

Southeast RTPO Coordinated Public Transit— Human Services Transportation Plan

New Mexico Department of Transportation Prepared by the Transit and Rail Division
September 2023

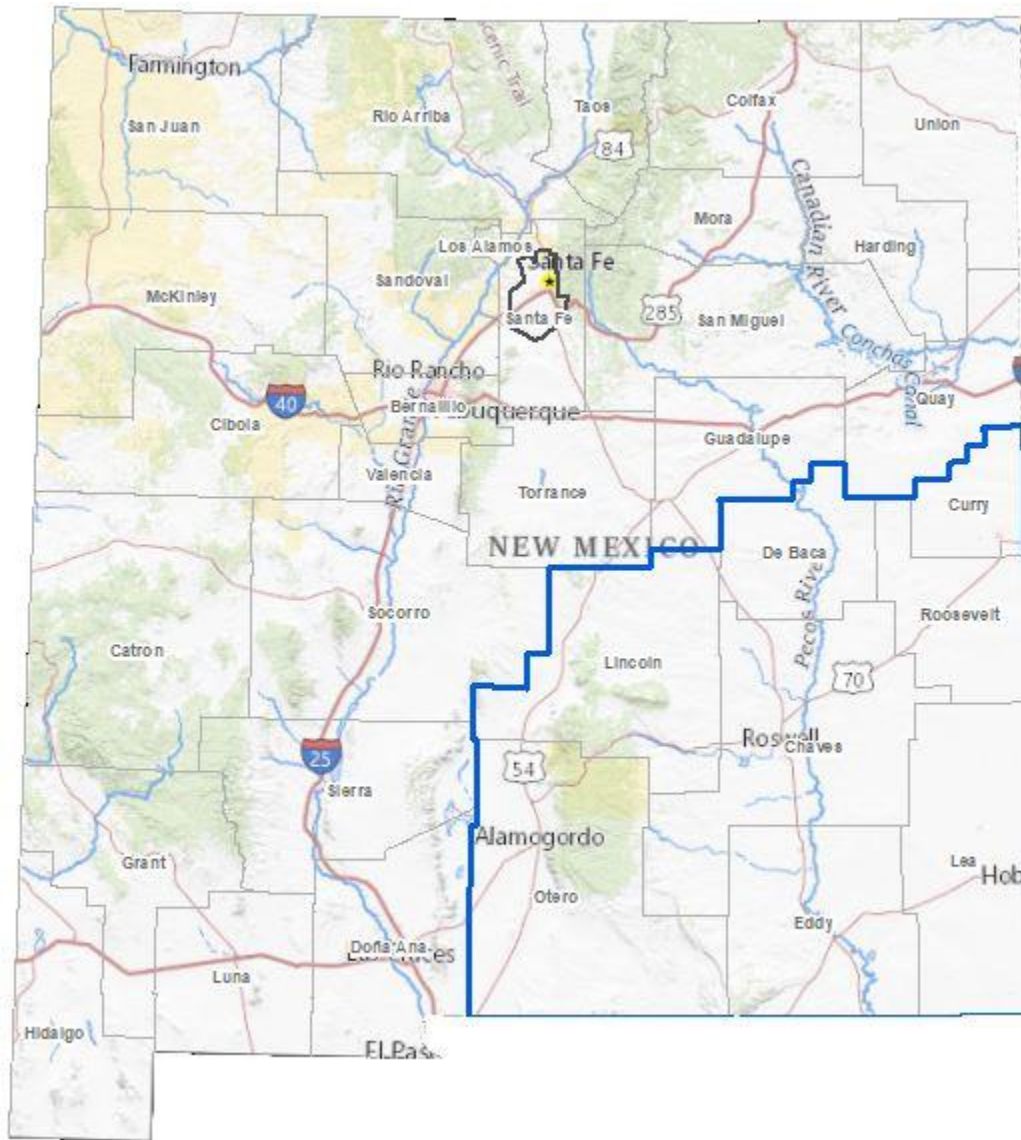


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Introduction

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

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

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

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

As the statewide designated recipient of the Section 5310 and 5311 funds, NMDOT's Transit and Rail Division coordinated with transit and human services transportation providers, the Southeast RTPO and the general public to develop this plan. The main purpose of this plan is to analyze the transit services currently available in the plan area

and make strategy recommendations for transit program and mobility coordination in the Southeast RTPO. Separate plans have been developed for each of the state's RTPO areas. These plans include MPOs, as appropriate.

Background

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

Coordinated Plan Elements

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

In total, there are four required coordinated plan elements:

- Assessment of Available Services – identify current transportation providers from the public, private, and non-profit sectors.
- Assessment of Transportation Needs – identify the transportation needs of older adults, individuals with disabilities, households without vehicles, and persons living under the poverty line. This assessment can be conducted through public outreach, reviewing area transportation plans, data collection, and the assessment of gaps in current transit services.
- Develop Strategies – address the identified needs in addition to providing opportunities to increase efficiency within the transportation network.
- Develop Priorities for Implementation – address current resources, time frames, and feasibility for implementation

Section 5310 Program

MAP-21 established a modified FTA Section 5310 Program that consolidates the previous New Freedom and Elderly and Disabled Programs. The purpose of the Section 5310 Program is to enhance mobility for seniors and individuals with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Section 5310 Program recipients must continue to certify that projects selected are included in a locally

developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes input from seniors and individuals with disabilities, transportation providers, and other stakeholders; and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.

Funding

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

The local share for Section 5310 Program projects can be derived from other federal non-DOT transportation sources. Examples of these programs that are potential sources of local match include employment training, aging, community services, vocational rehabilitation services, and Temporary Assistance for Needy Families (TANF). More information on these programs is available on the Coordinating Council on Access and Mobility Website at <https://www.transit.dot.gov/ccam>. The CCAM Federal Fund Braiding Guide can also be found on the CCAM website and provides information to potential grantees and defines Federal fund braiding for local match.

Eligible Subrecipients and Activities

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

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for purposes including:
 - Public transportation projects that exceed ADA requirements.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.

