

CHAPTER SIX

THE COMPOSITE DATABASE OF PUBLICLY FUNDED PASSENGER VEHICLES

Federal guidelines for the use of Access to Jobs (ATJ), Welfare-to-Work (WTW), and TANF funds for transportation require states to coordinate transportation services and make better use of existing capital. To meet this requirement, the State must have an up-to-date inventory of all publicly funded passenger vehicles that transport the general public or special populations. Due to a lack of funding, no effort had been made until now to compile such an inventory. In order to develop a thorough assessment of all publicly funded passenger vehicles, the ATR Institute (ATRI) compiled and created, for the first time, an inventory and composite vehicle database of publicly funded vehicles from various vehicle databases provided by the State Agency on Aging (SAOA) and the New Mexico State Department of Education (NMSDE) Transportation Division. Additional vehicle information was gathered from telephone and mail surveys to providers of services to the developmentally disabled, Head Start programs, rural transit systems, urban transit systems, and other programs funded by the Public Transportation Programs Bureau (PTPB). Information from these surveys was also added to the composite database.

A composite database of publicly funded passenger vehicles is an essential measure that will enable the State to take steps towards improving coordination between programs and departments. Much of the vehicle information entered into the database came from the 337 survey questionnaires that the ATRI sent out to transportation providers. The survey asked general questions about what transportation services each program provides, the director's attitudes toward transportation coordination, and obstacles that the program faces in coordinating transportation with other agencies.

Information from the database can be used to identify transportation resources that can be coordinated so that all agencies involved benefit. Agencies and departments can use the database to identify more efficient ways of distributing federal funds, provide more services at reduced costs, and provide highly trained drivers. Any county that can coordinate transportation services will be better equipped to address the transportation needs of TANF clients, as well as the needs of all its citizens.

What Steps are Necessary to Ensure the Continued Usefulness of the Composite Database

A database is only as good as the information it contains. Programs will retire older vehicles and acquire new ones, so the database must be updated regularly to ensure its accuracy. In compiling the composite database, the ATRI discovered that the databases provided by some State agencies were incomplete and inaccurate. Through Memoranda of Understanding, funding agencies and departments could require directors statewide to submit standardized transportation and vehicle information in their annual reports. This information would then be forwarded to the PTPB to update the composite database. The following steps are necessary to maintain the usefulness of this database:

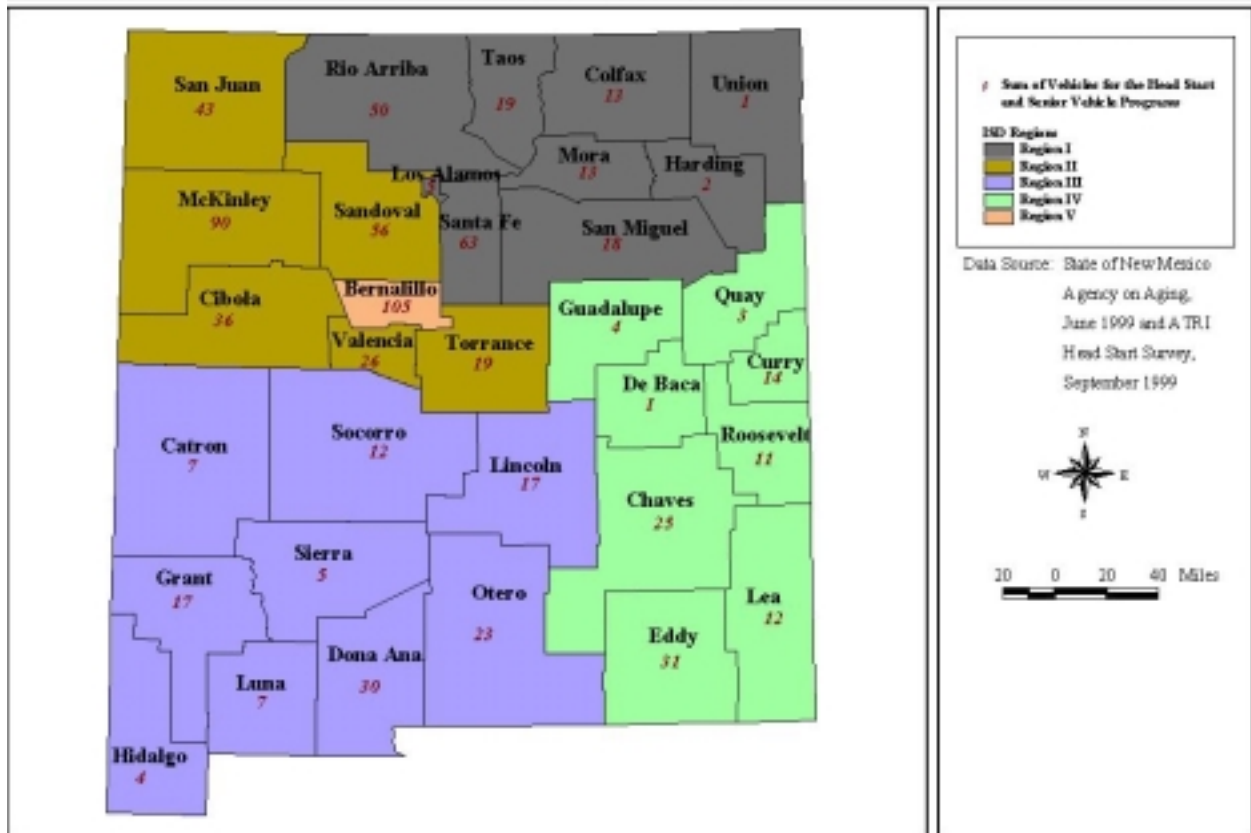
- ❖ The PTPB could establish a standard vehicle inventory form so that important vehicle characteristics, such as condition, mileage, age, and compliance with the Americans with Disabilities Act (ADA) can be tracked and compared across programs and regions.
- ❖ The PTPB, the SAOA, Head Start programs, Federal Transit Authority-funded (FTA) transit operators, and other agencies operating vehicles purchased with public monies could draft and sign a Memorandum of Understanding stating that they will provide the PTPB with information to update the composite vehicle database annually.
- ❖ The PTPB could secure funding to maintain the composite database and make it available to transportation planners and other State and local officials as needed.
- ❖ In the future, costs per trip, mile, and passenger mile, as well as the number of passengers per vehicle hour and per vehicle mile could be added to track the efficiency of publicly funded transportation services.

Map 6.1 illustrates the number of vehicles operated by Head Start and Senior Centers in each county in New Mexico.

Composite Vehicle Database

The 4,295 vehicles (including 3,023 school buses) inventoried in the composite vehicle database are funded by diverse public sources, federal, State, and local. Federal sources include the US Department of Transportation (USDOT), FTA, the US Department of Health and Human Services (USDHHS), and the US Department of Education (USDE). State funding is distributed through general obligation bonds, general funds, capital projects funds, severance and tax bonds, and appropriations from the State legislature. Municipalities provide other funding.

Map 6.1: Sum of Head Start and Senior Center Vehicles by County



The design of the database includes the categories most often used by the PTPB in transportation planning:

- ❖ Vehicle Identification Number–Primary Key (used for sorting vehicles)
- ❖ Organization Name (identifies who owns/uses the vehicle)
- ❖ Vehicle Type (bus, van, car)
- ❖ Number of Seats (passenger capacity including driver)
- ❖ Handicapped-Equipped Status
- ❖ Type of Handicapped Equipment (lift or ramp)
- ❖ Number of Seats with Handicapped Equipment in Use
- ❖ Mileage
- ❖ Year
- ❖ Condition
- ❖ Type of Transportation Service (fixed-route, demand-response, etc.)
- ❖ Source (identifies from which database information originated)

Each funding agency or program requires its transportation providers to track its own selected vehicle characteristics. For example, in the database supplied to the ATRI, the SAOA does not track vehicle mileage or condition. The Transportation Division of NMSDE does not track vehicle mileage, condition, or **ADA compliance**. Consequently, in some vehicle records, some data fields are incomplete. The electronic version of the composite database was formatted to the specifications of the PTPB, which has devised these specifications to help with transportation planning. As school buses are a unique bus type, they have not been combined with the other buses in the following charts.

