



2025 Annual Report Mid-Region Council of Governments



A Word of Welcome

From Executive Director Dewey V. Cave

The world around us is changing rapidly, with shifting landscapes in the public and private sector, and technological advances accelerating at an unprecedented pace. Yet amidst all these challenges, we need look no further than the work we do at the Mid-Region Council of Governments for signs of progress and stability. With this speed and scale of growth comes a journey of constant improvement and many defining moments – particularly in the past year.

Among them, the Metropolitan Transportation Board's approval of Transitions 2045 – the 2045 Metropolitan Transportation Plan or "MTP". More than a document, the MTP serves as the process for identifying future transportation needs throughout the region over the next 20 years. I urge you to read about the three main factors that have contributed to the major changes in this plan over the past five years – changes that will no doubt affect the communities in our region for the foreseeable future.

Another defining moment that has already shown great results in supporting a wide range of community organizations across the region is the Government Results and Opportunity Fund – or "GRO Fund". Created by the 2024 NM Legislature to help build local capacity, this two-year initiative for which the MRCOG has provided fiscal stewardship – has funded some 63-appropriations totaling more than \$11 million.

There is evidence all around us that the MRCOG is driven by the common values and commitment of a wide range of partners and stakeholders. One such defining moment is last year's MRCOG Tribal Summit, which brought together Tribal leaders and staff to provide information about

services available through our Mid-Region Regional Planning Program. Services such as what the RPP is currently assisting the City of Moriarty with right now - updating its Comprehensive Plan.

As we gage our regional footprint, I'm impressed by the ambition of our staff in driving on-the-ground progress. Whether it's Rio Metro's community collaborations that bring culture and convenience to riders...or the Mid-Region Metropolitan Planning Organization's new systems for updating transportation data and our regional safety action plan...you can read how these practices help the MRCOG be part of the positive change towards a better region.

Economically speaking, earlier this year, our region was chosen to host a group of EDA Emerging Leaders who visited many of our successful EDA-funded sites to observe how successful economic development projects are managed and gain an understanding of other key aspects of operating an Economic Development District.

Also moving the needle economically, so to speak is the cutting-edge use of social media strategies that our Workforce Connection of Central New Mexico has been embracing. This targeted outreach is producing strong engagement with community partnerships in both the job seeker and employer communities.

All this to say that the MRCOG is at an exciting juncture, and if there is one key takeaway from the past year, it is the need for us to strengthen and build on the momentum we've created. I extend my deepest gratitude to our members, partners, and the entire MRCOG team for their



constant efforts in promoting best practices, especially the communities at the forefront of this mission. Together, we are making significant strides towards a future where we not only sustain but also enrich the lives of people and the health of our region.

Sincerely,

Dewey V. Cave, MRCOG/RMRTD Executive Director

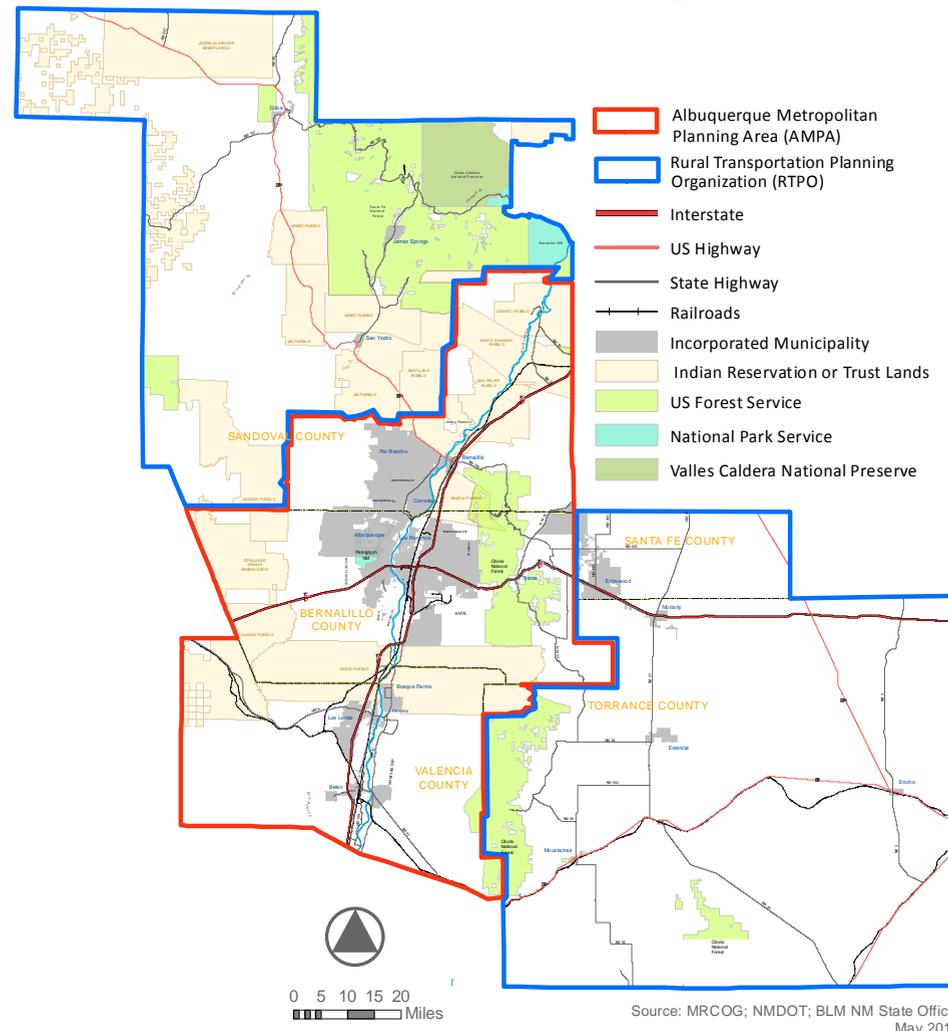
The Mid-Region Council of Governments / MRCOG



The Mid-Region Council of Governments provides planning services for the counties of Bernalillo, Valencia, Torrance, Sandoval, and southern Santa Fe in the areas of transportation, agriculture, workforce development, land-use, water, and economic development.

MRCOG serves as the Metropolitan Planning Organization for the Albuquerque Metropolitan Planning Area and is responsible for identifying transportation planning priorities and programming federal transportation funds throughout the region. The Regional Transportation Planning Organization offers similar services to MRCOG's rural areas. And all local governments in the region are offered professional training and planning assistance through the Regional Planning Program.

MRCOG is the administrative entity for the Workforce Connection of Central New Mexico, providing resources for people seeking career opportunities, and for employers in search of skilled workers. MRCOG also serves as the administrative entity for the Rio Metro Regional Transit District. Rio Metro is the primary regional transit provider for Bernalillo, Sandoval and Valencia counties, offering transit service between municipalities and across county lines. The RTD manages the New Mexico Rail Runner Express commuter rail and operates select bus routes in three counties.





From the MRCOG Board Chair

It is a positive indication upon arriving at the half-way point of my current term as MRCOG Board Chair to feel that we are in a space where we are all be part of something "better".

Progress is incremental. It is what happens when a collective group of individuals join together to put the needs of the whole, first. That said, I am proud to be part of the positive inertia our MRCOG Board has created towards a better region, proving time and again that sustainable practices can drive meaningful change for the communities and individuals we serve.

I also know that as we navigate these complex times, the need to increase our impact has never been more urgent – and I feel we are ready to meet this challenge head-on in the year ahead.

I look forward to my second year as MRCOG Board Chair with undaunted enthusiasm, as I know from the success of our last 12-months that we are capable of building on those accomplishments and creating even greater opportunities for our communities to excel and rise to the challenge of meeting their respective goals – be it in the area of transportation, workforce, economic development – or any number of other MRCOG programs that are the cornerstone of this great organization.

Please join me in this commitment to our region as we look toward another impactful year at the Mid-Region Council of Governments.

MRCOG Board Chair Mayor Gregory Hull

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Growth and the Region A New Planning Paradigm

Much of the work of planning and development agencies has been defined by a critical variable so omnipresent, it has long been taken for granted: constant population growth. Roads are expanded, apartments and houses constructed, and new schools established on the premise that, soon, that additional capacity will be needed. However, like many regions around the United States, central New Mexico is facing the framework-altering shift, where growth has slowed and the population has stabilized.