Planning Context

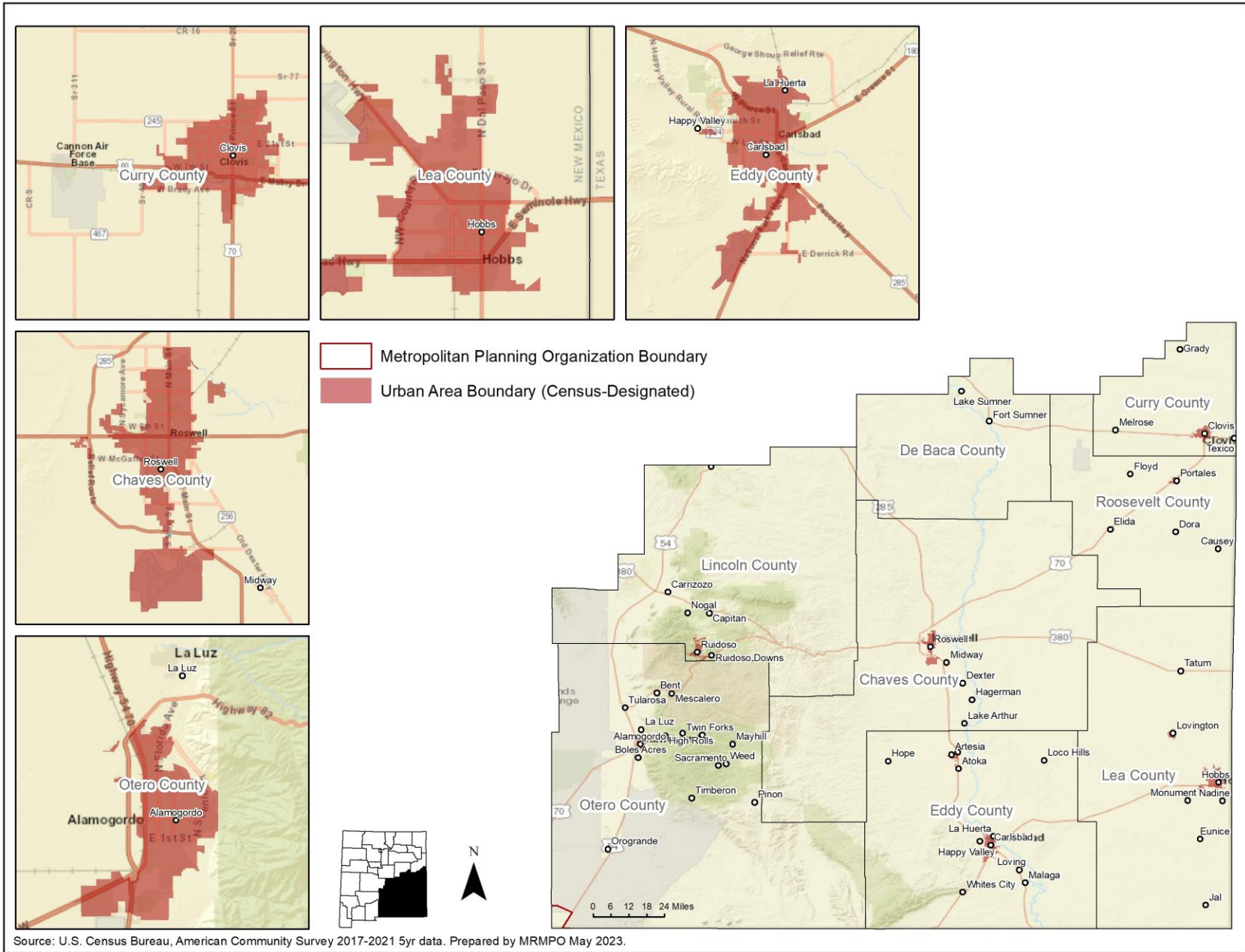
The following section provides an overview of the demographic composition of the Southeast Regional Transportation Planning Organization. As displayed in Figure 1, this RTPO includes Chaves, Curry, De Baca, Eddy, Lea, Lincoln, Otero, and Roosevelt Counties. Table 1 provides a summary of existing transit providers serving the RTPO.

Table 1: Service Providers

Name	Area of Service	Service Type(s)	Funding Program(s)
Care Bearers	Town of Carrizozo	Program Sponsored	No FTA funds
Carlsbad Municipal Transit System (CMTS)	City of Carlsbad, Eddy County, and Village of Loving	Fixed Route and Demand Response	\$5311
Clovis Area Transit System (CATS)	City of Clovis	Demand Response	\$5311
Evangelical Lutheran Good Samaritan Society-Alamogordo	City of Alamogordo	Program Sponsored	\$5310
Hagerman/Dexter J.O.Y. Center Senior Transportation	Towns of Hagerman and Dexter to Roswell, Artesia, and other municipalities	Program Sponsored	No FTA funds
Hobbs Express	City of Hobbs	Fixed Route, Modified Fixed Route and Demand Response	\$5311
Portales Area Transit	City of Portales and a five mile radius of the city limits into Roosevelt County	Demand Response	\$5311
Roswell Transit	City of Roswell	Fixed Route, Demand Response, and Paratransit	\$5311
Town of Tatum Senior Center	100-mile radius of town limits	Program Sponsored	No FTA funds
Veterans Highly Rural Transportation Services Program	De Baca and Lincoln Counties	Program Sponsored	No FTA funds

Z Trans	City of Alamogordo, Bent CDP, Boles Acres CDP, Village of Capitan, Town of Carrizozo, Village of Cloudcroft, Dona Ana County, Holloman AFB, Hondo, La Luz CDP, City of Las Cruces, Mescalero CDP, Mescalero Indian Reservation, Nogal CDP, Otero County, Village of Ruidoso, Ruidoso Downs, Village of Tularosa, Apache Reservation, the Inn of the Mountain Gods, and Lincoln County	Fixed Route, Demand Response, Deviated Demand Response and Intercity	§5310, §5311
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Figure 1: Southeast RTPO Regional Geography



Public Transit Providers

Carlsbad Municipal Transit System

The City of Carlsbad provides both fixed route and demand response service. The areas served include the City of Carlsbad, a small portion of Eddy County immediately adjacent to Carlsbad, and the Village of Loving. Demand Response service is available, with a one-day prior advance reservation, from 6:00 a.m. to 6:00 p.m. Monday through Friday at \$2.00 per one way trip. The Carlsbad Municipal Transit System operates three fixed routes running from 7:00 a.m. to 4:55 p.m. Monday through Friday with a fare of \$0.50 per one way trip. Carlsbad Municipal Transit also operates paratransit service for persons with disabilities that prevent them from riding regular buses. Paratransit service operates from 6:00 a.m. to 6:00 p.m., Monday through Friday with a fare of \$1.00 per one-way trip. Rides must be scheduled one day in advance by calling (575) 887-2121. Before using paratransit, passengers must apply to determine eligibility. More information on Carlsbad Municipal Transit System may be found at:

<https://www.cityofcarlsbadnm.com/departments/community-development/carlsbad-municipal-transit-system/>

Clovis Area Transit System

Clovis Area Transit System (CATS) operates a reservation-based, demand response, curb to curb service within the city of Clovis. Fixed route service is not provided; instead, passengers call the office to set up their customer access and then can book their trips by: 1) phone, or 2) the self-service, online portal or 3) the mobile app. The CATS scheduling system books trips based on availability and trips can be booked anywhere within the city limits of Clovis. The system is fully accessible and assistance is provided based on passenger requests. Service on Clovis Area Transit System is provided from 6:30 am to 5:00 pm Monday through Friday, and from 8:00 am to 5:00 pm on Saturday. This is a shared-ride system, so please allow at least a 30 minute travel time. Fares Standard one-way fares are \$0.75 per person, with ten-ride passes available for \$5.00. More information on Clovis Area Transit System may be found at: <https://catchacats.com/>.

Hobbs Express

The City of Hobbs operates four local bus routes in the Hobbs area. All vehicles are fully ADA accessible. Hobbs Express also operates a demand response paratransit bus. All rides must be scheduled up to one day in advance. Fixed Bus Routes operate from 7:00 a.m. to 5:00 p.m. Monday through Friday and Saturday from 10:00 a.m. to 4:00 p.m. All four fixed routes operate at sixty-minute intervals throughout the day, with 36 bus stops throughout the city of Hobbs. Standard fares are \$1.00 per person, with multi-ride and monthly passes available. Rates are decreased for children age 6-18. Hobbs Express also operates a demand response-paratransit bus service for the general public, individuals with disabilities and seniors, providing curb-to-curb service within the City of Hobbs and within the five-mile addressing area. This service is available

from 7:00 a.m. to 5:00 p.m. Monday through Friday and Saturday from 7:00 a.m. to 4:00 p.m. Rides must be scheduled in advance by calling (575) 397-9290. Fares are \$2.00 per one-way trip, with multi-ride and monthly passes available. More information on the Hobbs Express may be found at: https://www.hobbsnm.org/hobbs_express.html

Portales Area Transit

Portales Area Transit operates demand response service within the city of Portales, providing curb-to-curb service in Portales and within five miles of the city limits, with limited service to the City of Clovis N.M. for medical appointments. No fixed routes are operated; instead, passengers call the agency to request that a vehicle pick them up and take them directly to their destination. All vehicles are fully ADA accessible. Service on Portales Area Transit is provided from 6:30 a.m. to 4:30 p.m. Reservations are required one business day in advance. Fares Standard one-way fares are \$1.00 per person, with ten-ride passes available at City Hall for \$7.50. More information on Portales Area Transit may be found at:

https://www.portalesnm.gov/services/departments_gz/transportation/index.php.

