Services
- Secretary of Housing and Urban Affairs
- Secretary of the Interior
- Secretary of Labor
- Secretary of Veteran Affairs

The CCAM was charged by the president with producing a report that examined Federal programs that provided transportation funding for older adults, individuals with disabilities, and people with low income, the associated regulations and mandates for funding, and the existing policy environment for transportation programs. Published in 2005, this report provided a summary of the group's findings along with recommendations on ways to improve the existing transportation programs while reducing overall costs.<sup>5</sup>

### ***United We Ride***

The *United We Ride* initiative was launched in 2003 as marketing and education arm of CCAM. United We Ride promotes coordination activities and provides technical assistance to states and communities working to create a Coordinated Plan. A planning tool called the *Framework for Action* was developed by a task force to assist states and communities assess the physical and political environment for coordination efforts and to recognize coordination opportunities. In addition, the United We Ride program established a program of technical assistance available to states and communities.

The next phase of United We Ride focused on solutions that states and communities may use to help with the implementation of coordination efforts, as outlined in the *United We Ride Action Plan* for 2007-2010. Specifically, the group developed the following three goals:

- More rides for target populations for the same or fewer assets
- Simplify access
- Increase customer satisfaction.<sup>6</sup>

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<sup>4</sup> George W. Bush. "Human Service Transportation Coordination." *Executive Order 13330*. February 24, 2004.

<sup>5</sup> See United We Ride's *Report to the President: Human Service Transportation Coordination, Executive Order 13330*. [http://www.unitedweride.gov/0216\\_LAYOUT\\_1.3F\\_v6.pdf](http://www.unitedweride.gov/0216_LAYOUT_1.3F_v6.pdf), for more information.

<sup>6</sup> United We Ride. "*United We Ride Action Plan 2007-2010: Implementing the Executive Order on Human Service Transportation*." [http://www.unitedweride.gov/1\\_51\\_ENG\\_HTML.htm](http://www.unitedweride.gov/1_51_ENG_HTML.htm) (Accessed May 11, 2011).

### ***Project ACTION (Accessible Community Transportation in Our Nation)***

Project ACTION is an initiative run by Easter Seals and funded through FTA that serves to improve the transportation options of individuals with disabilities. The 23 year old program provides technical assistance and training to the disability community and transportation operators as well as serves as a resource on integrating the requirements of the Americans with Disabilities Act (ADA) into transportation to improve access.<sup>7</sup>

## **State and Regional Coordination Efforts**

### **The South Central Regional Transit District Service and Financial Plan**

In addition to the CHSTP, the New Mexico legislature passed the Regional Transit District Act of 2003 (HB 102, SB 34). The act established regional transit districts (RTDs) throughout the state including the RTD for the south central portion of the state, appropriately named the South Central Regional Transit District (SCRTD). Designed to address the transportation needs of Doña Ana as well as the nearby Sierra and Otero County, the SCRTD Service and Financial Plan, was created to promote coordinative efforts across the SCRTD to including Doña Ana County. The State's CHSTP and the SCRTD Service and Financial Plan endeavor to define the transit needs of the state and south central New Mexico. The CMAP further refines and builds upon the recommendations and conclusion put forth in these plans, developing strategies and specific action items for Doña Ana County.

### **NMDOT Coordinated Human Service Transportation Plan (CHSTP)**

The potential benefits that transportation coordination can provide are recognized at the state and regional levels. In 2008, the New Mexico Department of Transportation (NMDOT) Transit and Rail Bureau with cooperation with transit providers, the South Central Regional Planning Organization, LCMPO and the El Paso MPO, in developing a statewide Coordinated Human Service Transportation Plan (CHSTP) including a section on the south central region, encompassing Sierra, Socorro, and Doña Ana County providing a foundation for the CMAP.

## **Funding Overview**

FTA's current authorization, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), expired September 30, 2009. Since that time, Congress has enacted short-term extensions allowing FTA to continue its current programs. The Continuing Appropriations and Surface Transportation Extensions Act of 2011<sup>8</sup>, as amended, continued the authorization of the Federal transit programs of the U.S. Department of Transportation (DOT) through March 4, 2011. Congress has since extended SAFETEA-LU until September 11, 2011. The current measures extend contract authority for programs in the Formula and Bus Grants account. Through this account SAFETEA-LU authorizes funding for the JARC, New Freedom, Non-Urbanized Areas, and Section 5310 programs at near FY 2010 levels. Under the original purview of SAFETEA-LU, funds for all four programs were available to recipients during the year of apportionment plus two additional years; therefore, FY 2006 funds were available through September 30, 2008, FY 2007 funds were available through September 30, 2009, and so forth. Funds currently in extension do not follow this funding scheme. Any funds that are not obligated at the end the period of availability will be added to the following year's apportionment and distributed among all areas.<sup>9</sup>

### **SAFETEA-LU: Urbanized and Non-Urbanized Areas**

As authorized by SAFETEA-LU, funding for the FTA programs is broken down into three categories: large urbanized areas, small urbanized areas, and other than urbanized (non-urbanized) areas. Urbanized area designations are determined by the Secretary of Commerce and are based on the most recent decennial census. A large urbanized area contains a population of at least 200,000, a small urbanized area has a population greater than 50,000 but less than 200,000, and a non-urbanized area has a population of fewer than 50,000.

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<sup>7</sup> Project Action. [http://projectaction.easterseals.com/site/PageServer?pagename=ESPA\\_homepage](http://projectaction.easterseals.com/site/PageServer?pagename=ESPA_homepage). (Accessed May 10, 2011).

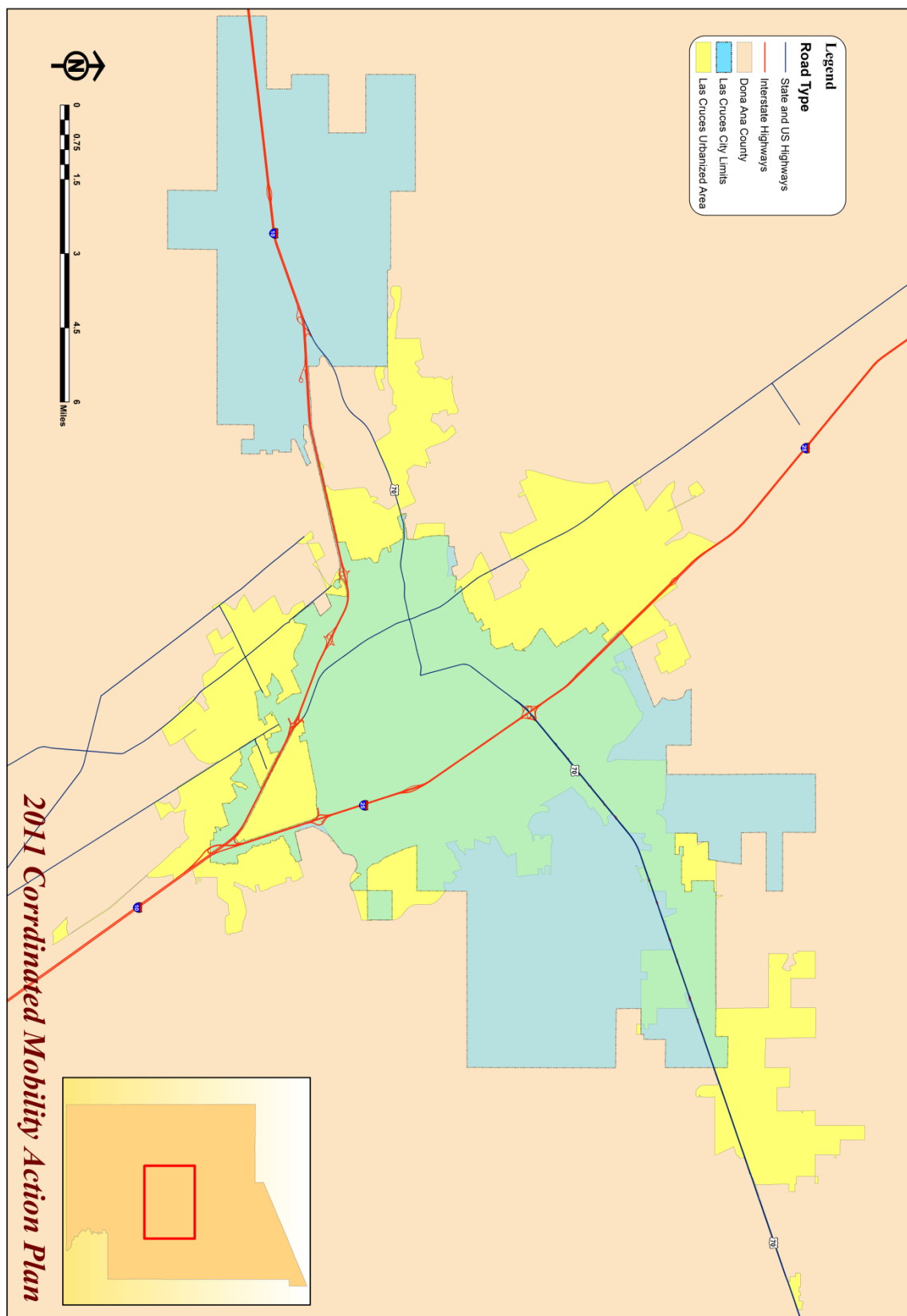
<sup>8</sup> Continuing Appropriations and Surface Transportation Extensions Act of 2011. Pub.L. 111-322, 124 Stat. 3519, December 22, 2010. Web

<sup>9</sup> Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005. Pub.L. 109-59, 119 Stat. 1144, August 5, 2005. Web.

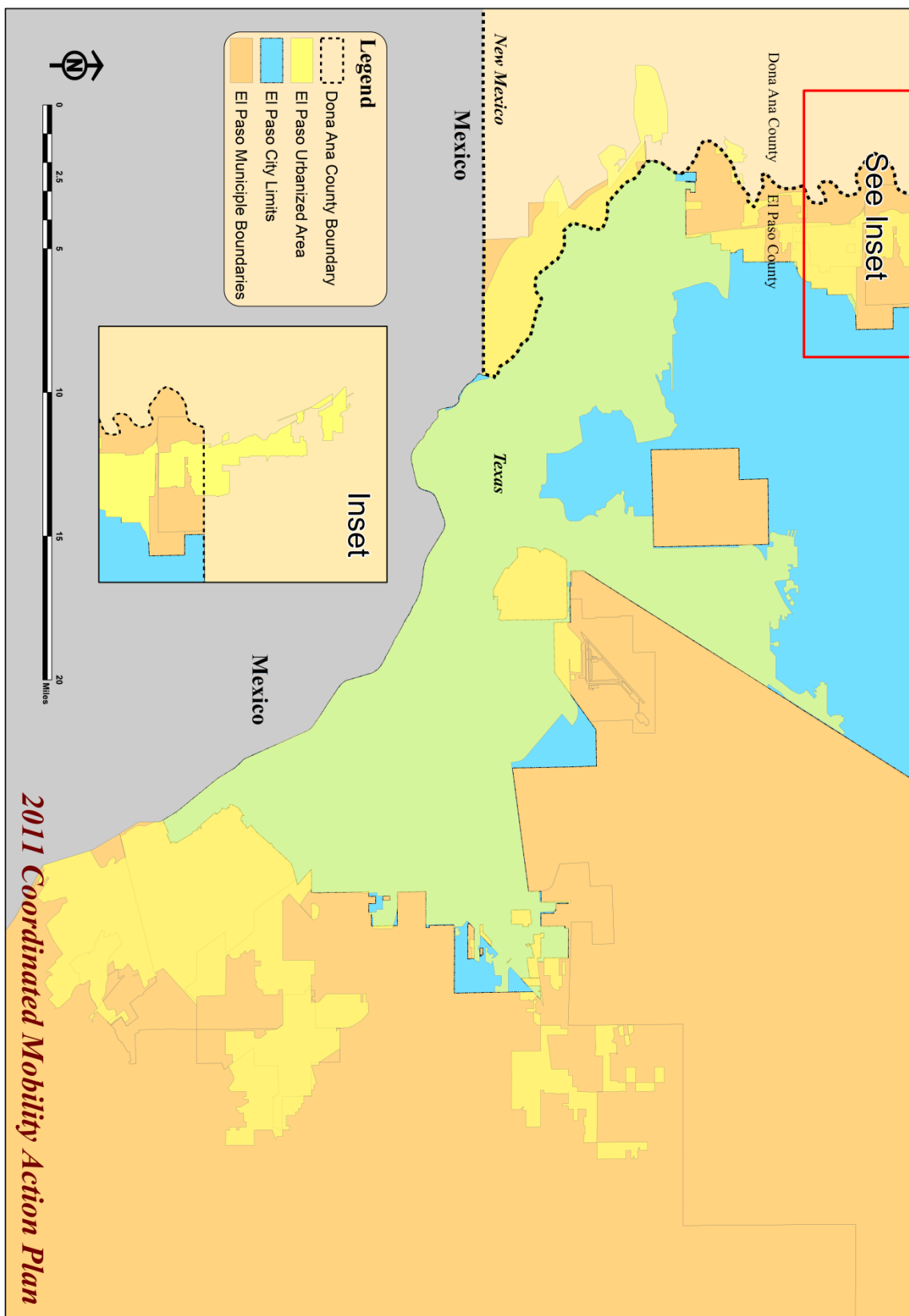
There are two census defined urbanized areas (UZA) in Doña Ana County: the Las Cruces UZA and the El Paso UZA. Obviously, urbanized areas may have boundaries that can cross county and state borders based upon population density determined by the decennial census. The 2010 UZAs are detailed below.

- The Las Cruces UZA is comprised of the center of Doña Ana County, stretching from Doña Ana to the north, the eastern edge of the Town of Mesilla to the west, to Mesquite to the south, and a mile west of Organ to the east.
- The El Paso UZA encompasses parts of the southeastern portion of Doña Ana County along the Texas and Mexico borders.
- The remainder of Doña Ana County is defined by the FTA as non-urbanized, non-tribal.

## Map A: Las Cruces Census Designated Urbanized Area, 2010



## Map B: El Paso Census Designated Urbanized Area, 2010



## **Formula Grant Programs**

The SAFETEA-LU legislation requires a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for access to formula program funds. Funds are released from the federal government and distributed through the New Mexico Department of Transportation (NMDOT) which serves as the designated recipient for the region.

There are four sources of funding that this plan is primarily concerned:

- 49 U.S.C 5310 - Elderly Individuals and Individuals with Disabilities
- 49 U.S.C 5311 - Non-Urbanized Area Program
- 49 U.S.C 5316 - Job Access and Reverse Commute (JARC)
- 49 U.S.C 5317 - New Freedom

Source: Federal Transit Administration

### ***49 U.S.C 5310 – Elderly Persons and Persons with Disabilities***

This program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for each group. This program is designed to that attempt to meet the needs of these individuals in future planning and implementation of transportation projects.

### ***49 U.S.C 5311 – Non-Urbanized Area***

Funds from this program are allocated to fund the building and extending transit services to rural and small urban regions that have populations of less than 50,000 people. FTA apportions funds for non-urbanized areas to the states according to a statutory formula based on each state's population in rural and small urban areas.

### ***49 U.S.C 5316 – Job Access and Reverse Commute (JARC)***

Funds from 5316 assist in building and extending transit as well as commuting services. This program funds projects that can assist low income and/or those receiving welfare to travel to places of employment and other related services, such as child care. JARC provides transportation service to all populations going from an urban or rural area to a suburban place of employment.

### ***49 U.S.C 5317 – New Freedom***

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Funds from this program seek to reduce the barriers to transportation by incentivizing new and improved services to facilitate individuals with disabilities unique needs beyond those required by the Americans with Disabilities Act of 1990.

## **The Planning Process**

Though a Coordinated Plan's development is required by the Federal Transit Administration (FTA) for communities seeking grant funding, much of the decision making in terms of scope and content of a Coordinated Plan has been left to states and local authorities. This approach lends flexibility to build off of any previous transportation studies and plans that an area may have developed, as well as the ability to determine at which level the plan will be developed, whether it is local, county, regional, or state.

LCMPO employed public outreach that sought to gather information from a wide variety of stakeholders, as required by SAFETEA-LU. Throughout 2009, numerous outreach events were held to determine the transportation needs, gaps, and redundancies in service affecting target populations. A Steering Committee and stakeholder group were formed to facilitate the development of the CMAP, providing general direction and outreach.

In order to introduce coordination efforts and garner interest in a steering committee, an online survey was circulated to agencies that provide human services transportation and those that use regional transportation services. A copy of the survey is provided in the 2009 CMAP, located in *Appendix B*. The survey included questions related to services currently provided, and where there are gaps in the service. Information collected in the survey included vehicle and maintenance facility inventories, important and/ or frequent destinations that are served or need to be served better and times of the day additional service is needed. The twenty-one (21) agencies and nonprofits that responded are listed below.

- |  |   |
|--|---|
| ▪ <i>City of Las Cruces</i>                          | ▪ <i>Children Youth and Families Department</i>   |
| ▪ <i>Mesilla Valley Community of Hope</i>            | ▪ <i>Casa de Corazones, Inc.</i>                  |
| ▪ <i>Town of Mesilla</i>                             | ▪ <i>Adult Basic Education DACC</i>               |
| ▪ <i>NMSU Dona Ana Community College</i>             | ▪ <i>The Arc of New Mexico</i>                    |
| ▪ <i>Tierra Del Sol Housing Corp.</i>                | ▪ <i>City of Las Cruces</i>                       |
| ▪ <i>RoadRUNNER Transit</i>                          | ▪ <i>Dona Ana County</i>                          |
| ▪ <i>Camino de Vida Center for HIV Services</i>      | ▪ <i>Colonias Development Council</i>             |
| ▪ <i>Southwest Counseling Center</i>                 | ▪ <i>Ben Archer Health Center</i>                 |
| ▪ <i>Las Companeras</i>                              | ▪ <i>NM Division of Vocational Rehabilitation</i> |
| ▪ <i>Tresco, Inc.</i>                                | ▪ <i>New Mexico Department of Transportation</i>  |
| ▪ <i>Southwest New Mexico Council of Governments</i> |   |

Respondents serve populations that include seniors, people with disabilities, children, low income individuals, the general public, the homeless, students, people who are HIV-positive, first-time mothers, government agencies, and adults with academic skills below the 12<sup>th</sup> grade level. While the representation in respondents is diverse, the majority of the populations currently served are the disabled and low income individuals; closely followed by the general public, seniors, and children.

### ***Development of the Dona Ana County Coordinated Plan (CMAP)***

As required by SAFETEA-LU, all urbanized areas must have a designated recipient named by the chief executive officer of the state, the governor of New Mexico, to handle the competitive selection process and administrative functions for the formula grant programs. Urbanized areas of below 200,000 people, defer Designated Recipient power to the State unless otherwise dictated by the chief executive officer of the state and those UZAs of over 200,000, designated recipient is bestowed upon the area's MPO or transit authority. Additionally, any area seeking funding from the JARC, New Freedom, Non-Urbanized Area, and Section 5310 programs from FY 2007 forward must have a Coordinated Plan in place from which projects are derived.<sup>10</sup>

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<sup>10</sup> Federal Transit Administration. [http://www.fta.dot.gov/funding/grants/grants\\_financing\\_6995.html](http://www.fta.dot.gov/funding/grants/grants_financing_6995.html) (Accessed May 11, 2011).

### **The Designated Recipient**

The designated recipient must manage all aspects of formula grants in the urbanized area and perform a variety of administrative functions. The following list of designated recipient responsibilities as outlined by FTA program circulars:

- Conducting an area-wide competitive selection process
- Certifying a fair and equitable distribution of funds resulting from the competitive selection process
- Certifying that each project selected for funding was derived from the Coordinated Plan
- Certifying that the Coordinated Plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public
- Managing all aspects of grant distribution and oversight for sub-recipients receiving funds under JARC and New Freedom
- Submitting reports as required by FTA.<sup>11</sup>

Funding is split between designated recipients, if more than one exists. As the state and other designated recipient competitive selection processes are conducted independently of one another, there is a great deal of flexibility offered to the local area in deciding how to run its selection process. A designated recipient may choose to conduct competitions annually or up to every three years. The FTA requires the competitive selection process so that funds are distributed fairly and equitably.

### **CMAP Steering Committee and Stakeholders**

The CMAP was developed through a partnership of public and private entities with data collection from transportation funders, providers, and users. Two groups were created consisting of regional and local agency officials, business representatives and nonprofit organizations. A Steering Committee was formed to provide general direction, a forum to discuss policy-level issues, planning oversight, goals and strategies, and to advise planning staff.

The Steering Committee meetings focused on identifying resources available through members of the group, such as ridership reports, statistics, and stakeholder contacts, along with formulating an approach to public outreach. The LCMPO served as the lead planning agency, providing direction and staff support for the plan. Staff would also produce GIS mapping, carry out research related to policy, regional characteristics and demographics, and perform any necessary administrative duties related to development of the plan.

The stakeholder group was created to be part of a larger database and outreach list to share and utilize for key events and specific feedback. Participation was solicited using the stakeholder contact list compiled from a number of sources including the Steering Committee members.

### **Needs, Gaps, and Redundancies**

This plan gathers information obtained through public outreach as well as the deliberation of the Steering Committee; identifies gaps in services, strategies to close gaps, and finally the regional priorities.

There are four categories that all identified gaps that fall under: geographic, capacity, service, and awareness gaps. The strategies provided below are designed to close various gaps and redundancies of transportation providers as well as address the effects of physical natural and manmade obstacles to service.

### **Strategies & Priorities**

Strategies for improving transportation for the target populations were developed for the most frequently occurring themes for transportation needs and issues and are detailed in *Section Six*. Priorities and strategies are derived from the 2009 CMAP, the RoadRunner Strategic and Long Range Transit Plans, as well as the LCMPO MTP: Transport 2040. There are 13 goals that are listed in prioritized tiers as a means to achieve more efficient transportation delivery. This structure, which includes a first tier, second tier, and third tier, provides guidance for allocating resources to projects that address the most pressing needs and that will provide the most benefit to improving the regional transportation system. Results of this prioritization follow:

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<sup>11</sup> Federal Transit Administration. *Circular 9045.1 and 9050.1, III: 2*. Washington D.C.: GPO, May 1, 2007.



Tier 1 Priorities:

- Improve coordination of services
- Reduce costs for transportation providers
- Reduce costs for end users
- Augment funding sources

Tier 2 Priorities:

- Improve outreach and education on services
- Improve the training of staff across agencies and the labor pool of drivers
- Improve existing and off-peak service
- Improve short-notice transportation options

Tier 3 Priorities:

- Improve Dial-a-Ride services
- Improve safety
- Improve inter-county travel
- Improve data management
- Data management

This tier system will be used in conjunction with the competitive selection process for projects seeking JARC, New Freedom, Non-Urbanized Area Program, or Section 5310 funding. Projects may address one or more of the themes and may utilize one of the strategies identified below, a combination of multiple strategies, or may employ strategies not listed in this document so long as the project supports the overall goals of the CMAP. In order to carry out the intent of the CMAP, the State of New Mexico is identified as the official Designated Recipient of the federal funds tied to the Plan. It will be the State of New Mexico's responsibility to develop and conduct a competitive project selection process based on the strategies listed above.

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## **Section Two: Formula Grants and Project Funding**

### **Overview**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law August 10, 2005. SAFETEA-LU was a \$286.4 billion authorization bill that governs federal surface transportation spending. SAFETEA-LU's purpose was to improve and maintain the surface transportation infrastructure, including the interstate system, transit systems, bicycling and pedestrian facilities, and freight rail operations. Under SAFETEA-LU, funds were available to recipients during the year of apportionment plus two additional years. For example, FY 2006 funds were available through September 30, 2008; FY 2007 funds were available through September 30, 2009, and so on. Any funds that are not obligated at the end the period of availability would have been added to the following year's apportionment and distributed among all areas.<sup>12</sup> SAFETEA-LU expired September 30, 2009 and since that time, Congress has enacted six short-term extensions allowing the Federal Transit Administration (FTA) to continue funding its current formula grant programs. Congress' latest extension of SAFETEA-LU provides funding through September 30, 2011. The year plus two additional year apportionment does not apply to the current extension of SAFETEA-LU.<sup>13</sup>

### **Formula Grant Programs**

The SAFETEA-LU legislation requires a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for access to formula programs. This plan fulfills this requirement and thus formula programs that are central to human services transportation (the elderly, individuals with disabilities, and those of low incomes) are available. It is important to note that the exact amount of funding each program will receive is determined annually by Congress in the Department of Transportation appropriations act and may be less than what is authorized SAFETEA-LU. Once Congress secures funding, FTA apportions and allocates these funds to various areas according to formulas and earmarks. These annual apportionments for the grant programs are published in the Federal Register. The New Mexico Department of Transportation, as the area's designated recipient, accepts funds from the FTA and distributes them to the various projects around the state.

There are four sources of funding that apply to this plan:

- 49 U.S.C 5310 - Elderly Individuals and Individuals with Disabilities
- 49 U.S.C 5311 - Non-Urbanized Area Program
- 49 U.S.C 5316 - Job Access and Reverse Commute (JARC)
- 49 U.S.C 5317 - New Freedom

The current SAFETEA-LU extension measure provides contract authority for programs funded by the Formula and Bus Grants account, authorizing the funding of the JARC, New Freedom, Non-Urbanized Areas, and Section 5310 programs at near federal fiscal year (FY) 2010 levels. Authorized funding levels at the national level are represented in *Table 2-1* for FY 2007 through 2010.

***Table 2-1: Total Federal Funding for Transportation, FY07-FY10***

	FY 2007	FY 2008	FY 2009	FY 2010
Total US DOT Funding (\$ Millions)	\$63,775.0	\$67,032.0	\$68,200.0	\$73,200.0
Total FTA Funding (\$ Millions)	\$10,766.8	\$13,160.2	\$14,123.2	\$13,508.3
5310 Grants	\$117.0	\$126.7	\$135.8	\$176.2
5311 Grants	\$385.9	\$416.0	\$511.7	\$624.8
5316 Grants	144.0	156.0	165.0	\$163.9
5317 Grants	\$81.0	\$87.5	\$92.5	\$89.6
<b>Total Grant Funding</b>	<b>\$727.9</b>	<b>\$786.2</b>	<b>\$905.0</b>	<b>1,054.5</b>

Source: United States Federal Transit Administration

<sup>12</sup> Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005. Pub. L. 109-59, 119 Stat. 1144, August 5, 2005. Web.

<sup>13</sup> Extensions include:

Continuing Appropriations Resolution of 2010. Pub. L. 111-68, 123 Stat. 2023, October 1, 2009. Web.

Further Continuing Appropriations of 2010. Pub. L. 111-88, 123 Stat. 2904, October 30, 2009. Web.

Department of Defense Appropriations Act of 2010. Pub. L. 111-118, 123 Stat. 3409, December 19, 2009. Web.

Hiring Incentives to Restore Employment Act of 2010. Pub. L. 111-147, 124 Stat. 71, March 18, 2010. Web.

Continuing Appropriations and Surface Transportation Extensions Act of 2011. Pub. L. 111-322, 124 Stat. 3519, December 22, 2010. Web.

Surface Transportation Extension Act of 2011. Pub. L. 112-5, 125 Stat. 14, March 4, 2011. Web.

## 49 U.S.C 5310 – Elderly Persons and Persons with Disabilities

The program was originally established in 1975 as a discretionary grant program with funds apportioned to states by a formula based on the population of elderly and disabled residents. Each state then distributed funds to local non-profit organizations to assist with transportation the needs of these populations. Originally called the Section 16 (b)(2) program, the program received average funding between \$20-35 million annually. Under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), funding for the program increased to \$50-60 million annually and introduced the eligibility of some public agencies to become recipients of grants, provided they met restrictive criteria. The program was again authorized by the Transportation Equity Act for the 21st Century (TEA-21) in 1998. Also adopted by SAFETEA-LU, the Section 5310 program was authorized to receive \$489.5 million nationwide FYs 2006 and 2009.<sup>14</sup> FTA apportionment information for 5310 programs at the federal and state level from FY 2007 through 2010 is detailed in *Table 2-2*.

The Section 5310 program exists to improve mobility for older adults and individuals with disabilities. It provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of those groups when transportation services are unavailable, insufficient, or inappropriate in meeting the needs of older adults and individuals with disabilities. The program is used to fund public transportation capital projects that'll provide an increase in available transportation options for these two target groups.

**Table 2-2: 49 U.S.C. 5310 Apportionments, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
United States (\$ Millions)	\$117.0	\$126.7	\$135.8	\$176.2
New Mexico	\$1,599,420	\$883,421	\$922,070	\$1,427,809

*Source: United States Federal Transit Administration*

Funding is based on a formula that considers the number of elderly individuals and individuals with disabilities in each state based on the latest U.S. census data. This program ensures that the needs of these two groups are being considered and met in future planning and implementation of transportation projects. Funds are obligated based on the annual program of projects included in a statewide grant application. The state ensures that local applicants and projects are eligible and in compliance with federal requirements and that private nonprofit transportation providers have an opportunity to participate. Eligible applicants for the Section 5310 program are private and non-profit organizations or governmental authorities *only* if nonprofit corporations or associations are absent and are approved by the state to coordinate services for elderly individuals and individuals with disabilities.

## 49 U.S.C 5311 – Non-Urbanized Area

The Non-Urbanized program was originally established in 1979 as a discretionary grant program with funds apportioned to states by a formula based solely on the non-urbanized population of a state. The significantly higher funding levels for the non-urbanized formula program authorized in the Transportation Equity Act for the 21st

**Table 2-3: 49 U.S.C. 5311 Apportionments, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
United States (\$ Millions)	\$385.9	\$416.0	\$511.7	\$624.8
New Mexico	\$14,733,944	\$7,753,480	\$8,147,415	\$8,285,653

*Source: United States Federal Transit Administration*

Century (TEA-21) and its reissuance with SAFETEA-LU, was designed to enable states to extend transit service to areas currently not served and/or improve service levels in areas which currently have minimal or inadequate service. The FTA apportions the funds appropriated annually to the Governor of each state for public transportation projects in non-urbanized areas.

The state prepares an annual program of projects and must provide for maximum feasible coordination with transportation services assisted by other federal sources. Funds from this program are allocated for the building and extension of transit services to rural and small urban regions of less than 50,000 people. Program funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies and nonprofit organizations, and operators of public transportation services. There is no limitation on operating assistance; however the state must use fifteen percent (15%) of its annual apportionment to support intercity bus service, unless the intercity bus needs of the state are adequately met. The amount which the state may use for state administration,

<sup>14</sup> Federal Transit Administration. [http://www.fta.dot.gov/funding/grants/grants\\_financing\\_8348.html](http://www.fta.dot.gov/funding/grants/grants_financing_8348.html) (Accessed May 17, 2011).

planning, and technical assistance is limited to fifteen percent (15%) of the annual apportionment. Table 2-3 displays the apportionments for 5311 at the federal and state level from FY 2007 through FY 2010. The Non-Urbanized Area grant is divided into three subsections. Each subsection targets a specific non-urbanized classification.

- *49 U.S.C 5311 (a) – Formula Grants for Other than Urbanized Areas Program*  
Provides financial support for operating and executive expenses to launch, expand, or maintain public transportation service in rural regions and for the attainment, creation, and enhancement of facilities and machinery. It can also be used to provide technical support for suppliers of non-urbanized transportation.
- *49 U.S.C 5311 (b) – Rural Transit Assistance Program (RTAP)*  
The Rural Transit Assistance Program provides a source of funding to assist in the design and implementation of training and technical assistance and other support services tailored to meet the needs of transit operators in non-urbanized areas.
- *49 U.S.C 5311 (c) – Public Transportation on Indian Program (Tribal Transit)*  
The Public Transportation on Indian Reservations Program (Tribal Transit Program) provides direct funding to federally recognized tribes for the purpose of supporting tribal public transportation in rural areas.<sup>15</sup>

Doña Ana County qualifies for funding through all but 49 U.S.C. 5311(c) due to the absence of Indian Territory in the county.

#### 49 U.S.C 5316 – Job Access and Reverse Commute (JARC)

The Job Access and Reverse Commute (JARC) program was initially established by the Transportation Equity Act for the 21st Century (TEA-21) to assist welfare recipients and individuals with low income with employment related transportation. As it was originally enacted, JARC project selection was made through a national competition. The national competition was conducted by the FTA for funding appropriated in FY 1999–2002. Beginning in FY 2000, Congress also began to earmark specific projects in the conference reports accompanying the annual appropriations acts. Under TEA-21, eventually all funding was allocated to congressionally designated projects and recipients.<sup>16</sup>

With the passage of SAFETEA-LU in 2005, the JARC became a formula based funding mechanism to provide an equitable funding distribution. States receive a total of 40% of all JARC funding (20% for small urbanized areas and 20% for non-urbanized areas) and designated recipients of large urbanized areas receive the remaining 60% of funds. Funding apportionments for the JARC program at the federal and state level are shown in *Table 2-4*.

**Table 2-4 49 USC 5316 Apportionments, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
United States (\$ Millions)	\$144.0M	\$156.0M	\$165.0M	\$163.9M
New Mexico	\$178,532	\$1,207,433	\$1,318,079	\$897,401

*Source: United States Federal Transit Administration*

JARC funding is intended to assist in the building and extending transit services. JARC funds projects that assist low income and welfare recipients in traveling to places of employment and other related services, such as child care. JARC also provides transportation service to all populations going from an urban or rural area to a suburban place of employment. Eligible applicants for JARC are private or non-profit organizations, state and local government authorities, public and private operators of public transportation services.

<sup>15</sup>Federal Transit Administration. *Circular 9040.1: Non-urbanized Area Formula Program Guidance and Grant Application Instructions*. Washington, D.C.: GPO, 1 April 2007.

<sup>16</sup> Transportation Equity Act for the 21st Century of 1998. Pub. L. 105-178, 112 Stat. 107, June 9, 1998. Web.

## 49 U.S.C 5317 – New Freedom

The New Freedom program is a new program created under SAFETEA-LU. Though the New Freedom Initiative was first introduced as a part of an Executive Order in 2001, funding was not appropriated until FY 2006.<sup>17</sup> Like the JARC program, funding for New Freedom is formula-based and States receive a total of 40% of all funding (20% for small urbanized areas and 20% for non-urbanized areas) and designated recipients of large urbanized areas receive the remaining 60%. *Table 2-5* illustrates the annual funding apportionment for the New Freedom program for FY 2007 through FY 2010 at the federal and state levels.

The New Freedom formula grant program aims to provide tools to overcome existing barriers facing individuals with disabilities that seek integration into the workforce and full participation in society. Funds from this program seek to reduce the barriers to transportation by incentivizing new and improved services to facilitate persons with disabilities' unique needs beyond those required by ADA. Funds can be spent on capital and operating expenses and ten percent (10%) may be used for planning, administration, and technical assistance.

Eligible applicants for the New Freedom program are private or non-profit organizations, state and local government authorities, public and private operators of public transportation services.

**Table 2-5: 49 USC 5317 Apportionments, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
United States (\$ Millions)	\$81.0M	\$87.5M	\$92.5M	\$89.6M
New Mexico	\$14,700	\$526,211	\$495,238	\$754,899

Source: United States Federal Transit Administration

## Funding Factors and Trends

At the time of the development of this plan, Congress and the Administration are devising the successor to SAFETEA-LU. The focus of the federal government on cutting the federal budget, federal monetary and capital policy, and political trading all have placed the future of these formula grants in a state of limbo. Recession, executive and legislative policy, and inflation are among the myriad of factors that influence the funding of and the impact of these grants. However, if the recent trends in funding give an indication of the future of these grants, funding will continue to be dedicated to these grants, or something similar, and likely grow in funding. *Table 2-6* describes in detail the trends in funding since FY 2007. The current trend is increased funding to these grants, significantly surpassing the rate of inflation. The State of New Mexico is similar in that the funding in which the State receives from the federal government has also increased though not at a proportional rate.