Like all major changes, this comes with a variety of new opportunities and challenges, such as changing household characteristics, different housing and service needs, and residents' changing preferences on where to live around the

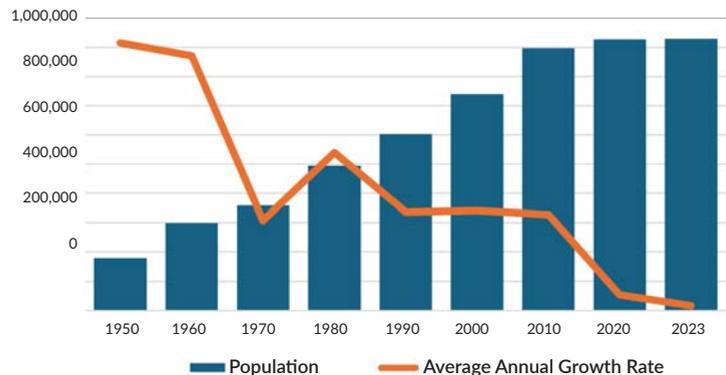
region. This article highlights some of these changes as well as what some member agencies around the region are doing to address these new circumstances.

Population

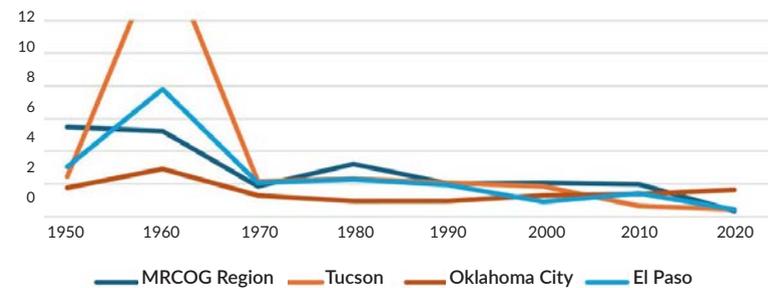
From the middle of the 20th century until the 2010's, central New Mexico has experienced a population explosion, with the population increasing nearly five-fold from just under 180,000 residents in 1950 to nearly 900,000. This influx of growth brought with it significant newfound prosperity, but also, rapid development that has left deep impacts to our land use and transportation systems.

Like many Sunbelt cities, the MRCOG region is confronting challenges associated with post-1950's residential development, wherein the focus was on the

Annual Growth Rate and Total Population, MRCOG Region, 1950-2023



Average Annual Growth Rate of Select Sunbelt Cities, 1950-2010



Source: US Census Bureau, Decennial Census

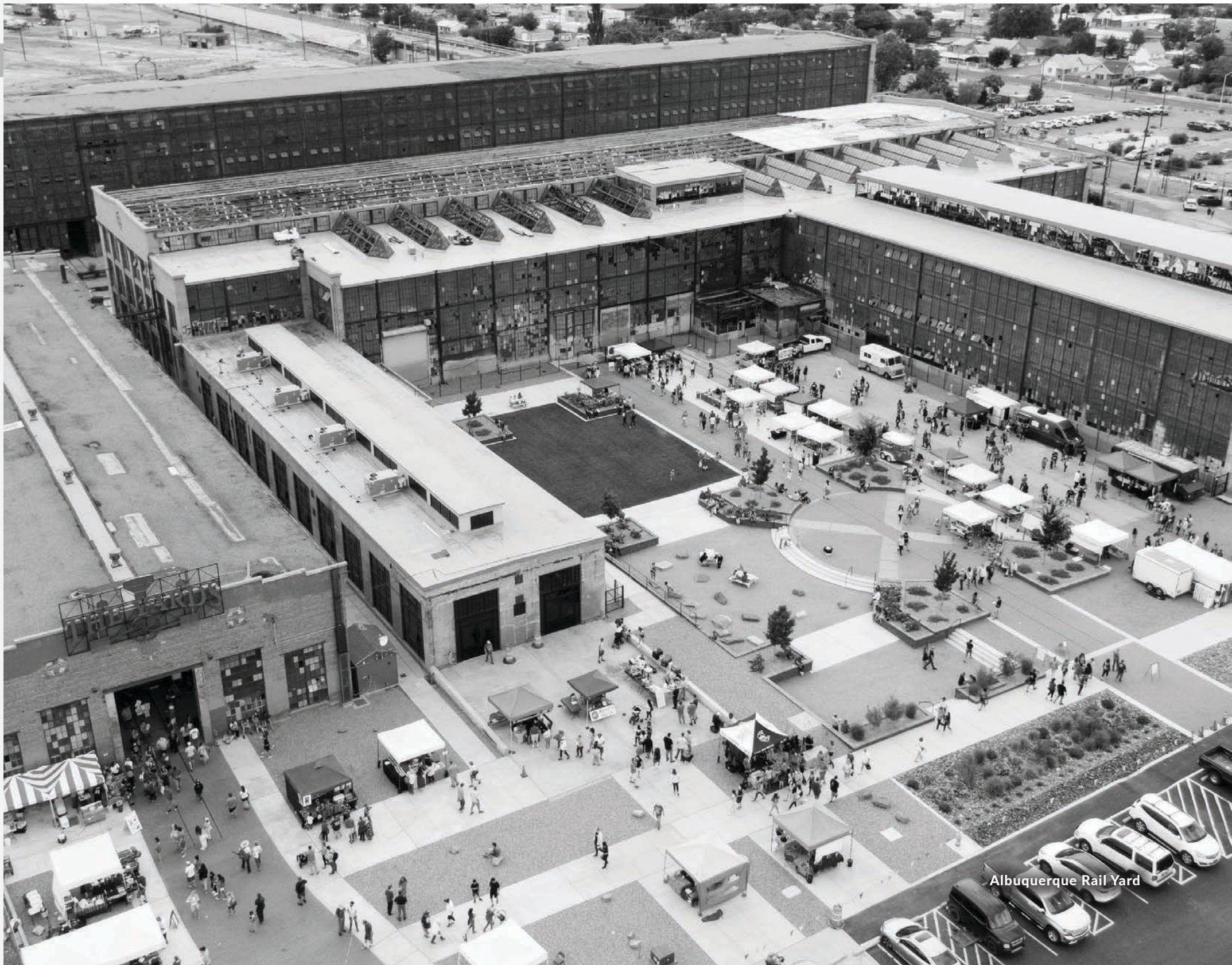
development of single-family homes meant to accommodate an automobile-inclined lifestyle.

Additionally, large employment centers such as the University of New Mexico, Downtown Albuquerque, Kirtland Airforce Base, and the North I-25 corridor resulted in far more jobs on the east side of the Rio Grande than on the west side, further exacerbating congestion along the few river crossings.

All of these are challenges MRCOG member agencies sought to confront in the development of the Target Scenario as presented in the 2040 and 2045 Metropolitan Transportation Plans. The Target Scenario envisions a future where there is a balance between housing and jobs, strong multi-modal connections, and targeted investments within economic centers.

However, the pace of growth in the region has gradually declined over the years; where the annual rate of growth was over 5 percent in the 1950's and 1960's, it dropped to 2 percent by 1990, and as of 2020, was only a third of a percent. Similar trends exist in peer Sunbelt cities across the nation; Tucson dropped from an explosive rate of 16.7 percent growth in 1960 to 0.4 percent in 2020; similarly, El Paso fell from 7.8 percent to 0.4 percent; and Oklahoma City, the most stable of all the considered peer cities, from 2.9 percent to 1.6 percent.

In most cases, southern cities across the US saw an increase in their growth rate in the 1960's that has been gradually falling since. This decrease in the pace of growth, however, has merely brought our regions in line with the national rate of population growth of half a percent.



Albuquerque Rail Yard

Distribution of Population Growth, MRCOG Region by County, 2013-2023



Source: US Census Bureau, Population and Housing Estimates Tables

This decline in the rate of growth is not equal around the region, though; some counties, such as Sandoval and Valencia, have continued to see population growth, while others, such as Torrance and Bernalillo, have begun seeing their overall populations decrease despite pockets of growth in some areas. This implies that, rather than the population becoming static in its location, we are seeing a changing distribution of the population throughout the region. This shifting of the population will require careful attention and investment, particularly as new communities are formed, and redevelopment occurs alongside transit-supported corridors.