Roswell Transit

Roswell Transit operates a hybrid fixed-route/demand response service within the City of Roswell. All stops along the city's Main Street corridor are served by a scheduled fixed-route system; other stops throughout the city operate on a dial-a-ride demand response system. All services are available seven days a week except for Christmas and Thanksgiving. On weekdays, the fixed-route service operates at intervals of 28 minutes, from 6:07 a.m. to 8:50 p.m. with dial-a-ride available from 6:30 a.m. to 8:00 p.m. On weekends and holidays other than Christmas and Thanksgiving, fixed route service operates at 40 minute intervals from 9:08 a.m. to 5:11 p.m. with dial-a-ride available from 9:30 a.m. to 4:30 p.m. Veterans and children under 5 years of age ride free; one-way fare for adults aged 19 through 59 is \$0.75. One-way fare for seniors aged 60 and older and for passengers with disabilities is \$0.35, and passengers ages 5 through 18 (or older with a student ID) pay \$0.50. Tokens, calendar month, and calendar year passes are available for purchase at the administrative office on weekdays from 8:00 a.m. through 5:00 p.m. except for holidays. Passengers utilizing tokens and passes save an average of 10%.

ADA complementary paratransit service is available seven days a week except for Christmas and Thanksgiving. Rides must be scheduled up to two weeks in advance, but no later than the day prior to the ride. Paratransit fare punch cards are available in \$10/10-ride and \$20/20-ride denominations. Veterans who qualify for paratransit service ride free. More information on Roswell Transit may be found at: <https://roswell-nm.gov/287/Roswell-Transit>

Z Trans

Z Trans is the public transportation provider for the Tularosa Basin and surrounding areas. ZTrans, the operator of local bus routes in Alamogordo, operates an intercity Blue Route Monday thru Friday 6:00 a.m. to 7:30 p.m. It leaves from the Texaco truck stop on the north end of Alamogordo and has stops in Tularosa and on the Mescalero Apache Indian Reservation ending at the Inn of the Mountain Gods 45 miles away, and returning to Alamogordo along the same route. Two buses operate on this route giving a total of 8 trips per day. Check the Route schedule for exact times and stops. Ztrans operates fixed routes that serve the City of Alamogordo, Holloman AFB, and the Village of Ruidoso. They are the Green, Yellow, and Purple for Alamogordo and Holloman AFB; and the Brown Routes for the Village of Ruidoso. Schedule These routes currently operate Monday thru Friday from 6:00 a.m. to 6:00 p.m. Check each route for the exact times and stops. Standard one-way fares are \$1.00 per person, with multi-ride passes available. Fares for youth (age 6-18) and seniors (age 60 and older) are \$0.50 per person. Children under age 6 ride free. ZTrans also operates paratransit service, providing door-to-door service for individuals that qualify in the same service area as fixed route service. Rides must be scheduled in advance by calling (575) 439-4971. Before using paratransit service, passengers must apply to determine eligibility. Fares are \$2.00 per one-way trip. Individuals can call 575-439-4971 if more information is needed. Fares for the intercity service are \$3.00 each way with discounts for university students. More information on Z Trans may be found at: <http://www.ztrans.org/>

Demographics

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

The analysis draws on recent data from American Community Survey five-year estimates (2017-2021). For each potentially transit dependent population, block groups and census tracts are classified relative to the planning area as a whole, using a five-tiered scale of very low to very high. Mapped and summarized below, the results of the analysis highlight those geographic areas of the planning area with the greatest transportation need.

Population

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

Figure 2 and 3 display population and population density, respectively. Figure 2 shows that populated areas are typically found grouped along the perimeter of the region's major cities. One anomaly that exists in this analysis is the southern block group in Otero County, while this area is predominately rural in nature the large size of the block group inflates the actual population of the area. This anomaly is addressed in Figure 3, which displays population density. Figure 3 shows that the population centers of the region are found in incorporated areas such as Alamogordo, Carlsbad, Clovis, Hobbs, Roswell, and Ruidoso. In addition, Table 2 allows for a comparison of county population within the RTPO to other counties in New Mexico.