The Composite Database as a Tool for Decision Making

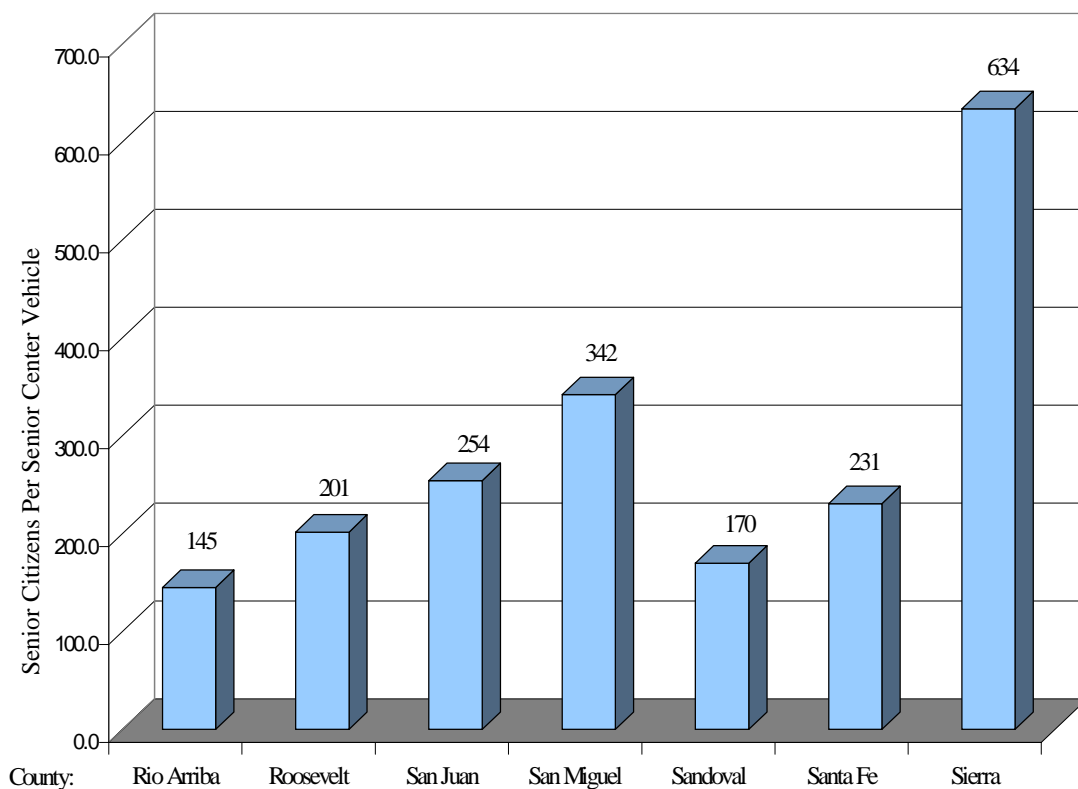
The composite database, which contains records of 4,295 vehicles, is a powerful tool that will aid in the coordination of transportation services throughout the State of New Mexico. For the first time, by using the database, the PTPB will be able to select and categorize these publicly funded vehicles throughout the State by specific characteristics, regardless of which State agency or program operates each vehicle. The composite database will be useful in monitoring the overall condition, age, and mileage of New Mexico's fleet of publicly funded vehicles. The composite database can be used to identify a vehicle shortage, pinpoint transportation services

that need to be expanded, and coordinate transportation services between programs. The database may also be a useful tool for writing grants and developing funding requests.

The composite database can aid planning and funding decisions. State and local governments can develop statewide needs assessments, for example, to determine which counties have the greatest need for additional senior center vehicles. To do this, cross-county comparisons could be made of the number of seniors per senior citizen vehicle by running a query on the number of persons 65 or older in each county and the number of senior center vehicles by county.

By analyzing the data shown for seven counties in *Figure 6.1*, which shows the number of seniors per senior center vehicle, along with the comparable data from all other counties in New Mexico, decision makers would be able to decide the counties in which senior centers should be contacted first to determine whether there is a pressing need for additional vehicles. Based on the information in *Figure 6.1*, decision makers

Figure 6.1
Number of Seniors Per Senior Center Vehicle in Selected Counties in New Mexico

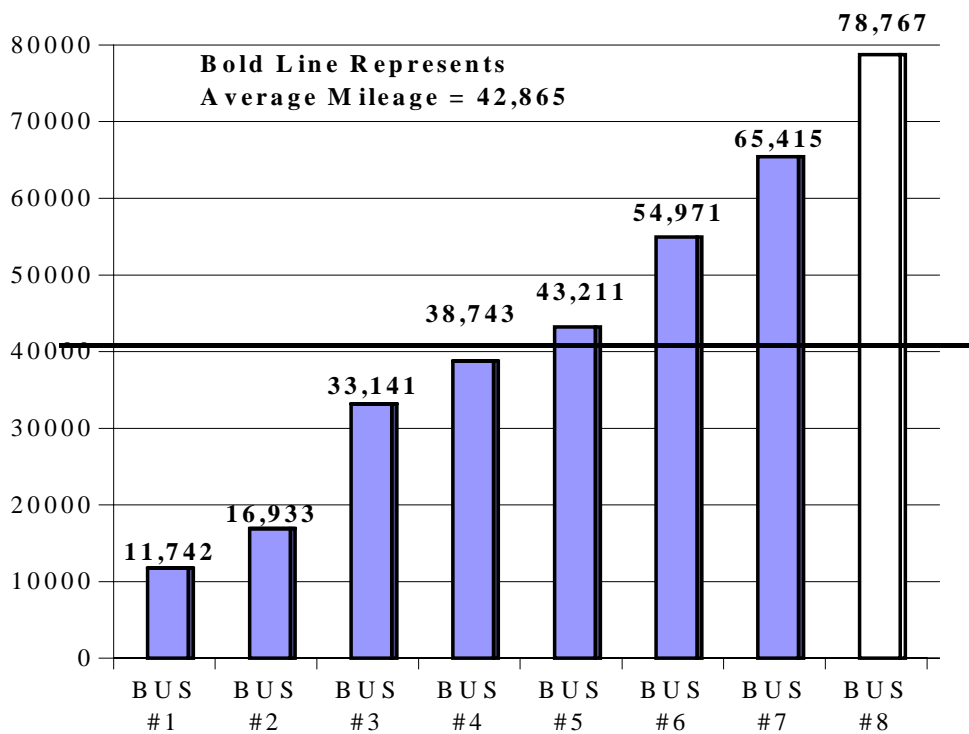


Data Source: the ATR I Composite Database, 1999

might make contacting the directors in Sierra County about their transportation needs a higher priority than contacting senior centers in Rio Arriba County. Similar information can be obtained for Head Start vehicles or rural and urban transit vehicles per capita for all counties in New Mexico.

The database can also aid local governments in their efforts to plan for capital spending to replace vehicles, based on the age of the fleet and the average miles per vehicle. By tracking the mileage of various Head Start buses, projections can be made about how much longer each bus can be expected to last. If each Head Start bus has an expected useful life of 100,000 miles, and each bus travels 20,000 miles per year, then, using *Figure 6.2*, which shows the mileage of Head Start buses in San Juan County, it can be projected that bus number eight, with 78,767 miles, will probably need to be replaced in another year.¹

Figure 6.2
Mileage of Eight Head Start Buses in San Juan County



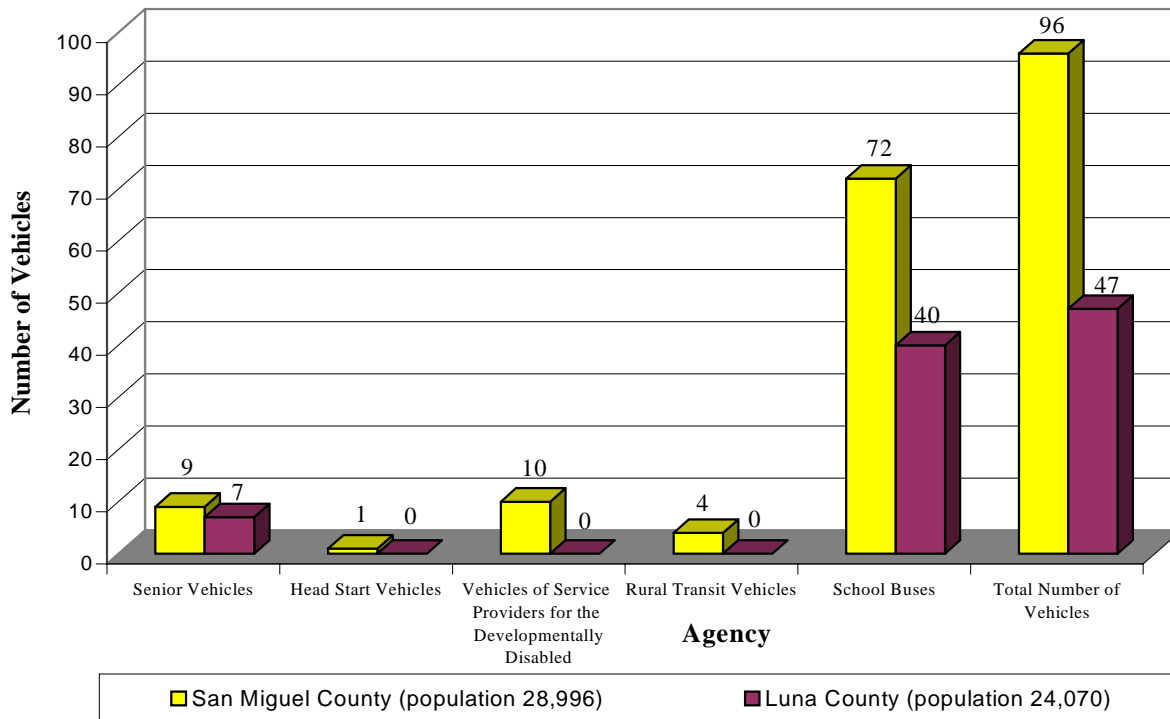
Data Source: the ATRI Head Start Provider Survey, 1999

¹ These numbers are used hypothetically for illustrative purposes only.

Replacing a single vehicle might not pose a huge burden on an annual budget, but replacing several vehicles in a single year could be very costly. Assuming that a vehicle's expected life is approximately 100,000 miles and that each vehicle covers 20,000 miles per year, buses numbered five, six, and seven will all probably need to be replaced in about three years. Recognizing the considerable cost of purchasing three vehicles in a single year, the database can aid in planning ahead for such capital expenditures and can make it easier to meet this need during that year. Furthermore, this can assist decision makers in developing long-term budgets.