Housing

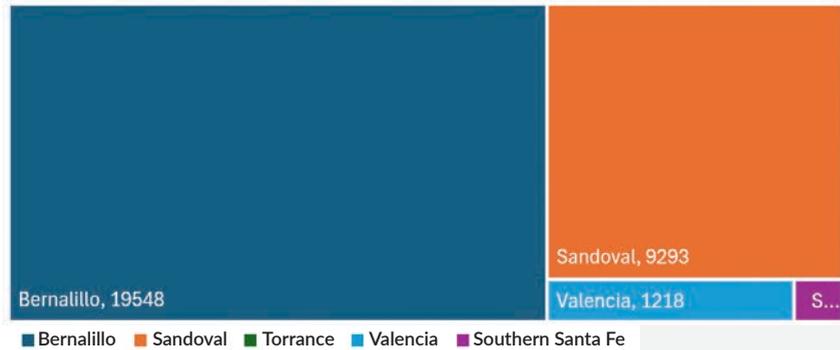
With the rate of population growth slowing, it would be intuitive to expect housing construction to slow in lock step. However, this is not the case; instead, the region has gained nearly 24,000 housing units in the

past decade, or five new housing units for every four new residents. Just as important, the largest number of new units were constructed in Bernalillo County, despite the most population growth occurring in Sandoval County. This shows that the relationship between population growth and housing construction is more complicated than one-to-one growth.

This complexity is understandable; housing needs cannot be estimated by any single number, but are impacted by community members' lifestyles and priorities. Factors such as age, mobility, disability, access to transit and automobiles, family structure, and financial means all determine the type of housing a person occupies, and in turn, the type and number of housing units needed by the community.

A striking example of this is average household size, a measure of how many people live in a typical home. A smaller average household size means that the

Distribution of New Housing Units, MRCOG Region by County, 2013-2023



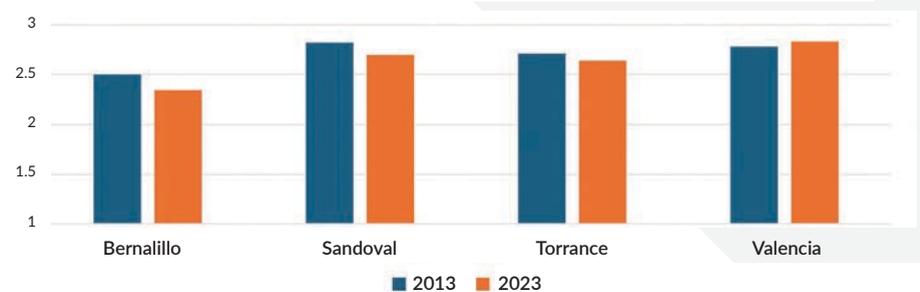
Source: US Census Bureau, Population and Housing Estimates Tables

Southern Santa Fe: 242

population requires more homes, and this fact has a much larger impact than meets the eye. For example, the estimated population of Albuquerque in 2010 was 545,852 and the household size was 2.40, requiring 227,427 homes. If the average household was equivalent to today's size of 2.29, the population would have required nearly 11,000 more homes in 2010.

In the past decade, decreasing fertility of women, more young adults choosing to live alone, and the growth in older community members more likely to live alone has led to the average household size decreasing. This means that the existing housing stock does not adequately serve the current population.

Average Household Size, MRCOG Region by County, 2013-2023



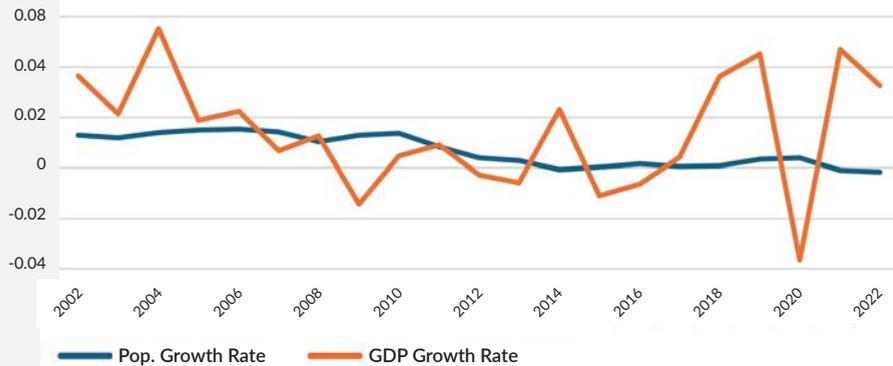
Source: US Census Bureau, American Community Survey

As we plan for the future, slower population growth does not mean we cannot plan for future home construction, but rather, that we offer homes that fit the needs of our changing population. Families with fewer children do not need homes as large as they did in decades prior; with the second largest generation in history, the Baby Boomers, reaching their 80's, older individuals and couples may choose to

Economy and Employment

A commonly held concern is that a slowing in population growth will result economic unsustainability with fewer workers and a slowing of Gross Domestic Product (GDP), or even a drop in GDP. However, this does not seem to be the case, as the population growth in the region does not consistently follow changes in GDP or employment growth. In both cases, these economic

Population Growth and GDP Growth in Central New Mexico, 2002-2022



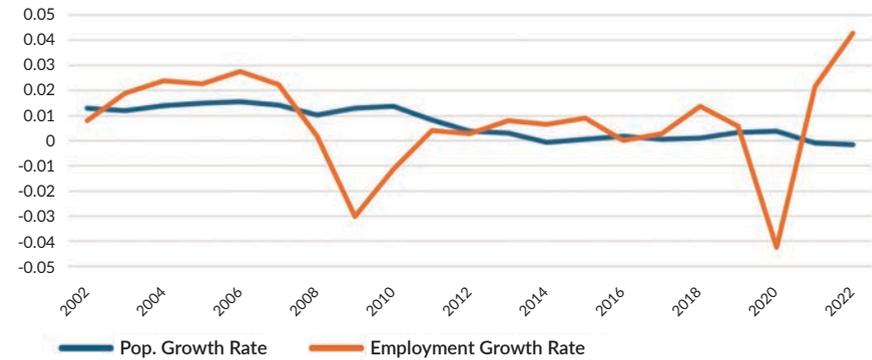
Source: TransSight REMI, 2002-2022

move into houses that are smaller or more accessible if they lose mobility, transition into supportive housing, or find methods of intergenerational living. Couples without children or individuals living alone may prefer to live in denser apartments, townhouses, or duplexes that have better access to transit, amenities, and work opportunities. All of these options require extensive construction or renovation, and naturally, planning.

figures seem far more impacted by national and international factors (such as the Great Recession and COVID-19) than by the rate of population growth.

There are many instances in the past 20 years where the population growth rate has been exceeded by GDP and employment growth. In most cases (the recession years being notable exceptions) employment has continued to grow faster than the population.

Population and Employment Growth in Central New Mexico, 2002-2022



Source: TransSight REMI, 2002-2022

Projects by our Members

Our member agencies have taken the lead in developing strategies and projects to address the region's changing housing needs. Below are several examples.

The City of Albuquerque

A new affordable housing development on Albuquerque's westside, *Sombra del Oeste* is a collaboration between the City of Albuquerque, Homewise, and the New Mexico Mortgage Finance Authority to develop 72 townhomes for low and moderate income families. The project specifically aims to serve first-time home buyers.

The City Of Rio Rancho

In Rio Rancho, a three-story 132-unit senior housing community called the *Felician Villa Senior Apartments* will offer affordable housing to residents aged 55 and over. The project is funded by a \$1.5 million grant from a private institution through the Affordable Housing Program (AHP). Felician

Sisters of Rio Rancho donated the land with coordination from Catholic Charities. The community will offer reduced cost meals and education workshops on health for residents. Projects such as this are vital for building an environment that suits the needs of aging community members.

The Village of Los Lunas

The Village of Los Lunas is making plans for a 60-unit affordable senior housing complex and is committing over a half million dollars to support the *Plaza Luna Lofts* project. The project is also supported by grants from Valencia County and will seek low-income tax credits from the Mortgage Finance Authority, as well as other state and federal grants. This project highlights the complexity of funding sources required to build affordable housing and exemplifies the demand for such projects. Similar to Rio Rancho's *Felician Villa*, it is a project that seeks to serve the new needs of our population's changing demographics.

State Grant Funding An Essential Ingredient

Capacity Grant Funding

In July of 2024, the Mid-Region Regional Planning Program (RPP) received renewed Capacity Grant funding from the New Mexico Department of Finance Administration (DFA). This funding supports the RPP's ongoing efforts to provide grant research, writing, administration, and project development assistance to local and tribal governments across the Mid-Region.

The RPP remained focused on assisting rural and underserved communities, which often face challenges in dedicating staff time and resources to pursue competitive grant opportunities. Using its on-call list of experienced grant professionals, the RPP connected local governments with experts who could help advance high-priority projects.