**Table 2-6: FTA Funding and Inflation, FY07-FY10**

Year	Federal Funding (\$ Millions)	Change from Previous Year (%)	New Mexico Funding (\$ Millions)	Change from Previous Year (%)	Annual Core Inflation Rate <sup>18</sup>
2007	10,766.8	--	33.437	--	4.30%
2008	13,160.2	22.23%	42.432	26.90%	0.03%
2009	14,123.2	7.32%	43.167	1.73%	2.63%
2010	13,508.3	-4.35%	38.694	-10.36%	1.64%
<b>Total Difference</b>		<b>25.46%</b>		<b>15.72%</b>	

Source: United States Federal Transit Administration and the Bureau of Labor Statistics

## Funding Formulae

As described in the sections above, each grant program gets funding apportioned in different ways. The Section 5310 program is apportioned to the states annually based on the number of elderly and disabled residents in each state. The Non-Urbanized Area program is apportioned to the states annually based on the population in non-urbanized areas. The funding formula for the JARC program is based on the number of eligible low-income and welfare recipients in a given location and category type (i.e., large urbanized, small urbanized, and non-urbanized areas) as it relates to the number of eligible low-income and welfare recipients in that category type nationwide. Low income is determined by the number of individuals whose family income is at or below 150 percent of the poverty

<sup>17</sup> George W. Bush, "Community-Based Alternatives for Individuals with Disabilities." *Executive Order 13217*. June 18, 2001.

<sup>18</sup> The Federal Government's "core inflation rate" utilizes a hedonic regression and does not include fluctuations in fuel or food costs as of 1990.

line.<sup>19</sup> For the New Freedom program, funding is based on the number of individuals with disabilities in a given location and category type as it relates to the number of individuals with disabilities in that category type nationwide. This number is based on number of individuals with disabilities over the age five. By allocating funding in this manner, a location that has a proportionately higher ratio of individuals with disabilities likewise receives proportionately higher funding. All apportionments are based on the most current decennial census data, but each formula grant program has different fund matching schema.

## **Federal & Local Match Schema**

As a requirement to receive funding, all four grant programs require certain percentages of local contribution to total project cost, known as the local share or local match. Section 5310 funds may be used only for capital expenses and require a 20% local share for the 80% federal funds. One exception to this 20% match is for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or ADA. In this circumstance, the local match reduces to 10% for the incremental cost of the equipment or facility required by the CAA or ADA.

Non-Urbanized Areas (5311) total appropriated funds are allocated to the State and distributed in the following manner 75% to the regional apportionment on a population basis, 15% to the Intercity Program, and 10% to the Department of Transportation administrative costs. Effective FY 2007 per SAFETEA-LU, a local match of 44.67% for operating assistance and 11.47% for capital projects is required.

The JARC and New Freedom programs are identical in regards to requirements for federal and local matches based on the purpose for the funds. Both the JARC and New Freedom programs may be used to fund capital or operating costs. In addition, the JARC program may also fund planning projects with the following federal share and local matches:

- Capital costs: 80% federal, 20% local
- Planning costs (JARC only): 80% federal, 20% local
- Operating costs: 50% federal, 50% local
- Administrative costs: 10% of the apportionment at a 100% federal match

## **Other Federal Programs**

The local match required to receive funding from any of the four grant programs may be comprised of any source other than federal Department of Transportation (DOT) funds. Therefore, unlike many other programs, eligible federal funding may be used as all or part of a match.

A variety of funding sources in addition to federal non-DOT dollars may be used towards the match by grantees (state appropriations, dedicated tax revenues, income from advertising, etc.) which may alternately be used as revenue to reduce project costs. Additionally, in-kind and volunteered services may also contribute to the local match, provided that the value of the service is quantifiable and accounted for.

The table (*Table 2-7*) on the following page describes transportation expenses that are broadly eligible for funding under various federal programs. However, states and localities that administer these funds, especially block grants, may further limit what items are eligible for funding in their own areas.

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<sup>19</sup> Poverty guidelines are issued annually by the U.S. Department of Health and Human Services. Qualification guidelines are detailed in the Community Services Block Grant Act of 1981, Section 673(2) as defined by 42 U.S.C. 9902(2).

**Table 2-7: Federal Programs that Provide Transportation Funding**

Department	Reimbursed Costs	Mobility Management, Travel Training, and M&O	Operate Vehicles	Purchase of Vehicles
<b>Health and Human Services</b>				
<i>Administration for Children and Families</i>				
Social Service Block Grant	•		•	•
Child Care and Development Block Grant	•			
Head Start			•	•
Refugee and Entrant Assistant Discretionary Grants				
Refugee and Entrant Asst. State Administered Programs	•			
Refugee and Entrant Targeted Assistance	•			
Refugee and Entrant Asst. Voluntary Agency Programs	•			
State Developmental Disabilities Council and Protection & Advocacy	•	•	•	
Temporary Assist to Needy Families	•			
Community Services Block Grant			•	
Promoting Safe and Stable Families			•	
<i>Administration on Aging</i>				
Grants for Supportive Services and Senior Centers			•	
Programs for American Indian, Alaskan Native and Native Hawaii			•	
<i>Centers for Medicaid and Medicare</i>				
Medicaid	•			
State Health Insurance Program	•			
Home and Community Based Waiver	•	•		
<i>Health Resources and Services Administration</i>				
Community Health Centers	•		•	
Healthy Communities Program	•		•	
HIV Care Formula	•		•	
Maternal and Child Health Block Grant	•			
Rural Health Care Network	•		•	•
Rural Health Care Outreach Program			•	
Healthy Start Initiative			•	
Ryan White Care Act Programs				
<i>Substance Abuse and Mental Health Services Administration</i>				
Community Mental Health Services Block Grant	•	•		
Prevention and Texas Block Grant	•	•		
<b>Department of Education</b>				
Voluntary Public School Choice	•	•		
IDEA		•		
Centers for Independent Living		•		
Independent Living for Older individuals Who are Blind		•		
Independent Living State Grants		•		
Vocational Rehab Grants		•		



<b>Department of Labor</b>				
<i><b>Bureau of Indian Affairs</b></i>				
Indian Employment Training and Related Services	•	•		
Indian Employment Services	•	•		
<i><b>Employment and Training Administration</b></i>				
Job Corps	•	•		
Migrant and Seasonal Farm Worker	•	•		
Migrant and Seasonal Farm Worker				
Native American Employment and Training	•	•		
Trade Adjustment Assistance for Workers	•	•		
Welfare to Work Grants for Tribes	•	•		
Welfare to Work for States and Locals	•	•		
Work Incentive Grants	•	•		
Workforce Investment Act Adult Services Program		•		
Workforce Investment Act Adult Dislocated Worker Program		•		
Workforce Investment Act Youth Activities		•		
<i><b>Veterans Programs</b></i>				
Veterans Employment Program		•		
Homeless Vet Project				
<b>Department of Transportation</b>				
Elderly and Persons with Disability				•
Job Access Reverse Commute			•	•
Non-Urbanized Formula (rural)			•	•
Urbanized Formula				•
New Freedom Program			•	•
Capital Discretionary Program			•	•
<b>Housing and Urban Development</b>				
<i><b>Community Planning and Development</b></i>				
Community Development Block Grant			•	•
Housing for Ind. w/AIDS	•		•	•
Supportive Housing Programs				
Principal and Interest				
Revitalization of Severely Distressed Housing	•			
Veteran Affairs				
Homeless Provider Grants			•	•
Medical Care Benefits	•		•	•
Social Security Administration				
Ticket to Work Program	•			
U.S. Department of Agriculture				
Food stamp and Employment Training Program	•			

Source: Departments of Health and Human Services, Housing and Urban Development, Transportation, Labor, and Education

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## ***Section Three: Study Area and Target Demographics***

### **Overview**

The demographic composition of a community impacts the current and projected demand for coordinated transportation and the level of service to be implemented. Important factors such as land use and geography, total population, age of the population, individuals with disabilities, and economic factors are tools for determining the coordinated transportation demand.

### **Study Area**

#### **Geography**

Doña Ana County is geographically located in the south central portion of the State of New Mexico. The City of Las Cruces, the second largest city in state and the seat of Doña Ana County, is located in the Mesilla Valley wedged between Interstate Highway 10 and 25 extending north and east along U.S. Highway 70. The Organ Mountains are to the east and the Rio Grande is to the west. The city limits encompass part of the mesa at their western foot and to the eastern banks of the Rio Grande and stretches out to the mesa west of the river along Interstate 70.

#### **Brief History**

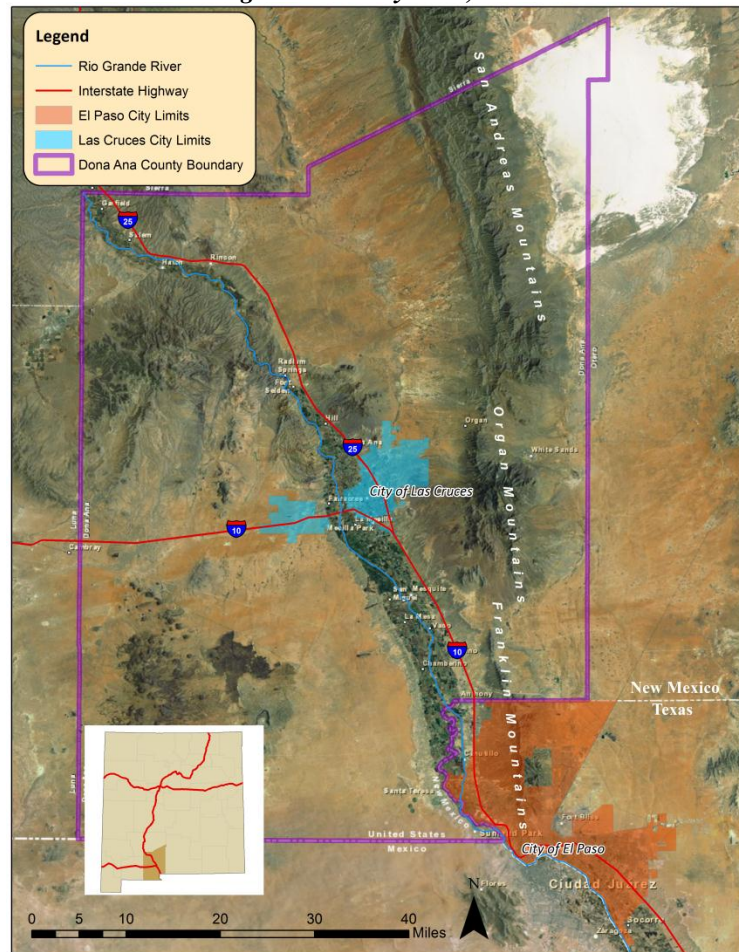
The area of Doña Ana County was previously inhabited by the Manso and Apache people. Later all territory north of the Rio Grande was colonized by the Spanish in 1598. The area remained under Spanish control until 1821 when the first Mexican Empire claimed ownership. The area was also claimed by the independent Republic of Texas during this time until the end of the Mexican-American War with the Treaty of Guadalupe Hidalgo in 1848. The Mexican Empire ceded control of the territory to the United States.

Las Cruces was founded in when the U.S.

Army laid out the town in 1849. The town of Mesilla was the leading settlement of the area, with more than 2,000 residents in 1860, more than twice that of Las Cruces. However, when the Atchison, Topeka and Santa Fe Railway reached the area, Mesilla residents refused to sell rights-of-way, and forced the railroad to build the line and the subsequent train depot in Las Cruces. Due to the commerce and transportation venue provided by the railroad, the population of Las Cruces grew to 2,300 in the 1880s. Las Cruces was later incorporated as a town in 1907.

The recent growth of Doña Ana County has been primarily in the central portion of the county and is due to several factors. Central Doña Ana County, particularly the City of Las Cruces', growth is often contributed to the presence of a sizable university, government employment, and retirees looking for 300-plus days of sunshine. The expansion of the New Mexico State University, the establishment of White Sands Missile Range and NASA White Sands Test Facility, and the recent influx of retirees from out of state, the region has seen and will likely continue to experience significant growth.<sup>20</sup>

**Figure 3A: Study Area, 2010**



<sup>20</sup> Harris, Linda G. *Las Cruces: An Illustrated History*. Las Cruces: Arroyo Press, 1993.

## Population

Doña Ana County consists of an area of 3,815 square miles with a total population of 209,233 people according to the 2010 census. The county is a mixture of urbanized and non-urbanized areas. In Doña Ana County, there are two census defined urbanized areas (UZA), the Las Cruces UZA and parts of the El Paso UZA. There are also smaller census designated urban clusters, Vado and Chaparral New Mexico. These areas make up just over two percent (2%) of all land area but contain the majority of the population of the county. Even though some portions of the county may have commercial or residential centers, the remainder of the county is classified as non-urban. The City of Las Cruces is largest urban center in the county with a large percentage of land devoted to urban uses such as residential, commercial, industrial, and transportation. The City of Las Cruces accounts for 46.66% of the county's population and the western suburbs of El Paso, Texas, Sunland Park and Anthony makes up an additional 11.39%. Doña Ana County is home to 10.16% of New Mexico's 2.05 million residents.<sup>21</sup>

**Table 3-1: Decennial Census Population of Doña Ana County, 1990-2010**

Study Area	1990	2000		2010		Average Change from Previous Census (%)	Change (%) Since 1990	Total Population Change Since 1990	Proportion of the State's Population Growth
	Population	Population	Change from Previous Census (%)	Population	Change from Previous Census (%)				
City of Las Cruces	62,126	74,267	19.54%	97,618	31.44%	25.49%	57.13%	35,492	6.52%
Sunland Park (El Paso UZA)	8,179	13,309	62.72%	14,106	5.99%	34.36%	72.47%	5,927	1.09%
Anthony (El Paso UZA)	5,160	7,904	53.18%	9,360	18.42%	35.80%	81.40%	4,200	0.77%
Balance of Doña Ana County	60,045	79,202	31.90%	88,149	11.30%	21.60%	46.80%	28,104	5.17%
<b>Total of Dona Ana County</b>	<b>135,510</b>	<b>174,682</b>	<b>28.91%</b>	<b>209,233</b>	<b>19.78%</b>	<b>24.34%</b>	<b>54.40%</b>	<b>73,723</b>	<b>13.55%</b>
<b>New Mexico</b>	<b>1,515,069</b>	<b>1,819,046</b>	<b>20.06%</b>	<b>2,059,179</b>	<b>13.20%</b>	<b>16.63%</b>	<b>35.91%</b>	<b>544,110</b>	

Source: United States Census Bureau

## Population Density

By census definition, communities within urban areas will have more dense populations than those not within urban areas. For instance, communities contained within the contiguous area of the City of El Paso are the densest in population. With 2400 residents per square mile, Anthony is just over twice as dense as the City of Las Cruces. Areas not located within the urbanized areas of the county have fewer than 25 people per square mile. Using the most current census data, the population density is listed in Table 3-2. The county, like the state, is sparsely populated despite the large growth in population in recent decades. The state of New Mexico has an urban land-use percentage of approximately 1% with 75% of the population residing in urban areas, making Doña Ana County a fair microcosm of the state.<sup>22</sup>

The population density averages provide insight into the characteristics of the region. Though residents obviously are not evenly distributed throughout the county, the average population density helps identify potential population dispersion challenges to providing transportation services across the region. See the map on the following page for Dona Ana County's population density distribution for 2010 by Transportation Analysis Zone (TAZ), geographic area delineations similar to a census block group based on transportation infrastructure. TAZs were used because the regional transportation model that LCMPO uses to project travel demand for long range transportation planning uses this unit of measurement.

**Table 3-2: Population Density, 2010**

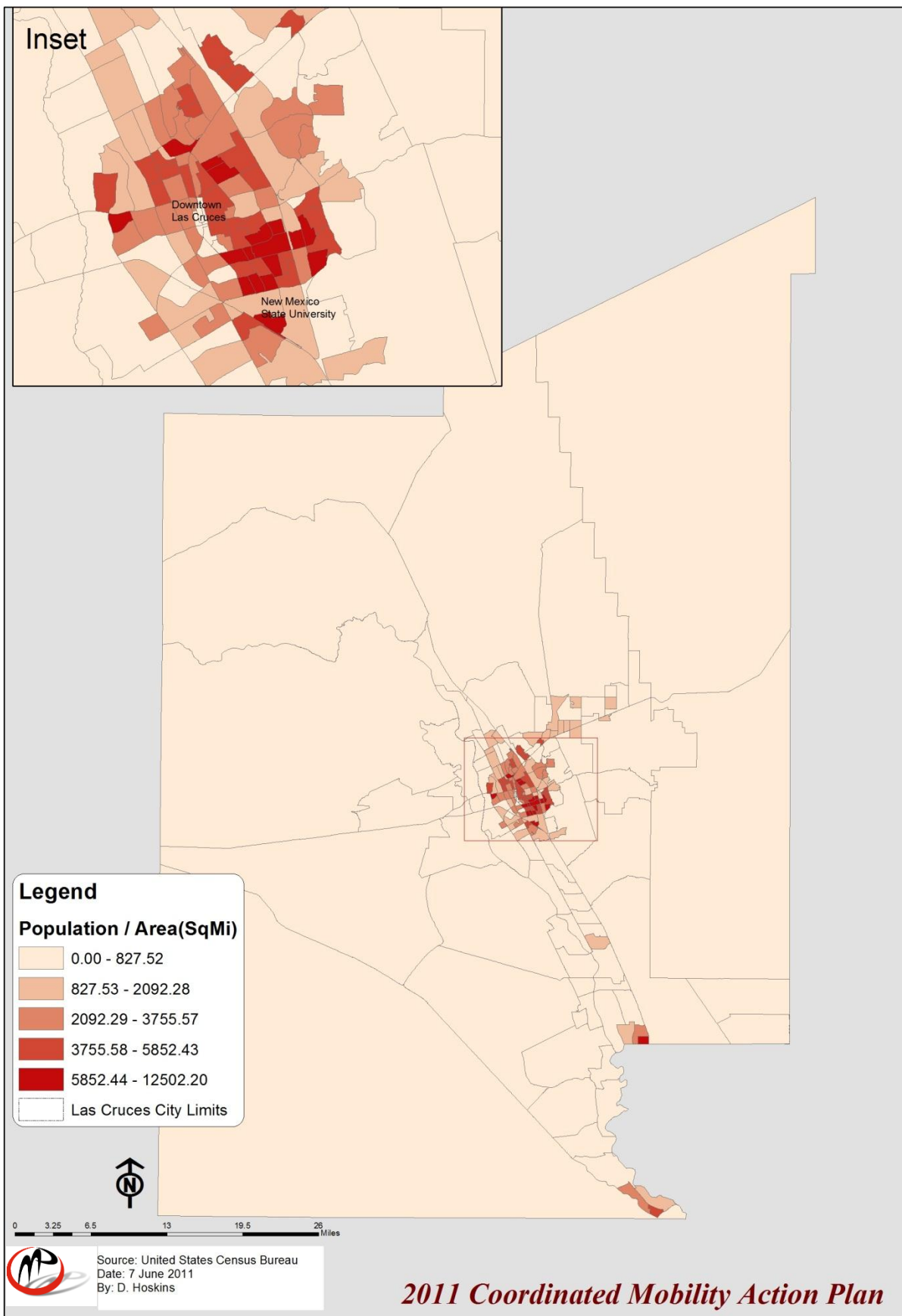
Study Area	Population (2010 census)	Area (sq. mi.)	Population Density (per sq. mi.)
City of Las Cruces	97,618	76.31	1,279
Sunland Park (El Paso UZA)	14,106	10.80	1,306
Anthony (El Paso UZA)	9,360	3.90	2,400
All Other Areas	88,149	3,724	24
<b>Doña Ana County</b>	<b>209,233</b>	<b>3,815</b>	<b>55</b>
<b>New Mexico</b>	<b>2,059,179</b>	<b>121,589</b>	<b>17</b>

Source: United States Census Bureau

<sup>21</sup>United States Census Bureau. 2010 Census.

<sup>22</sup> United States Department of Agriculture. <http://www.nrs.fs.fed.us/data/urban/state/?state=NM> (Accessed 7 June 2011).

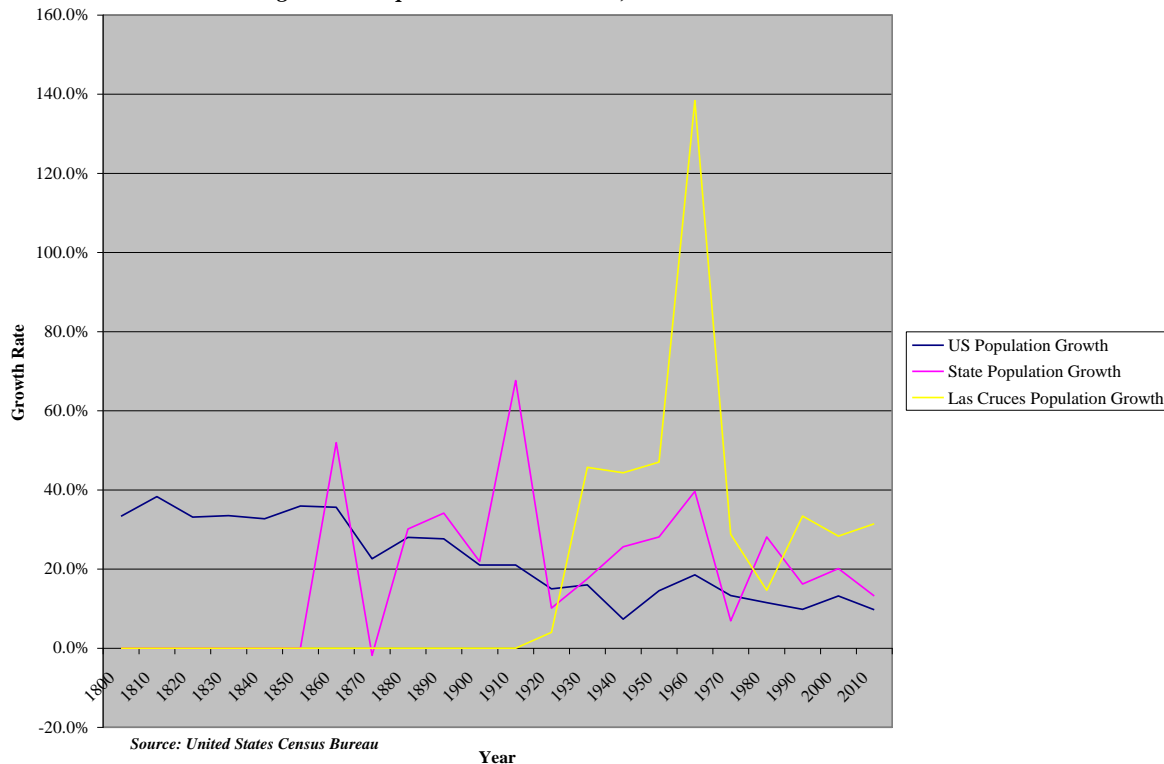
# Population Density by Traffic Analysis Zone, 2010



## Population Growth

Doña Ana County has consistently gained population over the last 20 years. *Table 3-1* shows that the combined population of the three largest cities as well as the balance of area in Doña Ana County. The population has increased by almost 74,000 residents from 135,510 people in 1990 to 209,233 people in 2010, a 54.4% gain, making up nearly 14% of all growth in the State of New Mexico. Doña Ana County has grown at a faster pace compared to the state over the same period. With the exception of a brief period from 1980 to 1990, the county's largest population center, the City of Las Cruces, has also consistently had significantly higher rates of growth than the state (*Figure 3B*). Though much of this growth rate is due to a high ratio of population growth over time; the region's attractiveness to military and industrial uses, as well as its appeal to retirees make up the largest portion of the growth experienced in the area over the last fifty years.

**Figure 3B: Population Growth Rates, 1800-2010**



## Population Projections

Population projections from LCMPO, shown in *Table 3-3*, indicate that the region's population will remain on a tract towards rapid growth. Doña Ana County is expected to maintain high levels of population growth, with the City of Las Cruces making up 62% of all county population by the year 2040. When Las Cruces is combined with other population centers within the boundaries of the El Paso Metropolitan Planning Organization, it is expected that 73% of Doña Ana County are projected to reside in these areas.<sup>23</sup>

**Table 3-3: Projected Population Growth for Dona Ana County for 2040**

Study Area	Population (2010 census)	Projected Population, 2015	Projected Population, 2040	Δ (%) 2010-2040
City of Las Cruces	97,618	112,560	235,676	141.43%
DAC El Paso MPO Population	33,115	34,605	40,899	23.51%
Balance of Doña Ana County	78,500	84,549	103,577	31.95%
<b>Doña Ana County</b>	<b>209,233</b>	<b>231,714</b>	<b>380,152</b>	<b>81.69%</b>

Source: LCMPO 2010 Metropolitan Transportation Plan

<sup>23</sup> Las Cruces MPO Staff. 2010 Metropolitan Transportation Plan: Transport 2040. Las Cruces: June 9, 2010.



## Target Demographics

Strategies and activities proposed to address the unmet transportation needs of target population groups must take into account variables such as population density, number of potential clients, and other demographic information. Potential JARC, New Freedom, Non-Urbanized Area, and Section 5310 projects will not necessarily be uniform for the region, and will likely need to be tailored to the area's unique needs. The following demographic information may serve as a base to assessing such factors.

### Older Adults

As defined in guidance issued by the FTA, an older adult is an individual of 65 years of age or older.<sup>24</sup> The percentage of older adults is projected to continue rising as the "Baby Boomer" generation (those born from 1946 to 1964) ages. In 2005, the U.S. Census Bureau released projections of which states will grow the fastest through the year 2030. At the beginning of this year (2011), the Census age cohort presumes that the rate of growth of the older adult population is faster than the total population growth rate in every state, largely concentrated in southwestern region of the United States. New Mexico currently ranks as the 10th fastest growing senior population in the United States.<sup>25</sup>

The Doña Ana County area is drawing a large segment of the U.S. retirement population due to the climate, recreational facilities, and the cost of living, compounding the region's elderly population growth. Doña Ana County's 65 and older population has grown by over 111% since 1990. In 2000, people aged 65 and over made up approximately 10.6% of the county's population and 11.7% of the state's.<sup>26</sup> The percentage of older adults grew to 13.1% for the state of New Mexico and 17.3% in 2009. The older adult population in New Mexico is expected to grow by 141% from 1995 to 2025.<sup>27:28</sup> As illustrated in *Table 3-4*, it is likely that the growth of the senior population in Doña Ana County will be nearly twice that of the state if the current trend continues.

**Table 3-4: County and State Population 65 and Up**

Study Area	1990	2000	Change 1990-2000 (%)	2009 est.	Change 2000-2009 (%)	Change (%) 1990-2009
Doña Ana County	11,893	18,512	55.65%	25,183	36.04%	111.75%
New Mexico	163,062	212,225	30.15%	261,257	23.10%	60.22%

Source: United States Census Bureau

proposed strategy or activity aimed at meeting the transportation needs of older adults.

The map on the following page shows the number of adults aged 65 and above in the region in 2010. Unlike the population density, this map is not divided into TAZs but census block groups due to the availability data for the region. Darker areas on the map indicate larger numbers of people aged 65 years or older. Actual population rather than percentage of population is used so that this map may serve as a planning tool to determine if a particular area has enough potential clients to benefit from a

The number of older adults in the population is an important indicator of the type of transportation services that may be required in the future, especially if more people are to stay in their own homes for longer periods rather than moving to a group care or assisted living facility. Furthermore, disability status is strongly correlated with age, resulting in other potential barriers to transportation. Services will need to adjust to this segment of the population to meet their daily needs, such as shopping, medical, and to keep them involved in daily life.

<sup>24</sup> Federal Transit Administration. Circular 9070.1F: Elderly Individuals and Individuals with Disabilities Program Guidance and Application Instructions. Washington, D.C.: GPO, 1 May 2007.

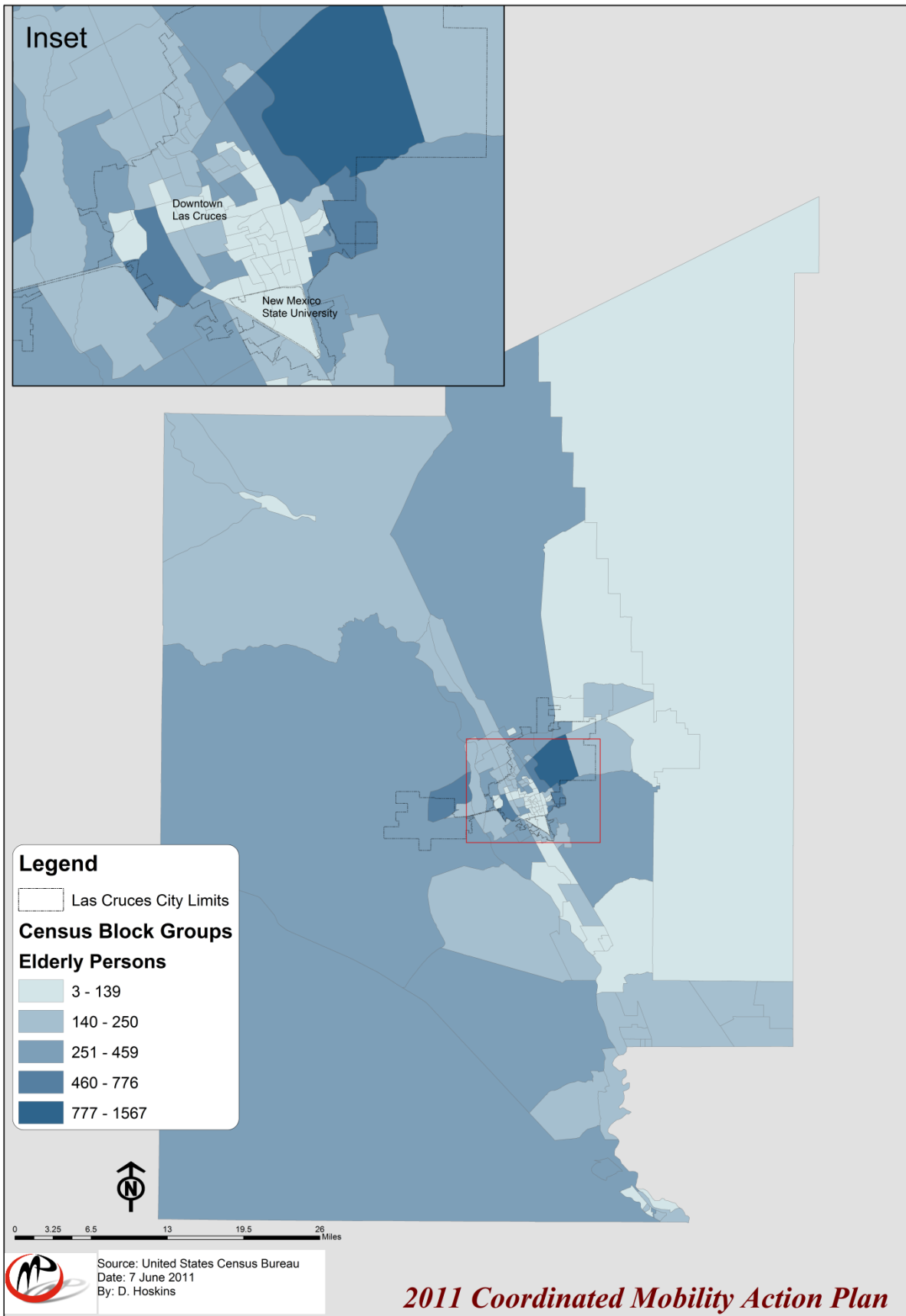
<sup>25</sup> Las Cruces MPO Staff. *2010 Metropolitan Transportation Plan: Transport 2040*. Las Cruces: June 9, 2010.

<sup>26</sup> United States Census Bureau. *2000 Census*.

<sup>27</sup> United States Census Bureau. *American Community Survey, 1-Year Estimates*. 2009.

<sup>28</sup> Las Cruces MPO Staff. *2010 Metropolitan Transportation Plan: Transport 2040*. Las Cruces: June 9, 2010.

## Number of Individuals Aged 65 or Older by Census Block Group, 2010





## Individuals with Disabilities

Of the 291.1 million people in the 2005 population of the United States, 18.7%, reported some level of disability (Table 3-5), of whom 64.2% reported a severe disability.<sup>29</sup> Of people aged six years and older, approximately 4.1% of the total non-institutionalized population reported needing assistance with one or more activity of daily living (ADL) or instrumental activity of daily living (IADL). This figure is not statistically different from those in 2002.<sup>30</sup>

A trend emerges as one

examines the data: as age increases, so do the prevalence

of disabilities. As shown in

Figure 3B, the disability rate

for each age group was higher

than the rates for the younger

age groups, with people 80

years and older having the

highest incidence of disability

at 71.0%. People aged 55 to 64

were nearly three times as

likely to have a disability as

those aged 15 to 24. An increase in the likelihood of severe disability was also seen in successively older age

groups, ranging from 3.6 % for the population (under 15 years) to 56.2% (80 years and older). Transitions into

nursing facilities amongst the older population with disabilities, and subsequently out of the population universe,

suggests that that disabilities are more prevalent amongst the 65-plus population. In 2005, 97.3 % of people in

nursing facilities had a disability and the median age was 83.2 years.<sup>32</sup>

As of 2009, of all residents older than age five, 11.18% reported a disability in Doña Ana County. This is

approximately 2% less than the State of New Mexico (Table 3-6). Of the reported disabled population in the county,

nearly 44% of them reside in the City of Las Cruces. This data identifies that the majority of disabled persons live

outside of most fixed and paratransit service areas. Countywide, older adults make up 45% of all residents reporting

a disability. Within the City of Las Cruces older adults with reported disabilities is estimated at 52%. This data

concur with the U.S. Census Bureau's cohort component model projection for the southwestern region of the

United States.<sup>33</sup>

**Table 3-5: U.S. Disability Measures by Selected Age Groups, 2005**  
(In Millions)

Population	Age Groups				
	All Age Groups	5 +	15 +	21 to 64	65+
Total Estimated U.S. Population	291,099	266,752	230,391	170,349	35,028
- With a Disability	54,430	10,999 <sup>31</sup>	49,073	28,145	18,133
- Severe Disability	34,953	N/A	32,776	18,710	12,943
% Disabled of Total Population	18.70%	4.12%	21.30%	16.52%	51.77%
% Severely Disabled of Disabled Population	64.22%	-----	66.79%	66.48%	71.38%

Source: United States Census Bureau, Survey of Income and Program Participation, June–September 2005

**Table 3-6: Disability Population by Age Groups, 2009**

Study Area	Total Non-institutionalized Population	Age Groups				Percentage of Population that is Disabled	Percentage Share of Disabled Population:		
		All Groups	Under 18	18 to 64	65 +				
United States	301,472,074	36,150,710	2,907,117	19,054,587	14,189,006	11.99%	National		
New Mexico	1,975,830	271,460	18,013	144,282	109,165	13.74%	0.75%	State	
Doña Ana County	200,432	22,416	1,747	10,569	10,100	11.18%	0.06%	8.26%	County
City of Las Cruces	89,661	9,772	767	3,964	5,041	10.90%	0.03%	3.60%	43.59%

Source: United States Census Bureau

<sup>29</sup> The term *population* refers to the civilian non-institutionalized population.

<sup>30</sup> For 2002 estimates of any disability, severe disabilities, and need for personal assistance, see Table A from *Americans with Disabilities: 2002*. P70-107, April 2005.

<sup>31</sup> ADL and IADL are noted as being a classification of disability for young children; as the individual ages the ADL/IADL are reclassified into severe or non-severe.

<sup>32</sup> Matthew W. Brault. U.S. Census Bureau, *Americans with Disabilities: 2005, Current Population Reports*. December 2008.

<sup>33</sup> United States Census Bureau. *American Community Survey, 1-Year Estimates*. 2009.