Figure 2: Southeast RTPo Population by Block Group

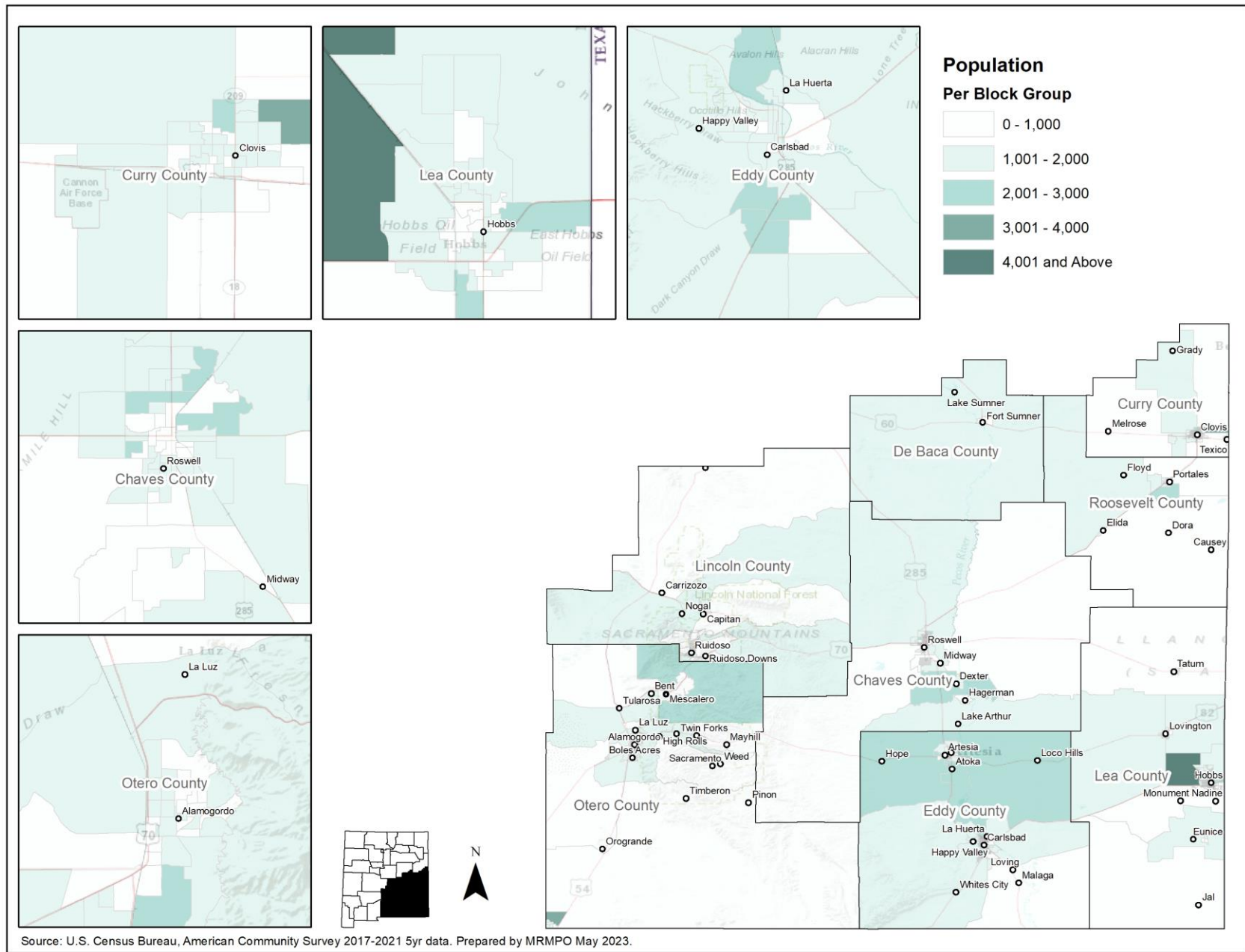


Figure 3: Southeast RTPo Population Density

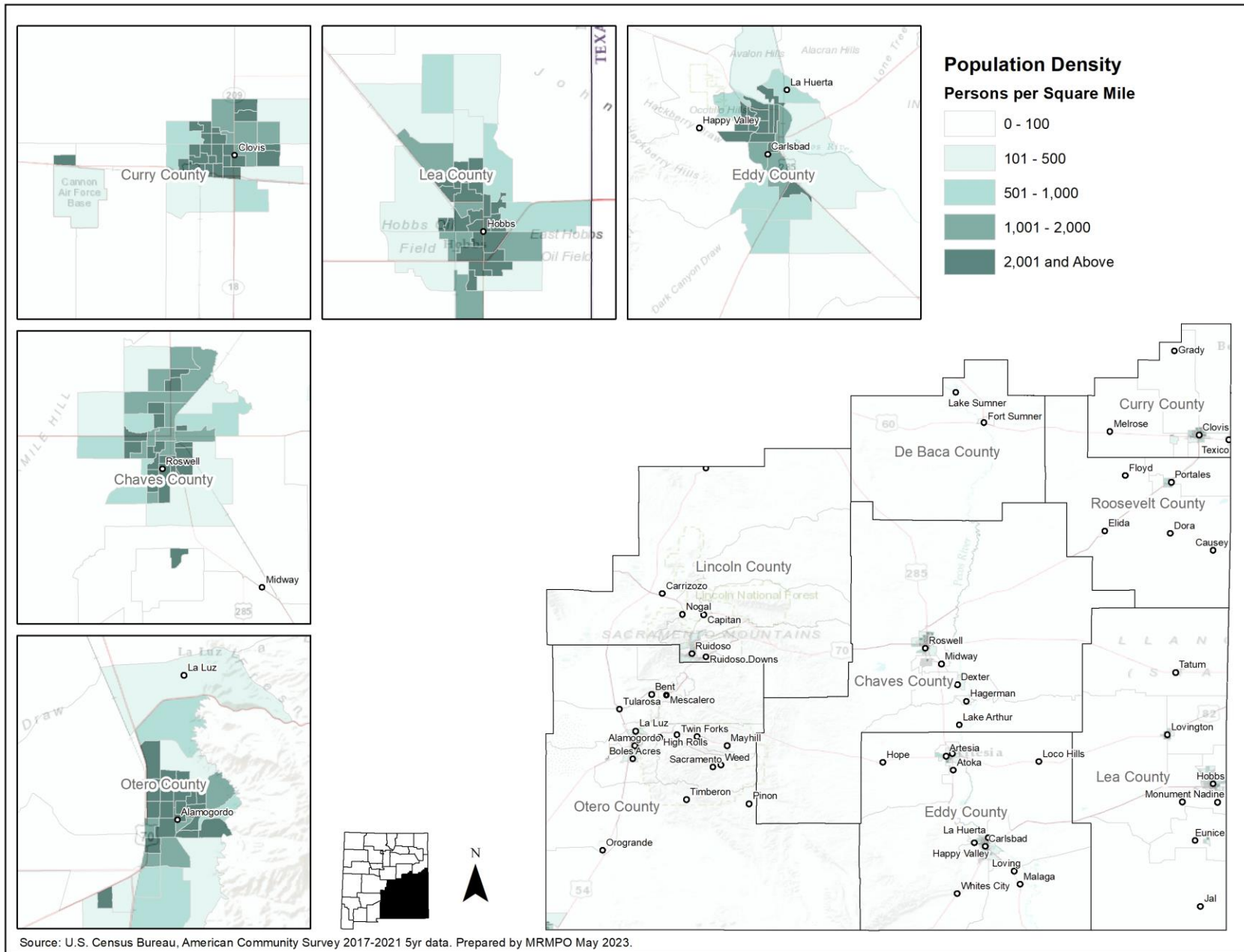


Table 2: Population and Growth by County

County	2017 Estimate	2040 Projection	Percent Change
Bernalillo	681,233	694,327	2%
Catron	3,491	2,897	-17%
Chaves	64,670	60,586	-6%
Cibola	26,981	25,595	-5%
Colfax	11,752	7,313	-38%
Curry	50,521	53,367	6%
De Baca	1,781	1,245	-30%
Doña Ana	218,971	231,331	6%
Eddy	59,179	68,435	16%
Grant	27,652	23,092	-16%
Guadalupe	4,330	3,472	-20%
Harding	677	627	-7%
Hidalgo	4,171	2,610	-37%
Lea	72,618	86,405	19%
Lincoln	19,397	16,514	-15%
Los Alamos	18,765	19,941	6%
Luna	24,300	21,963	-10%
McKinley	71,637	69,795	-3%
Mora	4,470	3,509	-22%
Otero	67,278	72,340	8%
Quay	8,203	6,297	-23%
Rio Arriba	38,721	34,485	-11%
Roosevelt	19,331	17,747	-8%
Sandoval	147,069	172,862	18%
San Juan	126,358	114,447	-9%
San Miguel	27,479	22,782	-17%
Santa Fe	150,488	158,420	5%
Sierra	10,898	8,400	-23%
Socorro	16,969	14,544	-14%
Taos	32,795	31,412	-4%
Torrance	15,531	13,356	-14%
Union	4,073	2,956	-27%
Valencia	75,193	69,684	-7%

Light grey depicts the counties included in the Southeast RTPO.

Source: New Mexico County Population Projections July 1, 2010 to July 1, 2040, Geospatial and Population Studies Group, University of NM. Released July 2020.

Youth, Seniors, Individuals with Disabilities, and Low-Income Individuals

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

Figures 4 through 7 display the youth, senior, individuals with disabilities, and low-income populations. The greatest numbers of youth are located around the incorporated areas of the region; additional areas with high proportions of youths are Eddy and Otero County and eastern sections of Lea County. The senior population is dispersed throughout the region; however, large concentrations exist in Lincoln, Otero and Curry County including north of Alamogordo, Roswell, and west of Hobbs in Lea County. Individuals with disabilities are largely concentrated throughout Otero County, Lincoln County, northeastern Roosevelt County, as well as eastern Chaves County. Block groups with the highest classification for low-income individuals are located to the north and west of Portales, the southern and northeastern portion of Otero County, scattered throughout the City of Roswell as well as a portion south.

Households without Vehicles

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit and human service organizations than those households with access to a car. Figure 8 shows the distribution of households without vehicles in the Southeast RTPO. Areas with large concentrations of households without vehicles in Alamogordo, northeastern Otero County, northern Eddy County, northern De Baca County, Carlsbad, Hobbs, Clovis, Ruidoso and areas surrounding Roswell.