This year's funding supported a wide range of activities:

- Development and submission of grant applications requesting approximately \$8.6 million in funding;
- Targeted grant research for water infrastructure and economic development projects;
- Grant administration assistance for two communities implementing awarded projects;

- Project readiness efforts for a proposed multi-use trail serving a rural school district.

This work helps communities across the Mid-Region take meaningful steps toward securing outside investment and advancing projects that meet critical local needs.

The RPP is pleased to report that funding has been secured for the next fiscal year, allowing this important work to continue. The program remains committed to supporting local governments and bringing investment to the Mid-Region!



South Valley Main Street Uses GRO fund money to help people age in place by providing housing rehabilitation. The images above show an electrical box before and after replacement. Image below and on opposite page: Construction of ABQ Fire & Rescue Station 12, which also uses GRO Fund money.



Government Results and Opportunity Fund (GRO Fund)

The GRO Fund was established during the 2024 Legislative Session as a two-year reimbursement program, created to replace the Junior Bill process from previous sessions. Designed to build capacity and support programmatic expenses, the fund serves both government entities and nonprofit organizations across New Mexico during fiscal years 2025 and 2026. The legislature tasked New Mexico's Seven Councils of Government (COGs) with managing these funds.

MRCOG received 63 appropriations, totaling \$11.68 million. As we reach the midpoint of the program, MRCOG has successfully executed all contracts associated with these funds. To promote transparency and support grantees, MRCOG conducted a series of training sessions in December 2024 for both nonprofit and government partners. Staff have also conducted site visits to witness firsthand the positive changes being implemented in communities across the Mid-Region.

While fund distribution is still ongoing, the GRO Fund is already demonstrating its potential to create lasting, community-level impact. From healthcare and housing to workforce and economic development, as well as youth and veteran services, the projects supported by this initiative are making a real difference. The legislature's investment is critical to advancing progress and addressing local needs throughout New Mexico.



Construction of ABQ Fire & Rescue Station 12

Approved! Transitions 2025 Metropolitan Transportation Plan

Every five years, MRMPO is responsible for working with its member agencies to develop a long-range transportation plan for the Albuquerque Metropolitan Planning Area. In April of 2025, the Metropolitan Transportation Board approved the Transitions 2025 Metropolitan Transportation Plan (MTP).

The purpose of the Transitions 2025 MTP is to provide a framework for establishing shared transportation priorities across the metropolitan area. The plan is designed to facilitate strategic investments across our transportation systems that support mobility, the economy, the environment, equity, and active transportation to meet the needs of our diverse population.

There is a growing amount of work to be done to strengthen and maintain our existing transportation system. Therefore, it is imperative that projects listed in the Transitions 2025 MTP address the most critical needs in the transportation system to ensure the most effective use of public funds.

Much has changed over the past five years. Three major factors have emerged that are discussed in detail in the Transitions 2025 MTP:

- The COVID-19 pandemic fundamentally changed the way residents and workers travel throughout the region.
- Overall population growth in the region has flattened, which has resulted in reduced expectations for future growth.
- The cost of infrastructure has increased substantially, raising the price tag on transportation projects by 20 to 30 percent or more.

Transitions 2025 MTP is guided by a planning framework developed through extensive engagement efforts, both with the public and with member agencies, and approved by the Metropolitan Transportation Board. The MTP goals integrate national transportation goals to align with federal transportation policy.

Transportation projects included in the MTP must advance the long-range plan's

goals. The Transitions 2025 MTP includes quantitative federal performance measures to help measure the region's transportation system performance. MRMPO also develops its own regional metrics that are tracked to evaluate progress towards advancing the goals and objectives of the plan.

The Transitions 2025 MTP contains a list of over 600 multi-modal projects and programs worth approximately \$7.6 billion that are eligible for federal funding because they are included in the MTP. Projects include new interchanges, additional roadways, pedestrian and bike improvements, and expanded transit services. This MTP, like past plans, continues to prioritize investment in our existing infrastructure and allocates approximately one-third of our budget (\$2.4 billion) to the preservation of existing roads and bridges.

Please check out the plan on the MRCOG website and sign up for our newsletter to stay current on what's new at the MPO!



MRCOG Tribal Summit

In October 2024, MRCOG hosted a region-wide Tribal Summit. The Summit was designed to serve as a platform for tribal leaders, planners, and technical staff to learn more about the services that the Mid-Region Metropolitan Planning Organization (MRMPO) and the Regional Planning Program (RPP) offer to all local government agencies and organizations, including tribal governments.

The summit's agenda was crafted to offer updates on many of the important projects and programs that have been under development the past year, to provide an opportunity to give feedback for the Transitions 2045 MTP, and offer deep dives into the following topics:

- The Regional Transportation Safety Action Plan (RTSAP)
- Regional Planning Program project development and funding
- Maps and GIS services
- The upcoming Functional Classification update
- The Pueblo of Jemez Trail Project

Over 25 people attended the Summit, representing eight Tribal governments as well as agencies including the Federal Highway Administration, Bureau of Indian Affairs, the New Mexico Department of Transportation, the University of New Mexico, and private consulting firms.

MRMPO plans to organize and host these summits on a regular basis. Tribal governments are valued partners in the regional transportation planning process and strengthening this collaboration is a priority for MRMPO.



Regional Transportation Safety Action Plan

Roadway safety continues to be a critical issue in the region, particularly for those traveling by foot. As metro areas go, the Albuquerque metro area consistently ranks among the most dangerous in the nation for pedestrians. Aware of this urgent need for efforts to improve safety, the Metropolitan Transportation Board (MTB) passed a resolution in 2022 (R-22-08) declaring safety a priority in the Albuquerque Metropolitan Planning Area. The resolution directs the MTB and MRMPO to prioritize safety in the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) and all other planning and programming functions for the AMPA.

One key action taken in response to the resolution was the successful application by the MPO for a federal Safe Streets and Roads for All (SS4A) grant. With the grant funds secured, MRMPO worked with a Safety Steering Committee and other stakeholders on an updated Regional Transportation Safety Action Plan (RTSAP), which was approved by the MTB in 2024.

The RTSAP was updated with new data, projects, and additional elements that made it a qualifying comprehensive safety action plan. As such, the RTSAP allows all jurisdictions within the MRCOG boundaries to apply for SS4A grant opportunities. With remaining funding of \$2B in the SS4A grant program, this opens up substantial opportunity for local agencies to obtain financial assistance for addressing pressing safety needs.

Local agencies interested in applying are eligible by referencing the RTSAP as a qualifying safety plan. So, in effect – the MPO’s awarding of a Safe Streets and Roads for All Grant has paved the way (literally!) for local agencies who have projects in mind that would address safety to be able to access these much-needed funds. Furthermore, if a potential safety project is not listed in the RTSAP – it can be added to the project list, as it is a living document which can be updated at any time.

In addition to the MRCOG, a number of agencies and/or member governments in the region, have been awarded SS4A grants in the first three rounds of funding (2022, 2023, and 2024):

- Bernalillo County, implementation grant
- City of Belen, planning and demonstration grant
- Santo Domingo Pueblo, planning and demonstration grant
- Village of Corrales, planning and demonstration grant

The following agencies and/or member governments are applying for the current round of 2025 SS4A funding, and have referenced the RTSAP in their applications:

- APS, Planning and demonstration grant to expand the Vision Zero for Youth Initiative and Walking School Bus Program
- City of Rio Rancho, implementation grant for construction of a roundabout at Sara Rd and Meadowlark
- City of Albuquerque, implementation grant to support design services along Central Ave from Louisiana to Tramway and a supplementary planning grant focused on public engagement activities
- Bernalillo County, implementation grant for Bridge Phase 3 construction