The database can also be used by decision makers to help determine which of two New Mexico counties with similar populations, such as Luna and San Miguel, has the greater need for additional capital outlays for transportation. *Figure 6.3* compares the number of publicly funded passenger vehicles at senior centers, Head Start centers, service providers for the developmentally disabled, rural transit centers, and public schools in each county.

Figure 6.3
Number of Vehicles by Agency in Luna and San Miguel Counties

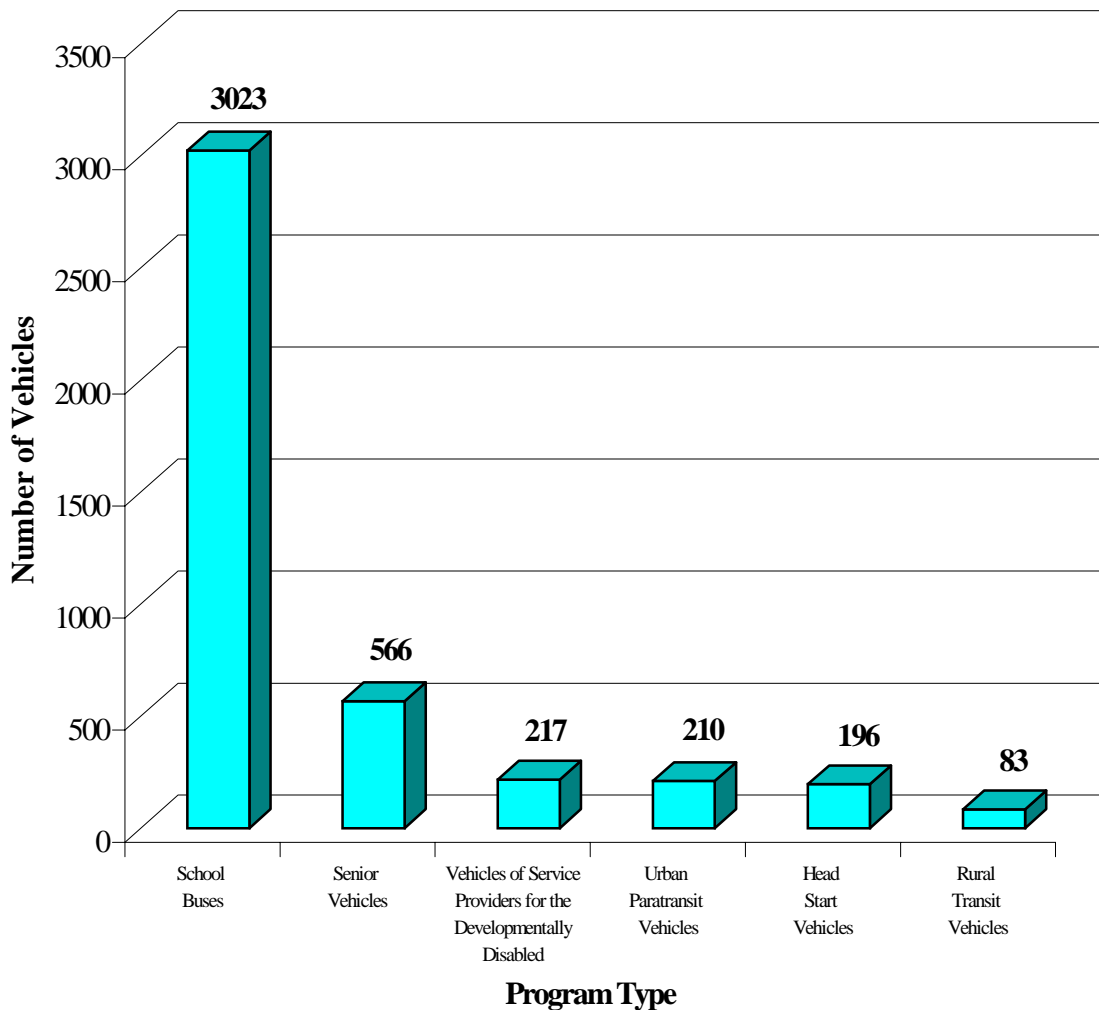


Data Source: the ATRI Composite Database, 1999

Looking at the number of vehicles each publicly funded program operates may indicate whether additional capital outlays may be required to serve the needs of a particular population group, such as senior citizens. Comparing the total number of publicly funded vehicles in two counties, such as San Miguel and Luna Counties, as shown in *Figure 6.3*, can reveal dramatic discrepancies in local transportation resources.

Government agencies can plan how to meet the transportation needs of an underserved population, such as TANF clients, in part by comparing the number of vehicles by program type. As *Figure 6.4* illustrates, the current fleet of publicly funded vehicles in New Mexico is comprised primarily of school buses. There are more publicly funded school buses than publicly funded vehicles of all other types combined.

Figure 6.4
Number of Vehicles Funded in New Mexico by Each Public Program



Data Source: the ATRI Composite Database, 1999

To fulfill the federal mandate to coordinate public transportation between agencies and programs, which entails allowing multiple programs to use the same vehicles, decision makers could analyze data from the composite database to ensure that financial outlays for vehicles are used efficiently. Overall, the composite database will help the State and local governments to eliminate unnecessary spending, to coordinate public and human services transportation, and to get more value from publicly owned vehicles in New Mexico.

Head Start Program Transportation Services

Head Start is a federal program funded by the USDHHS to provide comprehensive developmental services for America’s low-income, pre-school children aged three to five and social services for their families. The **Early Head Start** Program provides similar services for low-income families with infants and toddlers aged zero to three years.

In order to develop a thorough inventory of Head Start transportation services, the ATRI sent surveys to 35 Head Start centers throughout New Mexico.² Thirty-one centers responded to the survey, an 89 percent response rate. This high response rate means that the survey responses should closely reflect the attitudes and concerns expressed by directors of Head Start programs throughout the State. The survey asked the directors to “describe the unmet transportation needs of the families [they] serve.” The following are the responses of the Head Start directors:

- ❖ There are no vehicles (or not enough vehicles) equipped to transport children with physical disabilities. Not all local school districts will transport children to Head Start centers.
- ❖ There are not enough vehicles to meet the demand for transportation. Not all children who need transportation service to Head Start programs can be served. Only 39 percent of the grantees are able to transport all of the children who are eligible for transportation. In addition, there are not enough spare vehicles to cover for vehicle breakdowns.
- ❖ Due to the low pay and competition from school bus operators, there are not enough qualified Commercial Driver’s License (CDL) drivers. When drivers are absent or vehicles break down, sometimes classes must be canceled.
- ❖ Some children in rural areas must spend hours every day commuting on the buses.

² See Appendix A.4 for a copy of the Transportation Survey of New Mexico Head Start Providers.

- ❖ When bus service is canceled due to buses or drivers not being available, some parents must skip work.
- ❖ There is very little flexibility in providing additional transportation service after the school year begins. If a Head Start family moves during the middle of the school year, it is very difficult to provide transportation for its Head Start children because the buses are already filled.
- ❖ Funds to transport children to Head Start classes are insufficient. The lack of transportation funding makes programs financially prohibitive for parents.³

Private, For-Profit Passenger Carriers

The Transportation Division of the New Mexico Public Regulation Commission (PRC) regulates all in-state trucks, buses, and other carriers of passengers or merchandise. The PRC serves as the State Commission for licensing Certification of Convenience and Necessity. This is a certificate issued under authority of the laws of the State to “common motor carriers.”⁴ The PRC also issues warrants authorizing tow truck operation, vehicle repossession, charter bus and vanpool services, and escort vehicles.⁵

The ATRI created an electronic database from the PRC licenses for 1999 and used the information to determine the number of privately operated public carriers in each county. The database divides the licensed carriers into three categories: door-to-door carriers, Medicaid-authorized carriers, and other passenger carriers. Door-to-door carriers are mainly taxi services. They can pick up individuals at any address and transport them to any other address. Medicaid-authorized carriers may also be taxi-service providers, or they may be private companies that have been contracted by a Medicaid provider to transport its clients. In New Mexico, the largest Medicaid transportation provider is Saferide Services Incorporated. The “others” category consists mainly of tour buses, charter buses, interstate and intrastate bus services, and airport shuttle services. These carriers pick up and drop off passengers at a specifically defined

³ ATRI Head Start Provider Survey (1999).

⁴ A common motor carrier is any person who undertakes, whether directly or indirectly or by lease of equipment or operating rights or any other arrangement, to transport persons or property or any class of property for the general public by motor vehicle, as defined by New Mexico State Statute 65-2-82.

⁵ Public Regulation Commission: <<http://www.nmprc.state.nm.us/operations.htm>>. (Accessed November 4, 1999).

location. For example, an Albuquerque-Santa Fe airport shuttle can pick up passengers only at the airport, not between the airport and its designated drop-off point.

Figure 6.5 represents the number of private, for-profit transportation providers operating in each county in New Mexico and the primary type of transportation service they provide. Ambulance and Saferide Services are excluded from the inventory because of the specific nature of the services they provide. Cooperation between State and local governments and these private, for-profit transportation providers could be a key step in improving transportation services for TANF recipients.