Population trends examined in this and other national, state, and regional plans and studies detail the area's rapid population growth particularly, older adults. As illustrated in *Table 3-5* the majority of older adults claim a disability or the need for assistance. Due to the population trend of older adults in the region and the positive correlation between disabilities and age, it is expected that the population of individuals with disabilities will grow rapidly as the aging population grows. Geographic data does not exist for this demographic at the time of the authoring of this document.

## Individuals with Low Income

Those with a low income are a segment of the population that may experience difficulty obtaining transportation services. As defined by the FTA (JARC), a low-income individual is one whose family income is below 150% of the poverty line. The poverty line or poverty threshold, is updated annually by the U.S. Department of Health and Human Services (HHS) and is constant across the contiguous United States, but varies based on the number of members in a household. For 2011, the poverty threshold for an individual under the age of 65 years is \$10,890 and is \$22,350 for a family of four. Using the FTA's 150% guideline, a single person household would need an income of approximately \$16,300 or less and a family of four would need to earn less than \$33,500. See *Table 3-7* for the complete listing of the 2011 HHS national poverty thresholds.<sup>34</sup>

It is important to note that the poverty thresholds released annually by HHS are not the same thresholds that the United States Census Bureau uses to determine poverty statistics. Any mapping or other analysis that utilizes census data is therefore not based on HHS data. Also, the HHS and the Census Bureau data does not take into account entitlement receipts (e.g. Social Security, food stamps), cash income (e.g. "under-the-table" wages, cash bonuses), in-kind contributions to a household (e.g. Habitat for Humanity, church missionary groups), or the Earned Income Tax Credit. The income levels of threshold schema are indexed to Consumer Price Index-Urban (CPI-U) inflation. In doing any comparative analysis across time, the current inflation trends cannot be compared on-face to any other before 1994 due to changes in the government's inflation formula. The current inflation model does not include commodity prices (e.g. food prices); local, state or national income and sales taxes; or other localized cost of living factors.

**Table 3-8: Number of Low Income Individuals, 2009**

Study Area	At or Below Poverty Threshold		
	Population	Rate (%)	Notes
United States	42,868,163	14.3%	Poverty Analysis does not include entitlement receipts. Thresholds are indexed to the 2010 model for calculating inflation
New Mexico	359,030	18.2%	24.7% of State Population at or below 150% of the poverty threshold in 2007
Doña Ana County	49,686	24.8%	13.84% of the state's impoverished Population

Source: United States Census Bureau

**Table 3-7: 2011 HHS Poverty Guidelines**

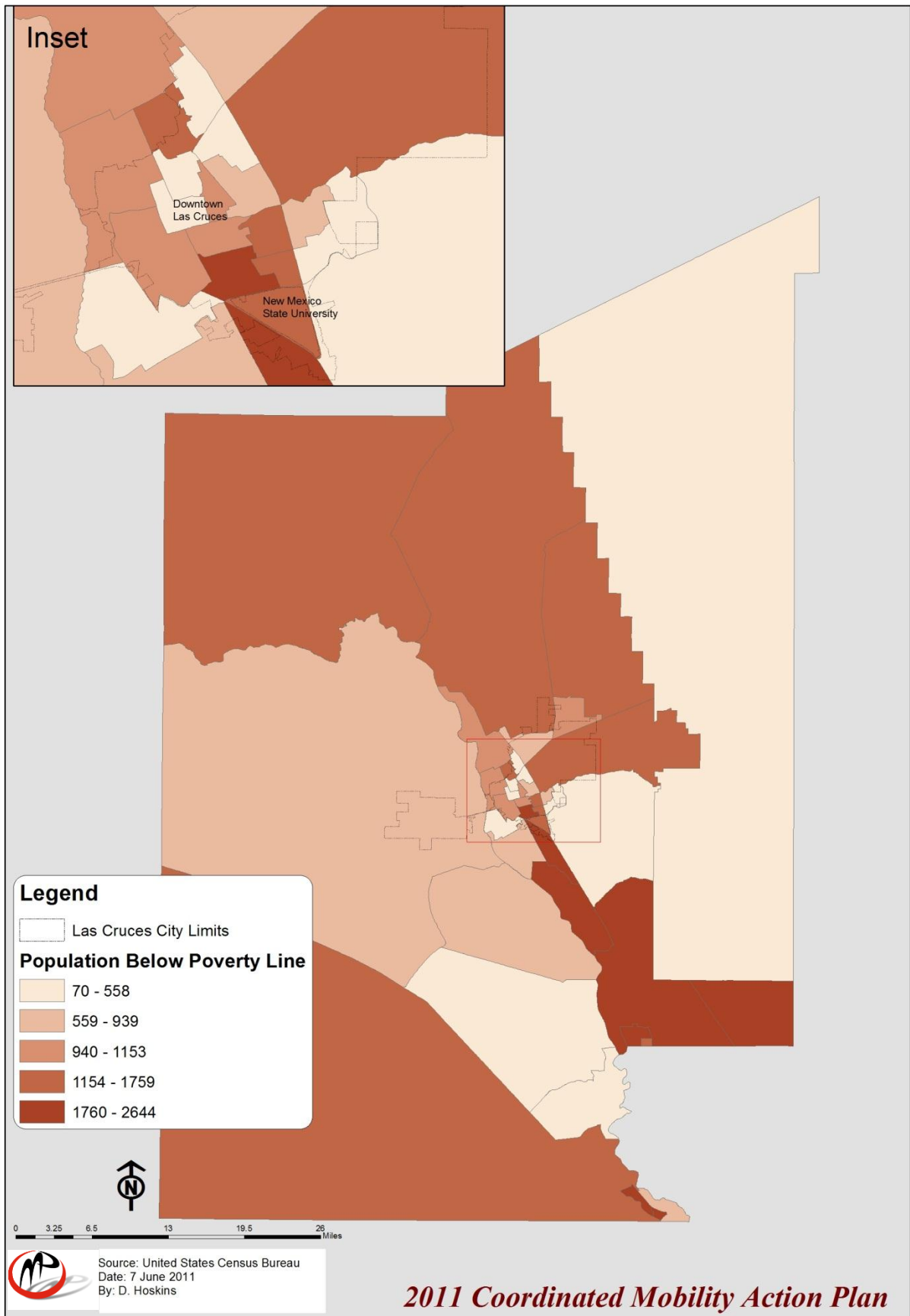
Persons in Family	48 Contiguous States and D.C.	Alaska	Hawaii
1	\$10,890	\$13,600	\$12,540
2	14,710	18,380	16,930
3	18,530	23,160	21,320
4	22,350	27,940	25,710
5	26,170	32,720	30,100
6	29,990	37,500	34,490
7	33,810	42,280	38,880
8	37,630	47,060	43,270
Each Additional Person	3,820	4,780	4,390

Source: U.S. Department of Health and Human Services

A comparative analysis between county, state, and nation, shown in *Table 3-8*, reveals that in 2009 approximately 18% of the state population and 25% of the county population was living below the poverty line, both significantly higher than the national poverty rate which historically floats between 12 and 15%. Doña Ana County accounts for nearly 14% of New Mexico's eligible low income population. In addition, when the

<sup>34</sup> Federal Register, Vol. 76, No. 13. January 20, 2011. <http://aspe.hhs.gov/poverty/11poverty.shtml> (Accessed June 2, 2011).

# Population in Poverty by Census Tract, 2010



FTA's definition of low income is applied, that number grows to an even larger percentage of the region, estimated to be over one-third (33.66%) of the county population in 2007.<sup>35</sup>

### Vehicle Accessibility

Doña Ana County is a highly vehicle dependent area. In some portions of the region, public transportation is not easily accessed, making privately owned vehicles (POV) necessary to obtain and maintain employment, provide basic needs (groceries, healthcare, etc.), and access to recreation. In 2008, of all Doña Ana County households about 6% do not have access to a vehicle, when the City of Las Cruces is excluded from the calculation, the number of households without a POV drops by ½ %. This is likely due to the greater availability of transportation options within the city; subsequently fewer people require access to POVs. Doña Ana County is relatively consistent with the State of New Mexico and City of Las Cruces in share of households without access to a POV, between five and six percent. There is greater access to POVs in the state and county than the national average of 8.9%.<sup>36</sup>

Individuals with low income tend to spend a substantial portion of their income on transportation services. Access to affordable transportation prevents the costs of transportation being a barrier to employment, education, and related activities.

**Table 3-9: Percentage of Households without Access to a Vehicle, 2009**

Study Area	Total Households	Households without a Access to a Vehicle	Share of Households Without Access to a Vehicle
United States	113,616,229	10,109,389	8.90%
New Mexico	742,104	39,692	5.35%
Doña Ana County - excluding Las Cruces	35,640	1,876	5.26%
City of Las Cruces	35,603	2,054	5.77%
<b>All of Doña Ana County</b>	<b>71,243</b>	<b>3,930</b>	<b>5.52%</b>

*Source: United States Census Bureau*

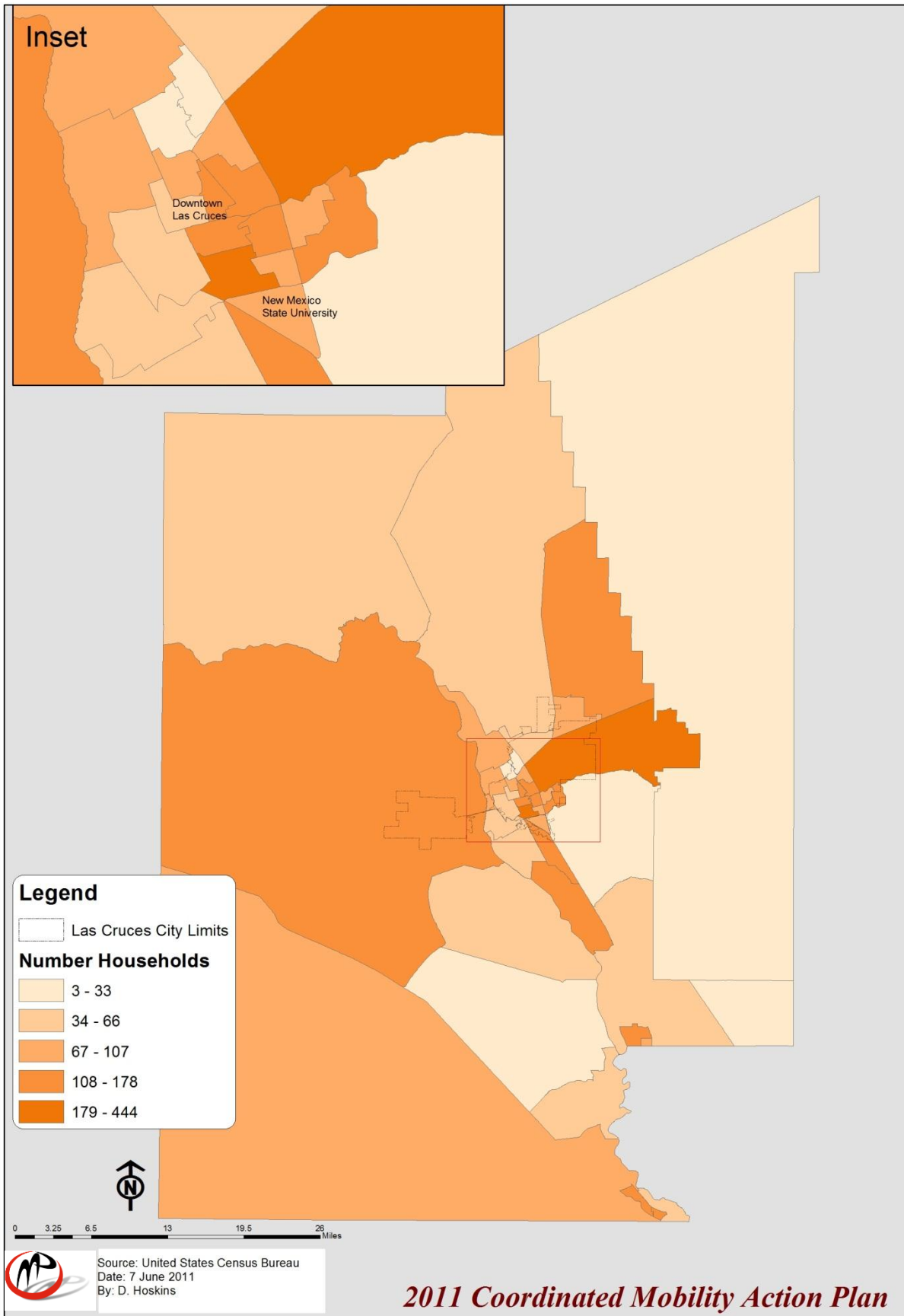
According to United We Ride, "The poorest 20 percent spend approximately 40 percent of their take home pay on transportation."<sup>37</sup> Changes to public transit routes, unforeseen vehicle repairs, or increases in the cost of fuel all have a great impact on this segment of the population. The map that follows shows the concentrations of people with low income throughout the region based on individuals below the poverty line. Poverty data is derived from the U.S. Census Bureau's American Community Survey (ACS) which is displayed in census tracts, a geographic region made up of census block groups. Darker areas on the map indicate larger numbers of households under the poverty line in a particular tract.

<sup>35</sup> The "150% of poverty line" data was not available for Doña Ana County from the U.S. Census Bureau. Estimate is based on the 2009 ratio of Doña Ana County to State of New Mexico poverty statistics and assumes that the relationship is linear.

<sup>36</sup> U.S. Census Bureau. *American Community Survey, 1-Year Estimates*. 2009

<sup>37</sup> United We Ride. *Report to the President: Human Service transportation Coordination, Executive Order 13330, 2005*. Page 10. [http://www.unitedweride.gov/0216\\_LAYOUT\\_1.3F\\_v6.pdf](http://www.unitedweride.gov/0216_LAYOUT_1.3F_v6.pdf) (Accessed June 3, 2011).

## Households Without Access to a Vehicle by Census Tract, 2010



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## **Section Four: Available Transportation Services and Providers**

### **Overview**

In Doña Ana County, transportation funding and administration occurs through a variety of public and private entities. Below is a listing of transportation programs which includes federal, state, and local agencies as well as profit and nonprofit entities. The ultimate source of funds (levies, entitlement programs, philanthropy, or fee) varies by program. The senior, low-income, and persons with disabilities populations in Doña Ana County are served by a variety of transportation entities, each with its own discreet service area, target population, and operating authority. Service levels vary widely between the public transportation and other providers.

The following summary provides an overview of transportation services that are provided in the region in 2009. It should be noted however, that it's likely there are other agencies in the region providing transportation to their constituencies that are not listed; therefore this overview does not represent the full complement of transportation assets in the Doña Ana County region. Future efforts should focus on collecting information from a larger number of agencies in order to enhance coordination opportunities. The listing of transportation providers was gathered through a variety of means, including interviews, surveys, public records, and internet based research in 2009. Available services are divided by provider type: public, medical, and other private providers.

### **List of Providers**

#### **Public Providers**

Amtrak  
New Mexico Park and Ride  
South Central Council  
Governments\*  
RoadRunner Transit  
Dial-a-Ride Paratransit  
El Paso County Transit  
Sun Metro Transit  
Aggie Shuttle Service  
Boone Transportation

#### **Medical Providers**

Arbor's of Del Rey  
Ben Archer Health Center\*  
Family and Youth, Inc.\*  
Premier Transportation  
Safe Ride Services, Inc.

#### **Private Organizations**

Alamo  
Amigo Shuttle  
Checker Cab

El Paso-Los Angeles Limousine  
Services  
Greyhound  
Las Cruces Shuttle & Taxi  
Service  
Ruidoso and Alamo Shuttles  
LCL Taxi Service  
eRideshare Carpool Services  
Tresco, Inc.\*  
VPSI, Inc  
ZTrans

*\*Entities that received Formula Grants in FY 2010*

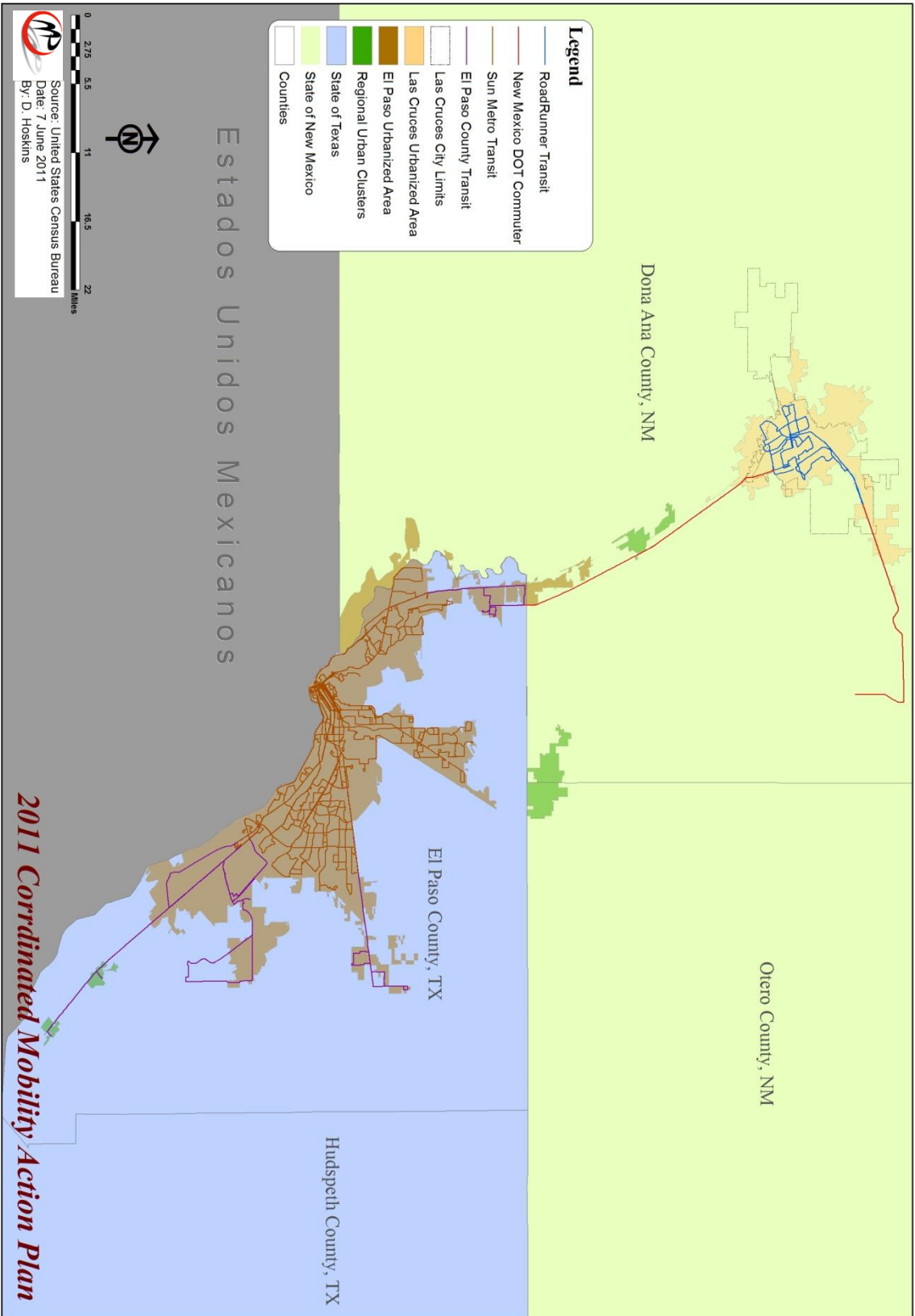
### **Public Providers**

Doña Ana County is served by four public transit agencies, within the county, the largest of which are the City of Las Cruces' RoadRunner Transit (RoadRunner) and El Paso Sun Metro (Sun Metro) which primarily serves the city of El Paso and one route (Route 83) servicing Sunland Park, NM (Sunland Park). These two services make up the bulk of transit in the region; however, El Paso County (County Transit) and the NMDOT also manage transit in the region. County Transit maintains six routes and serves the outlying areas of El Paso including Sunland Park and the Town of Anthony. The New Mexico Department of Transportation Park and Ride system (Park and Ride) maintains two regional commuter bus routes in the county, servicing White Sands Missile Range (WSMR) and Sunland Park. Many Park and Ride commuters utilize Sun Metro from Sunland Park. These four agencies makeup the region's transit services; RoadRunner and Sun Metro also provide paratransit services for ADA qualified populations.

The following map shows the most current fixed route coverage in the region, including Sun Metro and El Paso County. Nearly all portions of the City of Las Cruces are serviced by RoadRunner fixed routes. Sunland Park also has considerable access to fixed route coverage provided by Sun Metro and RoadRunner services via the NMDOT Park and Ride Gold Route; WSMR is served by Park and Ride Silver Route from the City of Las Cruces.



# Regional Public Transit Agency Coverage, 2010





## RoadRunner Transit

<b>Service Area:</b>	City of Las Cruces, 76.31 square miles
<b>Population Served:</b>	97, 618 (2010 Census)
<b>System Type:</b>	Urban Transit Agency
<b>Services:</b>	Fixed route bus and demand response
<b>Number of Passenger Trips, Unlinked (2011):</b>	650,944 Trips

### ***Funding Sources (2010)***

#### Operating Funds:

Federal:	\$1,309,442
State:	\$61,000
Local:	\$1,792,002
Fare Revenues:	\$550,302
Other Revenues:	\$12,216

#### Capital Fund:

Federal:	\$624,637
State:	\$0
Local:	\$132,674

### ***Annual Operating Expenditures (2010):***

Total Operating Expenditures:	\$3,724,962
Salary, Wages & Benefits:	\$2,603,409
Fuel and Lubricants:	\$458,806
Materials and Supplies:	\$328,443
Purchased Transportation:	\$0
Other Operating Expenses:	\$56,533
Reconciling Cash Expenditures:	\$549,832

**System Summary:** RoadRunner is the primary public transit provider for the City of Las Cruces. RoadRunner operates ten fixed bus routes, includes one express/relief route, and leases service to the New Mexico State University (NMSU) which administers five additional routes for students. The Aggie Shuttle has five routes serving the NMSU, four fixed routes serving main campus and the Doña Ana Community College (DACC) and one fixed route serving the DACC East Mesa facility.

Rail service is not provided. Service days and times vary by route.

Dial-a-Ride (Paratransit) Services: Curb-to-curb demand response service operates within same hours as fixed route transit. Dial-a-Ride service is not available on Sundays or certain holidays. Service is available to any origination and destination as long as the origin and destination are within  $\frac{3}{4}$  of a mile of a fixed route or the city limits. This service is only available to older adults and ADA qualified passengers

**Table 4-1: RoadRunner Transit Fare Schedule, 2008-Present**

		Fares					
		Fixed Route					Dial-a-Ride
		Trip	Day	Week	31-Day	30-Ride	
Fare Type							
Standard Adult Fares	Local Service	\$1.00	\$2.25	\$8.00	\$30.00	\$30.00	
Discount Fares	Senior	\$0.50	\$1.25	\$4.00	\$15.00	\$15.00	Free
	Disabled (ADA)						\$2.00
	Medicare Eligible						
	Student						
	Youth						
	5 & Under	Free					

Source: City of Las Cruces, RoadRunner Transit

## El Paso Sun Metro Transit

<b>Service Area:</b>	City of El Paso and Vicinity
<b>Population Served:</b>	800,647 (2010 Census)
<b>System Type:</b>	Urban Transit Agency
<b>Services:</b>	Fixed route bus and demand response
<b>Number of Passenger Trips, Unlinked (2010):</b>	14,733,227 Trips

### ***Funding Sources (2010):***

#### Operating Funds:

Federal:	\$12,464,285
State:	\$0
Local:	\$37,828,955
Fare Revenues:	\$8,406,496
Other Directly Generated Funds:	\$2,526,759

#### Capital Funds:

Federal:	\$15,702,279
State:	\$0
Local:	\$1,971,049

### ***Annual Operating Expenditures (2010):***

Total Operating Expenditures:	\$67,725,222
Salary, Wages & Benefits:	\$33,265,554
Fuel and Lubricants:	\$6,263,684
Materials and Supplies:	\$3,949,002
Purchased Transportation:	\$200,532
Reconciling Cash Expenditures:	\$12,796,211

**System Summary:** Sun Metro is the primary public transit provider in the City of El Paso. It operates 55 fixed bus routes, including two neighborhood circulars. Rail service is not provided. Service days and times vary by route.

LIFT (Paratransit) Services: Curb-to-curb demand response operates at the same hours as fixed route transit. Dial-a-Ride service is not available on Sundays or certain holidays. Service is available to any origination and destination in the city limits, service area as long as the origin and destination are within  $\frac{3}{4}$  of a mile of a fixed route or city limits when fixed route service is available.

**Table 4-2: Sun Metro Transit Fare Schedule, 2011**

		Fares				
		Fixed Route				
Fare Type		Trip	Day	Week	Month	LIFT
Standard Adult Fares	Circulator Service	Free				
	Local Service	\$1.50	\$3.50	\$12.00	\$48.00	
	Express Service					
Discount Fares	Senior	\$0.30		\$2.50	\$10.00	\$2.50
	Disabled (ADA)					
	Medicare Eligible					
	Student	\$1.00		\$7.00	\$30.00	
	Youth					
	5 & Under	Free				

Source: City of El Paso, Sun Metro Transit

## **Other Public Providers**

### *Amtrak (Federal)*

Amtrak is a government owned corporation that provides intercity passenger rail service across the United States. New Mexico is home to two long distance trains, one of which passes through Doña Ana County.

#### Summary:

Rail Service; provides fixed route service between El Paso, Texas and Deming, New Mexico on to Los Angeles, California. All are able to utilize services.

### *Boone Transportation (Private)*

Boone Transportation provides three buses to the Gadsden Independent School District.

#### Summary:

Provides fixed route service for the Gadsden school district (Anthony and Gadsden). Students within the Gadsden Independent School District may utilize services.

### *El Paso County Transit (County)*

El Paso County Transit provides six routes where Sun Metro doesn't serve including the Town of Anthony and Sunland Park. Rail service is not provided. Service days and times vary by route.

#### Summary:

Low Occupancy Bus Service; provides fixed route service to the hinterlands of the El Paso area. All are able to utilize services.

### *NMDOT Park and Ride (State)*

Park and Ride provide over 131 daily departures on ten routes throughout the state. The Silver and Gold routes are based in Doña County and service Sunland Park (Gold Route) and White Sands Missile Range (Silver Route); designed to serve Doña Ana County and El Paso commuters.

#### Summary:

Commuter Bus Service; provides fixed route service from Las Cruces to Sunland Park and White Sands Missile Range. All are able to utilize services.

### *South Central Council of Governments (Regional)*

SCCOG is a membership organization of local governments working to solve common regional issues and to increase its leverage through combined planning and implementation. SCCOG provides a regional shuttle service to promote self-sufficiency among the disadvantaged.

#### Summary:

On-demand Service; provides variable route service to Sierra County, Hatch, Truth or Consequences, and Elephant Butte. Economically disadvantaged individuals are able to utilize services.

## Interregional Transportation

### Air

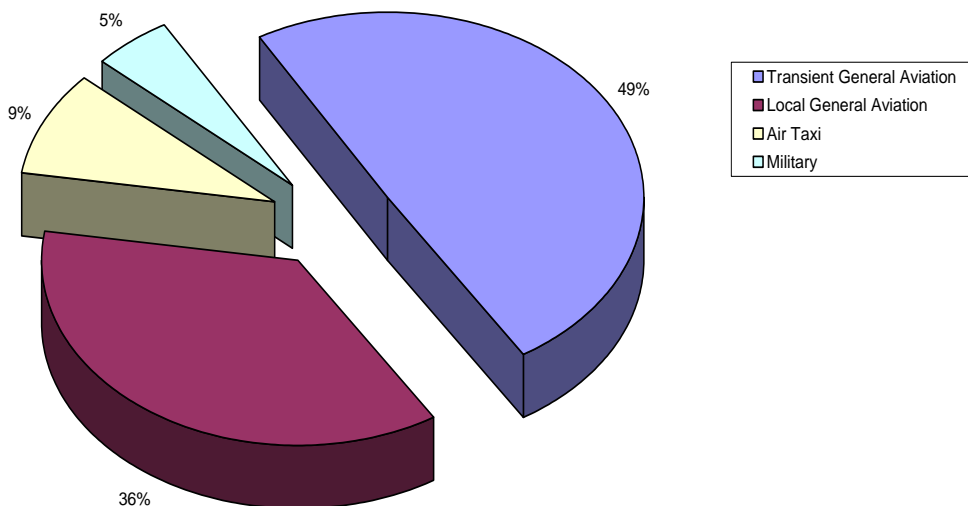
Doña Ana County has municipal (Hatch), county (Santa Teresa), and international (Las Cruces) airports. The Las Cruces International Airport (LCIA) is the home to 133 aircraft and sees an average of 125 flight operations daily. The airport is used by general aviation, the United States military, NMSU, private charters, and the local Civil Air Patrol squadron.<sup>38</sup> (See Figure 4A)

While Doña Ana County has several airports and many other municipal airports in the surrounding counties, the primary commercial airport for all of southern New Mexico is the El Paso International Airport (EPIA) in El Paso, Texas. EPIA handled an average of 273 daily flights and served approximately 3.07 million passengers in 2010.<sup>39</sup> The following airlines operate out of EPIA:

- American
- Continental
- Delta
- Southwest
- United
- U.S. Airways

EPIA provides automobile parking for individuals with disabilities, ADA accessible elevators, and has wheelchair accessible restrooms in each of its concourses and in the baggage claim area. For those with mobility issues, electric cart service is available in the concourses, and individual airlines provide wheelchair service upon passenger request.

Figure 4A: Las Cruces International Airport Aviation Activity, 2010



### Rail

Amtrak provides passenger rail service for two routes, the Texas Eagle and the Sunset Limited, through stations in downtown El

Paso and Deming, NM. The Texas Eagle runs three days weekly between Chicago and Los Angeles with a total of 46 stops in between, including Saint Louis, Dallas, and Yuma.<sup>40</sup> The Sunset Limited also provides service three days weekly but between New Orleans and Los Angeles. A total of 22 cities are served by the route.<sup>41</sup> Both stations in the region (El Paso and Deming) offer limited hours of operation based on the schedule of the two routes.

For passengers with disabilities or who need special accommodations, Amtrak requires that tickets be purchased over the telephone, TDD/TTY, or in person at a ticket counter. This applies to any passenger needing wheelchair space, transfer seats, and accessible sleeper accommodations. Discounts are available to passengers with disabilities with eligible proof, including a physician's letter or a transit system ID card.<sup>42;43</sup>

<sup>38</sup> "Las Cruces International Airport." AirNav.com. Updated 5 May 2011. <http://www.airnav.com/airport/KLRU> (Accessed June 13, 2011).

<sup>39</sup> El Paso International Airport passenger statistics. El Paso International Airport. [http://www.elpasointernationalairport.com/2009/op\\_stats.html](http://www.elpasointernationalairport.com/2009/op_stats.html) (Accessed June 13, 2011).

<sup>40</sup> Amtrak. *Texas Eagle and Heartland Flyer*. Train Schedule, May 9, 2011.

<sup>41</sup> Amtrak. *Sunset Limited: Modified Service*. Train Schedule, May 9, 2011.

<sup>42</sup> Federal Railroad Administration. <http://www.fra.dot.gov/Pages/5.shtml> (Accessed June 13, 2011)

## ***Bus***

Fixed route inter-regional bus service is provided by Greyhound. Charter bus service is offered by a number of companies in the El Paso area. Greyhound operates bus terminals in El Paso and Las Cruces. The Greyhound fleet consists of about 1,775 buses and carried more than 25 million passengers to over 3,800 destinations in North America. Its bus fleet is lift-equipped and can accommodate mobility aids that do not exceed 600 pounds including the weight of the passenger. The maximum mobility aid dimensions accepted are 30 inches wide and 48 inches in height. Greyhound asks that clients with disabilities needing special accommodations contact the company 48 hours in advance. If a passenger requires a personal care attendant, the bus line may issue a 50% discounted ticket.<sup>44</sup>

## **Private and Nonprofit Providers**

A variety of non-profit transportation providers exist in Doña Ana County. In developing the 2009 CMAP, outreach efforts were directed at gathering input and participation from these entities. Many nonprofits do not operate transportation directly, but may provide transit passes, offer mileage reimbursements, or otherwise supplement the transportation needs of clients.

The following table (*Table 4-3*) summarizes many of the private and nonprofit transportation providers in the region that participated in the 2009 survey. The table details organizations basic information such as service area is listed and service area.

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<sup>43</sup> "Special Needs and Accessibility." Amtrak.

<http://www.amtrak.com/servlet/ContentServer?c=Page&pagename=am%2FLayout&p=1237405732517&cid=1241210579564> (Accessed June 13, 2011)

<sup>44</sup> "Facts & Figures." Greyhound.com, 24 October 2007. <http://www.greyhound.com/company/media/facts.shtml> (Accessed June 14, 2011).

**Table 4-3: Southern New Mexico Regional Private/Nonprofit Transportation Providers, 2009**

Organization Name	Organization Description	Areas Served	Restriction Criteria	Scheduling	Operating Days	Hours of Operation
Alamo Senior Center	Senior Center	Alamogordo	Seniors	Call	Monday – Friday	7:30am, 9:30am, & 10:30am
Amigo Shuttle	Taxi/Shuttle Service	Las Cruces, El Paso, and Juárez	None	Call	Everyday	All Hours
Arbor's of Del Rey	Senior Center	Las Cruces area	Arbor's residents	Based on medical appointments	Monday – Friday	8:00am – 5:00pm
Ben Archer Health Center	Health Facility	Las Cruces area and U.S. 70 (not past Mesilla)	Ben Archer patients	Based on medical appointments	Monday – Friday	8:30am – 4:30pm
Checker Cab Company	Taxi/Shuttle Service	Southern New Mexico & El Paso	None	Call	Everyday	All Hours
El Paso Los Angeles Limousine Services	Interstate Transportation	West to California, North to Colorado, East to El Paso, & South to Mexico	None	Fixed Route	Everyday	Mon-Sat: 7:30am-8:00pm, Sunday: 7:30am-11:30am; 4pm-8pm
Greyhound	Interstate Transportation	Las Cruces, El Paso, Alamogordo, & T or C	None	Fixed Route	Monday – Sunday	6:00am – 11:00pm
Las Cruces Shuttle & Taxi Service	Taxi/Shuttle Service	Las Cruces, Anthony, Silver City, Deming & El Paso	None	Fixed Route & on-demand scheduling	Everyday	Mon-Fri: 12 trips Weekends: 11 trips
Ruidoso and Alamo Shuttles	Taxi/Shuttle Service	Ruidoso, Alamogordo, El Paso	None	Fixed Route & on-demand scheduling	Everyday	8:30am – 8:15pm
Family and Youth	Private/Nonprofit Agency	Doña Ana County	Youth and Parenting Youth	Call	Monday – Friday	8:00pm-5:30pm
Lcl Taxi Services	Taxi/Shuttle Service	Southern New Mexico & El Paso	None	Call	Everyday	All Hours
eRide Share	Taxi/Shuttle Service	Everywhere	None	Sign up on eRideshare website	Everyday	Hours depends on schedule of riders
Premier Transportation	Private Medical Transportation	Las Cruces, El Paso, Chaparral, Hatch, Hobbs, Anthony, & Sunland Park	Medicaid individuals only	Non-Emergency Medical	Everyday	Hours depend on appointment time
Safe Ride Services, Inc	Private Medical Transportation	Las Cruces	None	Based on medical appointments	Everyday	All Hours
Tresco	Health Facility	Las Cruces, Socorro, Truth or Consequences, and White Sands	Tresco clients only	Call	Everyday	All Hours
White Sands Missile Range Van Pool	Taxi/Shuttle Service	White Sands Missile Range, Las Cruces, Alamogordo, & El Paso	None	Sign up on VPSI website	Everyday	Hours depend on schedule of riders
ZTrans	Private/Nonprofit Agency	Alamogordo, La Ruz, Tularosa, Holloman AFB, and Mescalero Apache Reservations	Disabled and ADA qualified individuals	Fixed Route	Monday – Friday	6am – 1pm; 3pm – 6pm

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## **Section Five: Assessment of Transportation Needs**

### **Overview**

Coordination can be difficult when resources are scarce. There are many barriers to coordinating the region's resources, including regulatory restrictions (e.g. school transportation), funding requirements, and differing priorities among entities. Access to goods and services heavily contributes to an individual's quality of life. This is particularly true for target demographics (as defined in *Section Three*) and those in the rural areas where services are limited or absent. RoadRunner and the LCMPO employed a variety of outreach activities to develop an assessment of transportation needs for the county. The following are descriptions of those activities and highlights of information gathered. All information gathered on unmet needs, service gaps, and redundancies was assessed to find common themes or issues for which strategies and priorities were developed. Means of acquiring information included surveys, online research, and data analysis. In this update transportation demand was evaluated as a measure of current system needs.