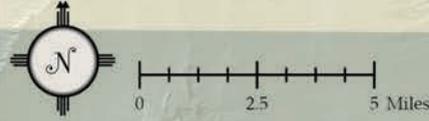
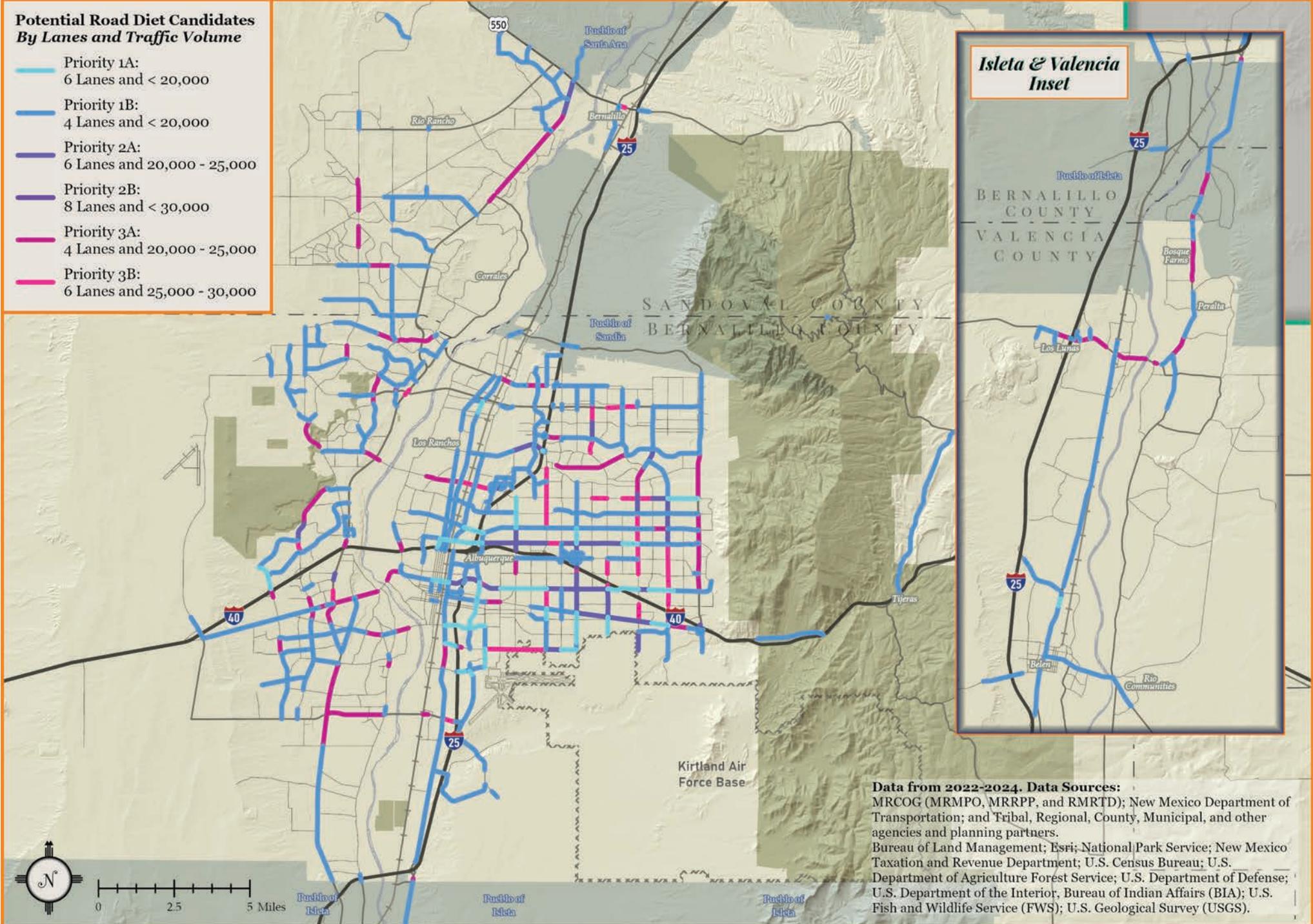
The RTSAP establishes a goal of zero traffic deaths, identifies regional safety issues, provides preferred countermeasures and strategies, prioritizes safety projects, and includes safety profiles for select locations. MRCOG commends and supports agencies in the region for focusing efforts on improving roadway safety and invites any agencies that have not applied for SS4A monies to contact MRCOG if they are interested in the next and final round of funding.

Going forward, the RTSAP document will be updated every five years. Key products from the RTSAP include the Road Diet Candidates map (see opposite page) and the High Fatality and Injury Network (currently being updated). Both are available on the MRCOG website.

A road diet is a reconfiguration of roadway space that aims to improve safety, reduce speeding, and provide better access and mobility for all modes of travel. The Road Diet Candidates map helps identify roadways that may be candidates for this based on their existing number of travel lanes and traffic volumes. The map is not a final determination, as additional engineering analysis is required before implementing a road diet. The most typical road diet converts a four-lane roadway to a three-lane roadway with two through lanes and a center two-way left turn lane. This can lead to a 19 to 47% reduction in crashes according to the FHWA.

Potential Road Diet Candidates By Lanes and Traffic Volume

- Priority 1A:
6 Lanes and < 20,000
- Priority 1B:
4 Lanes and < 20,000
- Priority 2A:
6 Lanes and 20,000 - 25,000
- Priority 2B:
8 Lanes and < 30,000
- Priority 3A:
4 Lanes and 20,000 - 25,000
- Priority 3B:
6 Lanes and 25,000 - 30,000



Data from 2022-2024. Data Sources:
 MRCOG (MRMPO, MRRPP, and RMRTD); New Mexico Department of Transportation; and Tribal, Regional, County, Municipal, and other agencies and planning partners.
 Bureau of Land Management; Esri; National Park Service; New Mexico Taxation and Revenue Department; U.S. Census Bureau; U.S. Department of Agriculture Forest Service; U.S. Department of Defense; U.S. Department of the Interior, Bureau of Indian Affairs (BIA); U.S. Fish and Wildlife Service (FWS); U.S. Geological Survey (USGS).

A New System for Managing Transportation Data

MRMPO's geographic information systems (GIS) is a combination of software, data, and expertise that includes maps for traffic counts, bike facilities, safety, transportation projects, congestion management, and more. And just as each of these areas of transportation planning has a subject matter expert (or a dedicated committee), each has a GIS dataset and someone to maintain and update that GIS data. All these datasets share something: they represent the same underlying transportation networks.

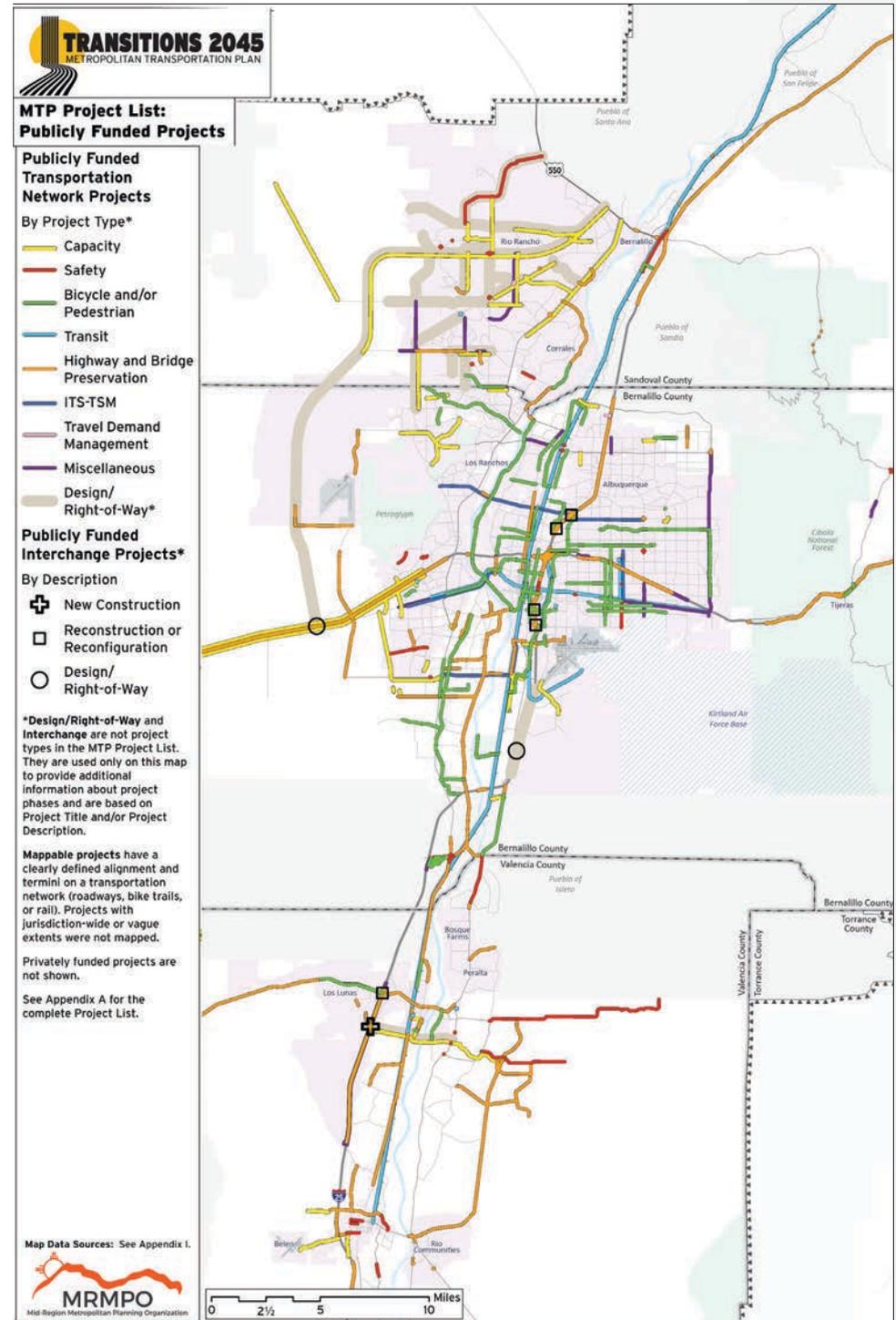
However, having multiple editors and multiple representations of the same network presents some challenges, especially since we need all the different datasets to neatly line up for analysis and reporting. If one user adds a road to their data, how can we make sure that road gets added to all the other datasets? If a road is realigned, how can we move every single representation of that road to the exact same place? Which version of the networks is the most authoritative?