Figure 6.5
Number of Private, For-Profit Transportation Providers Per County in New Mexico

County	Medicaid Nonemergency Carriers	Door-to-Door Carriers⁶	Other Passenger Carriers⁷
Bernalillo	3	4	16
Catron	1	0	0
Chaves	1	0	3
Cibola	1	0	0
Colfax	1	0	1
Curry	1	2	2
De Baca	1	0	0
Doña Ana	2	2	2
Eddy	1	1	5
Grant	1	1	0
Guadalupe	1	0	0
Harding	1	0	0
Hidalgo	1	0	0
Lea	1	1	1
Lincoln	1	1	1
Los Alamos	1	0	2
Luna	1	0	1
McKinley	1	2	3
Mora	1	1	0
Otero	3	2	1
Quay	1	0	0
Rio Arriba	1	3	2

⁶ Primarily taxi service.

⁷ Tour buses, charter, intrastate and interstate bus service, and airport shuttle service.

County	Medicaid Nonemergency Carriers	Door-to-Door Carriers ⁶	Other Passenger Carriers ⁷
Roosevelt	1	0	0
San Juan	2	1	3
San Miguel	1	5	1
Sandoval	2	1	1
Santa Fe	2	2	12
Sierra	1	1	0
Socorro	2	1	1
Taos	2	4	6
Torrance	1	1	1
Union	1	0	0
Valencia	2	2	1
Total Carriers	43	38	66

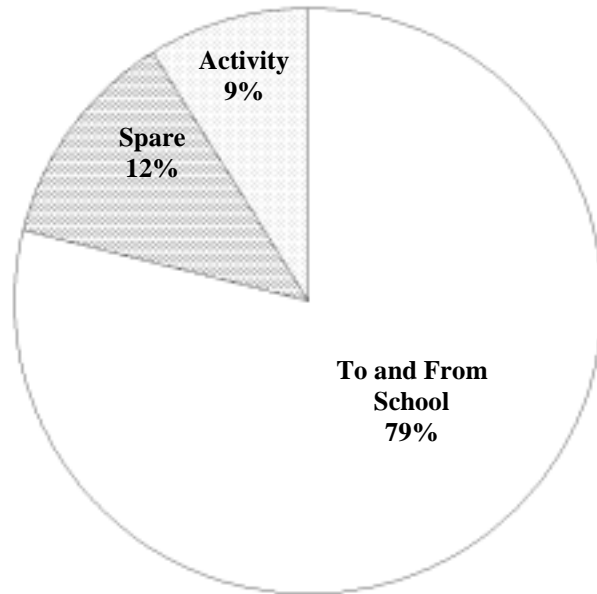
Data Source: Transportation Division of the New Mexico PRC, 1999

School Buses Used for Public Schools

As shown in *Figure 6.6*, on page 127, there are 3,023 school buses currently in use in New Mexico for public schools. Approximately one-third (37 percent) of these buses are managed by school districts. The remaining two-thirds (63 percent) are managed by private contractors. Statewide, 79 percent of the buses used for public schools transport students between their homes and school. Activity buses (those used to transport students to extracurricular activities) account for nine percent of all public school buses. The remaining 12 percent are held as spare buses to be used when there are mechanical malfunctions in other school buses.

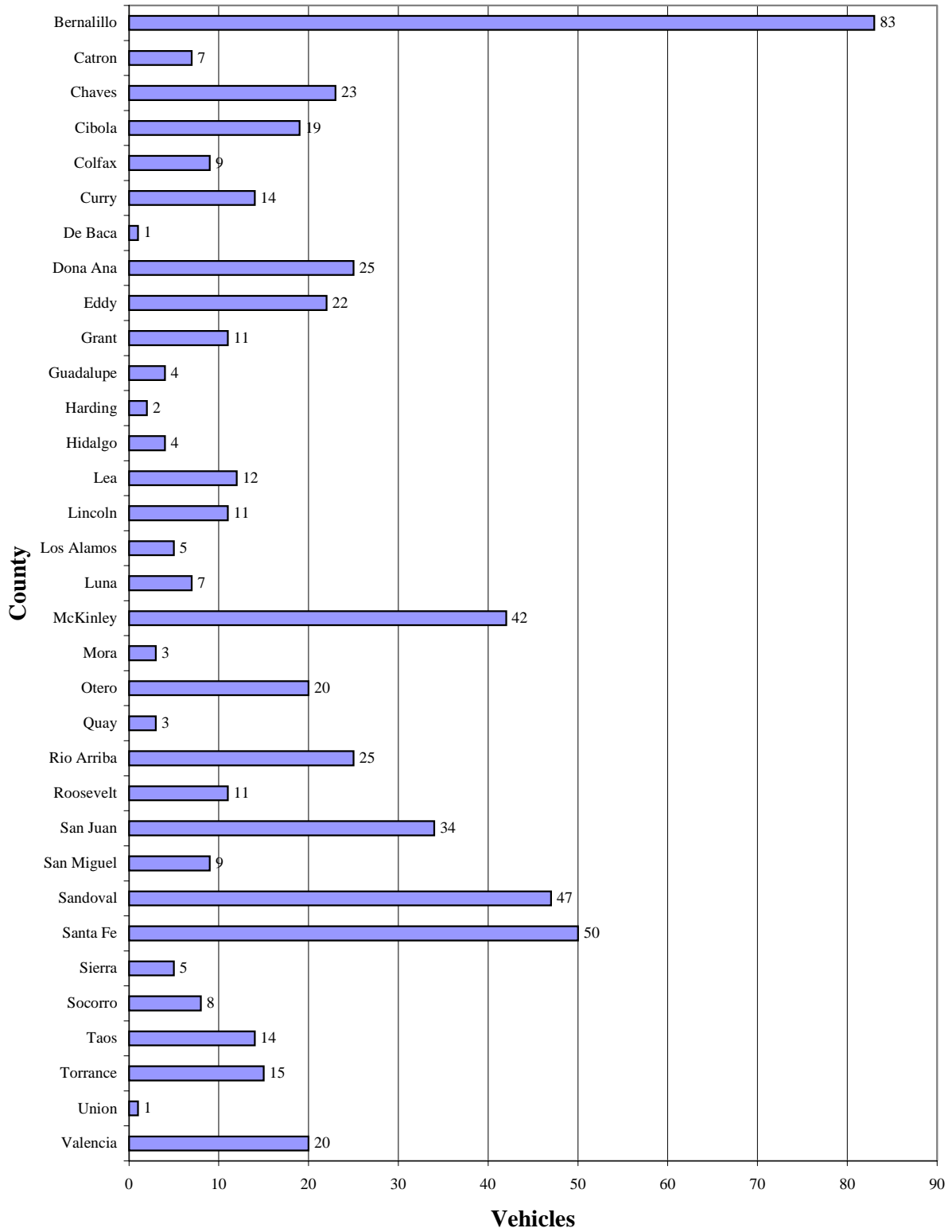
The number of school buses used by public schools within a specific area is determined by three factors: county population and the number of school districts and students in a county. Bernalillo County, the most densely populated county in New Mexico, has 499 public school buses; this is the largest number of public school buses for a single county in the State. Harding County, one of the most sparsely populated counties in the state, has only ten such buses. Catron County is the only county in the State without any public school buses of its own. The number of school-age children in Catron County is insufficient to warrant its own school system. Students from this area are transported to school by school buses from school districts in Grant, Socorro, and Cibola Counties.

Figure 6.6
Use of Public School Buses in the State of New Mexico



Data Source: the NMSDE Finance, Transportation, and Administrative Services,
School Transportation Unit, August 1999

Figure 6.7
Senior Center Vehicles by County



Data Source: the ATRI Composite Vehicle Database (based on SAOA database, 1999)

Inventory of Senior Transportation Services

The State Agency on Aging (SAOA) contracts with six area agencies on aging to provide services to seniors in a geographic area called a planning service area. New Mexico's six area agencies on aging and their planning service areas are as follows:

1. City of Albuquerque Department of Family and Community Service (Bernalillo County);
2. North Central New Mexico Economic Development District (Cibola, Colfax, Los Alamos, McKinley, Mora, Rio Arriba, San Juan, San Miguel, Sandoval, Santa Fe, Taos, Torrance and Valencia Counties);
3. Eastern New Mexico AAA (Chaves, Curry, DeBaca, Eddy, Guadalupe, Harding, Lea, Lincoln, Quay, Roosevelt, and Union);
4. Southwestern New Mexico AAA (Catron, Doña Ana, Grant, Hidalgo, Luna, Otero, Sierra, and Socorro);
5. Navajo Aging Services Department (Navajo Nation); and
6. Office of Indian Affairs (Pueblos and Tribes).

These six agencies contract with private nonprofits and governmental entities to provide local services which are delivered through one or more senior centers in each county. A senior center provides the elderly, age 60 and older, with basic human services, regardless of their individual income. A center offers meals, information services, recreation, and transportation. A larger center provides additional services, such as adult day care, health promotion activities, homemaker services, education, and a variety of other services. Senior centers are the primary providers of services for the elderly, and they serve as meeting places where elders can gather and receive support from a community of their peers.⁸

In researching how to maximize the full potential of current transportation resources, the ATRI compiled a standard comprehensive inventory of senior center vehicles throughout the

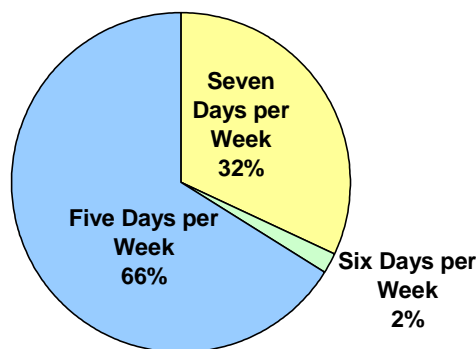
⁸ Bunkley, Dolph, Program Manager, SAOA. Interview, (2000, February 8).