### **Transportation Demand**

Transportation demand is challenging to gauge for several reasons. First, it is likely that there are significant overlaps in the usage statistics reported by public programs. Second, there may be incentive, (e.g. the appearance of accountability), to state that demands are currently being met even though they are not. A third challenge in estimating demand is the question of who *is* using transportation services versus who *might* use services if changes in service, cost, or convenience were to occur. This last point argues for the consideration of larger universes to assess what populations and locations have higher potential for consumers of transportation. Transportation use data across transit providers is used as a proxy for public transportation demand. When possible, data is discussed or mapped at sub-county levels to identify concentrations of current or potential transportation consumers.

All of the concerns addressed above are discussed in the subsequent portions of this subsection. Transportation program data, large employment centers, and other high demand destinations (HDD) are mapped and used in concert to determine transportation gaps, current and future demand, and potential for transportation development.

### **Transportation Program Data**

Two of the four public departments providing public transportation services to the region (one within Doña Ana County) supplied information in the form of specific ridership tracking data and National Transit Database (NTD) reports. RoadRunner and Sun Metro maintain detailed estimates of their ridership in terms of trips. This section provides a brief overview of the specific transit agencies and includes a rough analysis of the coverage and system utilization provided within the service areas. Upon adoption of this plan a more detailed analysis will need to be conducted on an annual basis.

#### ***City of Las Cruces RoadRunner Transit***

### **Summary**

RoadRunner is the primary public transit provider for the City of Las Cruces. RoadRunner operates nine fixed bus routes and leases service to the New Mexico State University (NMSU) which administers four additional routes for NMSU and Dona Ana County Community College (DACC) students. RoadRunner also administers Dial-a-Ride, an ADA curb-to-curb demand response paratransit service. Dial-a-Ride provides service at during the same hours as fixed route transit and operates within  $\frac{3}{4}$  of a mile of a fixed route or the Las Cruces city limits. In addition to ADA passengers, Dial-a-Ride service is also available to older adults aged 65 and older.

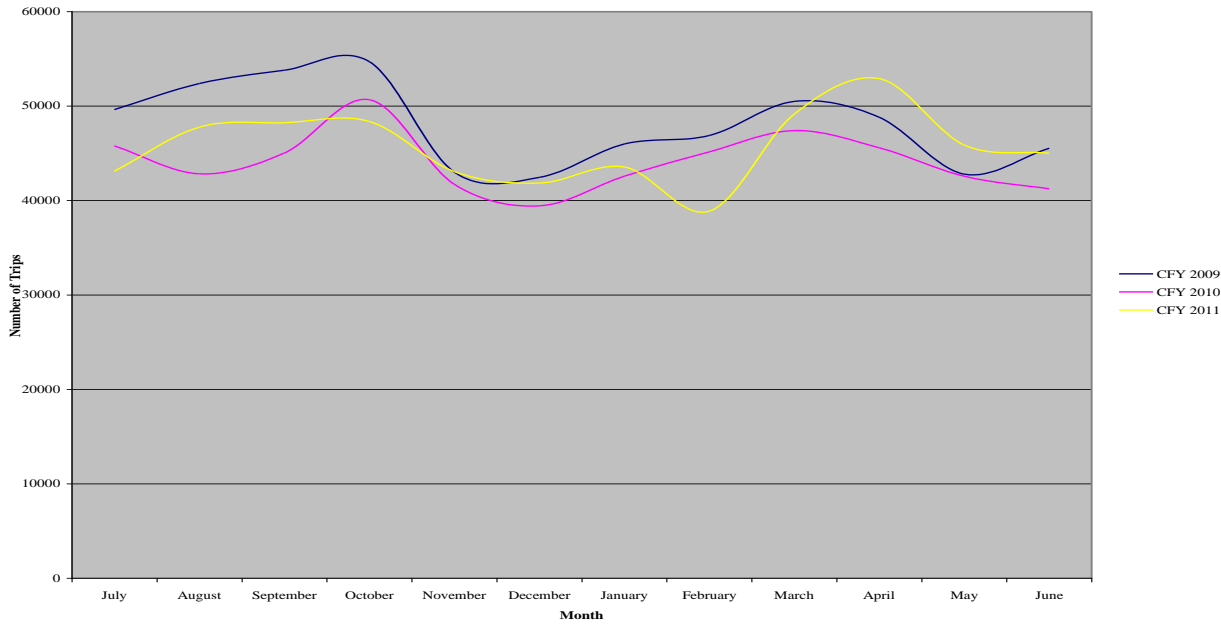


## The Data

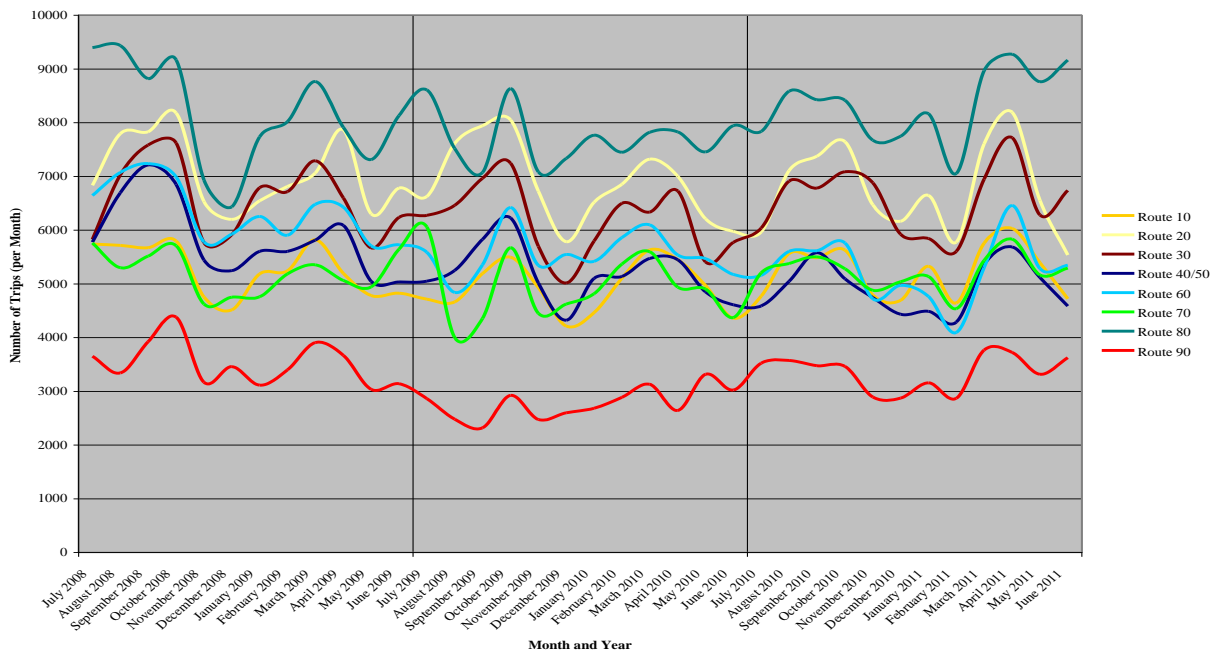
The data provided by RoadRunner shows fixed route transit declines sharply from CFY 2009 to CFY 2010 by 46,454 trips per year, approximately an 8% decline leveling out throughout CFY 2010. CFY 2011 saw a 3.35% increase from 2010 recovering 38% of the loss in trips of CFY 2009.<sup>45</sup>

Historically the months with the highest demand for RoadRunner are October and April with the lowest level of ridership in December. Of the ten routes, the most frequented are Routes 20, 30 and 80 with the least patronized route being Route 90. Further analysis should be conducted to determine the factors in RoadRunner ridership monthly fluctuations.

**Figure 5-A: Total RoadRunner Passenger Trips, CFY 2009-2011**



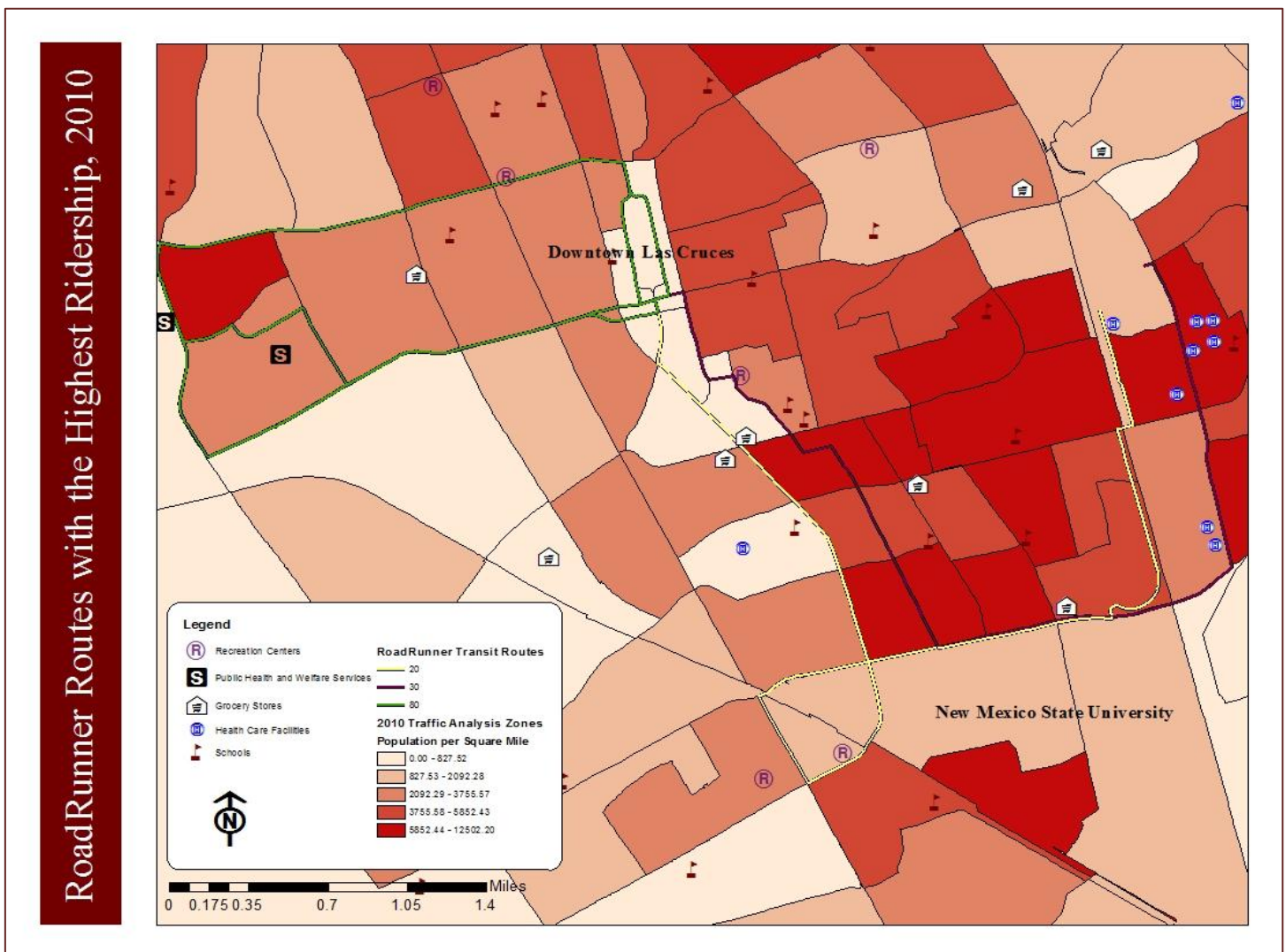
**Figure 5-B: Total RoadRunner Passenger Trips by Route, CFY 2009-2011**



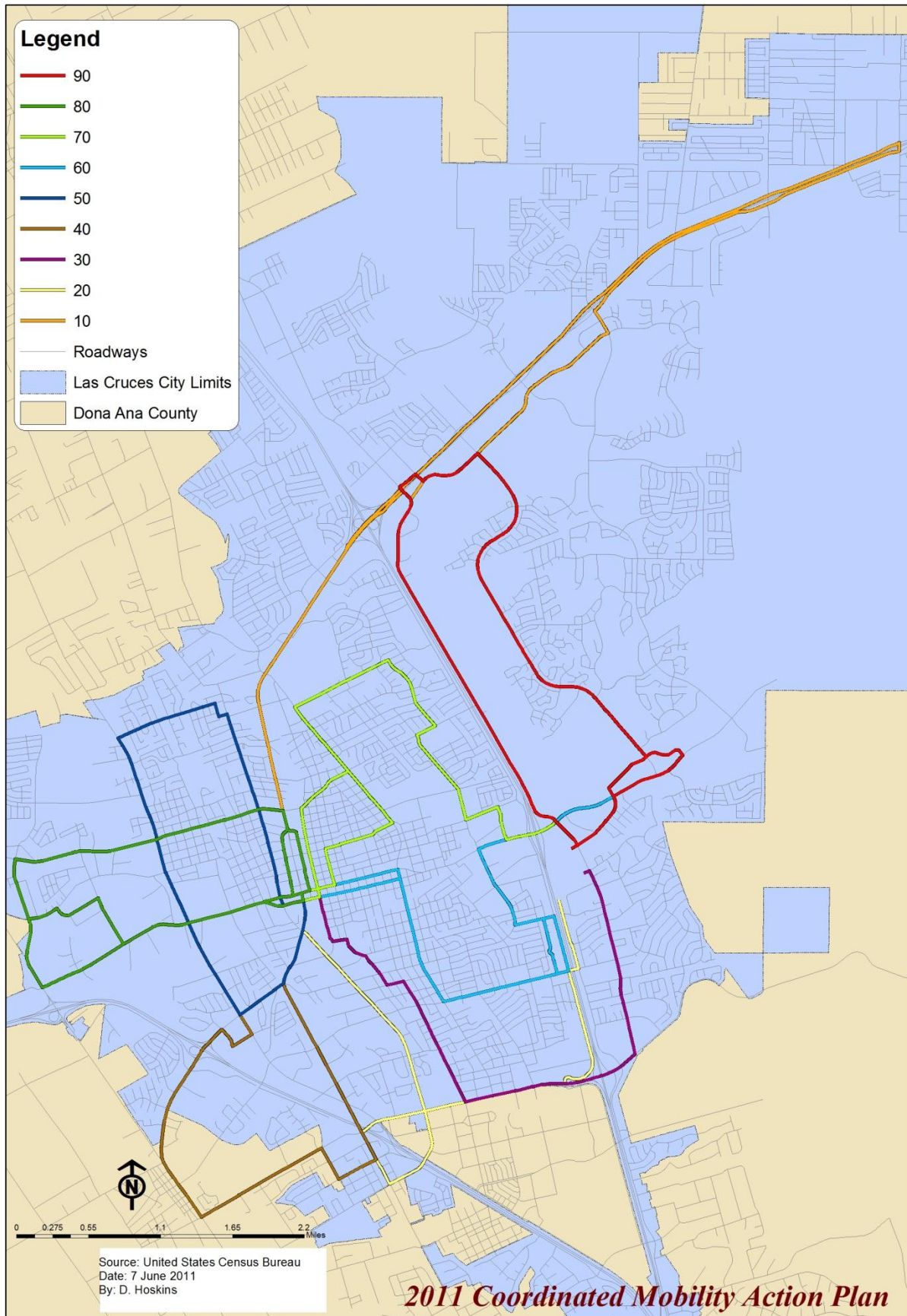
<sup>45</sup> City of Las Cruces, RoadRunner Transit. *Ridership Summary*. 2008-2011.

Route 20, 30, and 80 are primary lines to many of the city's HDDs. Each route services large areas that tend to be denser parts of the City of Las Cruces. Route 20 provides transportation to the near Southside neighborhoods, the NMSU campus, and the Mesilla Valley Mall. Route 30 provides service to much of the service area of Route 20, providing significant improvements in headways at the NMSU campus and the Mesilla Valley Mall. Route 30 also services the south central neighborhoods including the Mesquite District and popular student housing areas on the north side of University Ave and Telshor Ave. Route 80 services the near Westside neighborhoods and provides residents' access to the Doña Ana County Government Center and the downtown area. Also Route 80 provides services numerous rehabilitation facilities and shelters. In contrast, Route 90 does provide access to the Mall and Mountain View Medical Center, both HDDs and serves many high density developments and neighborhoods. However, the preponderance of the route's service area is low density commercial. The residential area along route 90 are spread out and have potential for a commuting ridership, however the route does not directly link to the business area of downtown or the university, areas where area commuters would likely be employed.

*Figure 5-C: Most Frequented Routes, Destinations, and Population Density, 2011*



# RoadRunner Transit Routes, 2011



### New Mexico State University Aggie Transit

The New Mexico State University leases four vehicles from RoadRunner Transit. Dubbed *Aggie Transit*, these vehicles provide fare-free student transportation from NMSU's outlying parking lots to the center campus and from the Mesilla Valley Mall to the Doña Ana Community College East Mesa Facility. Service runs only the days in which classes are in session between the hours of 0700 and 1800. Months of operation typically start in August and end in May with suspensions in service during holiday and semester breaks. Data collected the past three city fiscal years (CFY) follow the predictable pattern of ridership gains at the start of the school year in August and dropping off in May with dips in ridership during the holidays in November, December and January (*Figure 5-4*). One obvious anomaly is the rapid growth of ridership in the CFY 2011. There was an increase ridership of 416 percent from the previous year. In recent years NMSU has experienced a swell of new student enrollees at the same time numerous construction projects requiring the closing of several central campus parking facilities. These factors are likely to be the cause of the influx of passengers on Aggie Transit. Further statistical analysis is required to determine exactly how much of this change in ridership is attributed to the closing of parking facilities and the growth in NMSU enrollment. *Figure 5-5* illustrates the various Aggie Transit routes.

**Table 5-1: NMSU Enrollment Statistics, Scholastic Year 2009-2010**

Year	Student Enrollment	% Change
2007	16,415	
2008	17,239	4.78%
2009	18,497	6.80%

Source: US News Reports

**Figure 5-D: NMSU Aggie Transit Passenger Trips, CFY 2009-2011**

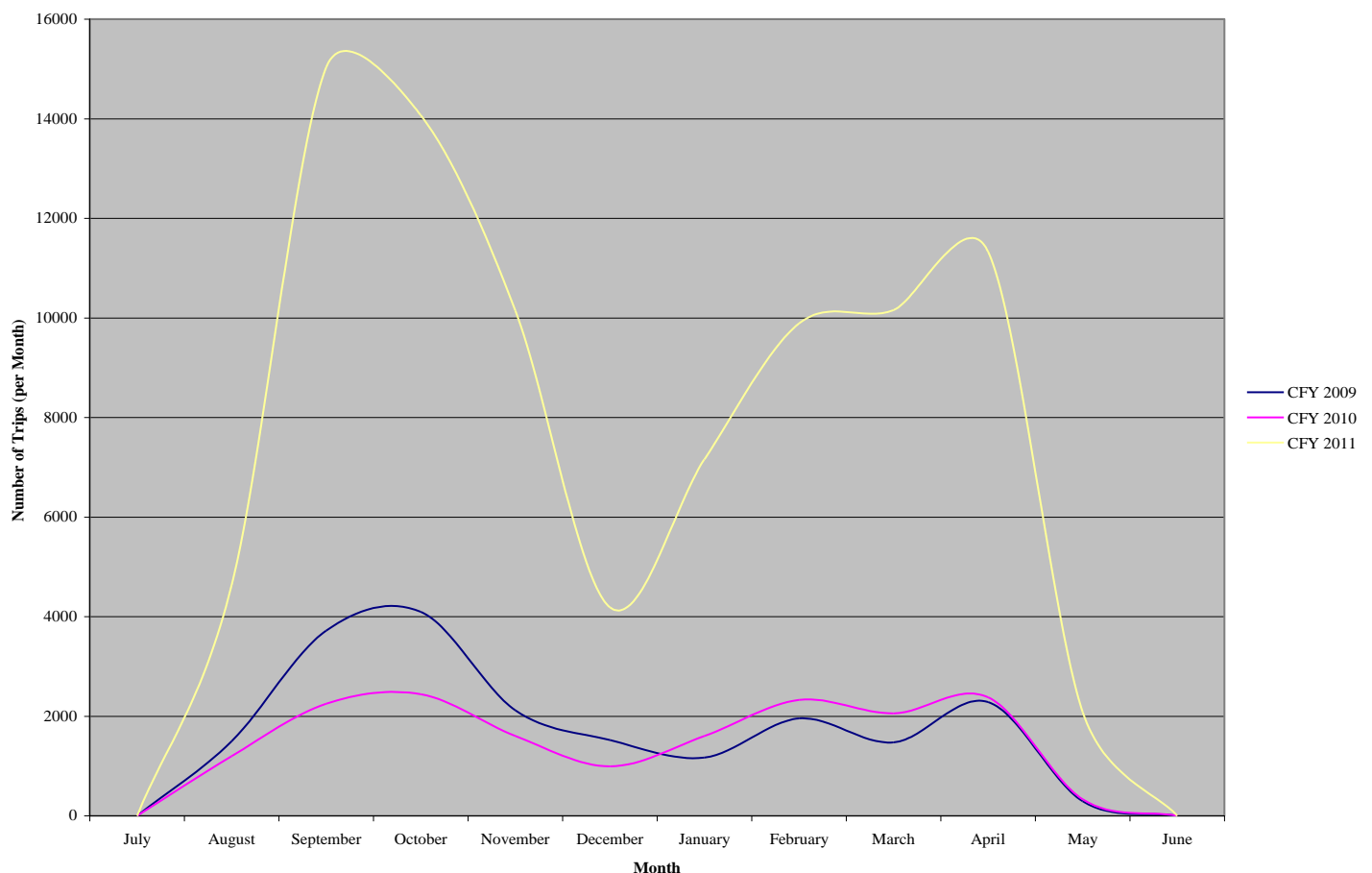




Figure 5-E: NMSU Aggie Transit Routes, 2011



## City of El Paso Sun Metro Transit

### Summary

Public transportation in El Paso began with trolley service in 1881. At that time, horse and mule-drawn trolleys operated throughout the city and between El Paso and Juarez. They were replaced by electric streetcars which were, in turn, replaced by buses. At that time, public transportation was handled by three privately owned transit lines: El Paso City Lines, Lower Valley Lines and Country Club Bus Lines.

Mass transit between El Paso and Mexico continued until 1973. Recently, a private business, the Border Jumper Trolley, has once again begun transporting passengers between El Paso and Juarez.

Sun City Area Transit (SCAT) was born in 1977 when the city of El Paso bought out the three existing public transit lines; and in 1987 a one-half cent tax increase dedicated to funding transit within the El Paso city limits. At that time, the transit system was changed from Sun City Area Transit to Sun Metro.

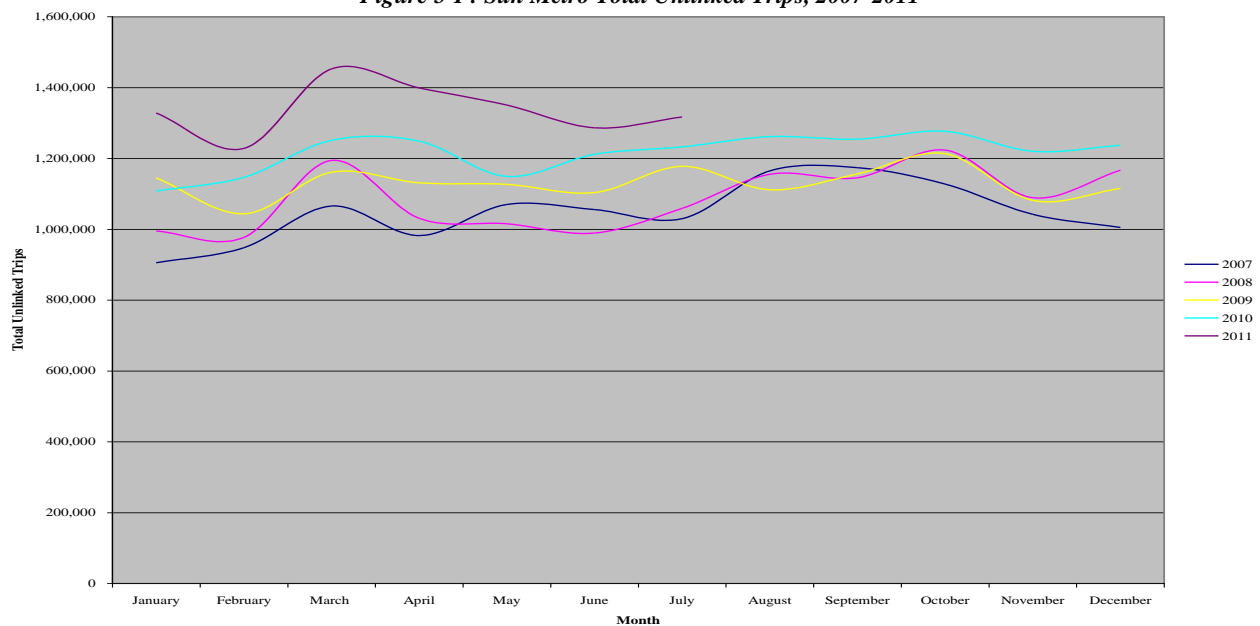
Sun Metro is the primary public transit provider for the City of El Paso. Sun Metro operates 159 Fixed Route Vehicles and 54 paratransit vehicles. Sun Metro also operates a large natural gas fueled fleet, which at one time was the world's largest operating mass transit fleets. Currently (2011), Sun Metro operates sixty (60) fixed bus routes including six (6) express routes and nine (9) neighborhood circulators. Sun Metro also administers Sun Metro LIFT, an ADA curb-to-curb demand response paratransit service. LIFT operates within same hours as fixed route transit and operates within  $\frac{3}{4}$  of a mile of a fixed route or the El Paso city limits. Dissimilar from Dial-a-Ride, LIFT is a service exclusively for ADA passengers. Older adults that do not qualify under ADA guidelines are not permitted to patronize the service.

### The Data

The data provided by Sun Metro shows fixed route transit steadily increasing in ridership from January 2007 to January 2010, and then jumping at the start of 2011 where the ridership remains well above the previous four years. From 2007 to 2010, Sun Metro ridership increased by 3,880,296 unlinked trips or by 36%. The current year has already seen an increase in ridership of 12% over the previous year.<sup>46</sup>

Historically Sun Metro maintains a relatively regular level of service. There are no large fluctuations over or within the reported time periods.

*Figure 5-F: Sun Metro Total Unlinked Trips, 2007-2011*



<sup>46</sup> City of El Paso, Sun Metro Transit. 2007-2011 APR. 2011.

## Other Services

### **El Paso County Transit**

El Paso County Transit is the only Section 5311 (non-urbanized) provider in the TxDot West Texas six-county region. El Paso County Transit initiated service in 1995 as a part of El Paso County government, with a current annual operational budget of \$596,315 that includes federal, state, local and farebox revenue. The El Paso County Commissioner's Court oversees its operations.

El Paso County provides commuter bus service Monday through Saturday on four routes from the non-urbanized rural areas of the county to convenient Sun Metro transfer locations in the urbanized area. Service is currently provided to Anthony, Canutillo, Westway, Vinton, Montana Vista, Horizon City, Socorro, Clint, Fabens and Tornillo. Service is not provided on Sundays or holidays. A contract between El Paso County and Sun Metro allows transfers between the El Paso County transit system and Sun Metro. Since 2000 LULAC Project Amistad has contracted with El Paso County to provide these fixed route services.

El Paso County also provides commuter bus service to areas of El Paso County which are not served by other routes including the El Paso Community College Mission del Paso Campus, Clint, San Elizario and Socorro via Socorro Road. El Paso County obtained Congestion Mitigation Air Quality (CMAQ) funds to pay for 80% of this service, after subtracting revenues, with the other 20% of the cost being shared by El Paso County, El Paso Community College Student Government Association (\$10,000 annually), the City of Socorro (\$5,000) annually and the Town of Clint (\$1,100 annually). El Paso County contracts with Sun Metro for the day-to-day operation of the service.<sup>47</sup>

### **New Mexico Department of Transportation Park and Ride**

It is an intercity bus service managed by the New Mexico Department of Transportation. Operation of the service is contracted out to a vendor. The service is designed for the general public to go from one city to another for work, school, business, appointments, shopping, or other purposes during the morning and afternoon rush hours. The park and ride service is funded through the State of New Mexico, the Federal Transit Administration, passenger fares, and advertising. Park and Ride routes are open to the public and all vehicles are ADA equipped. There are two routes in Doña Ana County, the Silver and Gold Routes. The Silver Route connects the City of Las Cruces with White Sands Missile Range and the Gold Route provides travel between the City of Las Cruces and the City of El Paso. NM Park and Ride service is available Monday thru Friday except on State holidays. Buses operate from 5:00am to 10:00 am and from 3:00 pm to 8:00 pm.

## **Demand for Paratransit Services**

Paratransit systems are created to improve mobility, employment opportunities, and access to community services for individuals who are mentally or physically disabled. With the passage of the ADA in 1990, prior provisions dating back to 1973 were no longer exclusively limited to programs receiving federal funds but instead applied to all public transit services, regardless of funding. Title II of the ADA also clearly defined the right to equal participation in transit programs and the transit provider's responsibility to make that participation possible for individuals with disabilities.

In revisions to the Code of Federal Regulation (CFR) Title 49 Part 37, the Federal Transit Administration defined the requirements of the ADA for transit providers. These requirements included paratransit to destinations within 3/4 mile of all fixed routes and submission of a plan for complying with complementary paratransit service regulations. Under the ADA, paratransit service is required for passengers who are unable to navigate the public bus system, unable to get to a point from which they could access the public bus system, or have a temporary need for these services because of injury or some type of limited duration cause of disability. Title 49 Part 37 details the eligibility rules along with requirements governing how the service must be provided and managed.<sup>48</sup>

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<sup>47</sup> El Paso County Staff. *West Texas/El Paso Regional Public Transportation Plan*. December 1, 2006.

<sup>48</sup> Code of Federal Regulations. 49 Section 37.128. Transportation Services for Individuals with Disabilities (ADA). 1991, 1996, 2006

Since the passage of the ADA, paratransit service has grown rapidly as a mode of public transit in the United States. As the population of the region, in particular cities of Las Cruces and El Paso, continued paratransit demand can be expected to grow rapidly. This is primarily due to the aging of “Baby Boomers,” the migration of retirees to the region, and disabled Afghanistan and Iraq War veterans, and will likely double paratransit ridership inside of 10 years.<sup>49,50</sup>

### ***Dial-a-Ride***

RoadRunner’s Dial-a-Ride Service is unique amongst the regional publicly transportation providers in that it provides low fare origin to destination (curb-to-curb) on-demand service to ADA qualified passengers and provides free service for older adults. The service is so popular amongst the senior population that in CFY 2011, 80 percent of Dial-a-Ride customers were over the age of 65 and claimed senior fare for the service. Because the senior service is an additional service at no charge and regulatory restrictions on fares have been suspended, it is likely that fares for seniors will be instituted and the make-up of the demographics on Dial-a-Ride will change in the near future.

**Table 5-2: RoadRunner Dial-a-Ride Passenger Statistics, CFY 2009-2011**

	ADA	Seniors	Total	%ADA Trips	% Change in Total Ridership
<b>2009</b>	18511	39700	<b>58211</b>	31.80%	
<b>2010</b>	13941	40196	<b>54137</b>	25.75%	-7.00%
<b>2011</b>	10853	41107	<b>51960</b>	20.89%	-4.02%
				Total Change CFY 09-11	-10.74%

*Source: City of Las Cruces, RoadRunner Transit*

### ***Sun Metro LIFT***

The LIFT is Sun Metro's paratransit service exclusively for ADA paratransit-eligible clients, providing curb-to-curb, on-demand transportation using small buses equipped with hydraulic wheelchair lifts and wheelchair tie downs; as well as contracting with private operators using regular passenger vehicles.

LIFT operators are specially trained in sensitivity and defensive-driving techniques. The service provided by the LIFT compliments the service area and hours of operation offered by Sun Metro's fixed-route public transit service. The LIFT service area extends 1.5 miles beyond Sun Metro's existing fixed-route service but within the El Paso city limits. There are several new programs effective as of March 1, 2011 to help with improvements. Improvements include Interactive Voice Response, Will Call for return trips, and Medicaid Service.

## **Universes of Potential Transportation Consumers (High Demand Destinations)**

High demand destinations (HDD) are areas that attract large numbers of people such as large employment centers, shopping centers, and hospitals. HDDs are critical in analyzing transportation needs of Doña Ana County; by locating schools and universities, human service agencies, and major employment destinations gaps and needs in transportation services, patterns emerge.

### **Workers by Location of Employment Centers**

Connecting residents to employment is a primary goal of a coordinated transportation system. Las Cruces, like many western U.S. cities, has experienced rapid employment and population growth in outlying or suburban areas. While large concentrations of employment continue to exist in the area of downtown Las Cruces, many of major employers and employment centers are located along the US 70, I-25 and I-10 Corridors as far as El Paso. The SCRTD Services and Financial Plan reported that transportation is a major challenge in successful job placement of job seekers. LCMPO’s Transport 2040 suggests that decentralization of employment will continue, so it behooves the CMAP to address spatial gaps and disconnectedness among areas of job opportunity and areas where low-income or job seekers without vehicles reside.

Different employment sectors require different transportation needs. For example, retail and hospital employees often have a varying work schedule that does not coincide with what is understood as a typical eight-hour work day. Government employment accounts for the single largest employment sector in the county. Education coupled with

<sup>49</sup> Las Cruces MPO Staff. *2010 Metropolitan Transportation Plan: Transport 2040*. Las Cruces: June 9, 2010.

<sup>50</sup> Min, Hokey. *Evaluating the Service Quality of Paratransit Systems: An Exploratory Study of the Toledo Area Regional Transit Authority*. Bowling Green State University Press: November 2009.



Health Services employs the second largest percentage of people.<sup>51</sup> The location of hospitals, clinics, and educational institutions are significant destinations due to high employment numbers as well as the nature of the clientele each institution attracts. In addition to the two main community hospitals there are a variety of retirement and assisted living centers, nursing agencies, and specialty hospitals in the region. Large educational areas also retain high numbers of employees and customers. Countywide these areas include schools and administration facilities of the Las Cruces Public Schools (LCPS), Gadsden Independent Schools, New Mexico State University (NMSU), and Doña Ana Community College (DACC).

Large private sector employment centers include Wal-Mart, Convergys, and Tresco, Inc. Shopping centers, such as Wal-Mart, also draw high volumes of shoppers each day in addition to large numbers of employees. In addition to service based employment centers, employment centers in the county also include several developing industrial centers. The West Mesa Industrial Park, located south of the Las Cruces International Airport, is developing light, general manufacturing, and aviation industries. Future development also includes an aerospace business park to support businesses and suppliers for Spaceport America, located 45 miles north of Las Cruces.