To address those challenges, we've recently implemented a linear referencing system using ESRI's Roads & Highways software as part of our GIS. Departments of Transportation across the country use this software to maintain roadway inventories, and now we've joined the growing number of MPOs and COGs to utilize it.

A key feature of the new linear referencing system (LRS) is that it's centralized – there is one authoritative copy of the network. Multiple users can still maintain and update their data, but now, all changes go to one place. Analysis, reporting, and quality control will all be more streamlined. Our LRS is also multi-modal – roadway, bikeway, and transit networks are all integrated and have the same high standard of quality.

Stakeholders can see the first outputs from the new LRS in two MTP maps: the Long-Range Bikeway System and the MTP Project List. The bikeway system map features recent updates from around the region, including from the Village of Corrales Trails Master Plan and the City of Albuquerque 2024 Bikeway and Trail Facilities Plan.

MRMPO staff are continuing to load GIS data into the new system and are looking forward to it being an essential part of the Roadway Functional Classification and Long-Range Transportation Systems Guide updates later this year.



Bicycle and Pedestrian Counts Program Expanding

MRMPO has counted bicycle and pedestrian activity for over 10 years to help us understand the transportation needs of the region's non-motorized travelers. This data is currently collected with seven permanent counters located on five different multi-use trails in the City Albuquerque.

Over the past several years, MRMPO has been working on expanding its existing bicycle and pedestrian counts program and is currently working with three local governments on agreements to install new counters within their jurisdictions. A total of six counters will be purchased and installed: two will be placed in Rio Rancho, two in Bernalillo County, and two in downtown Albuquerque. In contrast to the existing counters on multi-use trails, these counters will count bicycle and pedestrian trips occurring in on-street bike lanes and along the sidewalks of roadways.

The new counting equipment will be from the same manufacturer as the existing counters. These counters are essentially motion sensors installed adjacent to the sidewalk in a bollard (to count pedestrians) or cut into the pavement of on-street bike lanes to count bicyclists (see top photo on right). Using the same technology has the advantage of seamless transmission and reporting within MRMPO's existing data dashboard.

The Rio Ranchos counters will be mounted on a streetlight and will use camera footage and artificial intelligence technology to process the number of pedestrians, cyclists, and e-scooters traveling by (see bottom photo on right). These counters are able to share street lights' existing power source and do not require battery changes. Just one camera is needed to capture counts on both sides of the road. This equipment should also be less susceptible to vandalism.

MRMPO is convening a Steering Committee to help guide the program as it progresses. Interested agencies wishing to serve on the Committee may contact tcok@mrcog-nm.gov.

The next phase of the MRMPO non-motorized counts expansion program will commence this fall. This effort is supported with State Planning and Research Funds, and MRCOG wishes to thank the NMDOT for their support of this important project.



Regional Traffic Management Center

Past, Present, and Future



- 2000
 - **In the early 2000s**, the NMDOT Traffic Management Center (TMC) in Albuquerque was established based on real-time traffic management using limited CCTV cameras on the interstates, several Dynamic Message Signs (DMSs) in the AMPA, as well as Highway Advisory Radio (HAR) in support of the reconstruction of the Big-I. This TMC was integrated with APD's Motors Traffic Unit and located on-site for Big I reconstruction congestion management and closely coordinated crash responses.
 - The dispatch of the newly established HELP Roadway Assistance trucks was integrated with the TMC operators for incident notification alerting, which furthered the response coordination with first responders like HELP trucks providing on-scene incident support.
 - The original TMC provided AMPA travelers with real-time traffic and congestion information roadways for informed travel decisions and to avoid congestion.
- 2006
 - **In 2006**, the TMC relocated the basement of the MRCOG Building on Copper Ave. The website www.NMRoads.com was established to allow the public access to video of roadway conditions, travel times, and weather advisories. Traveler advisories were also disseminated through the 511 phone number. This also provided first responders enhanced access to more detailed traffic and incident information. APD, New Mexico State Police, the Bernalillo County Sheriff's Office, NMDOT and its HELP Courtesy Patrols become active partners.
- 2020
 - **In 2020**, a new and larger TMC facility was built and rebranded as the "Regional TMC" on the former National Guard Amory site on Wyoming Blvd. SE. This facility incorporates a huge video wall with a large bank of video monitors. The number of cameras and roadway sensors have been increased. There are also more Dynamic Message Signs (DMS) to provide roadside alerts related to roadway and travel conditions on the freeways in order to keep AMPA travelers informed.
 - The RTMC provides space for meetings and workshops for regional traffic management stakeholders, incident "after action reviews" for agencies to review past incidents to identify areas of improvement, and additional space for future expansion as regional needs warrant and more stakeholders come on board.
 - APD's and Bernalillo County Sheriff's Office's (BCSO) traffic operations have moved to the Wyoming facility. New Mexico State Police (NMSP) and the City of Albuquerque's Emergency Operations Center (EOC) relocated to the second floor of the RTMC in 2025.
- 2024
 - **In 2024**, City of Albuquerque Traffic Operations moved to the Wyoming facility. City traffic dispatchers have their own CCTV monitors for real-time traffic operations, and will soon release their own www.ABQRoads.com traveler alert web-based system similar to www.NMRoads.com, with identical functionality and fully integrated data.
 - Bernalillo County Traffic is planning to move to the RTMC sometime in the future; City of Rio Rancho Traffic currently maintains communications with the existing system.
 - All of these elements establish a robust traffic management capability that not only notifies travelers in the metro area and across the state of roadway conditions but also provides support for incident management personnel and first responders on-scene.



The Regional Traffic Management Center on Wyoming Blvd.



Rio Metro RTD Marketing

Public transportation is a vital service that connects people of all ages to opportunities, resources, and community life. Rio Metro continues to advance its commitment to serving Central New Mexico's diverse population through programs, marketing efforts, and outreach initiatives that support riders across every generation.

Our marketing approach reflects the same values that guide our service: inclusivity, accessibility, and connection. Through a mix of traditional and digital outreach, including newsletters, social media, community events, print and television ads, we reach riders where they are. Each campaign is crafted to highlight services and stories that resonate with different age groups, from students to seniors.

Award Winning Marketing Efforts

Over the past year, Rio Metro's marketing team earned recognition for its video production, design, and public engagement. These accolades reflect the team's ongoing commitment to producing high-impact, creative, informative campaigns that connect with riders and communities.

National Awards

The American Public Transportation Association (APTA) awarded Rio Metro two 1st Place AdWheel Awards and a prestigious AdWheel Grand Award for excellence in safety and ridership videos.

International Awards

Rio Metro took home multiple honors from the Telly and Communicator Awards, presented by the International Academy of Visual Arts, for the "A Region in Motion" and "Seniors 60+ Ride Free" video campaigns, as well as logo design and print advertising.

Regional Recognition

At the South West Transit Association Spotlight Awards, Rio Metro was honored for the Rail Runner Safety Video, the Santa Fe National Cemetery Visitation Project, a social media campaign and for electronic and print media campaigns.



Marketing to Different Age Groups

Ageless Achievers Launched in 2025, the Ageless Achievers series celebrates inspiring seniors that have ridden the Rail Runner and continue to lead active, engaged lives in their community. Each month, two individuals age 60+ are featured in Rio Metro's e-newsletter, on social media, and on the website.