State. This inventory was created from an electronic database from the SAOA that contained detailed information on vehicles currently in use and from responses to an ATRI Senior Center Survey.⁹ The ATRI sent questionnaires to 102 senior centers and received responses from 59 of them, a 58 percent response rate. Of the senior centers that responded, 51 percent offer some level of transportation services. The 566 vehicles in the SAOA database include 487 vans or buses (86 percent), 16 percent of which are ADA-compliant. The other 14 percent are cars and trucks. The average model year of the vehicles reported is 1993. *Figure 6.7*, on page 128, indicates the number of senior center vehicles in each county.

Transportation Resources of Service Providers for the Developmentally Disabled

In February 1999, the ATRI surveyed agencies that provide services to the developmentally disabled in New Mexico to find out the following about each agency: what type of transportation it provides, whom it serves, how clients get to the program, how many vehicles it has, whether it owns or leases these vehicles, how its clients schedule rides, and other general information about the operation of its transportation services.¹⁰ *Figure 6.8* illustrates the frequency of transportation services offered for the developmentally disabled.

Figure 6.8
Frequency of Transportation Services Offered by Service Providers
For the Developmentally Disabled



Data Source: The ATRI SPDD Survey (1999).

⁹ See Appendix A.5 for a copy of the Senior Center Transportation Survey.

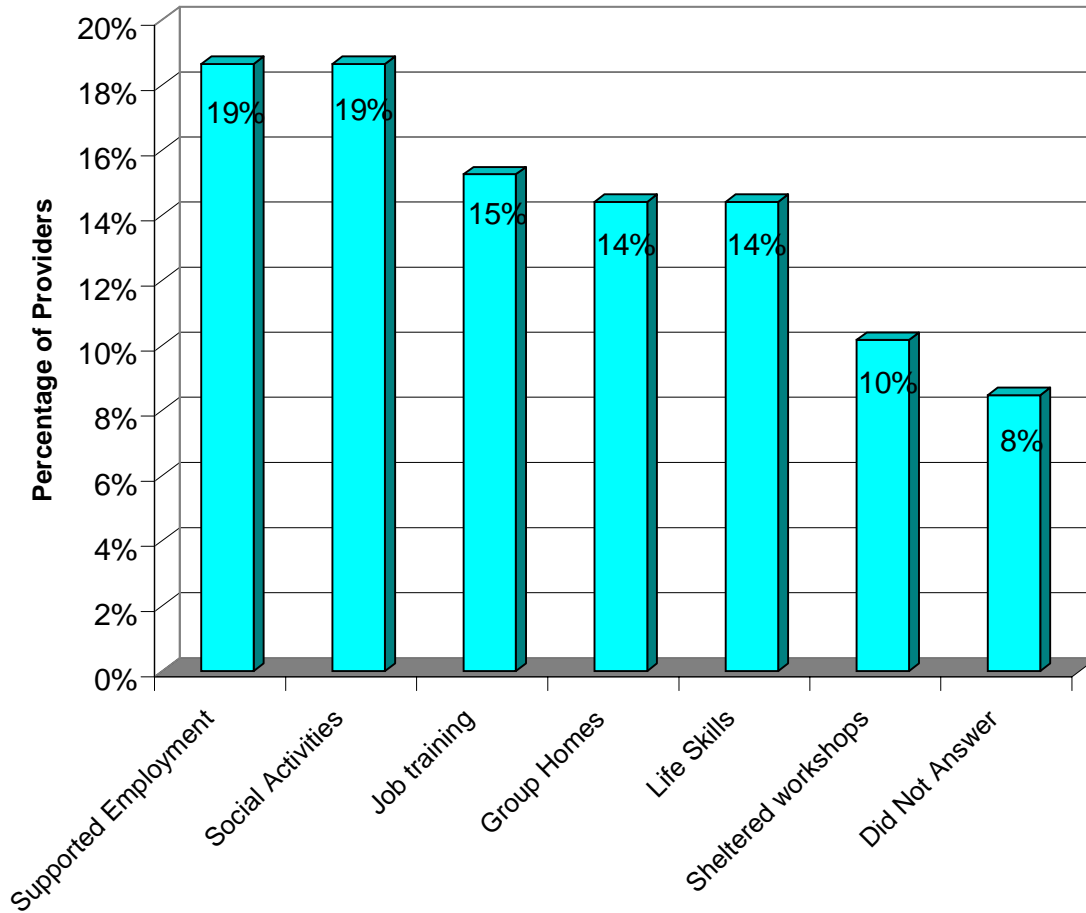
¹⁰ See Appendix A.6 for a copy of the Survey of Providers for the Developmentally Disabled.

Of the 186 questionnaires mailed to these service providers, 64 (34 percent) were returned. Of the service programs that responded to the survey, 60 percent are day-service programs, while the other 40 percent offer services from group homes. Fifty-two percent of service programs for the developmentally disabled (SPDD) provide some sort of transportation. The remaining 48 percent of SPDDs, which do not provide any transportation services, either rely on a local transit system to shuttle developmentally disabled clients to their destinations, or the service provider arranges to transport the caregiver in order to make house visits. Of the 52 percent that do provide transportation services, 68 percent provide daily transportation services five or six days a week, while 32 percent operate transportation services seven days a week. *Figure 6.8* shows these percentages.

Most clients who use these transportation services live at home, sometimes independently, and have a service provider employee come to their homes to assist with daily tasks. Some clients have either a live-in, full-time service provider or a service provider who provides care for a limited number of hours during the day or at night.

At group homes, clients share a common area under a single roof and are given continuous, 24-hour-a-day service. Day service and group homes provide essentially the same care-giving services, the only difference being that group home clients receive continuous care, day and night. Group homes typically have an on-site staff person who is available to provide service and transportation for occasions such as medical emergencies, field trips, or other occasions. As shown in *Figure 6.9* many group homes and day-service programs for the developmentally disabled instruct clients in life skills, provide job training, conduct workshops, arrange social activities, and provide support for those clients who are currently employed. *Figure 6.9* illustrates the other services and training offered for the developmentally disabled. The highest percentage of services is for supported employment and social activities.

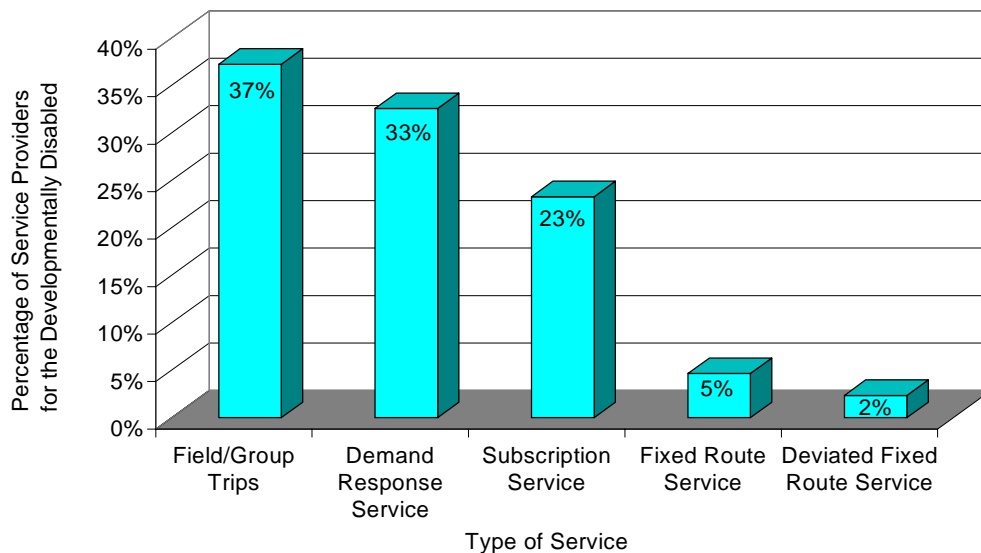
Figure 6.9
Other Services and Training Offered by Service Providers
For the Developmentally Disabled



Data Source: the ATRI SPDD Survey, 1999

These service providers offer either full transportation services 24 hours per day or demand-response emergency transportation services. Of the 65 providers who responded to the survey, 16 offer services 24 hours/day (25 percent). Twenty-eight offer demand-response service (33 percent). These programs' transportation services make it possible for their clients to run errands and to get to medical appointments. As *Figure 6.10* illustrates, transportation is provided primarily for three types of services: field/group trips, demand-response routes, and subscription services.¹¹

Figure 6.10
Types of Transportation Services Offered by Service Providers
For the Developmentally Disabled



Data Source: the ATRI SPDD Survey 1999.

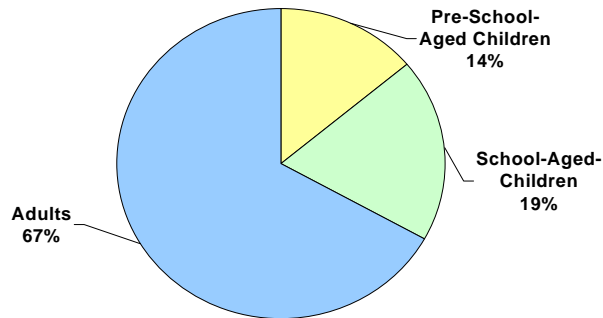
In the case of service providers for the developmentally disabled, program hours and pick-up locations determine the route schedule. Fixed-route service, in which routes, stops, and schedules, are for the most part, inflexible, as in a traditional bus service. They account for fewer than seven percent of transportation services for the developmentally disabled.¹² A fixed-route service is subject to change when there is an emergency that warrants a change in the schedule and route.