As illustrated above, understanding the impact of location and size (employment and patronage), and activity centers in region is vital to identifying the level of transportation demand, identifying gaps and redundancies in transportation services, and projecting future transportation needs. A complete list of the major employers in the county was created in March 2009 and updated in the first quarter of 2011 by the Mesilla Valley Economic Development Alliance. HDDs in the county include well-known companies such as Wal-Mart and Target as well as medical facilities such as Memorial Medical Center and Mountain View Hospital to name a few. The government also has a significant presence in the county. Federal, state, and local government employment account for more than a third of all employment in the region.<sup>52</sup> HDDs are listed in *Table 5-3*.

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<sup>51</sup> While the vast majority of employment classified under education is also considered government, education makes up such a large portion of government employment that it was separated out from the public sector numbers.

<sup>52</sup> Las Cruces MPO Staff. *2010 Metropolitan Transportation Plan: Transport 2040*. Las Cruces: June 9, 2010.

**Table 5-3: Major Employers of Dona Ana County by Number of Employees, 2011**

Major Employers	Primary Location	Sector
3000 + Employees		
Las Cruces Public Schools	Las Cruces	Government
New Mexico State University	Las Cruces	Government
White Sands Missile Range	U.S. Army Post White Sands	Government
1000-3000 Employees		
City of Las Cruces	Las Cruces	Government
Gadsden Independent Schools	Anthony	Government
Memorial Medical Center	Las Cruces	Health/Medical Services
Wal-Mart	Las Cruces	Retail/Grocery
500-1000 Employees		
Coordinated Care Corporation	Las Cruces	Health/Medical Services
Convergys	Las Cruces	Marketing
Dona Ana Community College	Las Cruces	Government
Dona Ana County	Las Cruces	Government
Mountain View Regional Medical Center	Las Cruces	Medical Services
NASA White Sands Test Facility	Dona Ana County	Government
Peak Hospital	Santa Teresa	Medical Services
Santillan Plumbing	Las Cruces	Other
Sitel	Las Cruces	Marketing
Sunland Park Racetrack and Casino	Sunland Park	Other
Tresco, Inc.	Las Cruces	Health/Medical Services
250-500 Employees		
ADC Telecommunications	Santa Teresa	Technology Services
Advanced Care Hospital of Southern New Mexico	Las Cruces	Health/Medical Services
Labors Local	Las Cruces	Other
NewTec	U.S. Army Post White Sands	Research and Development
New Mexico Corrections Department	Las Cruces	Government
Physical Science Lab	Las Cruces	Research and Development
VMC	Las Cruces	Technology Services
100-250 Employees		
Adams Produce	Hatch	Food Processing
Alaska Structures	Las Cruces	Manufacturing
Albertsons	Las Cruces	Grocery
Aldershot of New Mexico	Las Cruces	Agriculture (Flowers)
Ben Archer Health Care	Hatch	Health/Medical Services
Best Buy	Las Cruces	Retail
Borman Autoplex	Las Cruces	Sales
Bravo Chevrolet	Las Cruces	Sales
Burn Construction	Las Cruces	Construction
Campo Behavioral Health	Las Cruces	Health/Medical Services
Casa de Oro Care Center	Dona Ana County	Health/Medical Services
Citizens Bank	Las Cruces	Financial
City of Sunland Park	Sunland Park	Government
Con Agra Foods	Las Cruces	Food Processing
Dillard's	Las Cruces	Retail

Durham School Services	Las Cruces	Transportation
El Paso Electric	Las Cruces	Utilities
Elephant Butte Irrigation District	Las Cruces	Government
Empereon Marketing	Las Cruces	Marketing
En Su Casa Personal Care	Las Cruces	Health/Medical Services
Families & Youth Inc.	Las Cruces	Health and Social Services
Foamex LP	Santa Teresa	Manufacturing
Golden Corral	Las Cruces	Food Services
Good Samaritan Retirement	Las Cruces	Health/Medical Services (Continuing Care)
GTE	Las Cruces	Research and Development
Hatch Valley Schools	Hatch	Government
Hotel Encanto	Las Cruces	Hospitality
Home Depot	Las Cruces	Retail
Home Kare of Dona Ana County	Las Cruces	Health/Medical Services
Kohl's	Las Cruces	Retail
La Clinica de Familia	Las Cruces	Health/Medical Services
Las Cruces Nursing Center	Las Cruces	Health/Medical Services
Las Cruces Sun-News	Las Cruces	Other
Las Uvas Valley Dairy	Hatch	Agriculture
Lowe's Home Improvement	Las Cruces	Retail
Masson Radium Springs Farm	Radium Springs	Agriculture
McDonald's	Las Cruces	Food Services
Mesilla Valley Hospital	Las Cruces	Health/Medical Services
Mountain Shadows Home Health	Las Cruces	Health/Medical Services
New Mexico Agriculture Department	Las Cruces	Government
New Mexico Health Department	Las Cruces	Government
Olive Garden	Las Cruces	Food Services
Progressive Residential Service	Las Cruces	Health/Medical Services
Rehabilitation Hospital of Southern New Mexico	Las Cruces	Health/Medical Services
Research Data Design	Las Cruces	Technology Services
Sam's Club	Las Cruces	Retail/Grocery
Smith & Aguirre Construction	Las Cruces	Construction
Southwest Distributing	Las Cruces	Grocery (Whole Sale)
Stahmann Farms	La Mesa	Agriculture
Sun Gro Inc.	Las Cruces	Grocery
Target	Las Cruces	Retail
Texas Roadhouse	Las Cruces	Food Services
Tyson Prepared Foods	Santa Teresa	Food Processing
United States Postal Service	Las Cruces	Government
Village at Northrise	Las Cruces	Health/Medical Services (Continuing Care)
Walgreens	Las Cruces	Retail/Pharmacy
Wells Fargo Bank	Las Cruces	Financial
White Sands Federal Credit Union	Las Cruces	Financial
Wild West Express	Las Cruces	Transportation
WNG Community Connections	Las Cruces	Health and Social Services

## Regional Travel Patterns

Additional transportation from rural areas to cities and connecting existing fixed route services would serve to increase the overall mobility of residents. Mobility provides access employment, medical and social services, and other daily needs and opportunities such as recreation. Employment, services, and recreation are not limited by artificial boundaries such as city, county, or state borders, this is especially true for Doña Ana County. Much of the

**Table 5-4: Dona Ana County Inflow and Outflow Counts, 2006-2010**

Locations		Year				
From	To	2010	2009	2008	2007	2006
Dona Ana County	Dona Ana County	46,111	46,856	48,411	43,536	49,132
	El Paso County	12,743	11,905	9,627	8,217	7,845
	Bernalillo County	3,625	4,077	3,656	3,547	138
	Otero County	865	876	802	702	678
	All Others	6,044	5,175	5,092	4,145	2,532
Dona Ana County	Dona Ana County	46,111	46,856	48,411	43,536	49,132
El Paso County		5,313	5,277	6,181	5,396	5,868
Bernalillo County		2,850	3,018	3,270	3,114	1,934
Otero County		2,268	2,116	2,335	2,058	1,920
All Others		7,609	7,291	5,837	5,409	4,069

Source: United States Census Bureau, OnTheMap Application, 2011

county population is within the travel shed or metropolitan planning organization boundaries of El Paso and the vast majority of the county's population is within an hour commute. This configuration is unique in the desert southwest where not only do the residents of various counties live, commute, and recreate across county lines but also across state lines. To illustrate this relationship between Doña Ana County

and the surrounding areas, including El Paso, Texas, the travel patterns between counties can demonstrate the demand for employment, recreation, and services in each area.

Inter-county trips and populations densities of communities were calculated by the Census Bureau. The derived statistics provide insight into travel and employment patterns into Doña Ana County and out to the surrounding counties from 2006 through 2010. These statistics are shown in *Table 5-4* and *Table 5-5*. These travel patterns function as a proxy for inter-county travel demand.

There has been substantial population growth in Doña Ana County and El Paso County, Texas contributing to the levels of intercounty travel. Inter-county trips from Doña Ana County to El Paso County and vice versa, account for approximately 2 in 5 inter-county trips; as the area continues to experience

growth, these travel pattern levels are also expected to increase.<sup>53</sup> In the past five years inter-county travel has increased by nearly 120% with little change in transportation services.

**Table 5-5: Total Inter-county Travel for Dona Ana County, 2006-2010**

	2010	2009	2008	2007	2006	5-year Change (%)
El Paso County	18,056	17,182	15,808	13,613	13,713	32%
Bernalillo County	6,475	7,095	6,926	6,661	2,072	32%
Otero County	3,133	2,992	3,137	2,760	2,598	4%
All Others	13,653	12,466	10,929	9,554	6,601	51%
<b>Total Inter-county Travel</b>	<b>41,317</b>	<b>39,735</b>	<b>36,800</b>	<b>32,588</b>	<b>24,984</b>	<b>119%</b>

Source: United States Census Bureau, OnTheMap Application, 2011

<sup>53</sup> Las Cruces MPO Staff. 2010 Metropolitan Transportation Plan: Transport 2040. Las Cruces: June 9, 2010.

## **Gaps and Redundancies in Service**

Based on the transportation resources and needs data, a number of transportation gaps were identified by CMAP stakeholders. These gaps represent commonalities among the various data sources and are presented below.

### **Geographic Gaps in Service**

#### **Location Gaps**

- Employment centers particularly Wal-Mart, the various medical centers, WSMR, West Mesa Industrial Park
- Major employers located in adjacent counties within commuting distance - Ft. Bliss/ Holloman AFB, business centers within El Paso
- Within neighborhoods
- Communities outside the Las Cruces city limits, in particular Vado, Sunland Park, and Anthony
- Senior housing and public housing not already well-served, various retirement communities
- Medical facilities, shopping centers, and public events in El Paso

#### **Topographic and Man-Made Disruptions**

- School Districts Bisected by limited access roadways (e.g. Interstate 25 and U.S. 70)
- Arroyos disrupting neighborhood/commercial continuity
- Large roadways separating services from neighborhoods (e.g. Lohman)

### **Capacity Gaps**

Some gaps relate to the ability of transportation providers to meet existing needs within areas having transportation service. This list shows types of transportation service that is not fully meeting needs or obstacles transportation providers face in providing adequate service:

- Affordable transportation options for non-medical trips
- Transportation options for people with lesser disabilities or impairments
- Availability of transportation for ongoing medical treatment
- Inadequate pool of qualified drivers

### **Service Gaps**

Certain transportation service gaps are related to a mismatch between when service is available and when needs exist over the course of a day or week. These are times when more service is needed to address specifically identified needs:

- Night routes, particularly for workers on 2nd and 3rd shifts (after 6 pm)
- Sundays
- Following afterschool activities
- 30 minute to one hour transit headways

### **Awareness Gaps**

Finally, some gaps are not inadequacies in transportation service; rather they are a lack of awareness or understanding of available services. The following awareness gaps were identified:

- SCRTD study suggested that low-income households may be unaware of employment opportunities that exist in areas that can be accessed through public transportation
- Public agencies are not fully aware of each other's programs and how they might benefit clients or save agency costs
- Poor awareness by the general public of current bus system, partly due to out of date transit maps
- Difficulty accessing bus route schedules; bus stops do not have posted schedules
- Difficulty staying aware of the different scheduling requirements of various transportation services, such as Dial-a-Ride

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## **Section Six: Priorities, Strategies, and Actions**

### **Overview**

The CMAP Steering Committee reviewed the available data and considered the current array of coordination activities occurring in Doña Ana County. With this in mind, the committee identified three categories or goals: Sharing Resources, Shared Responsibility, and Shared Vision. The steering committee scored various strategies within each of the categories. This plan update organizes and expands the goals and strategies into tiered priorities. The tier format was created to reform the 2009 goals into a clear progression for efficient reference and implementation.

### **Themes, Strategies, and Actions**

The 2011 tiers are based on the 2009 CMAP and supporting documents such as public and stakeholder comments, proposed actions and strategies, public meetings, focus groups, stakeholders and steering committee surveys, and public comments. Common themes and issues were identified from these sources. The most frequently occurring themes were grouped into the following ten categories:

- Improve Coordination of Services
- Reduce costs for Transportation Providers
- Reduce Costs for End Users
- Augment Current Funding Sources
- Improve Public Outreach and Education
- Improve Staffing and Training
- Improve Off-peak Service
- Improve Short-notice Transportation Options
- Improve Paratransit Services
- Improve Safety
- Improve Out of County Service

### **Goals and Strategies**

Proposed projects for funding under JARC, New Freedom, Non-Urbanized or Section 5310 may utilize one of the strategies listed, a combination of multiple strategies, or may employ strategies not listed in this document so long as the project supports to overall goals of the CMAP. Below is a detailed description of the CMAP goals. For a summarized table of priorities, goals and strategies see *Table 6-1*.

#### **Improve Coordination of Services**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues: N/A

Possible Strategies and Actions:

- Quarterly meeting to address issues
- Facilitate inter-county travel
- Increase the ease of referral and access of services
- Recurring formal assessment of transportation services across the county and region
- Create a development plan with all transit agencies to identify, coordinate, and provide services across county lines for all eligible recipients

Agencies, Organizations, or Partners to Involve: RoadRunner Transit, all other transit providers, health and human service agencies, and the users of these services

Desired Outcome: An open dialogue with agencies and private providers and an ease of access to transportation services.

## **Reduce Costs for Transportation Providers**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues:

- There is a lack of funding from the State of New Mexico for transportation programs<sup>54</sup>

Possible Strategies and Actions:

- Increase coordination among providers
- Promote private and public partnerships to better serve all the riders
- Offer and promote public travel training programs as a way of reducing reliance on more expensive transportation options
- Create insurance pool for nonprofit organizations to be better able to purchase insurance for vehicles in operation at better price.
- Bulk purchase of fuel at a discounted rate or without a fuel tax. Nonprofit organizations should have this benefit
- The existing public transportation network should be considered in the evaluation of locations sites, especially for those entities that will require the transport of citizens with disabilities
- Whenever possible, social service agencies should include a provision and funding for transportation in their program budgets to get clients to and from needed services
- Establish a program to fund transportation services for clients of social service agencies that cannot afford transit fares to get to needed services

Agencies, Organizations, or Partners to Involve: All stakeholders

Desired Outcome: Reduce the cost of operating transportation services. Provide better transportation services through stronger partnerships with multiple organizations.

## **Reduce Transportation Costs for End Users**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues: N/A

Possible Strategies and Actions:

- Businesses purchase discounted bulk bus passes and tickets through RoadRunner for users in the community
- Transportation agencies partner with local businesses to assist with transportation costs for their workers
- Apply for grants through charity and nonprofit organizations to assist with cost.

Agencies, Organizations, or Partners to Involve: Elected officials, RoadRunner Transit, human services agencies, and private transportation organizations

Desired Outcome: Reduce the cost to transportation consumers for services.

## **Augment Funding Sources**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues:

- May require additional staffing (grant writers, accounting, and coordination staff).

Possible Strategies and Actions:

- Strong advocacy to get out of state resources (Federal, nonprofit, private sponsorship, Etc.)
- Pursue access to transportation funds at the County level

Agencies, Organizations, or Partners to Involve: All stakeholders

Desired Outcome: Better funding of transportation services.

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<sup>54</sup> RoadRunner Transit. National Transit Database Report. 2011



## **Improve Public Outreach and Education**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues:

- Funding is declining and headway times are increasing
- Transportation is expensive and paratransit services are at capacity.

Possible Strategies and Actions:

- Hold public forums and provide training on fixed routes
- Use the media more to inform the public about the transit system
- More information needs to be distributed to the agencies
- Market transportation services to commuters

Agencies, Organizations, or Partners to Involve: Agencies such as United Way, colleges, senior organizations, social organizations

Desired Outcome: The outcome will be better informed users and increased ridership.

## **Improve Staffing and Training**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues:

- N/A

Possible Strategies and Actions:

- Standardize driver training for all public agency drivers and offer the training to the private sector
- Regularly recurring training of bus drivers on routes, transfers, working with special needs passengers, etc.
- Provide recurring training on improving communications with individuals with disabilities and seniors
- Create a centralized driver volunteer system that all agencies can utilize without the fear of liability issues

Agencies, Organizations, or Partners to Involve: Public agencies, nonprofits, senior organizations, job and career services

Desired Outcome: To have a reliable and dynamic staff for all transportation providers.

## **Improve Off-peak Service**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues:

- Sunday service is not available
- Evening Service is not available (6:30 pm and later)

Possible Strategies and Actions:

- More services on short notice need to be available, especially for people with a mental disability who cannot plan ahead of time
- Need more money for resources to pay operators and administration staff who work during non-peak hours

Agencies, Organizations, or Partners to Involve: Any stakeholders

Desired Outcome: Extend evening and weekend services

## **Improve Short-notice Transportation Options**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues: N/A

Possible Strategies and Actions:

- Multi-vendor and multi-county transportation voucher or pass that would be good for private vendors and public transit systems throughout Southern New Mexico and Far West Texas
- Improve communication of transportation options
- Improved travel training would allow people to better utilize fixed routes and lessen the dependence on Dial-a-Ride services
- Improve the accessibility of fixed routes (e.g. audio bus stop information for visually impaired people)
- Better education and training of bus drivers (routes, transfers, working with special needs passengers)
- Better communication among vendors/providers

Agencies, Organizations, or Partners to Involve: RoadRunner Transit, other regional public transportation agencies, senior services, social service agencies, and private transportation organizations.

Desired Outcome: The public would be well informed of last minute transportation options and that these options are easy to access and to navigate

## **Improve Dial-a-Ride Services**

Affected Target Populations: Older adults and individuals with disabilities

Affected Areas: Urban and rural

Other Issues: N/A

Possible Strategies and Actions:

- Travel training for personnel who work with or transport seniors and persons with disabilities to improve communication and better address these groups transportation needs.
- Ability to make online reservations
- Reduce the window and travel time for clients with delicate medical conditions (e.g. dialysis, chemotherapy)
- Create and improve relationships with public and private transportation providers to strengthen outreach and partnerships
- Sunday service and extended hours on evenings and weekends, independent of fixed route schedules
- Explore the use of taxis and forms of transportation for more mobile paratransit consumers

Agencies, Organizations, or Partners to Involve: Human service organizations; Youth, Children, and Family Department; Workforce Solutions; and private providers

Desired Outcome: Improve operational efficiencies in the delivery of transportation services of specific populations, such as those in dialysis or chemotherapy. Increase awareness of transportation needs and options in the community and establish best practices for improved funding, partnerships, communication, and outreach to better serve customers in the region.

## **Improve Safety**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues:

- Crosswalk signals are not always located in a safe area. (e.g. signals on uneven terrain)
- ADA policies are not always fully implemented

Possible Strategies and Actions:

- Bus driver education on making the bus safe for all riders. (e.g. the elderly may have a hard time getting around a wheelchair, etc)
- Make securement training available to all public and private drivers
- Drivers should be trained on how to work with visually impaired passengers
- Individual agencies need to collaborate more to help each other
- Environmental barriers need to be removed (e.g. inadequate curbing, degraded concrete, etc)
- Additional services need to be available for frail elderly people. Escort/assistant them to and from the buses or vehicles
- Create incentives for more people to become volunteers without the fear of liability issues.

Agencies, Organizations, or Partners to Involve: Any stakeholders

Desired Outcome: Fewer accidents and injuries

## **Improving Inter-County Travel**

Affected Target Populations: Older adults, individuals with disabilities, and those with low income

Affected Areas: Urban and rural

Other Issues: N/A

Possible Strategies and Actions:

- Shift more resources and transit responsibilities to the SCRTD to facilitate intercounty travel
- Negotiate financial arrangements with each county to provide intercounty travel
- Partner with Sun Metro and NMDOT to provide extended Las Cruces-to-El Paso route into the Downtown Area and the east side of El Paso
- Partner with Greyhound to provide cost savings on long distance travel, especially for older adults and those with disabilities

- Partner with private transportation companies. Utilize the private sector more effectively.
- Create a development plan with all transit agencies to identify, coordinate, and provide services across county lines for all eligible recipients

Agencies, Organizations, or Partners to Involve: Any stakeholders

Desired Outcome: Increased access and mobility options across the region.

**Table 6-1: Prioritized Action Plan, 2011**

Goal	Objective	Term	
<b>Tier 1 Priorities</b>			
Improve Coordination Services	Plan transit routes to connect to services provided by local community centers, regional shopping/employment destinations, and human services agencies	Medium Term	
	Facilitate additional inter-county travel	Short Term	
	Pursue cooperatively scheduling passenger trips among agencies to key destinations	Medium Term	
	Coordinate commuting promotion efforts with all regional Chambers of Commerce	Short Term	
	Pursue funding for a full-time Transportation Coordinator at RoadRunner Transit or the LCMPO	Long Term	
	Plan local and express transit routes to connect with New Mexico Department of Transportation (NMDOT) and El Paso Sun Metro Transit routes	Medium Term	
Reduce Costs for Transportation Providers	Offer and promote public travel training programs as a way of reducing reliance on more expensive transportation options such as paratransit	Short Term	
	Create insurance pool for agencies and non-profit organizations to take advantage of discounted premium rates for public vehicles	Medium Term	
	Organize and promote bulk fuel purchases at a discounted rate without a fuel tax. Non-profit organizations already have this benefit	Medium Term	
	Combine physical and financial resources to provide transportation affordably across agencies and nonprofits	Medium Term	
	Share the cost of providing transit incentives for potential and existing riders, such as universal passes for seniors and the disabled	Medium Term	
Reduce Costs for End Users	Promote the use of carpools and vanpools	Short Term	
	Provide a universal pass or voucher system for all fixed route systems	Medium Term	
	Support the creation of a State Transit Fund and pilot projects via the South Central Regional Transit District (SCRTD)	Short Term	
Augment Current Funding Sources	Pursue access to transportation funds at the County level	Medium Term	
	Survey other additional grants available for transportation services, public and private	Medium Term	
<b>Tier 2 Priorities</b>			
Improve Public Outreach and Education	Hold public seminars and forums to provide training on existing services.	Short Term	
	Use the media to inform the public about the transportation services	Short Term	
	More information distributed to agencies and nonprofits for dissemination to the public	Short Term	
	Create a website that displays regularly updated information on transportation providers in the county	Short Term	
	Distribute literature on existing transportation services, similar to the NMDOT <i>Community Guide to Transportation Services</i>	Short Term	
	Pursue way-finding software	Long Term	

Improve Staffing and Training	Standardize driver training for all public agency drivers and offer the training to the private sector	Long Term	
	Regularly recurring training of bus drivers on routes, transfers, working with special needs passengers, etc.	Medium Term	
	Provide recurring training on improving communications with individuals with disabilities and seniors	Medium Term	
	Create a centralized driver volunteer system that all agencies can utilize without the fear of liability issues	Medium Term	
Improve Off-peak Service	Sunday service and lengthen hours for evenings and weekends	Long Term	
	Maintain operators and administration staff that work during non-peak hours	Long Term	
Improve Short-notice Transportation Options	Multi-vendor transportation voucher or universal pass that would function for private transportation vendors, public transit systems, and human services agencies	Medium Term	
	Utilization of technologies to allow for the up-to-minute locations of vehicles.	Medium Term	
<b>Tier 3 Priorities</b>			
Improve Dial-a-Ride Services	Create an online reservation system	Short Term	
	Partner with medical centers, senior centers, assisted living facilities, and human services agencies to reduce travel time for populations with delicate medical conditions (dialysis, chemotherapy, etc)	Medium Term	
	Cooperatively schedule passenger trips among agencies and nonprofits to high volume destinations	Medium Term	
	Foster cooperative relationships with both public and private specialized transportation providers	Short Term	
	Explore the use of taxis, fixed route transit, and other forms of transportation for more mobile paratransit populations	Medium Term	
	Better utilize fixed routes and lessen the dependence on paratransit via improved travel training for the public	Medium Term	
Improve Inter-county Travel	Verify and partner with existing inter-county transportation providers to provide reduced rate, long-distance travel for older adults and individuals with disabilities	Medium Term	
	Directly involve the private sector in the transportation planning process	Short Term	
	Involve all regional transit agencies to identify, coordinate, and provide services across county lines for all eligible recipients	Long Term	
	Support SCRTD education and outreach efforts	Ongoing	

**Table 6-1A: New Objectives for 2011**

Goal	Objective	Term
<b>Tier 1</b>		
<b>Reduce Costs for Transportation Providers</b>	Engage in private-public partnerships to better serve all transportation consumers	Short Term
	Assistance in applying for public and private grants for privately owned transportation providers	Short Term
<b>Reduce Costs for End Users</b>	Partner transit providers, employers, and agencies to provide discounted bulk purchases of transit passes for employees	Short Term
<b>Augment Current Sources of Funding</b>	Social service agencies including a provision and funding for transportation in their program budgets to get clients to and from their services	Medium Term
<b>Tier 2</b>		
<b>Improve Existing Service</b>	Improve the accessibility of fixed routes (Audio bus stop information for the visually impaired, wheelchair accessible bus stops, etc)	Medium Term
<b>Tier 3</b>		
<b>Data</b>	Share data on riders, fleet, operations, and administrations across agencies and nonprofits	Medium Term
	Establish a one-stop data resource to store and manage all data	Long Term

This above tier system was approved by the steering committee and will be used in conjunction with the competitive selection process for projects seeking JARC, New Freedom, Non-Urbanized, or Section 5310 funding. Projects may address one or more of the themes and may utilize one of the strategies listed in Section 5, a combination of multiple strategies, or may employ strategies not listed in this document so long as the project supports the overall goals of the CMAP.

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## **Section Seven: Coordination Strategies, Plan Maintenance, and Adoption**

### **Overview**

There are several actions that can be taken to build on the information collection and issues discussion that began during this planning process. Of the hundreds of agencies, nonprofits, and private companies that provide or have the ability to provide transportation services in the region, 21 replied to the 2009 CMAP stakeholder survey. Similarly, the turnout at the stakeholder roundtables was low, considering the size of the mailing list. Due to these factors, the CMAP may not take into account all of the transportation resources in the region and some issues may not have been revealed through the planning process. Despite the low level of participation

As stated in *Section One*, coordination has been occurring and continues to occur throughout the State of New Mexico. Therefore, the purpose of this plan, in addition to meeting Federal requirements, is to encourage coordination among local and state agencies while addressing transportation gaps at the local and regional level. Given the size of the region and the variety of transportation needs across it, the objective of the plan is to guide the development of projects rather than define them. Potential project sponsors can use the information included in this plan to develop competitive projects that address the most pressing needs of the target populations through coordination with other agencies and transportation providers. The following section covers the CMAP's potential first steps, alternatives to coordination, and the adoption and maintenance of the plan.

### **Coordination Strategies**

#### **Establish Local and Regional Coordinating Committees**

##### **Local**

Each entity providing transit services, whether contracted or government operated in the region should form a local coordinating committee. The committee membership should at a minimum include employers, local governments, school districts, and representatives of the target populations. The local committee should work to identify other transportation providers, serve as a forum for identifying and resolving local issues, and work together to develop projects for funding through Sections 5310, 5311, 5316, or 5317 if and when appropriate.

##### **Regional**

With nearly 40,000 people of all trips outside of and into Doña Ana County are between El Paso, its New Mexico suburbs, and Las Cruces, coordination at the regional level is as important as at the local level. Coordination can be facilitated through the existing Regional Transit Districts, Council of Governments, the state's DOTs, or regional transit providers. The membership of a regional committee should include one or more representatives of each of the local committee. The purpose of the regional council would be to serve as a forum for exchanging information and ideas about resolving local challenges and to develop initiatives at the regional level. In the future, the regional council can assist with updating the CMAP.

#### **Accomplishing Stated Goals**

The strategies and actions presented in *Section Six* Outline how coordination can be accomplished. This section presents some ideas on how transportation stakeholders in the region may go about converting actions into completed objective and goals.

##### **Considerations**

If coordination and ultimately the goals and objectives of this plan are to be carried out, a clear defined process must be established. This process needs to correspond to a given strategy and action. In most instances, coordination among agencies requires that each entity change how it performs certain functions or relinquishes control of other functions. It is imperative that each entity is afforded a certain level of comfort that their efforts to compromise are being reciprocated by its partners.

Some keys to comfort:



- Form a working group
- Describe the desired end result
- Define the steps to achieve the end result
- Identify and take the first step

### **Form a Working Group**

Coordination involves a collection of agencies or groups working toward a common end. Therefore any effort to promote coordination needs to be achieved by mutual cooperation of the affected entities. Forming a working group locally to concentrate on a given action is an important step in developing and executing implementation projects. The working group should be composed of stakeholder agencies and with people who are committed to finding common ground and can be counted on to attend meetings as well as to carry out assignments outside regular meetings.

### **Describe the End Result**

This step clearly defines the goal or objective of the working group. The priorities, goals, and objectives from the previous section has been created to assist in this process. A project might address one or a combination of the goals. The working group would decide which goals to concentrate on first.

### **Define Steps to be Taken**

In developing common action, it typically requires a series of small steps to achieve a given result. Each affected agency likely has a stake in the way that information is disseminated. Thus, addressing each unique circumstance will take methodological consideration.

### **Identify and Take First Steps**

Often embarking on a difficult assignment causes procrastination. Setting deadlines, meeting dates, and making initial assignments can be helpful in avoiding first step delays.

In satisfying the Federal requirement to coordinate Sections 5310, 5311, 5316, and 5317, the CMAP's scope will not be expansive enough to satisfy all stakeholders or to efficiently allocate all of the Region's public transit-human service transportation resources. This plan is a first step in a local effort to improve transportation through broader coordination planning.

## **Coordination Alternatives**

In general, there is guarded interest in coordination in Doña Ana County. There are somewhat different reasons for interest in coordination depending on the potential participant. Private transportation companies, both for-profit and nonprofit, are interested in the reliable streams of passengers and revenue that coordination with public programs might entail while human services providers see the gaps in transportation service for their clients and hope this coordination effort may be a chance to address them. These two perspectives have the opportunity to form mutually beneficial relationships. There is wide agreement among agency officials that there are underutilized transportation assets and that there are many coordination activities that could be pursued immediately.

Obviously, there are a variety of obstacles to improving coordination. Generally, there is some skepticism among agency officials and human service providers that a high degree of centralization is possible given the number of players and variables in the Doña Ana County transportation scene. Specific obstacles identified include but not limited to:

- Disparate regulations and requirements attached to funding sources or administering departments
- Issues with liability, insurance, and lease arrangements
- Potential loss of quality control for clients
- Some agencies may benefit from coordination more than others
- Peak transportation times for agencies may coincide with one another
- Sharing vehicles shortens the usable life of a vehicle for the purpose it was originally purchased

Because it may be difficult to coordinate across agencies, the CMAP planning process has allowed for the development of several conceptual service alternatives for the coordination of transportation services in the county. The goal in alternative development is identifying mechanisms to achieve a more coordinated delivery of service through the consolidation of public service agencies and transportation service providers.

## **Alternatives to Full Coordination**

### **Alternative 1: Take No Action**

The first alternative to consider is to doing nothing. The “do nothing” alternative allows existing agencies to continue providing transportation to their customers as currently prescribed. This alternative leaves human services agencies, the various transit agencies, and private transportation providers to face rising insurance and maintenance costs. Taking no action furthers the burden upon Dial-a-Ride paratransit services and does little build capacity with in RoadRunner system. This option does not sufficiently accomplish the intent of the coordinated planning process, as prescribed by law.

### **Alternative 2: Consolidated Facilities**

City, county, and human services transportation providers pool resources to gain efficiencies in the creation of joint maintenance and storage facilities. This cost is separate from operating costs and only represents the costs of maintaining and insuring vehicles. Joint facilities can provide savings to multiple nonprofits and governmental agencies regardless of size. A joint facility could serve as a catalyst for further operational and administration coordination among the transportation elements of several agencies.

### **Alternative 3 –Consolidated Operations**

The third alternative is the creation of one or more agreements between existing service agencies and transportation providers to merge operations. There are major expenses in providing transportation for smaller agencies and providers: 1) Insurance of vehicles; and 2) the duplication of trips by various agencies and providers. The consolidated operations alternative would allow agencies to pool resources by creating or contracting their transportation services with a third party provider. A consolidated operations alternative allows for more flexibility and reduced capital cost for participating agencies. Using funding sources like Medicaid and TANF in conjunction with FTA programs would allow agencies to receive a higher level of transportation service. Movement toward joint operations needs to be planned and implemented at a rate that is comfortable to agencies. Sharing resources by coordinating with others agencies will allow participating agencies more resources to focus on their core programs, besides transportation.

### **Alternative 4 –Coordinated Operations**

In addition to consolidation of public agency resources, a Transportation Coordination Center (TCC) should be established to coordinate public and private transportation services to better fill service and geographic gaps. This TCC would be responsible for dispatch, route planning, and timing of on-demand and deviated routes provided by participants. This level of coordination would provide increased revenue to private transportation services via fares as well as service the maximum number of residents at a minimum cost. In order to operate with autonomy and without conflict this service would need to be a non-profit subscription or fee based service, matching users and providers together, much like how an online travel service operates.

## **Plan Maintenance and Adoption**

The Las Cruces Metropolitan Planning Organization formally endorses this plan as the Coordinated Public Transit-Human Services Transportation Plan for Doña Ana County.

Monitoring this plan includes continuing evaluation of coordination efforts as objectives are implemented.

Providing there is funding, steering committees and public meetings will continue to take place to provide education and awareness, gain locally derived feedback and suggestions for improvement, and to continue expanding upon coordination efforts.

It is the responsibility of the Las Cruces Metropolitan Planning Organization or RoadRunner Transit to continue to house the plan and update as necessary. This plan is to be reviewed as new plans, services, demographic, and economic information become available and updated as necessary or be updated biennially. The next scheduled update will occur in 2013. It is suggested that performance measures, outside those required by FTA, be developed and implemented by a steering committee of stakeholders, LCMPO and RoadRunner Transit staff in the next CMAP update.

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## **Section Eight: Appendices**

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### **Appendix A: Glossary of Terms**

Below are a compilation of definitions reproduced from the most recent circulars published by FTA for the JARC, New Freedom, and Section 5310 grant programs. Citations for each publication can be found in sources or as a foot note in *Section Three: Study Area and Target Demographics*.

**Accessible Taxi:** An accessible taxi is a vehicle that is used by a private provider of on demand transportation service to the public that is regulated and licensed for such use by the municipality, county or other government entity. An accessible taxi is one which has the capacity to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meets the same requirements for lifts, ramps and securement systems specified in 49 CFR 38 (B).

**Access to Jobs Project:** Refers to a project relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

**Americans with Disabilities Act (ADA):** Enacted July 26, 1990 (42 U.S.C. 12101 et seq.), the ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation.

**Chief Executive Officer of a State:** The Governor of any of the 50 States or Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and Virgin Islands, the Mayor of the District of Columbia, or his/her designee.

**Competitive Selection Process:** A process to choose which projects will be funded. The process is conducted by the designated recipient of FTA funds in cooperation with the appropriate metropolitan planning organization (MPO) in urbanized areas over 200,000 in population or the State in areas under 200,000 in population. The projects selected must be derived from a Locally Developed, Coordinated Public Transit-Human Services Transportation Plan.

**Demand Responsive System:** Any non-fixed route system of transporting individuals that requires advanced scheduling including services provided by public entities, nonprofits, and private providers. An advance request for service is a key characteristic of demand responsive service.

**Designated Recipient:** In large urbanized areas over 200,000 in population, an entity designated, in accordance with the planning process under 49 U.S.C. 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under the New Freedom Program that is attributable to a transportation management area. In non-urbanized areas or small urban areas under 200,000 in population, the designated recipient is the State agency designated by the chief executive officer of a State to receive and apportion amounts under New Freedom that are attributable to the State for small urbanized and non-urbanized areas.

**Elderly Individuals:** Includes, at a minimum, all persons 65 years of age or older. Grantees are permitted to use a definition that extends eligibility for service to younger (e.g., 62 and older, 60 and over) persons.

**Elderly Individuals and Individuals with Disabilities Program (Section 5310):** FTA formula program for public transportation capital projects planned, designed, and carried out to meet the special needs of elderly individuals and individuals with disabilities. 49 U.S.C. 5310.