60+ Ride Free on Wednesdays Rio Metro continues to offer free train rides every Wednesday for seniors aged 60 and over. This popular program encourages social connection, access to services, and regional mobility. In FY25, we also launched a new television commercial specifically aimed at reaching seniors.

Youth Ride Free The summer Youth Ride Free program gives kids and teens under 18 unlimited free rides on the Rail Runner during June and July. It's a fun and affordable way for families to explore New Mexico and for students to build independence and become familiar with using public transportation. To encourage the use of transit throughout the year, youth age nine and under always ride free.

A Region in Motion A new video was launched in FY25 showcasing how working age adults can use both the Rail Runner and Rio Metro buses to navigate work, school, and weekend activities. The spot focuses on multi-modal travel, raising awareness among young adults and mid-career audiences about the flexibility of public transit.

Community Outreach Throughout the year, Rio Metro's marketing team participates in events that bring transit resources directly to the public. We host information tables at senior centers, veterans' events, internship fairs, and family resource fairs, where staff shares schedules, answers questions, and distribute materials about various programs.

By celebrating our riders and tailoring our outreach, we ensure that public transit in Central New Mexico remains welcoming, useful, and accessible for individuals of all ages.

Rio Metro Bicycle Connections



Mid-Region Council of Governments

Whether commuting to work, riding for fun, or connecting to the next destination, more riders are pairing their bicycles with public transit, and Rio Metro is making it easier than ever. Rio Metro has expanded its bicycle-friendly features across the system. Riders can bring standard size and e-bikes aboard all New Mexico Rail Runner Express trains and Rio Metro buses, offering flexible, multi-modal travel options.

To support the growing demand, 39 new bike racks were added to Rail Runner cars this year, significantly increasing onboard capacity. Most Rail Runner stations also offer secure bike lockers for rent, making it convenient for cyclists to store their bikes safely before hopping on the train.

Rio Metro's support for bicycling goes beyond infrastructure. Through events and partnerships, the transit system encourages more people to explore the benefits of active transportation. Some of these include:

- **Day of the Tread:** This Halloween-themed bike ride includes a 12-Mile Rail Runner Family Fun Ride which includes a return trip on the train.
- **New Mexico Law Enforcement Memorial Ride:** Participants in this 64-mile event honoring fallen officers ride the Rail Runner back to Albuquerque from Santa Fe.
- **Sandoval County Rail Runner Loop:** A network of bike paths and lanes that connect directly to three Rail Runner stations.
- **Bike to Work Day:** Events in Albuquerque and Santa Fe encouraging healthier, greener transportation choices.

To celebrate Bike Month in May, Rio Metro launched a dedicated webpage featuring local biking events, safety tips, and community resources. From added infrastructure to meaningful partnerships, Rio Metro remains committed to building a more bike-friendly region one ride at a time.



Stay Connected

Rio Metro provides timely and accessible information through a range of social media platforms.

 @nmrailrunner

 @rideriometro

 @riometro

 @riometroalerts

 @nmrxexpress

 @nmrailrunnerexpress



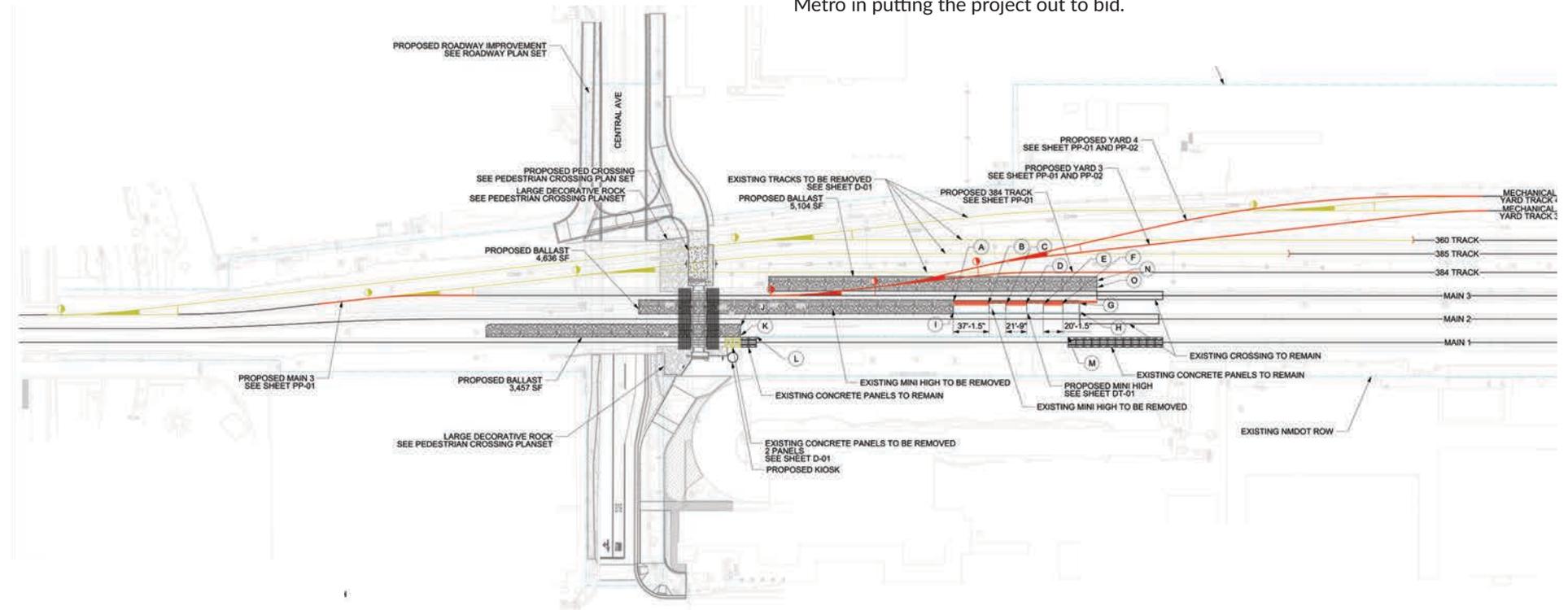
Rio Metro RTD Operations

Downtown Albuquerque Station Improvements

Rio Metro and the City of Albuquerque are collaborating on constructing an at-grade pedestrian crossing at the Downtown Albuquerque Rail Runner station. This long-envisioned improvement will allow passengers to walk from Rail Runner trains directly to East Central Avenue, avoiding the circuitous route through the confined walkway under the railroad bridge. The crossing will include a channelized and actively protected pedestrian path across the tracks to promote safety.

In addition to significantly improving access to and from the Rail Runner, the crossing is a critical link in the City of Albuquerque's Rail Trail project. When complete, the Rail Trail will offer a seven-mile trail loop connecting Old Town, the Sawmill District and other destinations directly to the Rail Runner platform.

See planning diagram below.



Rail Runner Operation and Maintenance Facility

After nearly twenty years of completing all Rail Runner fleet maintenance and repair outdoors and in a deficient facility, the New Mexico Rail Runner Express Operation and Maintenance Facility (OMF) project is fully underway. Early in 2025, Rio Metro was awarded \$22.5 million from the Department of Transportation RAISE Grant (Rebuilding American Infrastructure with Sustainability and Equity) program and, combined with additional local and federal funds, the required funding is now in place to construct a modern, efficient facility that will meet passenger rail industry standards.

The new OMF will provide a controlled indoor environment, specialized facilities and equipment to streamline activities and improve safety, reduce emissions and energy use, and mitigate issues such as emissions, runoff, dust and other neighborhood impacts.

Project design and engineering are currently underway and, when done, will assist Rio Metro in putting the project out to bid.

Economic Development Program

Hosting Emerging Leaders

Back in May, MRCOG was chosen as one of the Economic Development Districts (EDD) to host the 2025 Emerging Leaders Cohort (EL Cohort). The Emerging Leaders program is sponsored by the National Association of Development Organizations (NADO) and funded by the Economic Development Administration's (EDA) Austin Regional Office, of which the MRCOG is a member. It is designed to help EDD planners, project coordinators and other EDD staff enhance their skills to develop and manage successful economic development projects as well as potentially become future executive directors of EDDs.

The training involves a mix of webinars, workshops, and site visits in and out of the five-state Austin region to learn about the mechanics of making projects happen as well as how different EDDs are structured, how they make economic development decisions, funding patterns, partnerships for success, lessons learned from successes and failures, and other key aspects of managing an EDD.

The goal of the program is to incorporate some visual learning by getting out and seeing projects that various COG's have been involved with.