¹¹ A **subscription trip** is a service in which routes and schedules are prearranged to meet the travel needs of riders who sign up for the service in advance.

¹² ATRI SPDD Survey. 1999.

Service programs for the developmentally disabled tend to serve a wide range of age groups. As shown in *Figure 6.11*, program clients tend to be predominantly adults (67 percent), with the remaining 33 percent made up of school-age and pre-school-age children.

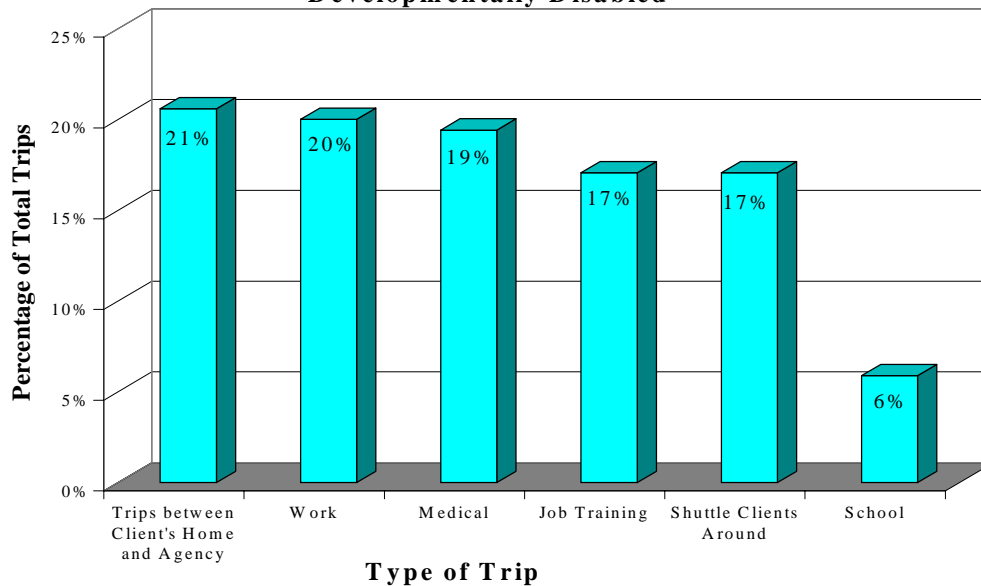
Figure 6.11
Users of Transportation Services Provided by Service Programs for the Developmentally Disabled



Data Source: the ATRI SPDD Survey, 1999.

On average, the greatest number of trips is made to transport clients between their home and their service provider. Because many developmentally disabled program clients are unemployed, one of the most common services provided is transportation to job-training facilities. Relatively few trips are made to shuttle clients to educational institutions, as shown in *Figure 6.12*

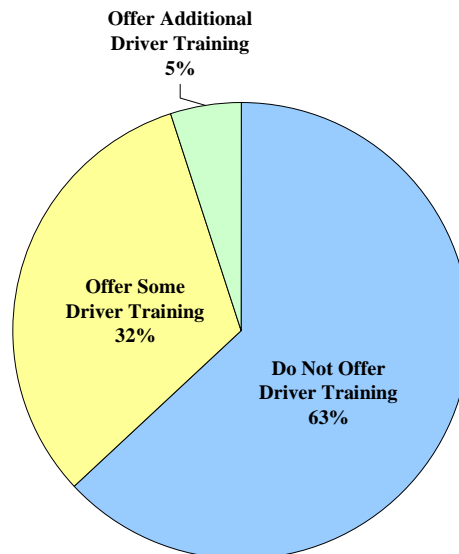
Figure 6.12
Types of Trips Conducted by Service Providers for the Developmentally Disabled



Data Source: the ATRI Composite Database, 1999.

Perhaps the most startling finding from the survey responses is that of the programs that offer transportation services, 63 percent—almost two out of three—report that they do not offer any form of driver training, as shown in *Figure 6.13* below. This statistic is particularly worrisome, given New Mexico’s high rate of vehicular accidents. Of the programs that do offer initial driver training, the vast majority of them, 86 percent, do not offer any additional training, such as CPR, first aid, or crisis intervention. Additional driver training could increase the safety of passengers as well as improve the sensitivity of drivers to the needs of their clients.

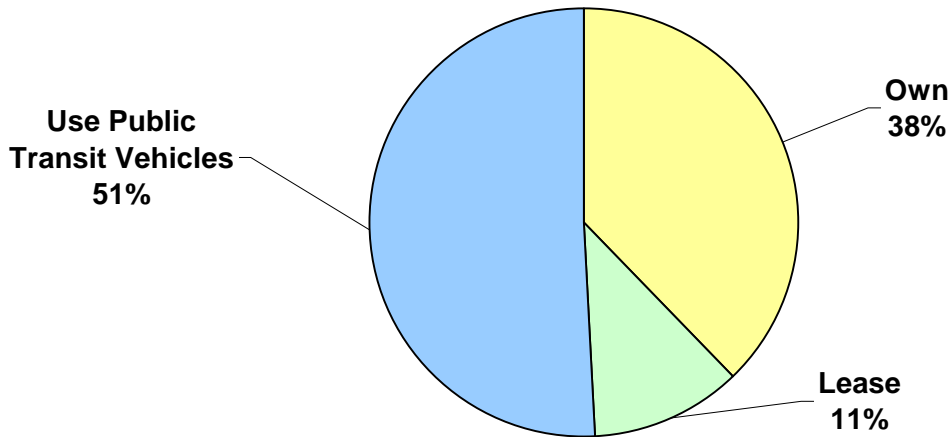
Figure 6.13
Percentage of Service Providers for the Developmentally Disabled that Offer Driver Training



Data Source: the ATRI SPDD Survey, 1999

Thirty-eight percent of these programs reported that they own their vehicles; 11 percent of these programs lease their vehicles. Half (51 percent) use public transit vehicles instead, as *Figure 6.14*, on page 136, illustrates.

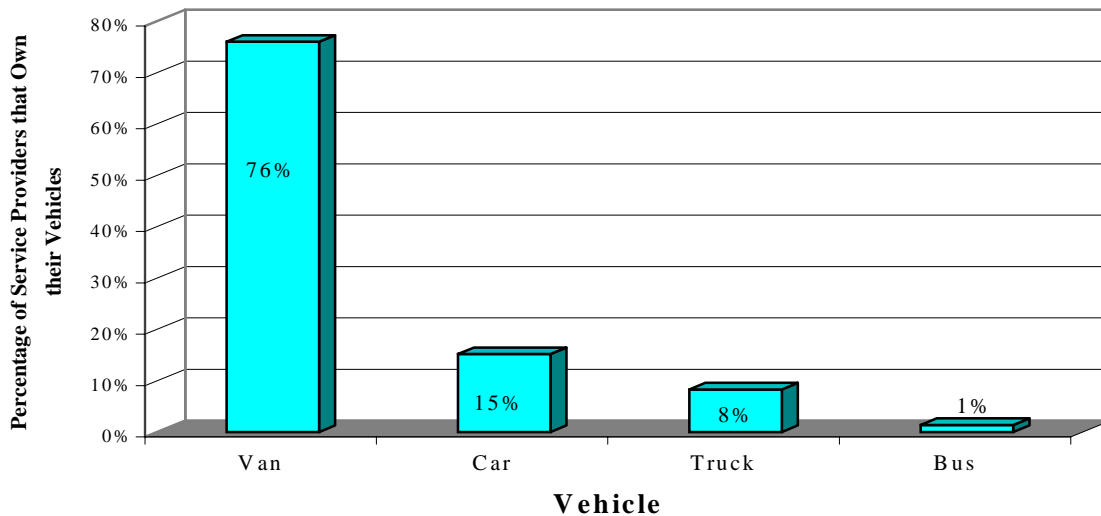
Figure 6.14
Percentage of Service Providers for the
Developmentally Disabled that Own or Lease Vehicles



Data Source: the ATRI SPDD Survey, 1999.

Of those service programs for the developmentally disabled which responded to the survey, fifty-one percent reported that they rely on public transit vehicles to shuttle their clients to their destinations. Of the 38 percent of the programs that reported ownership of their vehicles, 76 percent reported having at least one van. Cars rank a distant second at 15 percent. Trucks and buses account for the remaining nine percent of vehicles used, as shown in *Figure 6.15*.

Figure 6.15
Types of Vehicles Owned by Service Providers for the
Developmentally Disabled that Own their Vehicles



Data Source: the ATRI SPDD Survey, 1999.

Inventory of Urban Transit Systems and Description of Systems' Operations

The FTA divides transit systems into three categories depending on the population of the service areas: rural, urbanized, and large urbanized. New Mexico has one large urbanized transit system, the City of Albuquerque Transit Department; two urbanized systems, Las Cruces and Santa Fe; and 16 rural transit systems. All of these public transit systems will play leading roles in determining welfare-to-work transportation solutions. Funding for the urbanized and large urbanized systems is provided by FTA Section 5307, a formula grant program that allocates funds to every urbanized area in the country based on a federal formula while rural systems are funded under Section 5311 (See Chapter Three for full program descriptions.) Each of these transit providers responded to an ATRI survey.¹³ Questions were asked about services, population served, attitudes toward coordination with other departments, obstacles to coordination with others, and vehicles currently in use. Their responses are summarized in the following section and detailed in *Figures 6.16 and 6.17*.