Figure 4: Southeast RTPo Youth Population (ages 10-17)

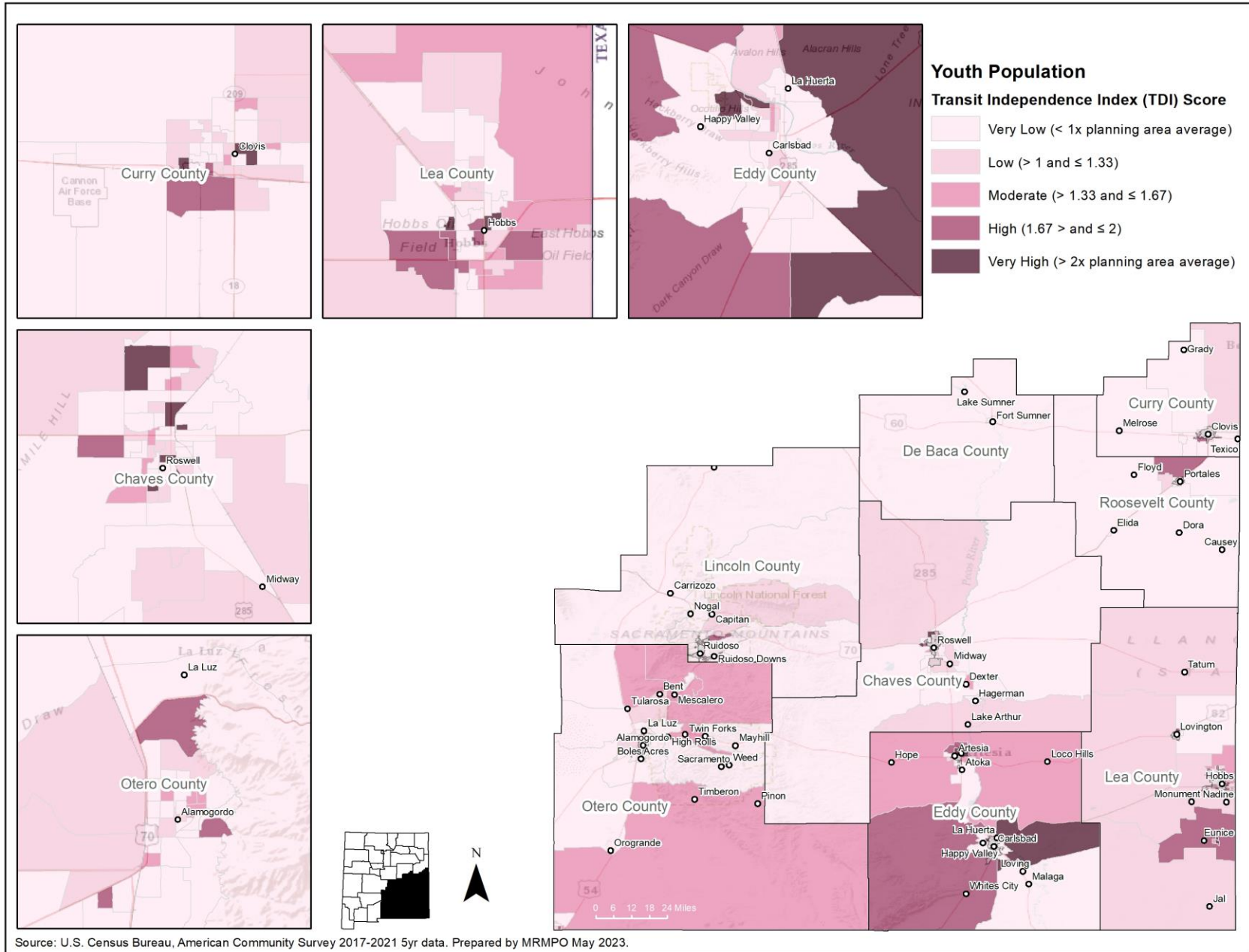


Figure 5: Southeast RTPO Senior Population (ages 65+)

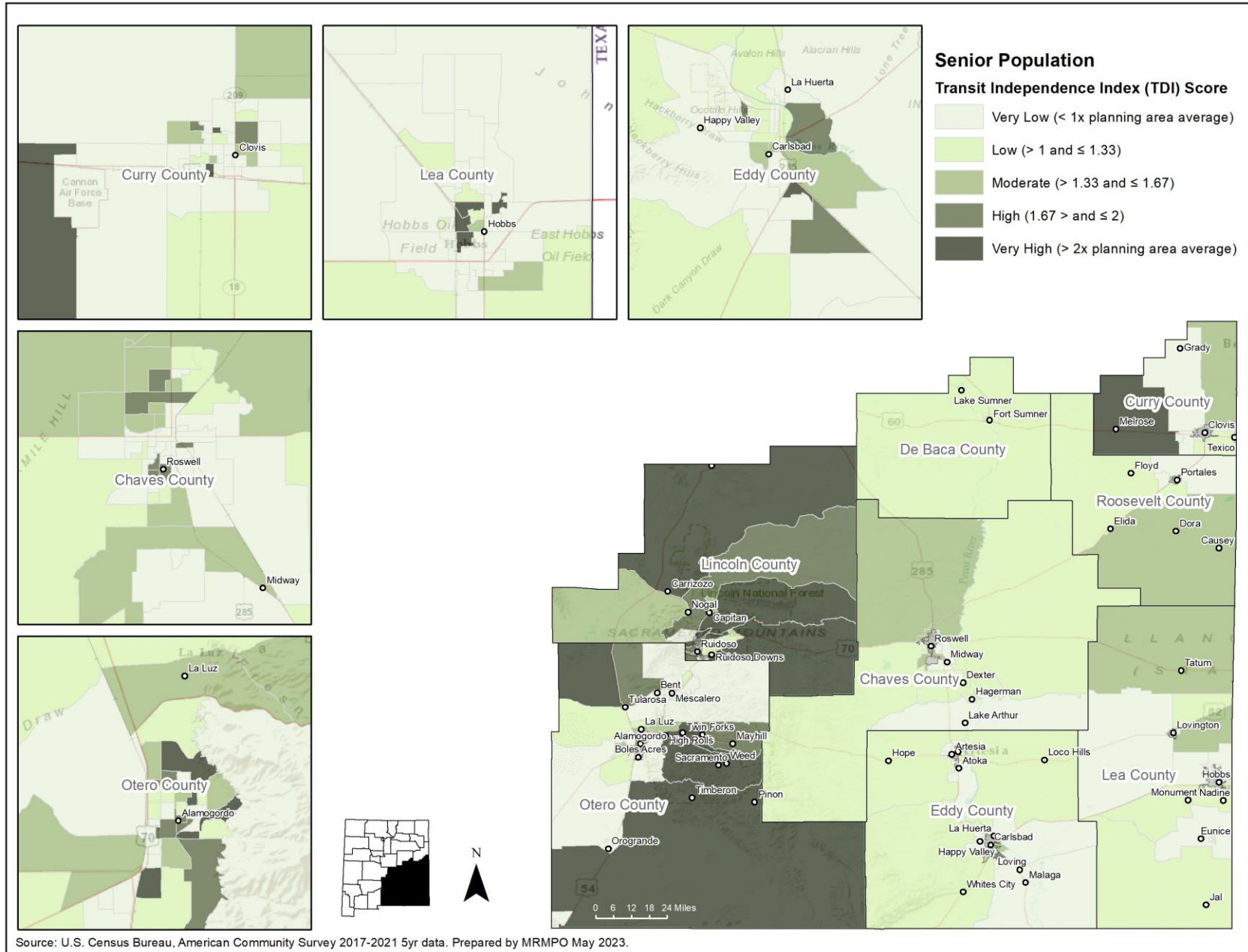


Figure 6: Southeast RTPO Individuals with Disabilities (ages 18+)