**Eligible Low-income Individual:** Refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in Section 673(2) of the Community Services Block Grant Act (42 U.S.C 9902(2)), including any revision required by that section) for a family of the size involved.

**Fixed Route System:** Public transportation service provided in vehicles operated along pre-determined routes according to a fixed schedule.

**Human Service Transportation:** Transportation services provided by or on behalf of a human service agency to provide access to agency services and/or to meet the basic, day-to-day mobility needs of transportation-disadvantaged populations, especially individuals with disabilities, older adults, and people with low incomes.

**Individual With a Disability:** An individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility. 49 U.S.C. 5302(a)(5).

**Interactive Voice Response (IVR)**

IVR is a technology that automates interactions with a telephone caller similar to the recordings used by movie theaters or by pharmacies.

**Job Access and Reverse Commute Program (JARC):** FTA formula grant program (49 U.S.C. 5316) for projects relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, and for public transportation projects designed to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

**Locally Developed, Coordinated Public Transit-Human Services Transportation Plan:** A plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

**Mobility Management:** Consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or sub-recipient through an agreement entered into with a person, including a government entity, under 49 U.S.C. Chapter 53 (other than Section 5309). Mobility management does not include operating public transportation services.

**New Freedom Program:** FTA formula grant program (49 U.S.C. 5317) for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

**Nonprofit Organization:** A corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c) which is exempt from taxation under 26 U.S.C. 501(a) or one which has been determined under State law to be nonprofit and for which the designated State agency has received documentation certifying the status of the nonprofit organization.

**Non-urbanized Area:** Any area outside of an urbanized area. The term “non-urbanized area” includes rural areas and urban areas under 50,000 in population not included in an urbanized area.

**Paratransit:** Comparable transportation service required by the ADA for individuals with disabilities who are unable to use fixed route transportation systems.

**Program of Projects:** A list of projects to be funded in a grant application submitted to FTA by a designated recipient. The program of projects (POP) lists the sub-recipients and indicates whether they are private non-profit agencies, governmental authorities, or private providers of transportation service, designates the areas served (including rural areas), and identifies any tribal entities. In addition, the program of projects includes a brief description of the projects, total project cost and Federal share for each project, and the amount of funds used for program administration from the 10 percent allowed.

**Reverse Commute Project:** Refers to a public transportation project designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities.

**Sub-recipient:** Refers to a State or local governmental authority, non-profit organization, or operator of public transportation services that receive a grant under the New Freedom Program indirectly through a recipient.

**Unlinked Trips**

Unlinked trips are the total numbers of passenger boardings on a bus and paratransit services. Passengers are counted each time they board a vehicle. The data are reported monthly and annually in terms of total unlinked trips.

**Urbanized Area:** An area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of Commerce. Small urbanized areas as used in the context of FTA formula grant programs are urbanized areas with a population of at least 50,000 but less than 200,000.

**Welfare Recipient:** Refers to an individual who has received assistance under a State or tribal program funded under part A of Title IV of the Social Security Act at any time during the three-year period before the date on which the applicant applies for a grant under JARC.

**Will Call**

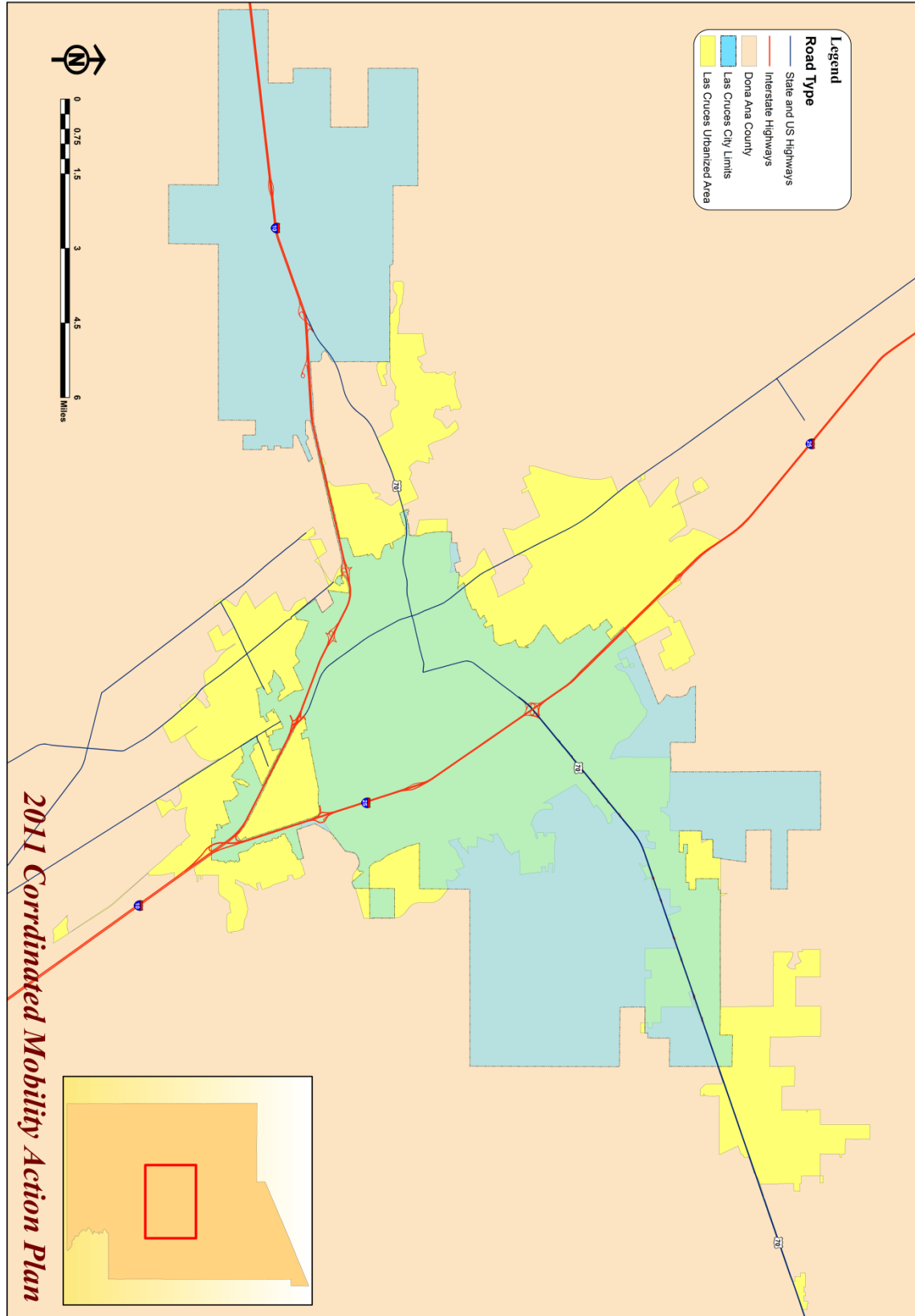
Will Call is for return trips on a paratransit service; often the trip is scheduled for medical appointments and other regularly occurring appointments.

## **Appendix B: Maps**

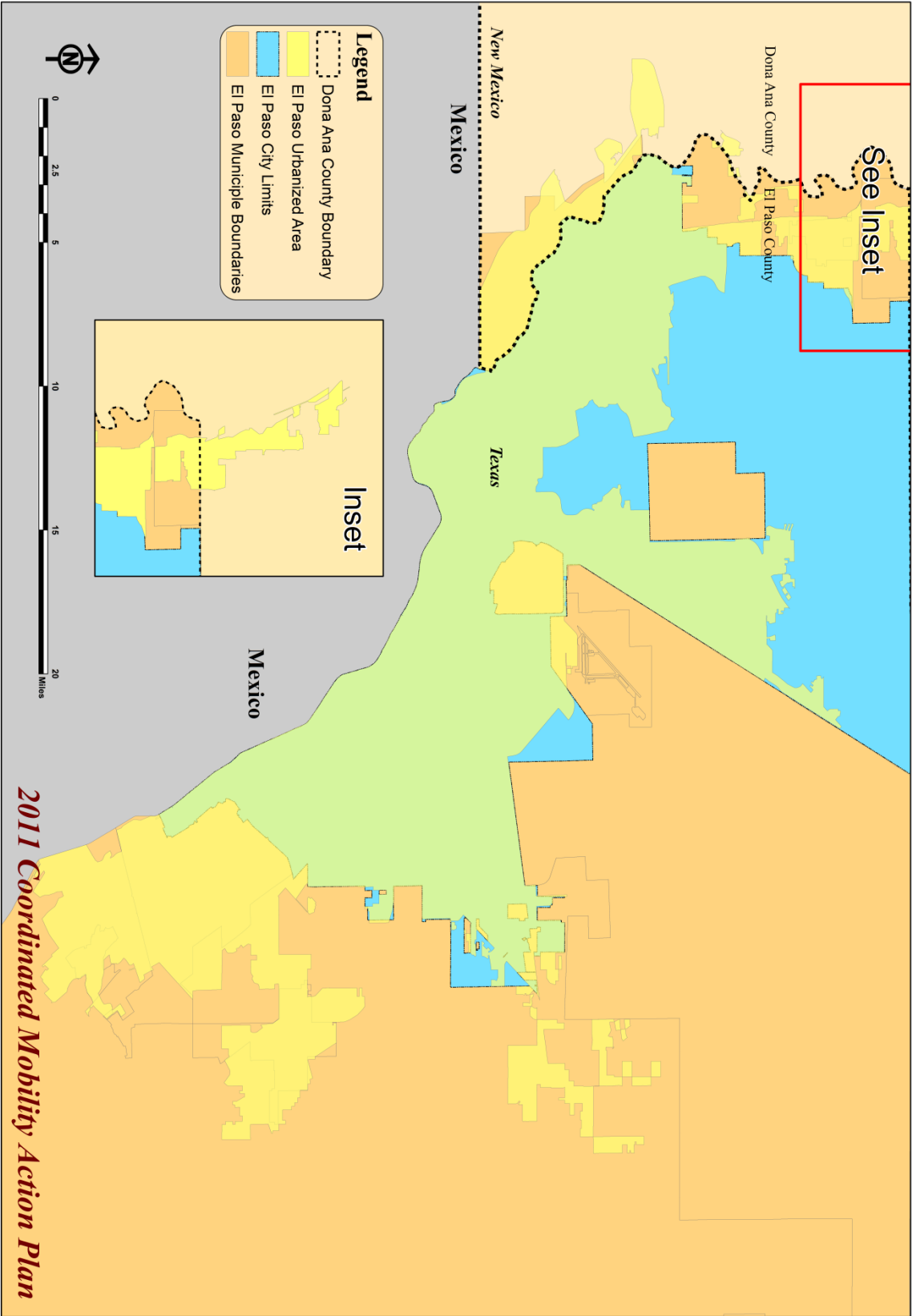
For ease reference, the maps within this plan have been collected here. Most maps have been created in an ANSI D configuration for plotting purposes.



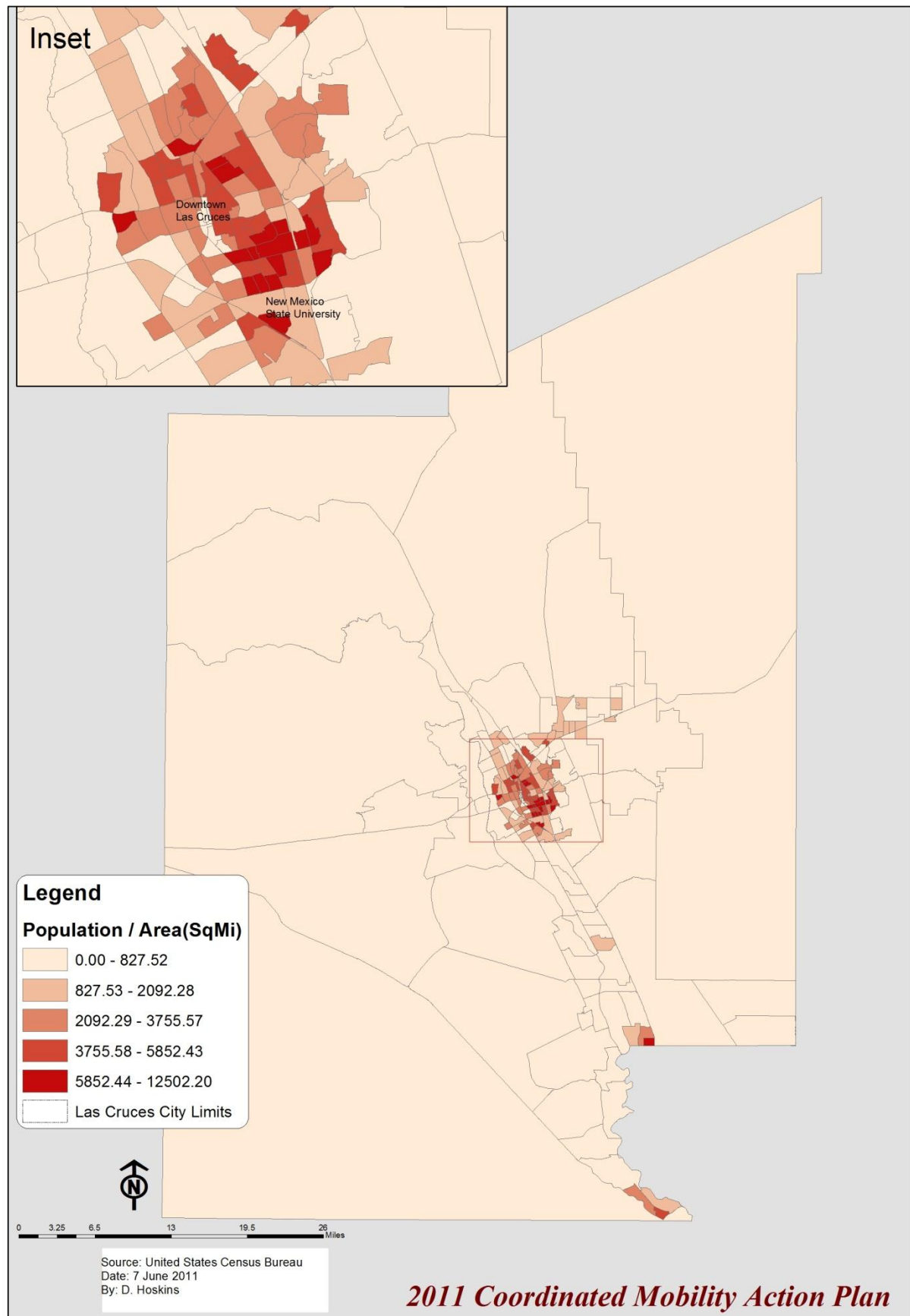
## Map A: Las Cruces Census Designated Urbanized Area, 2010



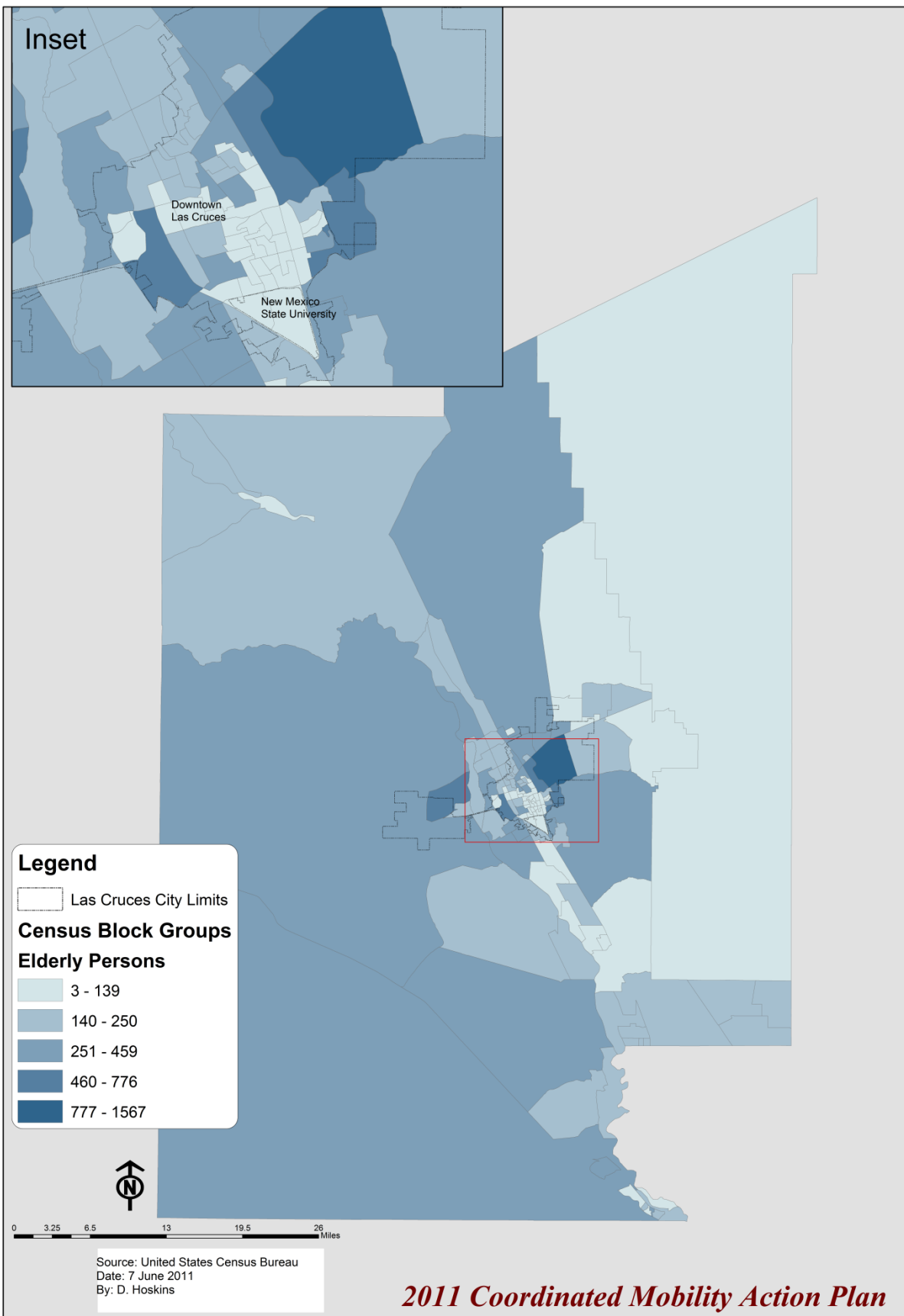
# Map B: El Paso Census Designated Urbanized Area, 2010



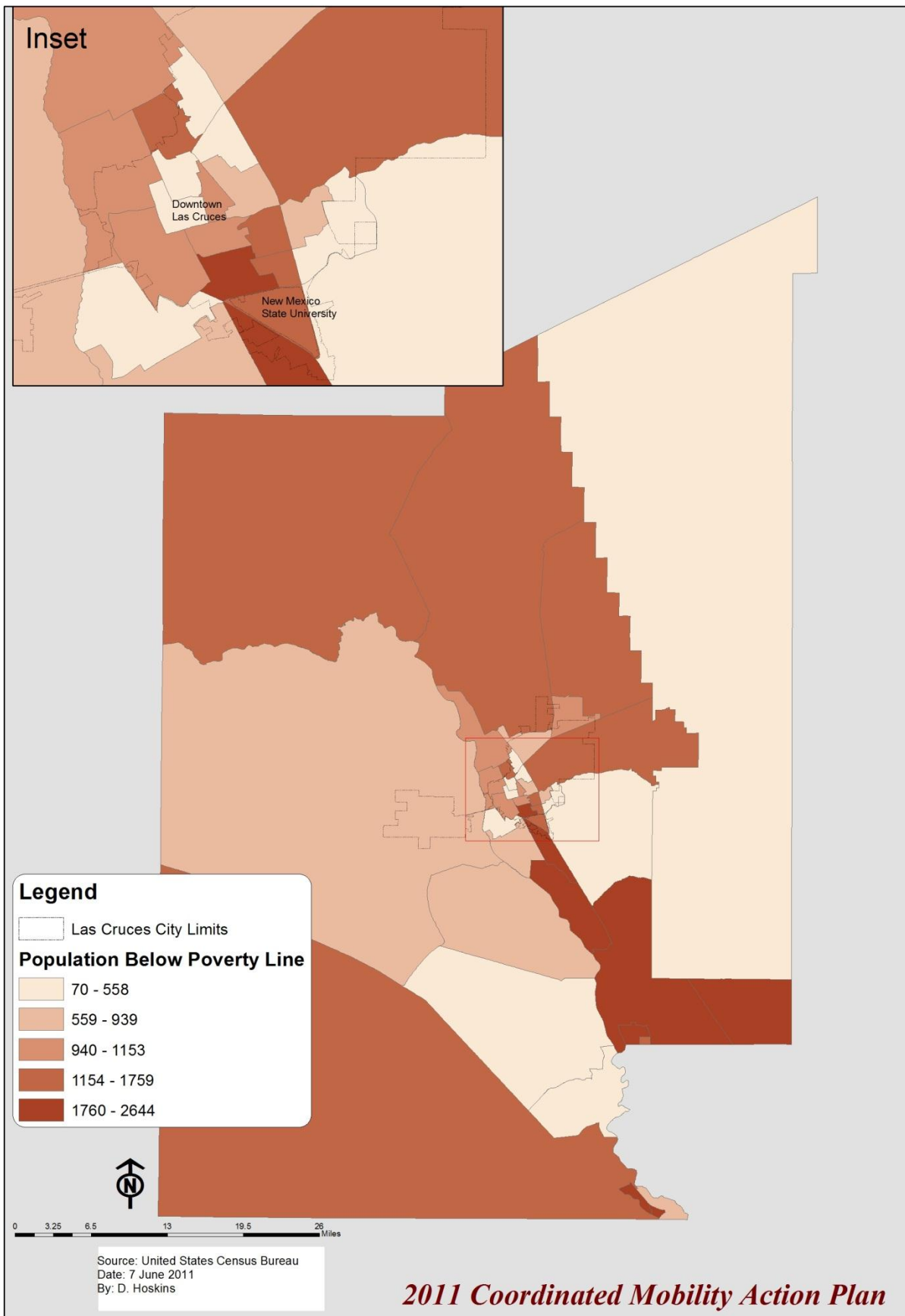
# Population Density by Traffic Analysis Zone, 2010



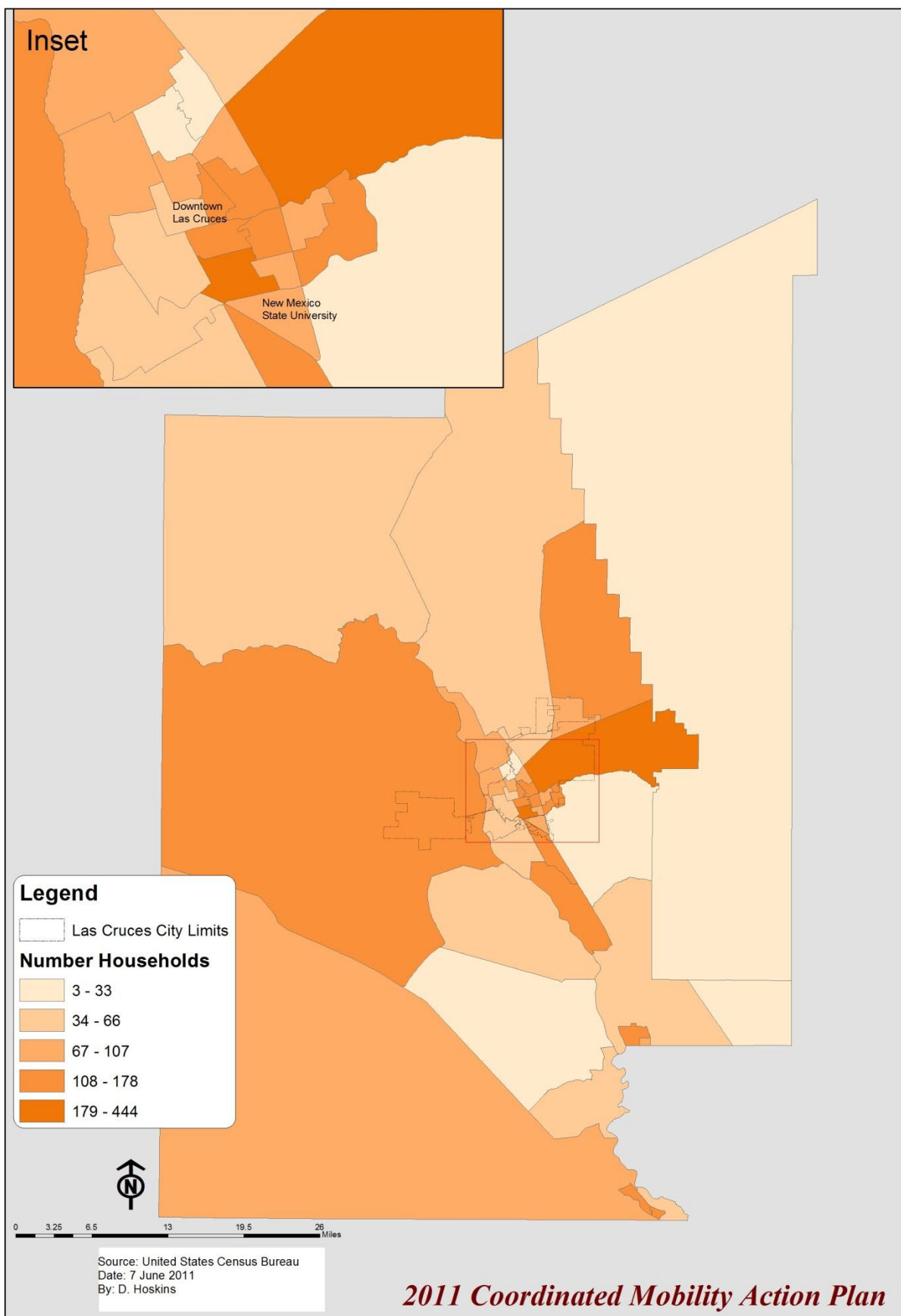
## Number of Individuals Aged 65 or Older by Census Block Group, 2010



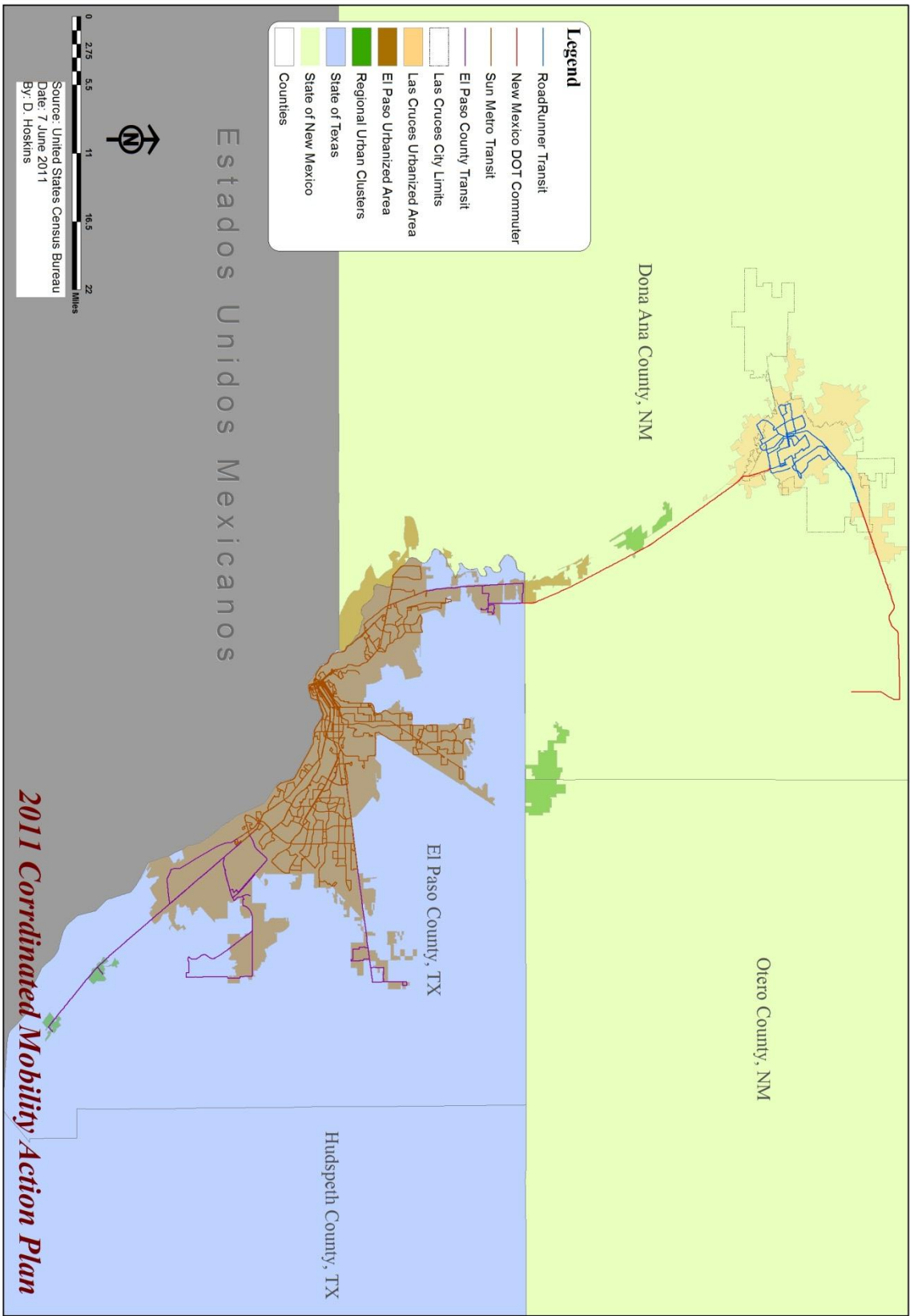
# Population in Poverty by Census Tract, 2010



# Households Without Access to a Vehicle by Census Tract, 2010

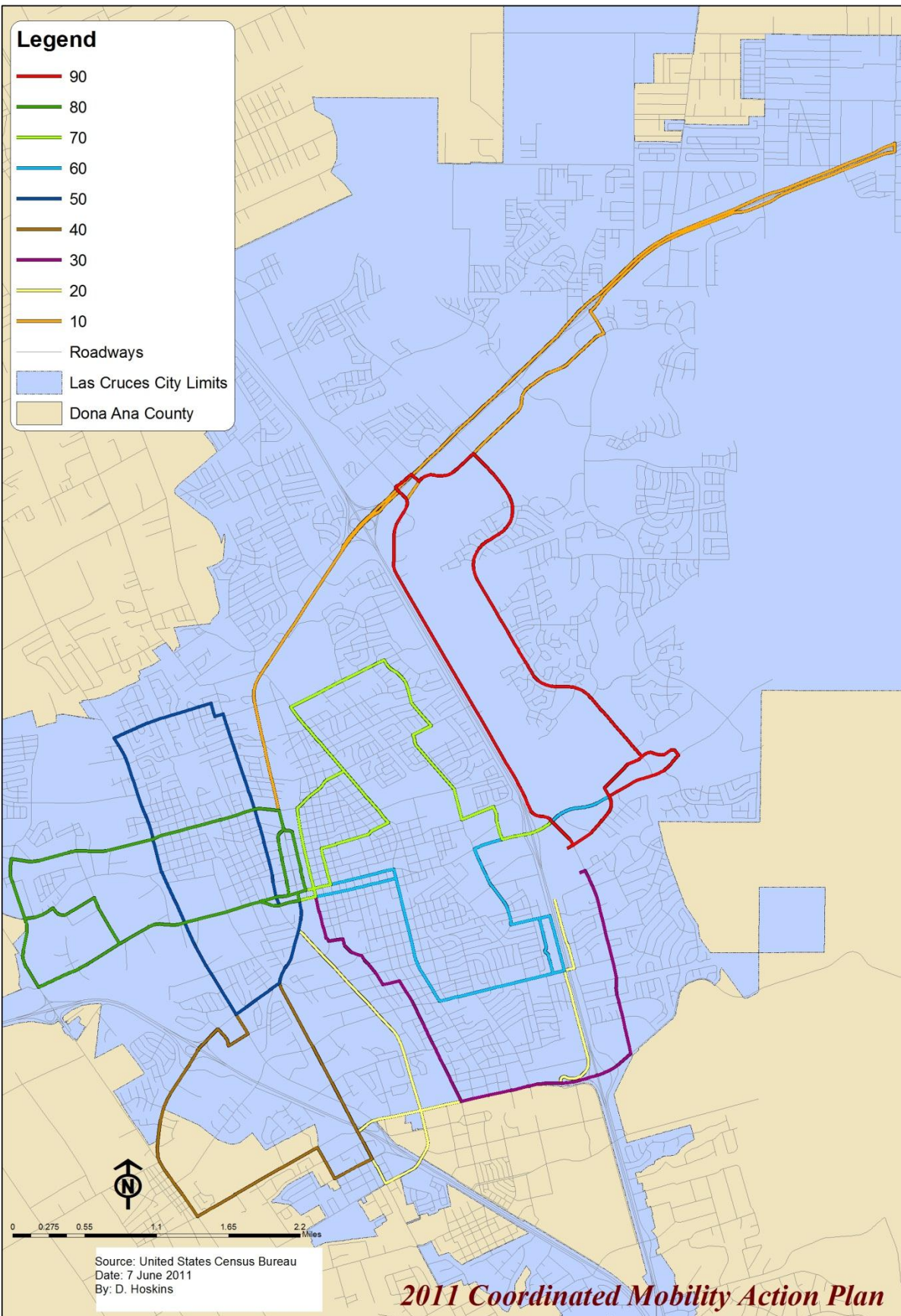


# Regional Public Transit Agency Coverage, 2010



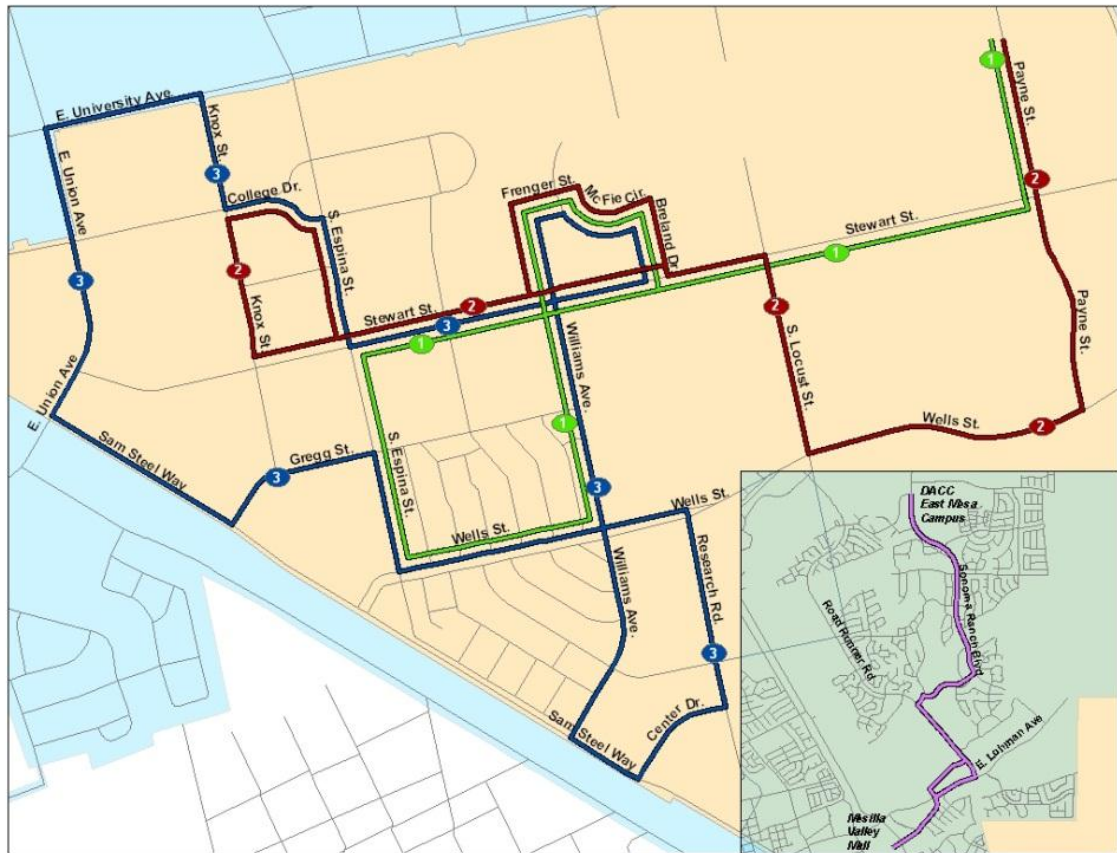
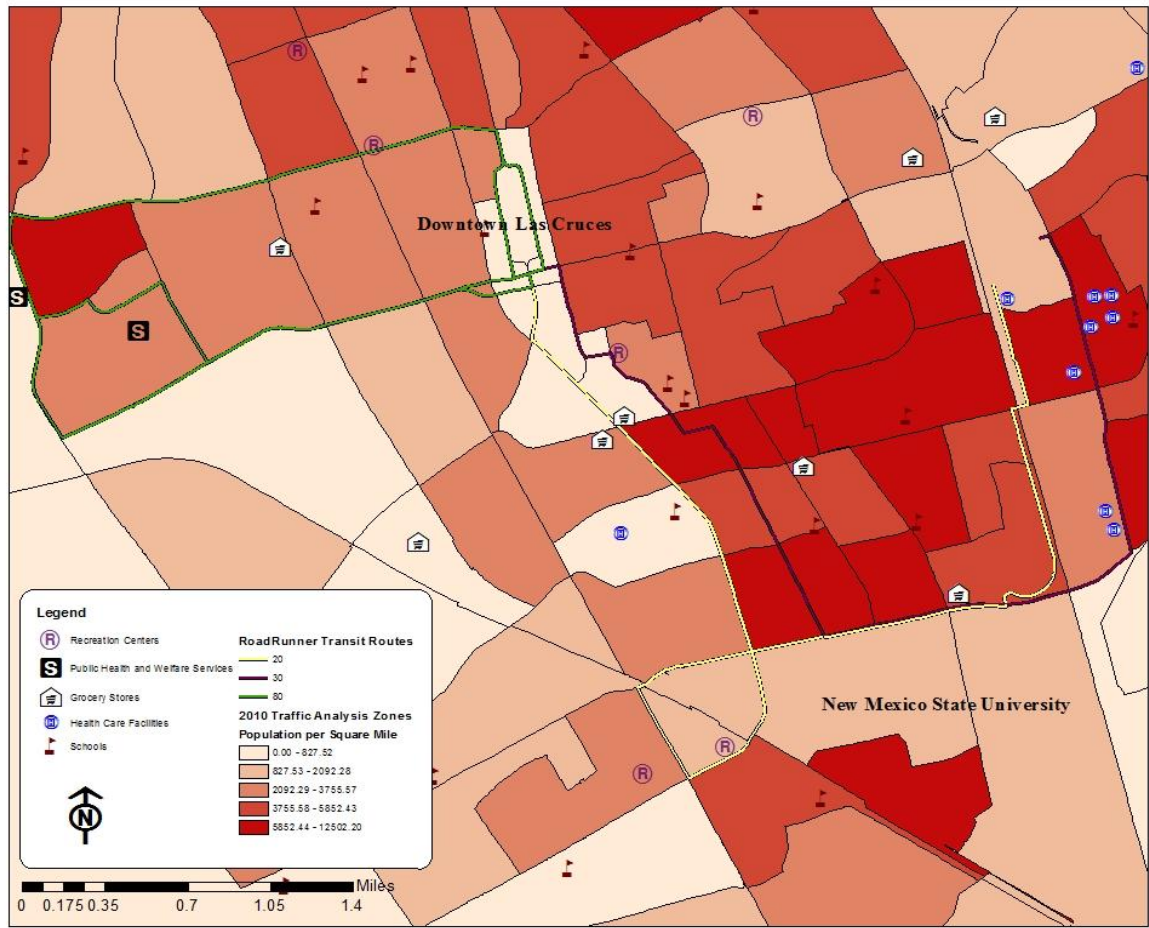


# RoadRunner Transit Routes, 2011





# RoadRunner Routes with the Highest Ridership, 2010



## Appendix C: Figures, Charts, and Tables

For ease reference, the figures, charts, and tables within this plan have been collected here.