Figure 6.16, on page 138, shows the types of transportation services offered by rural and urban transit providers.¹⁴ The abbreviation **FR** indicates **fixed-route** service. It is different from the modes of transportation, such as taxi cabs or **demand response** transportation. **DFR** indicates **deviated fixed-route** service. This service is similar to fixed-route service, but it allows for additional route flexibility when passengers require additional stops. The abbreviation **DR** indicates that the service is **demand response**. **RS** indicates **rideshare** service. *Figure 6.16* also indicates the days when the transit provider's services are in operation and the service hours on those days. By comparing the types of services and times when the various rural and urban transit providers offer services, data analysts may be able to pin-point transit services that could be more fully utilized to serve the needs of TANF households.

¹³ See Appendix A.7 for a copy of the Metropolitan Transit Survey and see Appendix A.8 for a copy of the Rural Transit Survey.

¹⁴ Rural transit systems in Los Lunas and Española were not active at the time the survey by the ATRI was conducted.

Figure 6.16
New Mexico Transit Providers Service Information—July 1999

Rural Transit Provider	Type of Service Offered	Days of Service	Time of Service
Angel Fire, Village of	DR, FR	Sun-Thurs Fri & Sat	7:30am-5:30pm 7:30am-7:30pm
Belen/Mid. Rio Grande RSVP	DR	Mon-Fri	8:00am-4:30pm
Carlsbad Municipal Transit	DR	Mon-Fri	6:30am-5:30pm
Clovis Area Transit	DR	Mon-Fri Saturday	7:30am-4:00pm 9:00am-5:00pm
Farmington-Presbyt. Medical Services	DR	Mon-Fri	7:00am-5:00pm
Hobbs Express	DR	Mon-Fri Saturday	7:00am-5:00pm 9:00am-5:00pm
Laguna-Shaa'srka Transit	DR	Mon-Fri Saturday	6:30am-6:00pm 9:00am-5:00pm
Las Vegas-Meadow City Express	DR	Mon-Fri	6:30am-5:30pm
Los Alamos Bus System	DR, FR	Mon-Fri	7:00am-5:30pm
Navajo Transit	FR	Mon-Fri	5:30am-7:00pm
Portales Community Service Center	DR	Mon-Fri	7:00am-5:00pm
Roswell-Pecos Trails Transit	DR, FR	Mon-Fri Saturday	6:00am-8:30pm 8:45am-5:15pm
Taos, Town of	FR	Mon-Sat	7:00am-9:00pm
Zuni Entrepreneurial Enterprises	DR	Mon-Sat Sun	7:00am-7:00pm Charter only
Urban Transit Provider			
City of Albuquerque	DR, FR, DFR, GRH, RS	Mon-Fri Saturday Sunday	5:30am-7:30pm 5:30am-6:30pm 8:00am-5:30pm
Las Cruces	DR, FR, RS, GRH	Mon-Fri Saturday	6:30am-6:30pm 9:00am-6:00pm
Santa Fe	DR, FR	Every Day	24 hours

Data Source: the ATRI Composite Database, 1999.

Figure 6.17 contains information about the number of vehicles operated by each transit provider. The figure also contains information on the average age of the vehicles, the average mileage of the vehicles, and the percentage of vehicles that are **ADA-compliant**. An analysis of the vehicles operated by each of the transit providers could help identify which vehicles would be available for use in a coordinated effort between public transit providers and other publicly funded programs.

Figure 6.17
New Mexico Transit Providers Vehicle Information – July 1999

Rural Transit Provider	Number Of Vehicles	Average Vehicle Age	Avg. Vehicle Mileage	% Vehicles ADA-Compliant
Angel Fire, Village of	5	4 years	121,000 miles	60%
Belen/Mid. Rio Grande RSVP	2	6.5 years	90,000 miles	100%
Carlsbad Municipal Transit	5	4 years	N/A	80%
Clovis Area Transit	9	7 years	103,000 miles	33%
Farmington-Presbyt. Medical Services	6	4 years	129,000 miles	66%
Hobbs Express	3	4 years	69,000 miles	100%
Laguna-Shaa'srka Transit	1	1 year	169 miles	100%
Las Vegas-Meadow City Express	4	3 years	61,000 miles	75%
Los Alamos Bus System	N/A	N/A	N/A	N/A
Navajo Transit	5	16 years	119,700 miles	N/A
Portales Community Service Center	3	2 years	30,878 miles	66%
Roswell-Pecos Trails Transit	14	6 years	196,857 miles	86%
Taos, Town of	4	3 years	64,750 miles	75%
Zuni Entrepreneurial Enterprises	5	4 years	90,600 miles	20%
Urban Transit Provider (paratransit vehicles only)				
City of Albuquerque	169	6 years	220,000 miles	53%
Las Cruces	11	4 years	53,694 miles	81%
Santa Fe	30	5 years	180,000 miles	97%

Data Source: the ATRI Composite Database, 1999

City of Albuquerque

The City of Albuquerque Transit Department services are available for the general public living in the City of Albuquerque and other areas of Bernalillo County. Of the 169 vehicles that the department currently uses, 126 are fixed-route vehicles, with the other 43 being used for **paratransit**. Fifty-three percent of the vehicles are ADA-compliant. In 1998 alone, the department's vehicles traveled 5,965,146 miles in 383,496 hours of service. Both full-time and part-time drivers receive rigorous training in fifteen areas, such as emergency evacuation, map reading, blood borne pathogens, customer relations, defensive driving, and sensitivity training. Vehicles are self-insured, fueled in a municipal facility, and maintained by a governmental agency.

Las Cruces

The Las Cruces Transit Department provides transportation service to the general population living within the Las Cruces city limits or the Village of Tortugas. The Extra-Territorial zone located five miles outside of Las Cruces will soon be added to the service area. Services will also be extended to the town of Mesilla. The provider will be expanding transportation services to meet the needs of welfare recipients under a FTA ATJ grant totaling \$268,344.

Both full-time and part-time drivers receive formalized training in eight different areas, including driver's safety, disability training, and first aid. Currently there are 28 vehicles in use, 12 for paratransit service and the other 16 for fixed-route services. These vehicles are self-insured, maintained by a private operator, and fueled both at the municipal facility and local gas stations. During the last fiscal year, these vehicles covered 200,000 miles.

Santa Fe

The City of Santa Fe Transit Department, Santa Fe Trails, offers service to the general public in Santa Fe 24 hours a day, 365 days a year. Part of President Clinton's \$50 billion dollar transportation bill, signed into law on October 9, 1999, has provided Santa Fe with \$2 million for new buses. This money, along with the State's matching fund of \$500,000, will allow Santa Fe Trails to replace its fifteen oldest buses with the same number of new compressed natural gas buses.

Inventory of Rural Transit Systems and Description of Systems' Operations

The FTA 5311 Program, as previously explained in Chapter Three, allocates funds for capital, administrative, and operational costs in rural areas, towns, and cities with fewer than 50,000 people. This grant is given to governments and nonprofit organizations to aid in the operational process.¹⁵ As of September 1999, there were 17 rural transit providers in the State of New Mexico. Rural transit systems in Los Lunas and Española were not active at the time the survey by the ATRI was conducted. Each of the providers completed a ATRI Rural Transit Survey, with questions regarding availability of services, coordination with other departments, obstacles to coordination, and vehicles currently in use. This section profiles each rural transit provider in New Mexico. As with the urban transit providers, detailed data for each of these rural transit providers—about vehicle number, age, mileage, and **ADA compliance**—are illustrated in *Figure 6.16*. *Figure 6.17*, on page 139, indicates the type of services offered, the days of service, and the times when transportation services are provided.

Angel Fire

The Village of Angel Fire's transit system offers transportation to the general public throughout the village. Currently, all drivers with the Angel Fire transit system are all full-time. Each of these drivers receives formalized training in CPR, first aid, bloodborne pathogens, fire extinguisher use, and how to handle four other emergency situations. The highest-demand hours are 7:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 6:00 p.m. on an average weekday. Vehicles are maintained in an in-house garage and fueled by local gas stations. All of the vehicles are insured by a municipal policy. During fiscal year 1998, Angel Fire's buses and vans traveled a total of 127,293 miles.

Belen, Middle Rio Grande Retired Senior Volunteer Persons (RSVP)

The City of Belen/Middle Rio Grande RSVP provides transportation services to the general public within the city limits. The highest demand hours are 8:00 a.m. to 10:00 a.m. during the working week. The full-time drivers at Belen Transit receive formalized training in driver safety, CPR, stress management, and other practical skills. The two vehicles in operation

¹⁵ Transit Facts and Figures FY 97-98, Section 5311 Programs.

are maintained by a private operator, fueled at local gas stations, and insured under a municipal policy.

Carlsbad

The City of Carlsbad Municipal Transit System provides transportation services to the cities of Carlsbad, Artesia, and Loving and reports that there is a continuous demand for this service throughout the entire day. Drivers for this agency receive formalized training, including first aid, CPR, and wheelchair lift operation. Vehicles are maintained at the City of Carlsbad in-house garage, fueled at local gas stations, and insured under a municipal policy.