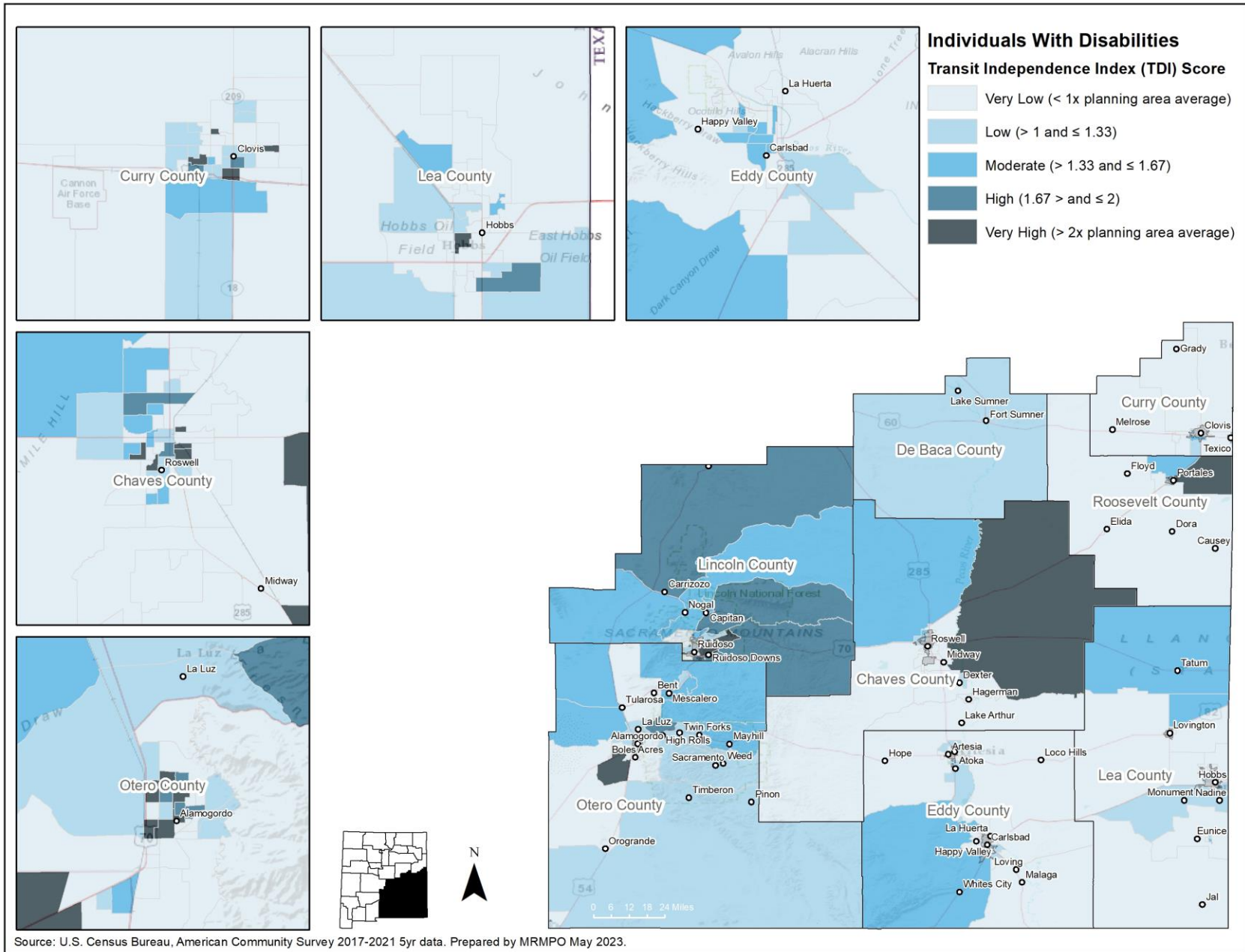


Figure 7: Southeast RTPO Individuals Living Below the Poverty Level (all ages)

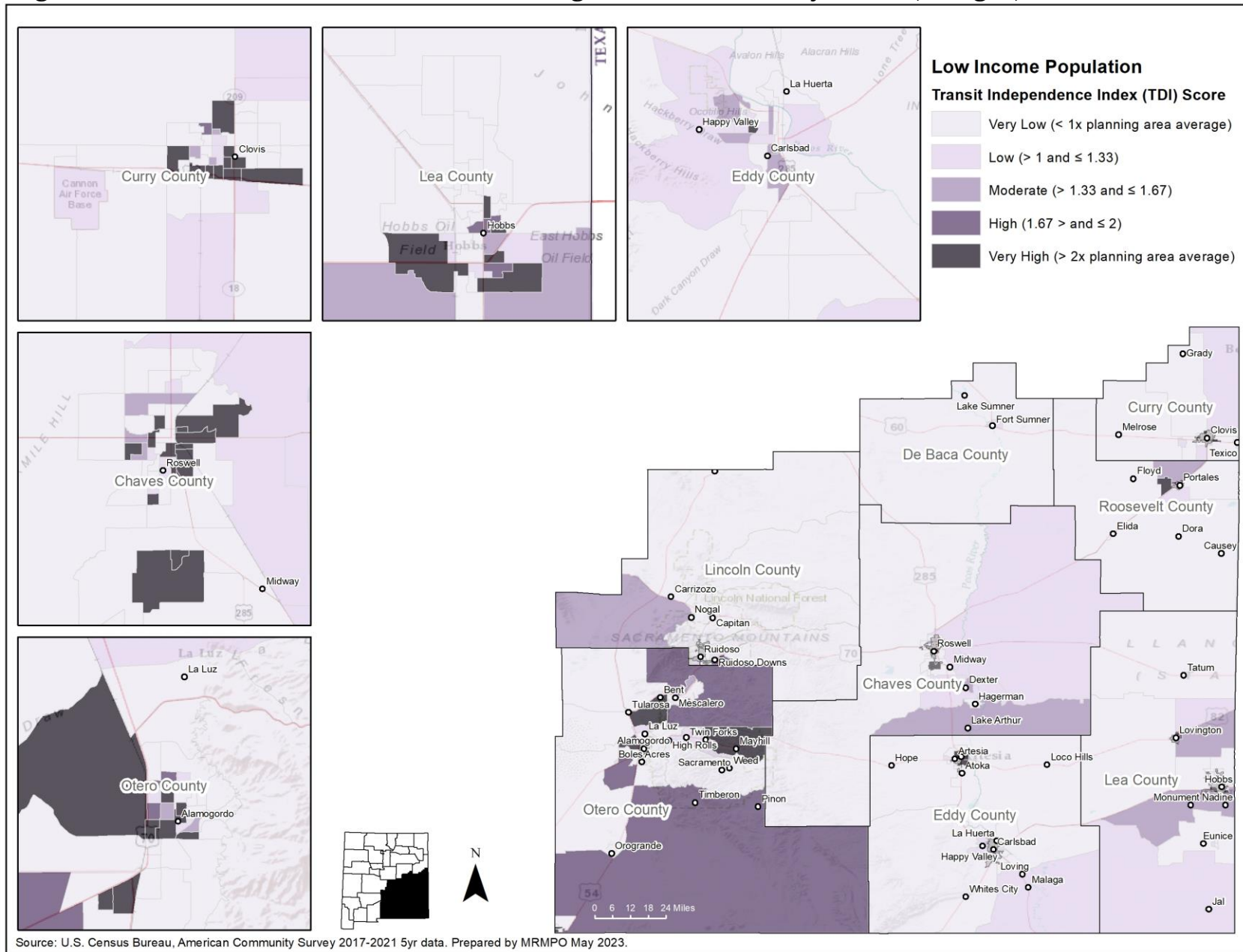
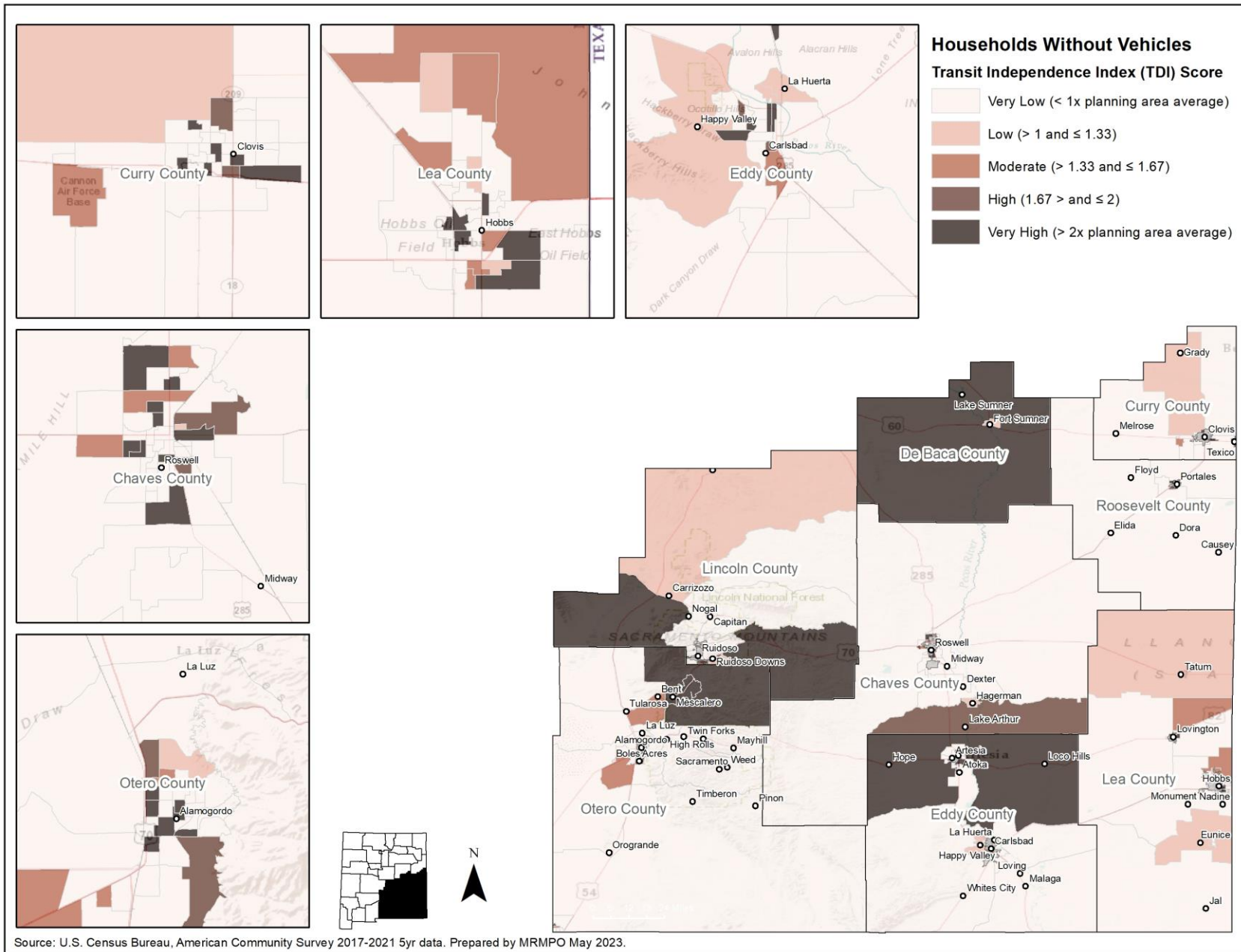