### Section One Tables and Figures

*Table 1-1: 5310, 5311, 5316, and 5317 Formula Grant Summary Information*

	Program Purpose	Eligible Participants	Project Examples	Federal/Local Share
<b>Elderly Persons and Persons with Disabilities (5310)</b>	To improve mobility for older adults and individuals with disabilities. The program is used to fund public transportation capital projects that provide increased options for these two target groups.	Private non-profit organizations; governmental authorities only if non-profit corporations or associations are not available to provide service; and governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities	Purchase of buses or vans, computer equipment and software, and communications equipment	Capital and planning costs: 80% federal/20% local
<b>Non-Urbanized Area (5311)</b>	To enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation. The program is used to assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.	State government: from the state, subsequent grants can be made to: private non-profit organizations, state and local government authorities, and public and private operators of public transportation services	Capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services in non-urbanized areas. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the intercity service needs are adequately met.	Capital and planning costs: 88.53% federal/11.47% local  Operating costs: 55.33% federal/44.67% local
<b>Job Access and Reverse Commute -JARC (5316)</b>	To support transportation services to jobs and employment related activities for welfare recipients and eligible low-income individuals. Additionally, the program provides funding to support programs for commuting from urban, rural, or other suburban areas to suburban workplaces (reverse commute).	Private non-profit organizations, state and local government authorities, and public and private operators of public transportation services	Late-night and weekend transit service; expanding fixed-route public transit; ridesharing and carpooling activities; and guaranteed ride home service	Capital and planning costs: 80% federal/20% local  Operating costs: 50% federal/50% local  Administrative costs: 10% of the apportionment at a 100% federal match
<b>New Freedom (5317)</b>	To provide support for new public transportation services and alternatives beyond those currently required by the Americans with Disabilities Act of 1990 (ADA). The program seeks to improve the ability of persons with disabilities to participate fully in society and to eliminate barriers to joining the work force.	Private non-profit organizations, state and local government authorities, and public and private operators of public transportation services	Expansion of paratransit service beyond the 3/4 mile from a fixed route required by the ADA; assisting riders through the door of their destination; supporting new volunteer driver and aide programs; and travel training	Capital and planning costs: 80% federal/20% local  Operating costs: 50% federal/50% local  Administrative costs: 10% of the apportionment at a 100% federal match

Source: United States Federal Transit Administration

## Section Two Tables and Figures

**Table 2-1: Total Federal Funding for Transportation, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
Total US DOT Funding (\$ Millions)	\$63,775.0	\$67,032.0	\$68,200.0	\$73,200.0
Total FTA Funding (\$ Millions)	\$10,766.8	\$13,160.2	\$14,123.2	\$13,508.3
5310 Grants	\$117.0	\$126.7	\$135.8	\$176.2
5311 Grants	\$385.9	\$416.0	\$511.7	\$624.8
5316 Grants	144.0	156.0	165.0	\$163.9
5317 Grants	\$81.0	\$87.5	\$92.5	\$89.6
<b>Total Grant Funding</b>	<b>\$727.9</b>	<b>\$786.2</b>	<b>\$905.0</b>	<b>1,054.5</b>

Source: United States Federal Transit Administration

**Table 2-2: 49 U.S.C. 5310 Apportionments, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
United States (\$ Millions)	\$117.0	\$126.7	\$135.8	\$176.2
New Mexico	\$1,599,420	\$883,421	\$922,070	\$1,427,809

Source: United States Federal Transit Administration

**Table 2-3: 49 U.S.C. 5311 Apportionments, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
United States (\$ Millions)	\$385.9	\$416.0	\$511.7	\$624.8
New Mexico	\$14,733,944	\$7,753,480	\$8,147,415	\$8,285,653

Source: United States Federal Transit Administration

**Table 2-4 49 USC 5316 Apportionments, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
United States (\$ Millions)	\$144.0M	\$156.0M	\$165.0M	\$163.9M
New Mexico	\$178,532	\$1,207,433	\$1,318,079	\$897,401

Source: United States Federal Transit Administration

**Table 2-5: 49 USC 5317 Apportionments, FY07-FY10**

	FY 2007	FY 2008	FY 2009	FY 2010
United States (\$ Millions)	\$81.0M	\$87.5M	\$92.5M	\$89.6M
New Mexico	\$14,700	\$526,211	\$495,238	\$754,899

Source: United States Federal Transit Administration

**Table 2-6: FTA Funding and Inflation, FY07-FY10**

Year	Federal Funding (\$ Millions)	Change from Previous Year (%)	New Mexico Funding (\$ Millions)	Change from Previous Year (%)	Annual Core Inflation Rate <sup>55</sup>
2007	10,766.8	--	33.437	--	4.30%
2008	13,160.2	22.23%	42.432	26.90%	0.03%
2009	14,123.2	7.32%	43.167	1.73%	2.63%
2010	13,508.3	-4.35%	38.694	-10.36%	1.64%
<b>Total Difference</b>		<b>25.46%</b>		<b>15.72%</b>	

Source: United States Federal Transit Administration and the Bureau of Labor Statistics

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<sup>55</sup> The Federal Government's "core inflation rate" utilizes a hedonic regression and does not include fluctuations in fuel or food costs as of 1990.

**Table 2-7: Federal Programs that Provide Transportation Funding**

Department	Reimbursed Costs	Mobility Management, Travel Training, and M&O	Operate Vehicles	Purchase of Vehicles
<b>Health and Human Services</b>				
<i>Administration for Children and Families</i>				
Social Service Block Grant	•		•	•
Child Care and Development Block Grant	•			
Head Start			•	•
Refugee and Entrant Assistant Discretionary Grants				
Refugee and Entrant Asst. State Administered Programs	•			
Refugee and Entrant Targeted Assistance	•			
Refugee and Entrant Asst. Voluntary Agency Programs	•			
State Developmental Disabilities Council and Protection & Advocacy	•	•	•	
Temporary Assist to Needy Families	•			
Community Services Block Grant			•	
Promoting Safe and Stable Families			•	
<i>Administration on Aging</i>				
Grants for Supportive Services and Senior Centers			•	
Programs for American Indian, Alaskan Native and Native Hawaii			•	
<i>Centers for Medicaid and Medicare</i>				
Medicaid	•			
State Health Insurance Program	•			
Home and Community Based Waiver	•	•		
<i>Health Resources and Services Administration</i>				
Community Health Centers	•		•	
Healthy Communities Program	•		•	
HIV Care Formula	•		•	
Maternal and Child Health Block Grant	•			
Rural Health Care Network	•		•	•
Rural Health Care Outreach Program			•	
Healthy Start Initiative			•	
Ryan White Care Act Programs				
<i>Substance Abuse and Mental Health Services Administration</i>				
Community Mental Health Services Block Grant	•	•		
Prevention and Texas Block Grant	•	•		
<b>Department of Education</b>				
Voluntary Public School Choice	•	•		
IDEA		•		
Centers for Independent Living		•		
Independent Living for Older individuals Who are Blind		•		
Independent Living State Grants		•		
Vocational Rehab Grants		•		

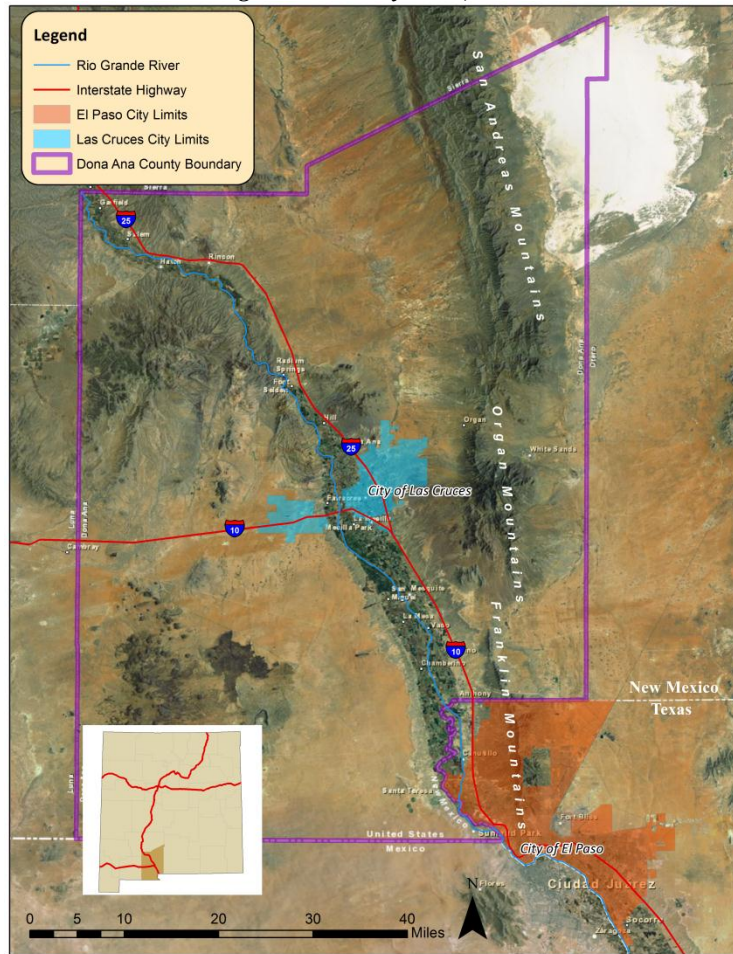
<b>Department of Labor</b>				
<i><b>Bureau of Indian Affairs</b></i>				
Indian Employment Training and Related Services	•	•		
Indian Employment Services	•	•		
<i><b>Employment and Training Administration</b></i>				
Job Corps	•	•		
Migrant and Seasonal Farm Worker	•	•		
Migrant and Seasonal Farm Worker				
Native American Employment and Training	•	•		
Trade Adjustment Assistance for Workers	•	•		
Welfare to Work Grants for Tribes	•	•		
Welfare to Work for States and Locals	•	•		
Work Incentive Grants	•	•		
Workforce Investment Act Adult Services Program		•		
Workforce Investment Act Adult Dislocated Worker Program		•		
Workforce Investment Act Youth Activities		•		
<i><b>Veterans Programs</b></i>				
Veterans Employment Program		•		
Homeless Vet Project				
<b>Department of Transportation</b>				
Elderly and Persons with Disability				•
Job Access Reverse Commute			•	•
Non-Urbanized Formula (rural)			•	•
Urbanized Formula				•
New Freedom Program			•	•
Capital Discretionary Program			•	•
<b>Housing and Urban Development</b>				
<i><b>Community Planning and Development</b></i>				
Community Development Block Grant			•	•
Housing for Ind. w/AIDS	•		•	•
Supportive Housing Programs				
Principal and Interest				
Revitalization of Severely Distressed Housing	•			
Veteran Affairs				
Homeless Provider Grants			•	•
Medical Care Benefits	•		•	•
Social Security Administration				
Ticket to Work Program	•			
U.S. Department of Agriculture				
Food stamp and Employment Training Program	•			

Source: Departments of Health and Human Services, Housing and Urban Development, Transportation, Labor, and Education



## Section Three Tables and Figures

**Figure 3A: Study Area, 2010**



**Table 3-1: Decennial Census Population of Doña Ana County, 1990-2010**

Study Area	1990	2000		2010		Average Change from Previous Census (%)	Change (%) Since 1990	Total Population Change Since 1990	Proportion of the State's Population Growth
	Population	Population	Change from Previous Census (%)	Population	Change from Previous Census (%)				
City of Las Cruces	62,126	74,267	19.54%	97,618	31.44%	25.49%	57.13%	35,492	6.52%
Sunland Park (El Paso UZA)	8,179	13,309	62.72%	14,106	5.99%	34.36%	72.47%	5,927	1.09%
Anthony (El Paso UZA)	5,160	7,904	53.18%	9,360	18.42%	35.80%	81.40%	4,200	0.77%
Balance of Doña Ana County	60,045	79,202	31.90%	88,149	11.30%	21.60%	46.80%	28,104	5.17%
<b>Total of Dona Ana County</b>	<b>135,510</b>	<b>174,682</b>	<b>28.91%</b>	<b>209,233</b>	<b>19.78%</b>	<b>24.34%</b>	<b>54.40%</b>	<b>73,723</b>	<b>13.55%</b>
<b>New Mexico</b>	<b>1,515,069</b>	<b>1,819,046</b>	<b>20.06%</b>	<b>2,059,179</b>	<b>13.20%</b>	<b>16.63%</b>	<b>35.91%</b>	<b>544,110</b>	

Source: United States Census Bureau

**Table 3-2: Population Density, 2010**

Study Area	Population (2010 census)	Area (sq. mi.)	Population Density (per sq. mi.)
City of Las Cruces	97,618	76.31	1,279
Sunland Park (El Paso UZA)	14,106	10.80	1,306
Anthony (El Paso UZA)	9,360	3.90	2,400
All Other Areas	88,149	3,724	24
<b>Doña Ana County</b>	<b>209,233</b>	<b>3,815</b>	<b>55</b>
<b>New Mexico</b>	<b>2,059,179</b>	<b>121,589</b>	<b>17</b>

Source: United States Census Bureau

**Table 3-3: Projected Population Growth for Dona Ana County for 2040**

Study Area	Population (2010 census)	Projected Population, 2015	Projected Population, 2040	Δ (%) 2010- 2040
City of Las Cruces	97,618	112,560	235,676	141.43%
DAC El Paso MPO Population	33,115	34,605	40,899	23.51%
Balance of Doña Ana County	78,500	84,549	103,577	31.95%
<b>Doña Ana County</b>	<b>209,233</b>	<b>231,714</b>	<b>380,152</b>	<b>81.69%</b>

Source: LCMPO 2010 Metropolitan Transportation Plan

**Table 3-4: County and State Population 65 and Up**

Study Area	1990	2000	Change 1990- 2000 (%)	2009 est.	Change 2000- 2009 (%)	Change (%) 1990- 2009
Doña Ana County	11,893	18,512	55.65%	25,183	36.04%	111.75%
New Mexico	163,062	212,225	30.15%	261,257	23.10%	60.22%

Source: United States Census Bureau

**Table 3-5: U.S. Disability Measures by Selected Age Groups, 2005 (In Millions)**

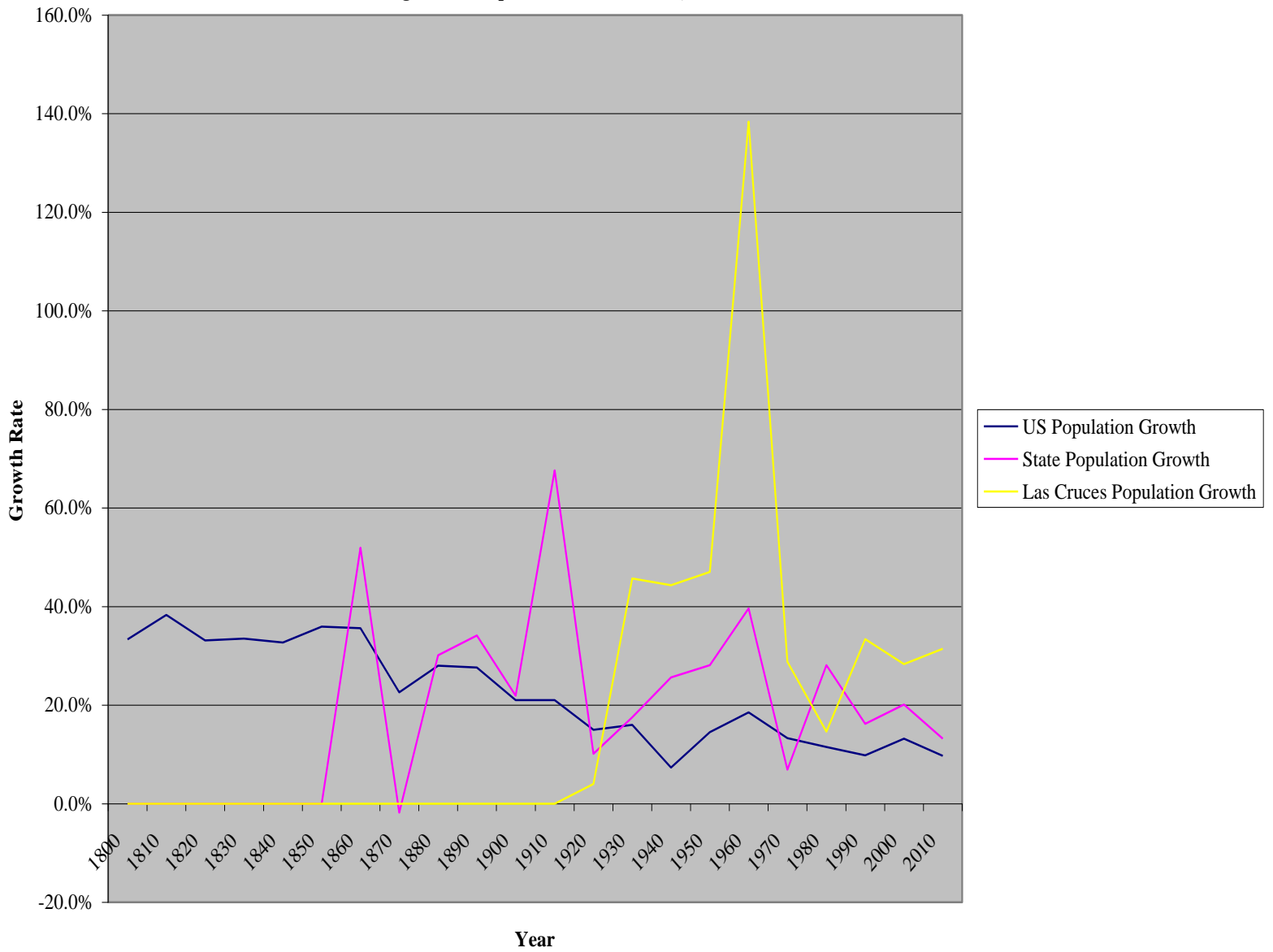
Population	Age Groups				
	All Age Groups	5 +	15 +	21 to 64	65+
Total Estimated U.S. Population	291,099	266,752	230,391	170,349	35,028
- With a Disability	54,430	10,999 <sup>56</sup>	49,073	28,145	18,133
- Severe Disability	34,953	N/A	32,776	18,710	12,943
% Disabled of Total Population	18.70%	4.12%	21.30%	16.52%	51.77%
% Severely Disabled of Disabled Population	64.22%	-----	66.79%	66.48%	71.38%

Source: United States Census Bureau, Survey of Income and Program Participation, June–September 2005

<sup>56</sup> ADL and IADL are noted as being a classification of disability for young children; as the individual ages the ADL/IADL are reclassified into severe or non-severe.



*Figure 3B: Population Growth Rates, 1800-2010*



**Table 3-6: Disability Population by Age Groups, 2009**

Study Area	Total Non-institutionalized Population	Age Groups				Percentage of Population that is Disabled	Percentage Share of Disabled Population:		
		All Groups	Under 18	18 to 64	65 +				
United States	301,472,074	36,150,710	2,907,117	19,054,587	14,189,006	11.99%	<b>National</b>		
New Mexico	1,975,830	271,460	18,013	144,282	109,165	13.74%	0.75%	<b>State</b>	
Doña Ana County	200,432	22,416	1,747	10,569	10,100	11.18%	0.06%	8.26%	<b>County</b>
City of Las Cruces	89,661	9,772	767	3,964	5,041	10.90%	0.03%	3.60%	43.59%

Source: United States Census Bureau

**Table 3-7: 2011 HHS Poverty Guidelines**

Persons in Family	48 Contiguous States and D.C.	Alaska	Hawaii
1	\$10,890	\$13,600	\$12,540
2	14,710	18,380	16,930
3	18,530	23,160	21,320
4	22,350	27,940	25,710
5	26,170	32,720	30,100
6	29,990	37,500	34,490
7	33,810	42,280	38,880
8	37,630	47,060	43,270
Each Additional Person	3,820	4,780	4,390

Source: U.S. Department of Health and Human Services

**Table 3-8: Number of Low Income Individuals, 2009**

Study Area	At or Below Poverty Threshold		
	Population	Rate (%)	Notes
United States	42,868,163	14.3%	Poverty Analysis does not include entitlement receipts. Thresholds are indexed to the 2010 model for calculating inflation
New Mexico	359,030	18.2%	24.7% of State Population at or below 150% of the poverty threshold in 2007
Doña Ana County	49,686	24.8%	13.84% of the state's impoverished Population

Source: United States Census Bureau

**Table 3-9: Percentage of Households without Access to a Vehicle, 2009**

Study Area	Total Households	Households without a Access to a Vehicle	Share of Households Without Access to a Vehicle
United States	113,616,229	10,109,389	8.90%
New Mexico	742,104	39,692	5.35%
Doña Ana County - excluding Las Cruces	35,640	1,876	5.26%
City of Las Cruces	35,603	2,054	5.77%
<b>All of Doña Ana County</b>	<b>71,243</b>	<b>3,930</b>	<b>5.52%</b>

Source: United States Census Bureau

## Section Four Tables and Figures

**Table 4-1: RoadRunner Transit Fare Schedule, 2008-Present**

		Fares					
		Fixed Route					Dial-a-Ride
Fare Type		Trip	Day	Week	31-Day	30-Ride	
Standard Adult Fares	Local Service	\$1.00	\$2.25	\$8.00	\$30.00	\$30.00	
Discount Fares	Senior	\$0.50	\$1.25	\$4.00	\$15.00	\$15.00	Free
	Disabled (ADA)						\$2.00
	Medicare Eligible						
	Student						
	Youth						
5 & Under		Free					

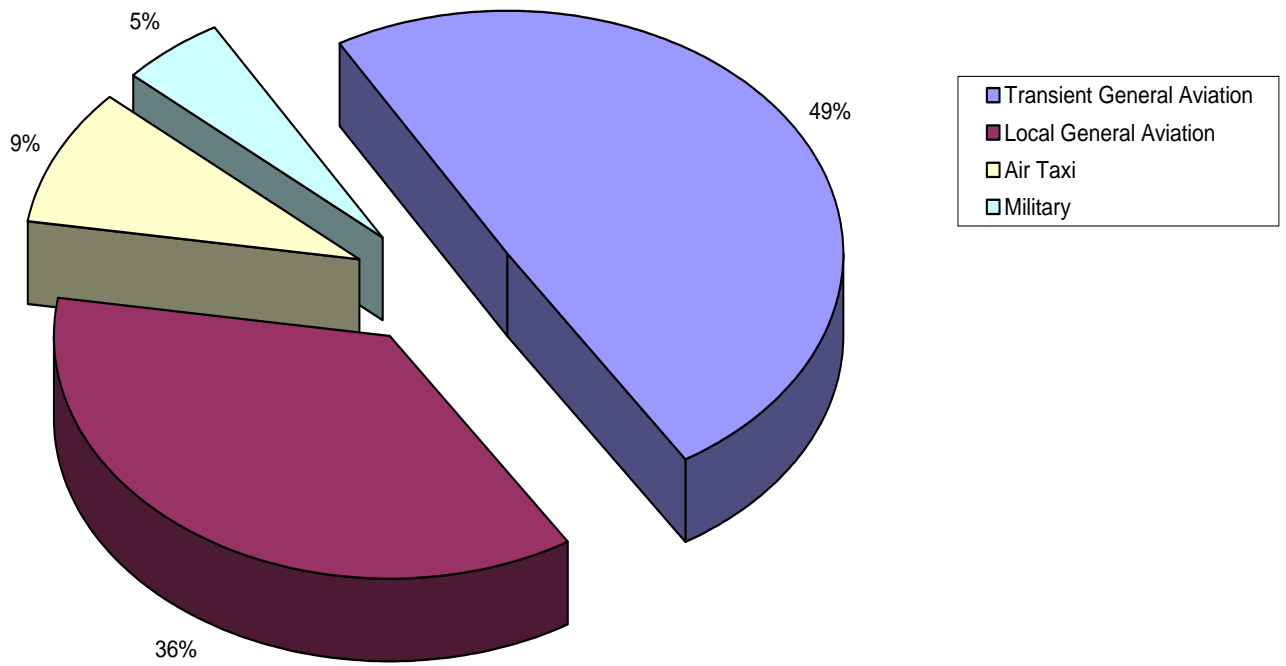
Source: City of Las Cruces, RoadRunner Transit

**Table 4-2: Sun Metro Transit Fare Schedule, 2011**

		Fares				
		Fixed Route				LIFT
		Trip	Day	Week	Month	
Fare Type		Trip	Day	Week	Month	LIFT
Standard Adult Fares	Circulator Service	Free				
	Local Service	\$1.50	\$3.50	\$12.00	\$48.00	
	Express Service					
Discount Fares	Senior	\$0.30		\$2.50	\$10.00	\$2.50
	Disabled (ADA)					
	Medicare Eligible					
	Student	\$1.00		\$7.00	\$30.00	
	Youth					
	5 & Under	Free				

Source: City of El Paso, Sun Metro Transit

*Figure 4A: Las Cruces International Airport Aviation Activity, 2010*

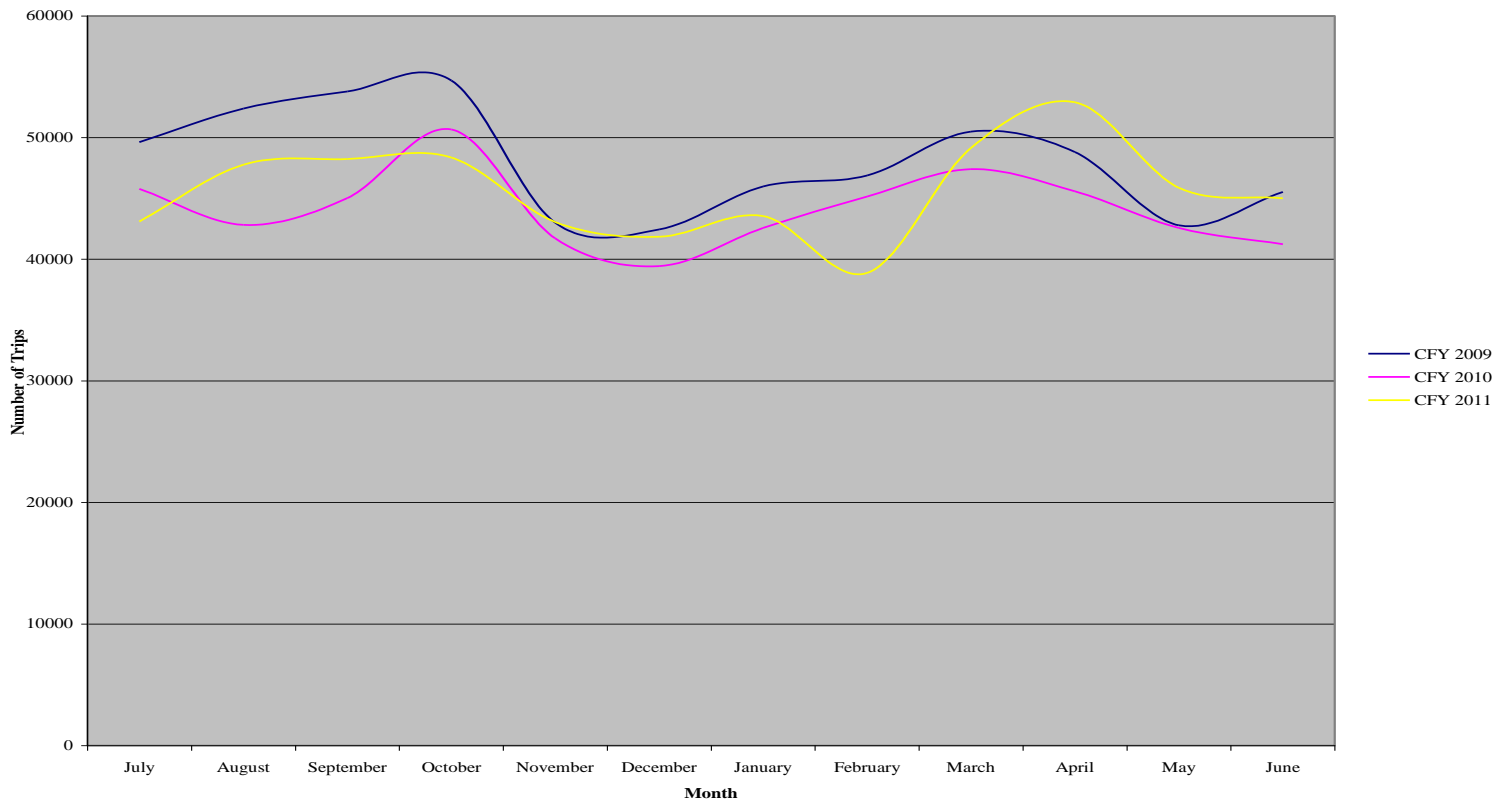


**Table 4-3: Southern New Mexico Regional Private/Nonprofit Transportation Providers, 2009**

Organization Name	Organization Description	Areas Served	Restriction Criteria	Scheduling	Operating Days	Hours of Operation
Alamo Senior Center	Senior Center	Alamogordo	Seniors	Call	Monday – Friday	7:30am, 9:30am, & 10:30am
Amigo Shuttle	Taxi/Shuttle Service	Las Cruces, El Paso, and Juárez	None	Call	Everyday	All Hours
Arbor's of Del Rey	Senior Center	Las Cruces area	Arbor's residents	Based on medical appointments	Monday – Friday	8:00am – 5:00pm
Ben Archer Health Center	Health Facility	Las Cruces area and U.S. 70 (not past Mesilla)	Ben Archer patients	Based on medical appointments	Monday – Friday	8:30am – 4:30pm
Checker Cab Company	Taxi/Shuttle Service	Southern New Mexico & El Paso	None	Call	Everyday	All Hours
El Paso Los Angeles Limousine Services	Interstate Transportation	West to California, North to Colorado, East to El Paso, & South to Mexico	None	Fixed Route	Everyday	Mon-Sat: 7:30am-8:00pm, Sunday: 7:30am-11:30am; 4pm-8pm
Greyhound	Interstate Transportation	Las Cruces, El Paso, Alamogordo, & T or C	None	Fixed Route	Monday – Sunday	6:00am – 11:00pm
Las Cruces Shuttle & Taxi Service	Taxi/Shuttle Service	Las Cruces, Anthony, Silver City, Deming & El Paso	None	Fixed Route & on-demand scheduling	Everyday	Mon-Fri: 12 trips Weekends: 11 trips
Ruidoso and Alamo Shuttles	Taxi/Shuttle Service	Ruidoso, Alamogordo, El Paso	None	Fixed Route & on-demand scheduling	Everyday	8:30am – 8:15pm
Family and Youth	Private/Nonprofit Agency	Doña Ana County	Youth and Parenting Youth	Call	Monday – Friday	8:00pm-5:30pm
Lcl Taxi Services	Taxi/Shuttle Service	Southern New Mexico & El Paso	None	Call	Everyday	All Hours
eRide Share	Taxi/Shuttle Service	Everywhere	None	Sign up on eRideshare website	Everyday	Hours depends on schedule of riders
Premier Transportation	Private Medical Transportation	Las Cruces, El Paso, Chaparral, Hatch, Hobbs, Anthony, & Sunland Park	Medicaid individuals only	Non-Emergency Medical	Everyday	Hours depend on appointment time
Safe Ride Services, Inc	Private Medical Transportation	Las Cruces	None	Based on medical appointments	Everyday	All Hours
Tresco	Health Facility	Las Cruces, Socorro, Truth or Consequences, and White Sands	Tresco clients only	Call	Everyday	All Hours
White Sands Missile Range Van Pool	Taxi/Shuttle Service	White Sands Missile Range, Las Cruces, Alamogordo, & El Paso	None	Sign up on VPSI website	Everyday	Hours depend on schedule of riders
ZTrans	Private/Nonprofit Agency	Alamogordo, La Ruz, Tularosa, Holloman AFB, and Mescalero Apache Reservations	Disabled and ADA qualified individuals	Fixed Route	Monday – Friday	6am – 1pm; 3pm – 6pm