Clovis

The Clovis Area Transit System provides transportation to the general public of the town of Clovis. On an average weekday, the highest-demand hours are 7:30 a.m. to 8:30 a.m., 10:30 a.m. to noon, and 3:00 p.m. to 4:00 p.m. The drivers receive formalized training, including driver safety, disability training, and CPR. The vehicles are maintained at Public Works Maintenance Division, fueled at local gas stations, and insured under a municipal policy. During the last fiscal year, the vehicles traveled a total of 132,621 miles.

Farmington

Presbyterian Medical Services, in Farmington, New Mexico, provides transportation service for the general public living in San Juan County. The highest-demand hours are 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 5:00 p.m. each day. Drivers receive formalized training in defensive driving, CPR, first aid, and other practical skills. Vehicles are maintained by a private operator, fueled at local gas stations, and insured by a private carrier. During the 1998 fiscal year, these vehicles covered a total of 180,000 miles.

Hobbs

Hobbs Express provides transportation services to the general public in the City of Hobbs. The highest demand hours are 7:00 a.m. to 9:00 a.m. and 12:30 p.m. to 3:00 p.m., Monday through Friday. All of the drivers with Hobbs Express receive extensive formalized training in customer relations, fire extinguisher use, radio communication procedures, drug and alcohol training, and other areas. The vehicles are maintained at the City of Hobbs garage,

fueled at local gas stations, and insured under a municipal policy. During the 1998 fiscal year, the vehicles covered a combined 65,206 miles.

Laguna Pueblo

Shaa'srka Transit provides transportation service for people with disabilities, children, teenagers, adults, and elders. These services are extended to people living in the six villages and cities of Laguna Pueblo and Cibola County. Plans are being made for a fixed-route service to New Mexico State University in Grants and to other locations in that section of the state. Drivers receive formalized training in several areas, including defensive driving, wheelchair lift operation, and sensitivity training. The one vehicle currently in use is maintained by a private operator, fueled at a local gas station, and insured both by a private carrier and a local municipal policy.

Las Vegas

Meadow City Express, located in Las Vegas, New Mexico, offers transportation service to the general population within the city limits. Service is in highest demand from 6:00 a.m. to 10:00 a.m., Monday through Friday. Formalized training for the drivers includes driver safety, CDL, and CPR. The vehicles are maintained in private garages, which are selected by competitive bidding. They are fueled at local gas stations and insured by an insurance pool.

Los Alamos

Los Alamos Bus System, Incorporated provides transportation service to the population of Los Alamos County. The hours of highest demand are 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. during the week. Driver training includes CPR and first aid. Vehicles are maintained at several private garages, fueled at local gas stations, and insured through a private carrier. During the 1998 fiscal year, vehicles traveled a combined 90,000 miles.

Navajo Nation

The Navajo Transit System, located in Window Rock, Arizona, provides a fixed-route service to the general population of the Navajo Nation. Navajo Transit Service areas in New Mexico include Gallup, Crownpoint, and Shiprock. Full-time drivers communicate by mobile radios and receive formalized training in six different areas, including driver safety, wheelchair lift operation, CPR, and first aid. Service hours are 5:30 a.m. to 7:00 p.m., Monday through

Friday. The highest demand hours are 6:00 a.m. to 8:00 a.m. and 5:00 p.m. to 7:00 p.m. Vehicles are maintained at an in-house garage and fueled at a Navajo Transit System diesel fuel facility. All vehicles are self-insured. During the last fiscal year, its vehicles traveled a combined 630,000 miles.

Portales

The Portales Community Service Center provides a **demand response** service to the general public living within the Portales city limits. The hours of highest demand are 7:00 a.m. to 9:00 a.m., 10:30 a.m. to 12:30 p.m., and 2:00 p.m. to 3:30 p.m., Monday through Friday. Drivers receive formalized training in four fields, including driver safety, CPR, and wheelchair lift operation. The provider would like the SAOA to offer more training in order to receive a CDL. Vehicles are maintained by the City of Portales, fueled at a local gas station, and insured under a municipal policy. During the 1998 fiscal year, its vehicles traveled a total of 34,129 miles.

Roswell

Pecos Trails Transit, which serves the City of Roswell, offers services to the general public living within the Roswell city limits from 6:00 a.m. to 8:30 p.m., Monday through Friday, and from 8:45 a.m. to 5:15 p.m. on Saturdays. The hours of highest demand are 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m. on weekdays. Drivers are given sensitivity training and receive formalized training in six other areas, including CPR and first aid. Vehicles are maintained at an in-house garage, fueled by both a municipal facility and a local gas station, and insured by a municipal policy.

Taos

The Chili Line, serving the Town of Taos, provides transportation service to the general populations living in Taos, the Pueblo of Taos, and Ranchos de Taos. It has expanded its services to include social service offices, and the NM Department of Labor office. The hours of operation are from 7:00 a.m. to 9:00 p.m., Monday through Saturday. The hours of highest demand are 8:00 a.m. to 7:00 p.m. every day it is in service. All drivers receive sensitivity training, as well as training in five other areas, including CDL and CPR. Vehicles are maintained by the Town of Taos, fueled at a local gas station, and insured under a local municipal policy. During fiscal year 1998, vehicles traveled a total of 65,329 miles.

Zuni Pueblo

Zuni Entrepreneurial Enterprises, Incorporated, which serves the Pueblo of Zuni, offers transportation services to the general population. Its hours of operation are 7:00 a.m. to 7:00 p.m., Monday through Saturday, and on Sundays for charter services only. The hours of highest demand are 7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 5:00 p.m. Full-time drivers communicate by mobile radios and cellular phones. They receive sensitivity training, as well as formalized training in five other areas, including operating wheelchair lifts and serving disabled clients. The provider would like the SAOA to sponsor driver-training courses. The vehicles are maintained in a private garage, fueled at a local gas station, and insured by a private carrier. During fiscal year 1998, vehicles traveled a total of 250,000 miles.

New Rural Transit Systems

Española

The City of Española operates three compressed natural gas fuel vans on deviated fix routes within the city. Service began in Fall 1999.

Los Lunas

The Village of Los Lunas, in Valencia County, is scheduled to begin providing public transit service in 2000. Besides local trips, area residents need to access jobs and educational opportunities in Bernalillo County. Consequently, the transit director is working with Bernalillo County to coordinate service. Two populations the service intends to target are area residents who work at Sandia National Laboratory in Albuquerque and local high school students who want to access post-secondary schools and jobs. Though progress is slow in beginning, the Los Lunas transit director hopes to coordinate transportation for welfare recipients living in Los Lunas and in surrounding areas and will apply for funding for this expansion in the upcoming months.

Pulling the Databases Together

By combining the vehicle information from all these program types into a single database, a profile of an entire county's publicly funded vehicles can be constructed. A schedule of the days and hours of vehicle use can be added. *Figure 6.18 An Example of Program Vehicle Hours of Use in San Miguel County*, on page 147, shows that San Miguel County has 72 school

buses, ten developmentally disabled provider vehicles, nine senior center vehicles, four rural transit vehicles, and nine Head Start vehicles for a total of 104 publicly funded vehicles.

Figure 6.18 also illustrates the times and days that the program vehicles in San Miguel County are already in use. This information will be important for any coordination effort. One way coordination might work in this County would be to use these vehicles when possible in off-hours to transport another agency's clients. This service would be contracted for a fee. The figure shows that the school buses used to transport children to and from school are not in use from 9am to 2am, and the senior center vehicles are not in use from 6am to 8am or from 6pm to 10pm. Neither vehicle type is used on Saturdays or Sundays. This type of analysis by vehicle days and hours of use could be conducted in each county to facilitate coordination.

Figure 6.18
An Example of Program Vehicle Hours of Use in San Miguel County

	Number of Vehicles	Days of Week	Able to Transport Children	6	7	8	9	10	11	12 pm	1	2	3	4	5	6	7	8	9	10	
Las Vegas City Sch. Dist.			✓																		27 Buses
(To and From)	21	Mon-Fri																			
(Activity)	2	As Needed																			
(Spare)	4	As Needed																			
Las Vegas W. Sch. Dist.			✓																		32 Buses
(To and From)	28	Mon-Fri																			
(Activity)	2	As Needed																			
(Spare)	2	As Needed																			
Pecos Sch. Dist.			✓																		13 Buses
(To and From)	8	Mon-Fri																			
(Activity)	3	As Needed																			
(Spare)	2	As Needed																			
Develop. Disabled	10	Mon-Fri	✓																		10 Vans
		Sat-Sun																			
Senior Center	9	Mon-Fri																			9 Vehicles
		Sat-Sun																			
Rural Transit	4	Mon-Fri	✓																		2 Buses, 2 Vans
		Sat-Sun																			
Head Start	9	Mon-Fri	✓																		8 Buses, 1 Van
		Sat-Sun																			
Total # of Vehicles	104																				

Data Source: the ATR Institute Composite Database, 1999

Summary

With the aid of the composite database of publicly funded vehicles, decision makers will be equipped with a powerful planning tool that will aid them in taking steps toward improving transportation coordination between programs and departments. This database will only remain a useful tool if transportation providers continue to supply the PTPB with current information necessary to update the database. When transportation resources and services from one transportation provider are cross-referenced with those of other transportation providers, underused vehicles and possible ways in which those vehicles can be used more carefully can be identified. If all of these resources and services of transportation providers operating in nearby areas are pooled, existing resources can be used more efficiently, allowing for expanded service areas and service for a greater percentage of the population. Through this process of pooling resources, satisfactory transportation options for underserved populations, such as TANF clients, can begin to emerge.