Figure 8: Southeast RTPo Households with no Vehicle Available



Transit Dependence Indices

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

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

Table 3: Potential Transit Dependence Scoring

Vulnerable Persons/Households (# or %)	Score
≤ the planning area average	1 (Very Low)
> Average and ≤ 1.33 times average	2 (Low)
> 1.33 times average and ≤ 1.67 times average	3 (Moderate)
> 1.67 times average and ≤ 2 times average	4 (High)
> 2 times the planning area average	5 (Very High)

Figure 9 displays the average TDI rankings for the RTPO. Figure 10 shows the highest scoring or most influential variable for each block, regardless of a block group’s average TDI score. This gives some indication of what may be driving transit dependence in particular areas. The block groups that have a TDI classification of very high are scattered throughout Alamogordo, Carlsbad, Clovis, Hobbs and Roswell. Using this analysis, the block groups with high and very high transit needs can all be found Alamogordo, Clovis, Hobbs, Roswell, and Otero and Lincoln County.

Figure 9: Southeast RTPO Average Transit Dependent Population

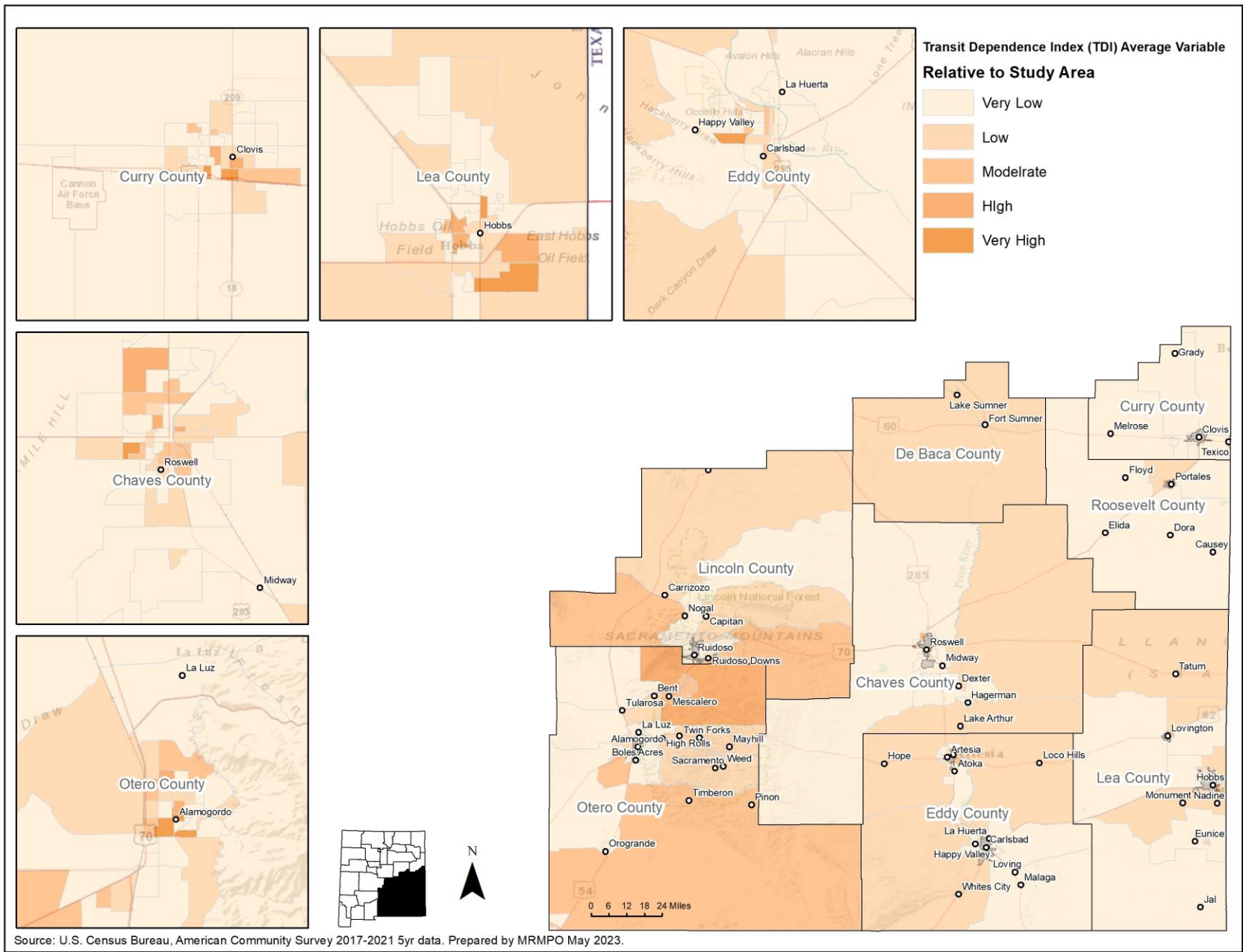
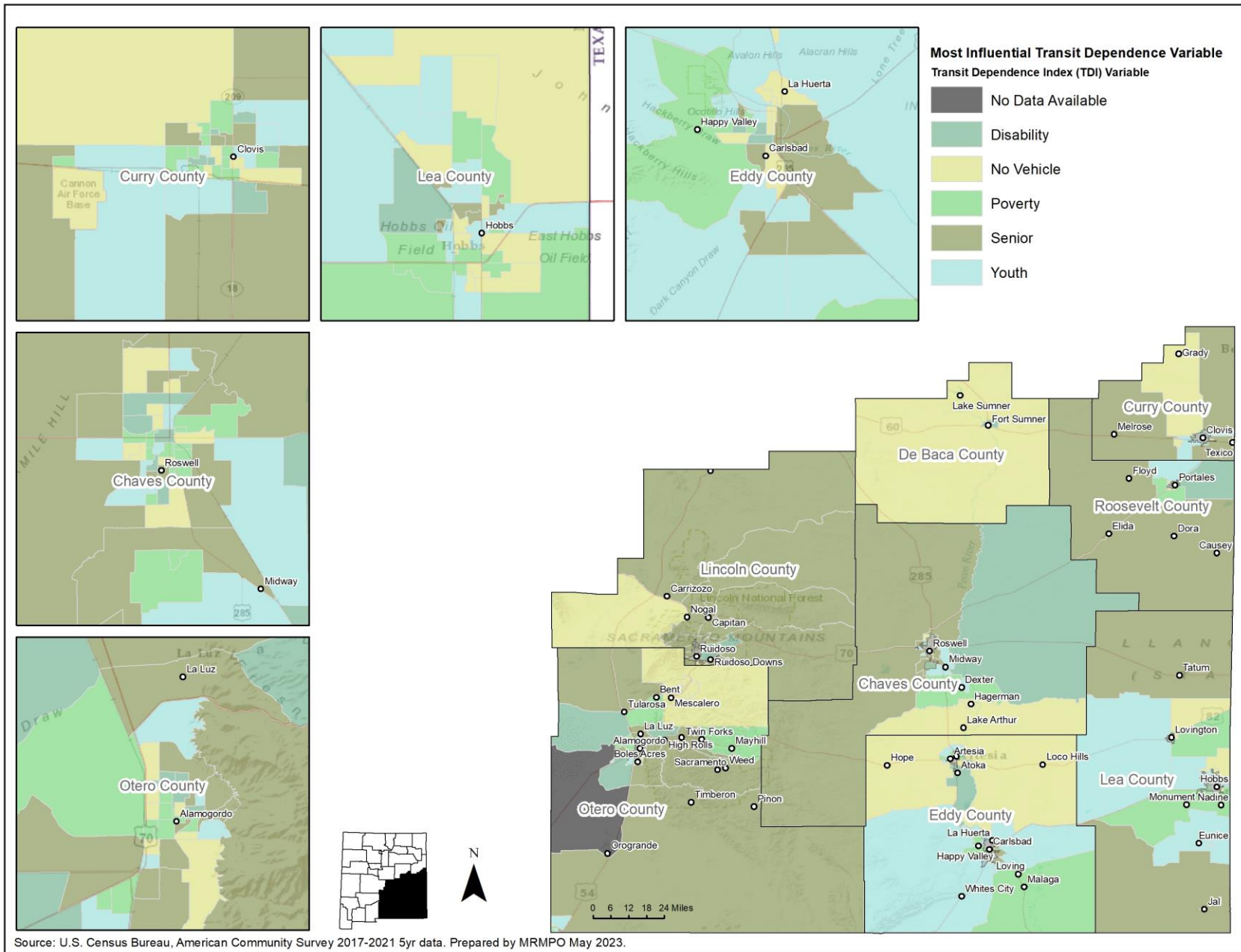


Figure 10: SERTPO Most Influential Transit Dependence Variable



Needs Assessment

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

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

The Southeast RTPO Regional Transportation Plan (adopted 2022) included the following transit related needs:

- Provide a balanced multi-modal transportation system (air, rail, automobile, transit, bicycle/pedestrian/equestrian) for the state and efficient movement of people, freight and goods between rural and urban regions
- Promote efficient and thorough public involvement in the transportation planning process
- Promote a continuing, cooperative, and comprehensive transportation process and reduce institutional barriers between all governmental entities involved in providing transportation to southeastern New Mexico
- Take advantage of new opportunities in funding and flexibility afforded by the future federal funding and encourage enhanced funding through state legislation
- Promote and communicate a rational methodology for prioritizing transportation projects
- Promote planned integration of the interrelationships of existing and future transportation land use planning systems while incorporating environmental, conservation and quality of life issues
- Identify and utilize all potential source funds for transportation projects
- Ensure that transportation services meet the needs of diverse segments of the population such as the youth, seniors, and individuals with disabilities

The New Mexico 2045 Statewide Long-Range Multimodal Transportation Plan (adopted 2021) included the following transit related goals and needs:

- Expand transportation choice through multimodal investments and complete streets design.
- Improve mobility and accessibility in strategic corridors.