## Section Five Tables and Figures

*Figure 5-A: Total RoadRunner Passenger Trips, CFY 2009-2011*



*Figure 5-B: Total RoadRunner Passenger Trips by Route, CFY 2009-2011*

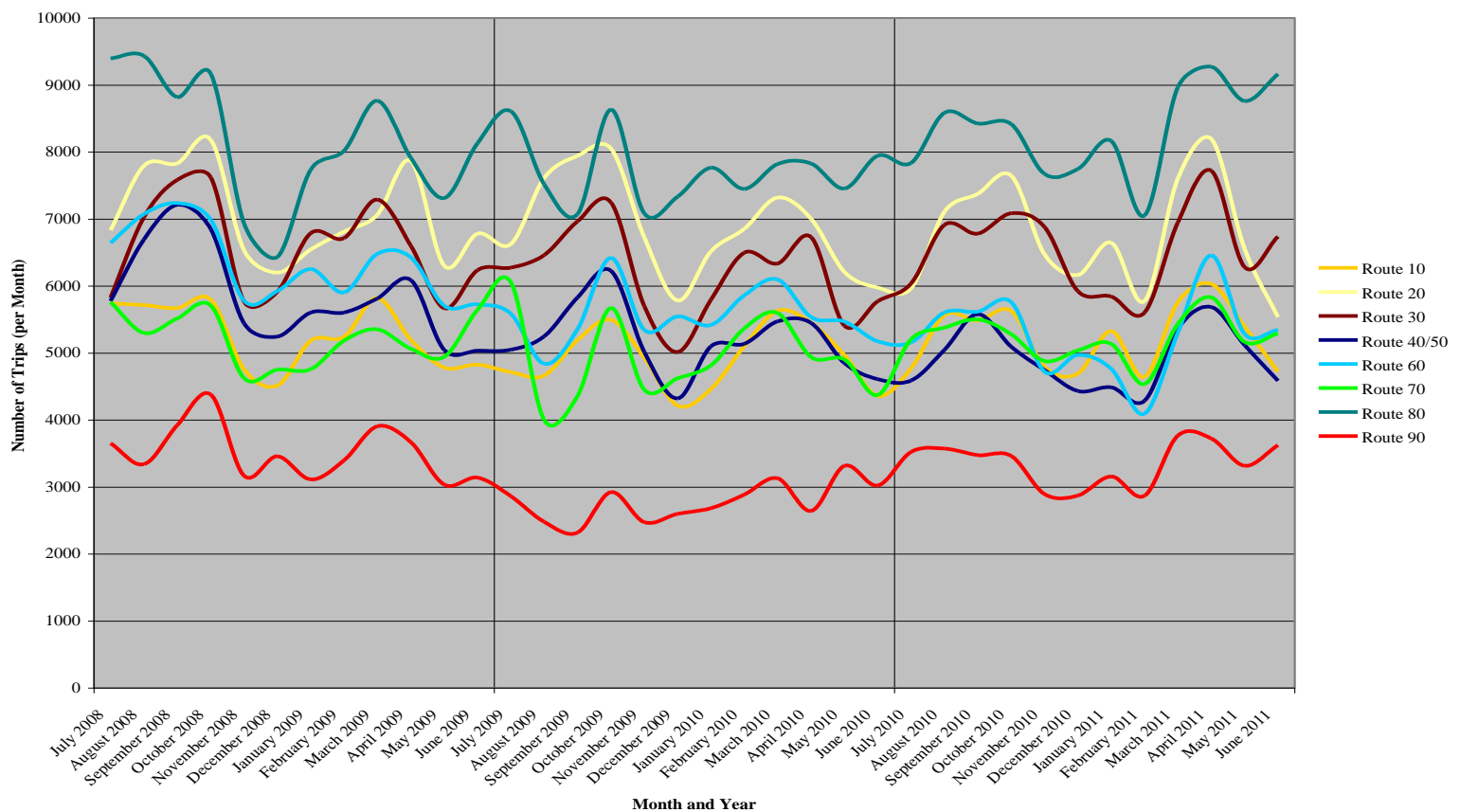
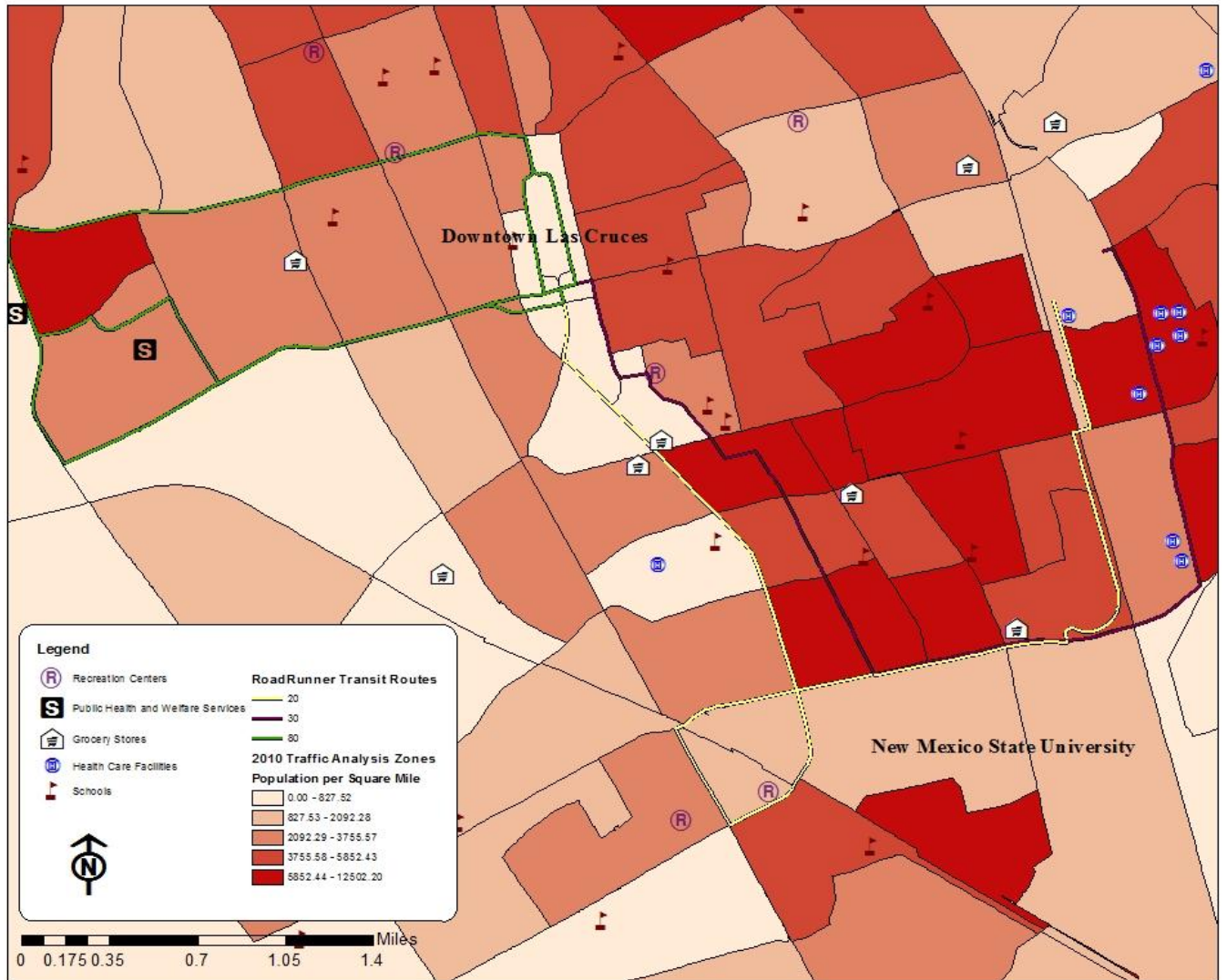


Figure 5-C: Most Frequented Routes, Destinations, and Population Density, 2011

RoadRunner Routes with the Highest Ridership, 2010



**Table 5-1: NMSU Enrollment Statistics, Scholastic Year 2009-2010**

Year	Student Enrollment	% Change
2007	16,415	
2008	17,239	4.78%
2009	18,497	6.80%

Source: US News Reports

**Figure 5-D: NMSU Aggie Transit Passenger Trips, CFY 2009-2011**

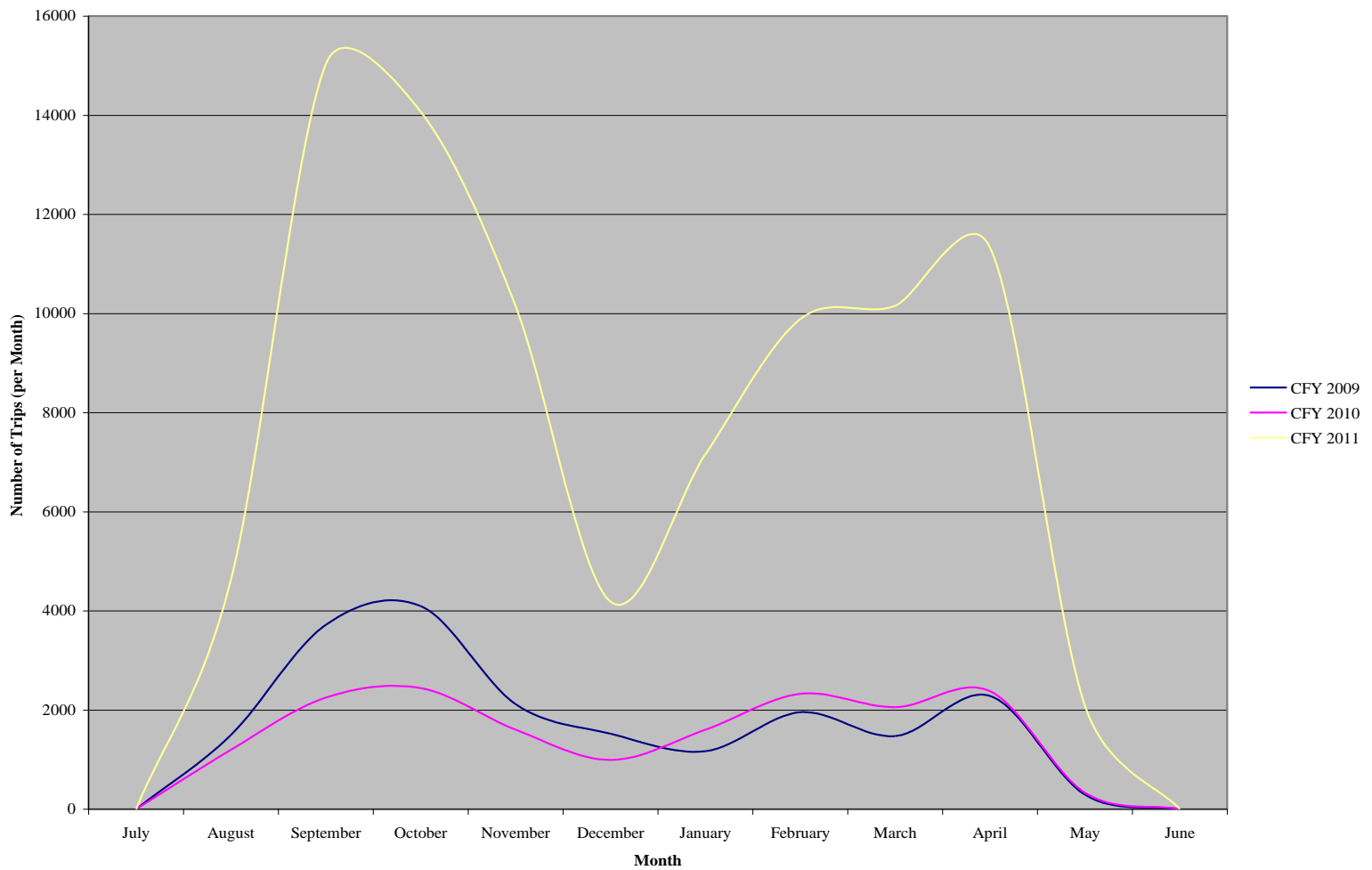
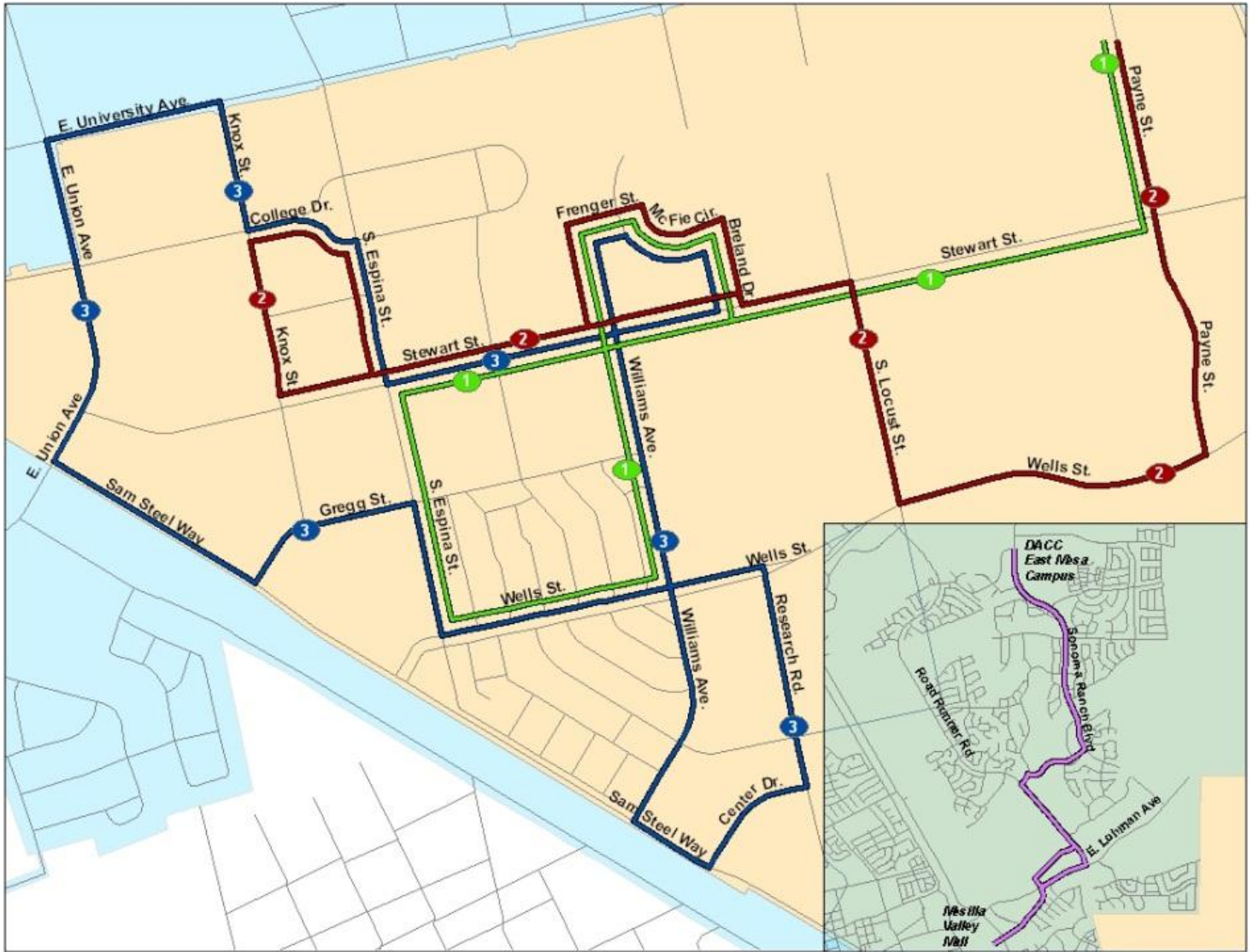
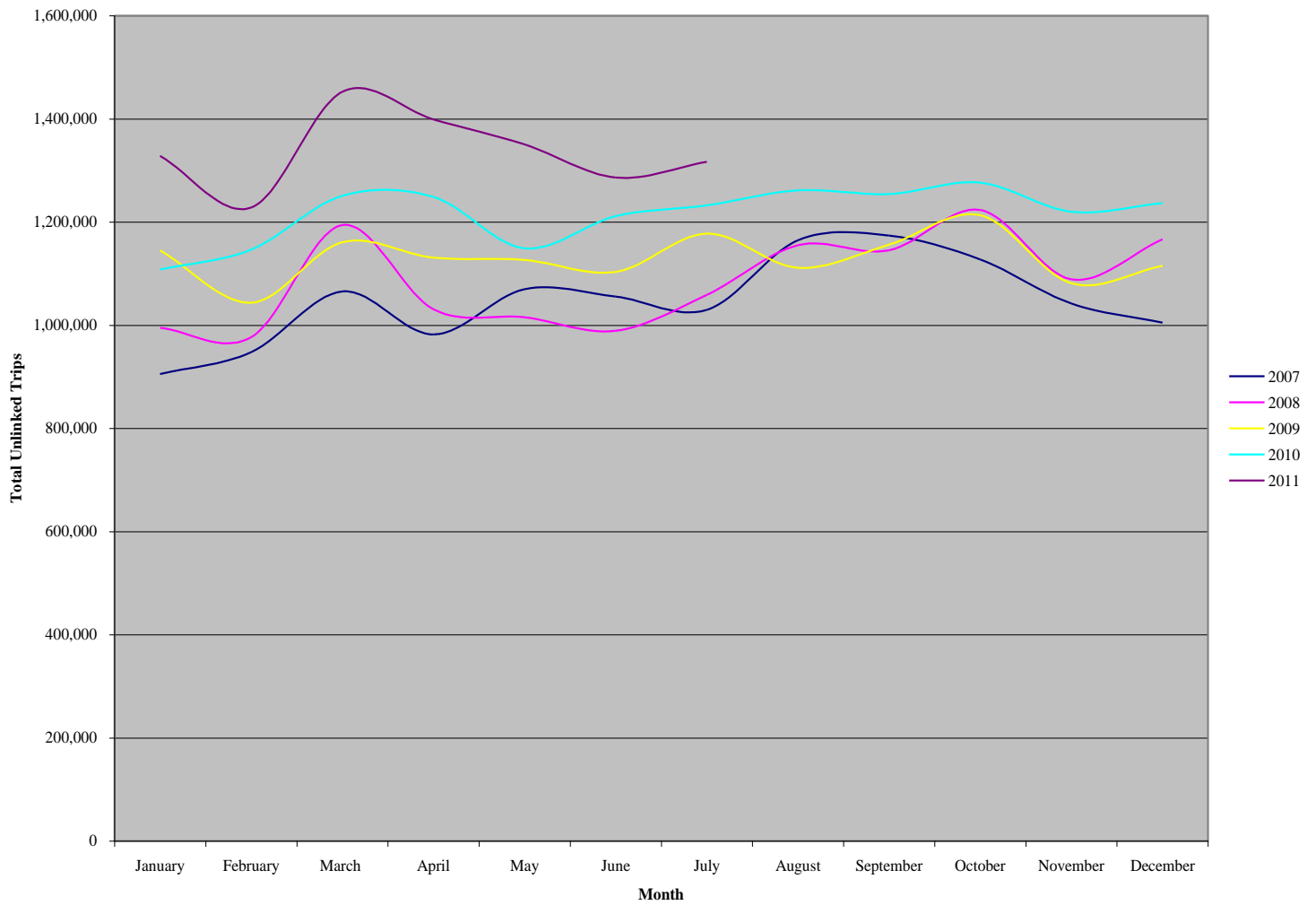




Figure 5-E: NMSU Aggie Transit Routes, 2011



**Figure 5-F: Sun Metro Total Unlinked Trips, 2007-2011**



**Table 5-2: RoadRunner Dial-a-Ride Passenger Statistics, CFY 2009-2011**

	ADA	Seniors	Total	%ADA Trips	% Change in Total Ridership
2009	18511	39700	58211	31.80%	
2010	13941	40196	54137	25.75%	-7.00%
2011	10853	41107	51960	20.89%	-4.02%
				Total Change CFY 09-11	-10.74%

Source: City of Las Cruces, RoadRunner Transit

**Table 5-3: Major Employers of Dona Ana County by Number of Employees, 2011**

Major Employers	Primary Location	Sector
3000 + Employees		
Las Cruces Public Schools	Las Cruces	Government
New Mexico State University	Las Cruces	Government
White Sands Missile Range	U.S. Army Post White Sands	Government
1000-3000 Employees		
City of Las Cruces	Las Cruces	Government
Gadsden Independent Schools	Anthony	Government
Memorial Medical Center	Las Cruces	Health/Medical Services
Wal-Mart	Las Cruces	Retail/Grocery
500-1000 Employees		
Coordinated Care Corporation	Las Cruces	Health/Medical Services
Convergys	Las Cruces	Marketing
Dona Ana Community College	Las Cruces	Government
Dona Ana County	Las Cruces	Government
Mountain View Regional Medical Center	Las Cruces	Medical Services
NASA White Sands Test Facility	Dona Ana County	Government
Peak Hospital	Santa Teresa	Medical Services
Santillan Plumbing	Las Cruces	Other
Sitel	Las Cruces	Marketing
Sunland Park Racetrack and Casino	Sunland Park	Other
Tresco, Inc.	Las Cruces	Health/Medical Services
250-500 Employees		
ADC Telecommunications	Santa Teresa	Technology Services
Advanced Care Hospital of Southern New Mexico	Las Cruces	Health/Medical Services
Labors Local	Las Cruces	Other
NewTec	U.S. Army Post White Sands	Research and Development
New Mexico Corrections Department	Las Cruces	Government
Physical Science Lab	Las Cruces	Research and Development
VMC	Las Cruces	Technology Services
100-250 Employees		
Adams Produce	Hatch	Food Processing
Alaska Structures	Las Cruces	Manufacturing
Albertsons	Las Cruces	Grocery
Aldershot of New Mexico	Las Cruces	Agriculture (Flowers)
Ben Archer Health Care	Hatch	Health/Medical Services
Best Buy	Las Cruces	Retail
Borman Autoplex	Las Cruces	Sales
Bravo Chevrolet	Las Cruces	Sales
Burn Construction	Las Cruces	Construction
Campo Behavioral Health	Las Cruces	Health/Medical Services
Casa de Oro Care Center	Dona Ana County	Health/Medical Services
Citizens Bank	Las Cruces	Financial
City of Sunland Park	Sunland Park	Government
Con Agra Foods	Las Cruces	Food Processing
Dillard's	Las Cruces	Retail

Durham School Services	Las Cruces	Transportation
El Paso Electric	Las Cruces	Utilities
Elephant Butte Irrigation District	Las Cruces	Government
Empereon Marketing	Las Cruces	Marketing
En Su Casa Personal Care	Las Cruces	Health/Medical Services
Families & Youth Inc.	Las Cruces	Health and Social Services
Foamex LP	Santa Teresa	Manufacturing
Golden Corral	Las Cruces	Food Services
Good Samaritan Retirement	Las Cruces	Health/Medical Services (Continuing Care)
GTE	Las Cruces	Research and Development
Hatch Valley Schools	Hatch	Government
Hotel Encanto	Las Cruces	Hospitality
Home Depot	Las Cruces	Retail
Home Kare of Dona Ana County	Las Cruces	Health/Medical Services
Kohl's	Las Cruces	Retail
La Clinica de Familia	Las Cruces	Health/Medical Services
Las Cruces Nursing Center	Las Cruces	Health/Medical Services
Las Cruces Sun-News	Las Cruces	Other
Las Uvas Valley Dairy	Hatch	Agriculture
Lowe's Home Improvement	Las Cruces	Retail
Masson Radium Springs Farm	Radium Springs	Agriculture
McDonald's	Las Cruces	Food Services
Mesilla Valley Hospital	Las Cruces	Health/Medical Services
Mountain Shadows Home Health	Las Cruces	Health/Medical Services
New Mexico Agriculture Department	Las Cruces	Government
New Mexico Health Department	Las Cruces	Government
Olive Garden	Las Cruces	Food Services
Progressive Residential Service	Las Cruces	Health/Medical Services
Rehabilitation Hospital of Southern New Mexico	Las Cruces	Health/Medical Services
Research Data Design	Las Cruces	Technology Services
Sam's Club	Las Cruces	Retail/Grocery
Smith & Aguirre Construction	Las Cruces	Construction
Southwest Distributing	Las Cruces	Grocery (Whole Sale)
Stahmann Farms	La Mesa	Agriculture
Sun Gro Inc.	Las Cruces	Grocery
Target	Las Cruces	Retail
Texas Roadhouse	Las Cruces	Food Services
Tyson Prepared Foods	Santa Teresa	Food Processing
United States Postal Service	Las Cruces	Government
Village at Northrise	Las Cruces	Health/Medical Services (Continuing Care)
Walgreens	Las Cruces	Retail/Pharmacy
Wells Fargo Bank	Las Cruces	Financial
White Sands Federal Credit Union	Las Cruces	Financial
Wild West Express	Las Cruces	Transportation
WNG Community Connections	Las Cruces	Health and Social Services

**Table 5-4: Dona Ana County Inflow and Outflow Counts, 2006-2010**

Locations		Year				
From	To	2010	2009	2008	2007	2006
Dona Ana County	Dona Ana County	46,111	46,856	48,411	43,536	49,132
	El Paso County	12,743	11,905	9,627	8,217	7,845
	Bernalillo County	3,625	4,077	3,656	3,547	138
	Otero County	865	876	802	702	678
	All Others	6,044	5,175	5,092	4,145	2,532
Dona Ana County	Dona Ana County	46,111	46,856	48,411	43,536	49,132
El Paso County		5,313	5,277	6,181	5,396	5,868
Bernalillo County		2,850	3,018	3,270	3,114	1,934
Otero County		2,268	2,116	2,335	2,058	1,920
All Others		7,609	7,291	5,837	5,409	4,069

Source: United States Census Bureau, OnTheMap Application, 2011

**Table 5-5: Total Inter-county Travel for Dona Ana County, 2006-2010**

	2010	2009	2008	2007	2006	5-year Change (%)
<b>El Paso County</b>	18,056	17,182	15,808	13,613	13,713	32%
<b>Bernalillo County</b>	6,475	7,095	6,926	6,661	2,072	32%
<b>Otero County</b>	3,133	2,992	3,137	2,760	2,598	4%
<b>All Others</b>	13,653	12,466	10,929	9,554	6,601	51%
<b>Total Inter-county Travel</b>	<b>41,317</b>	<b>39,735</b>	<b>36,800</b>	<b>32,588</b>	<b>24,984</b>	<b>119%</b>

Source: United States Census Bureau, OnTheMap Application, 2011

## Section Six Tables and Figures

*Table 6-1: Prioritized Action Plan, 2011*

Goal	Objective	Term	
<b>Tier 1 Priorities</b>			
Improve Coordination Services	Plan transit routes to connect to services provided by local community centers, regional shopping/employment destinations, and human services agencies	Medium Term	
	Facilitate additional inter-county travel	Short Term	
	Pursue cooperatively scheduling passenger trips among agencies to key destinations	Medium Term	
	Coordinate commuting promotion efforts with all regional Chambers of Commerce	Short Term	
	Pursue funding for a full-time Transportation Coordinator at RoadRunner Transit or the LCMPO	Long Term	
	Plan local and express transit routes to connect with New Mexico Department of Transportation (NMDOT) and El Paso Sun Metro Transit routes	Medium Term	
Reduce Costs for Transportation Providers	Offer and promote public travel training programs as a way of reducing reliance on more expensive transportation options such as paratransit	Short Term	
	Create insurance pool for agencies and non-profit organizations to take advantage of discounted premium rates for public vehicles	Medium Term	
	Organize and promote bulk fuel purchases at a discounted rate without a fuel tax. Non-profit organizations already have this benefit	Medium Term	
	Combine physical and financial resources to provide transportation affordably across agencies and nonprofits	Medium Term	
	Share the cost of providing transit incentives for potential and existing riders, such as universal passes for seniors and the disabled	Medium Term	
Reduce Costs for End Users	Promote the use of carpools and vanpools	Short Term	
	Provide a universal pass or voucher system for all fixed route systems	Medium Term	
	Support the creation of a State Transit Fund and pilot projects via the South Central Regional Transit District (SCRTD)	Short Term	
Augment Current Funding Sources	Pursue access to transportation funds at the County level	Medium Term	
	Survey other additional grants available for transportation services, public and private	Medium Term	
<b>Tier 2 Priorities</b>			
Improve Public Outreach and Education	Hold public seminars and forums to provide training on existing services.	Short Term	
	Use the media to inform the public about the transportation services	Short Term	
	More information distributed to agencies and nonprofits for dissemination to the public	Short Term	
	Create a website that displays regularly updated information on transportation providers in the county	Short Term	
	Distribute literature on existing transportation services, similar to the NMDOT <i>Community Guide to Transportation Services</i>	Short Term	
	Pursue way-finding software	Long Term	

Improve Staffing and Training	Standardize driver training for all public agency drivers and offer the training to the private sector	Long Term	
	Regularly recurring training of bus drivers on routes, transfers, working with special needs passengers, etc.	Medium Term	
	Provide recurring training on improving communications with individuals with disabilities and seniors	Medium Term	
	Create a centralized driver volunteer system that all agencies can utilize without the fear of liability issues	Medium Term	
Improve Off-peak Service	Sunday service and lengthen hours for evenings and weekends	Long Term	
	Maintain operators and administration staff that work during non-peak hours	Long Term	
Improve Short-notice Transportation Options	Multi-vendor transportation voucher or universal pass that would function for private transportation vendors, public transit systems, and human services agencies	Medium Term	
	Utilization of technologies to allow for the up-to-minute locations of vehicles.	Medium Term	
<b>Tier 3 Priorities</b>			
Improve Dial-a-Ride Services	Create an online reservation system	Short Term	
	Partner with medical centers, senior centers, assisted living facilities, and human services agencies to reduce travel time for populations with delicate medical conditions (dialysis, chemotherapy, etc)	Medium Term	
	Cooperatively schedule passenger trips among agencies and nonprofits to high volume destinations	Medium Term	
	Foster cooperative relationships with both public and private specialized transportation providers	Short Term	
	Explore the use of taxis, fixed route transit, and other forms of transportation for more mobile paratransit populations	Medium Term	
	Better utilize fixed routes and lessen the dependence on paratransit via improved travel training for the public	Medium Term	
Improve Inter-county Travel	Verify and partner with existing inter-county transportation providers to provide reduced rate, long-distance travel for older adults and individuals with disabilities	Medium Term	
	Directly involve the private sector in the transportation planning process	Short Term	
	Involve all regional transit agencies to identify, coordinate, and provide services across county lines for all eligible recipients	Long Term	
	Support SCRTD education and outreach efforts	Ongoing	

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## **Appendix E: FTA Eligible Expenses**

The following are examples of eligible capital expenses for the Section 5311 program as published in FTA's Program Guidance and Application Instructions Circular:

- Buses
- Vans
- Radios and communication equipment
- Vehicle shelters
- Wheelchair lifts and restraints
- Vehicle rehabilitation
- Preventive maintenance (as defined in the National Transit Database)
- Extended warranties which do not exceed the industry standard
- Computer hardware and software
- Initial component installation costs
- Vehicle procurement, testing, inspection, and acceptance costs
  - Lease of equipment when lease is more cost effective than purchase
- Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses
- The introduction of new technology, through innovative and improved products, into public transportation
- Transit related intelligent transportation systems (ITS)
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation services. Mobility management activities may include:
  - The promotion, enhancement, and facilitation of access to transportation services
  - Support for short term management activities to plan and implement coordinated services
  - The support of state and local coordination policy bodies and councils
  - The operation of transportation brokerages to coordinate providers, funding agencies and customers
  - Coordination of employer-oriented and customer-oriented travel navigator systems and neighborhood travel coordination activities
- The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all modes of travel
- Operational planning for the acquisition of intelligent transportation technologies
  - Geographic Information Systems (GIS) mapping
  - Global Positioning System technology
  - Coordinated vehicle scheduling, dispatching and monitoring technologies
  - Technologies to track costs and billing in a coordinated system and single smart customer payment systems<sup>57</sup>

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<sup>57</sup> Federal Transit Administration. *Circular 9070.1F: Elderly Individuals and Individuals with Disabilities Program Guidance and Application Instructions*. Washington, D.C.: GPO, 1 May 2007.

The following are examples of eligible JARC program activities as published in FTA's Program Guidance and Application Instructions Circular:

- Late-night and weekend service
- Guaranteed ride home service
- Shuttle service
- Expanding fixed-route public transit
- Demand-responsive van service
- Ridesharing and carpooling activities
- Transit-related aspects of bicycling (adding bicycle racks to vehicles or providing bicycle storage at transit stations)
- Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides
- Promotion, through marketing efforts, of the:
  - Use of transit by workers with non-traditional work schedules
  - Use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals
  - Development of employer-provided transportation such as shuttles, ridesharing, carpooling
  - Use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986
- Supporting the administration and expenses related to voucher programs
- Acquiring Geographic Information System (GIS) tools
- Implementing Intelligent Transportation Systems (ITS), including customer trip information technology
- Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions
- Deploying vehicle position-monitoring systems
- Subsidizing the costs associated with adding reverse commute bus, train, vanpool routes or service from urbanized areas and non-urbanized areas to suburban work places
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace
- Otherwise facilitating the provision of public transportation services to suburban employment opportunities
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation<sup>58</sup>

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<sup>58</sup> Federal Transit Administration. *Circular 9050.1: Job Access and Reverse Commute (JARC) Program*. Washington, D.C.: GPO, 1 May 2007.

The following are examples of eligible JARC program activities as published in FTA's Program Guidance and Application Instructions Circular:

- Enhancing paratransit beyond minimum requirements of the ADA. ADA complementary paratransit services can be eligible under New Freedom as long as the services provided meet the definition of "new":
    - Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA
    - Expansion of current hours of operation for ADA paratransit services
    - The incremental cost of providing same day service
    - The incremental cost of making door-to-door service available
    - Enhancement of the level of service by providing escorts or assisting riders through the door of their destination
    - Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs
    - Installation of additional securement locations in public buses beyond what is required
  - New feeder service to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
  - Making accessibility improvements to transit and intermodal stations not designated as key stations. This may include:
    - Building an accessible path to a bus stop that is currently inaccessible, including curbscuts, sidewalks, accessible pedestrian signals, etc.
    - Adding an elevator or ramps, detectable warnings, etc.
    - Improving signage or wayfinding technology
    - Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS)
  - New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available
  - Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs
  - Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including:
    - Mileage reimbursement as part of a volunteer driver program
    - A taxi trip
    - Trips provided by a human service agency
- Note:* Vouchers are considered an operational expense.
- Supporting new volunteer driver and aide programs
  - Supporting new mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation. Mobility management activities may include:
    - The promotion, enhancement, and facilitation of access to transportation services, including those that qualify under 5310 programs
    - Support for short term management activities to plan and implement coordinated services
    - The support of state and local coordination policy bodies and councils
    - The operation of transportation brokerages to coordinate providers, funding agencies and customers
    - The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes
    - Operational planning for the acquisition of intelligent transportation technologies
      - Geographic Information Systems (GIS) mapping
      - Global Positioning System Technology
      - Coordinated vehicle scheduling
      - Dispatching and monitoring technologies

- Technologies to track costs and billing in a coordinated system and single smart customer payment systems<sup>59</sup>

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<sup>59</sup> Federal Transit Administration. *Circular 9045.1: New Freedom Program Guidance and Application Instructions*. Washington, D.C.: GPO, 1 May 2007.

## **Appendix F: Grant Guide and Application**