- Provide technical assistance for transit agencies planning and funding-pursuits that will lead to the electrification of assets.
- Promote and support the expansion of vanpooling services to close transit service gaps, improve mobility and reduce Vehicle Miles Traveled (VMT).

Strategies and Priorities

Coupled with the need to identify unmet needs and gaps in transportation services is the need to identify corresponding strategies to improve mobility. Local stakeholders generated a variety of strategies through the previous coordinated transportation planning process. These strategies were reassessed and updated accordingly.

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

- Prioritize transit service to areas with higher concentrations of special needs populations
- Monitor trips by trip purpose and, where appropriate, reassign service using the most applicable funding source
- Increase service to special needs populations at a rate at least proportional to the growth in their numbers
- Provide new or additional service to unserved or underserved populations;
- Coordinate with appropriate agencies to assess the need for and to establish intercommunity, intercounty, and interstate services
- Establish or enhance transit and public transportation services beyond the minimum requirements of the ADA
- Seek opportunities to expand, combine or leverage funding sources to increase or improve service to smaller towns and rural areas
- Explore regional transit solutions for dispatch and maintenance facilities, and operations and administration processes, i.e. provide customers with one number to call for requests for various transportation services, information on services, and trip planning
- Expand accessibility by participating in voucher systems
- Explore and, where feasible, share vehicles for client trips
- Assess the need for and respond to transportation service needs in areas such as:
 - Late night and weekend services
 - Shuttle and feeder services

- Demand / response services
 - Ridesharing and carpooling programs
- Increase access to employment and services for smaller towns such as the Village of Hope by providing public transportation services to larger towns such as Artesia
- Investigate the possibility of creating a Regional Transit District (RTD)
- Improve existing and construct new facilities, i.e. improvements to bus shelters for the comfort of riders and new transit facilities
- Improve coordination between government agencies and non-profit transit providers. This could take the form of an annual summit and/or networking meetings; a directory of providers (NMDOT publishes [the New Mexico Transit Guide](#)); one-click, one-call systems; voucher programs; etc.
- Support existing non-FTA funded transportation services for seniors in locations including the Towns of Carrizozo, Dexter, Hagerman, and Tatum and/or others as identified in the next 4 years.
- Support efforts to create new public transit services in communities such as the Village of Loving and the Towns of Carrizozo and Hagerman and/or others that may be identified in the next 4 years.