As a recent Emerging Leaders alum, MRCOG Economic Development Program Manager Augusta Meyers served as "tour guide" for the group. The first stop on the whirlwind tour: the Albuquerque Rail Yards, a city-owned, 27.3-acre site which was awarded \$1.2 million in EDA funding back in 2019 to help redevelop the historic location.

"The Albuquerque Rail Yards is the perfect example the kind of economic development opportunities that can be created with a significant EDA investment", said Augusta Meyers, MRCOG Economic Development Program Manager. "Back in the day, the Rail Yards supported hundreds of jobs and was the backbone of the Barel

neighborhood. Today, it is once again supporting hundreds of jobs and serving as a viable community space attracting retail, office and hospitality business".

From there, the EL Cohort took a ride on the New Mexico Rail Runner Express to the historic Santa Fe Depot and Plaza, and then made a couple more stops at other NM-EDA-funded projects on their way back, including El Zocalo Plaza Tourism & Event Center in the Town of Bernalillo, and the Sandia Science & Tech Park in Albuquerque.



Time For A New CEDS for the Central Region

This year, the Mid-Region Council of Governments' Economic Development Program is working on a new Comprehensive Economic Development Strategy (CEDS). The CEDS is a locally based, regionally driven economic development planning process and document that creates the space for a region to identify its strengths and weaknesses and brings together a diverse set of partners to generate good jobs, diversify the economy, and spur economic growth. This process engages a range of partners, including Economic Development Districts (EDDs) community leaders and residents, tribes, the private sector, educational institutions, and other stakeholders in planning for the region's future.

An effective CEDS allows a region to maximize its economic development potential, as well as engage with the U.S. Economic Development Administration (EDA) and other federal partners to access infrastructure and technical assistance grants, such as EDA's Public Works and Economic Adjustment Assistance programs. The CEDS is a pre-requisite for federal designation as an EDD and must be updated at least every five years. Overall, an effective CEDS planning process identifies locally grown strategies that will guide regional economic development, encourage partnerships and collaboration, and improve economic outcomes and overall quality of life in your region. This next CEDS will guide EDA investments in the region until 2030. Look for the new central NM CEDS to come out before the end of 2025.

Workforce Connection of Central New Mexico



Events

This year marked a period of remarkable outreach, adaptability, and momentum for MRCOG in its role as the One-Stop Operator for the Workforce Connection of Central New Mexico. Through robust partnerships, responsive programming, and a renewed focus on accessibility, WCCNM worked tirelessly to meet the evolving workforce needs of job seekers, employers, and communities across Bernalillo, Sandoval, Torrance, and Valencia counties.

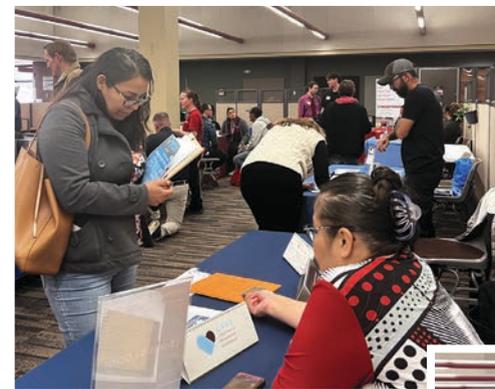
At the center of our business engagement strategy was the Business Connector, which continued to gain traction among local employers. We reached out through Chambers of Commerce and local workforce centers to make our services more accessible and employer-friendly. These outreach efforts supported a steady flow of customized hiring events and responsive programming.

Some of the hiring events WCCNM hosted this past year include rapid hire events for organizations like CYFD; specific hiring events for Ezee-Fiber, Unemployment Insurance (UI), and Sevita Healthcare; monthly job fairs; in-house job fairs. In addition, WCCNM participated in events happening around the region, such as the Pinto Festival in Torrance County, library-based career exploration events in Valencia and Sandoval, job fairs at Loma Colorado Library in Sandoval County, and youth-centered events at East Mountain and Eldorado High Schools. In Albuquerque, La Cueva and Sandia High Schools, and Wilson Middle School were the recipients of youth outreach.

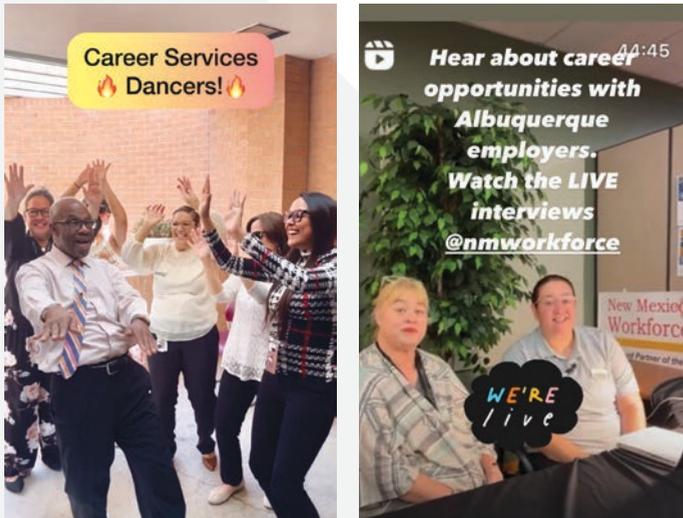
Special events hosted included the November National Apprenticeship Week, and the Inaugural Employer Appreciation Event.

Notable collaborations occurred with the CNM Workforce Training Center, Ezee Fiber, Los Alamos National Laboratory, and the City of Albuquerque.

As we reflect on the year's achievements, one thing is clear: MRCOG and WCCNM are more than workforce service providers—we are community connectors, economic drivers, and opportunity builders. Whether through youth engagement, employer collaboration, or rapid-response efforts, we remain committed to empowering individuals and strengthening our regional economy. We look forward to building on this foundation in the year ahead.



Clockwise from top left: ABQ Hiring Event; Veteran Outreach at the State Fair; Hiring Event at AJC, Staff at Sandoval County Hiring Event at Santa Ana Pueblo.



Digital Marketing & Outreach

Throughout PY24, we implemented video marketing and social media strategies that directly supported WCCNM's Key Objectives, including the use of new digital and AI tools to improve social media engagement and website design, increase automations, and improve workforce engagement with community partnerships throughout our four counties.

With hundreds of videos and targeted social media content created in 2024, our efforts significantly increased social media viewership and subscribers (peaking at 62,929 views in the month of June alone). Within integrative outreach, we modernized communication tools, streamlined marketing data collection processes, and fostered more community partnerships that increased brand awareness for both job seekers and employers.

To expand outreach effectiveness, we will continue to perform targeted outreach on high-performing social platforms while experimenting with select emerging channels. All this while strengthening cross-sector collaborations to meet the evolving needs of employers and the regional workforce. Additionally, our website will continue to provide reliable, accurate, relevant, and up-to-date resources for our four-county job seeker and employer communities.

Mid-Region Council of Governments

CQI

At Workforce Connection of Central New Mexico (WCCNM), Continuous Quality Improvement (CQI) is part of how we do things. In PY24, CQI efforts were guided by the DMAIC framework (Define, Measure, Analyze, Improve, Control) and aligned with federal Workforce Innovation and Opportunity Act (WIOA) priorities to enhance service quality, operational efficiency, and system-wide accountability.

Technology

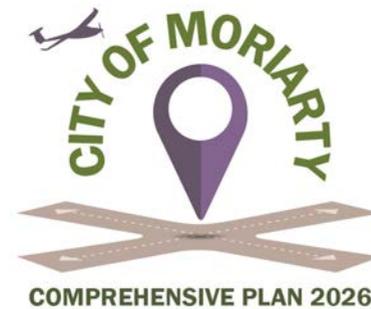
At Workforce Connection of Central New Mexico (WCCNM), technology plays a key role in how we serve customers, collaborate as a team, and grow as a system. Throughout the year, we introduced several automations to reduce manual processes and improve coordination. To better manage and understand our data, we expanded the use of dashboards in Power BI. We also introduced new tools to support outreach and customer engagement in more interactive ways. Oculus VR headsets were provided for hands-on career exploration, giving students a fully immersive way to experience different professions.

A new video library is now available on our website, where customers can easily learn about the services and programs offered at our One-Stop Centers. We also used tools to capture feedback from events and surveys. We created avatars that support outreach, training, and internal messaging, helping us communicate consistently and reach more people in an engaging way. For email communications, we began using Mailchimp for internal updates.

To support this work in a more organized way, we also created the Data, AI, and Technology Steering Committee (DATS). This team explores new ideas, tools, and use cases to improve operations, outreach, and decision-making. It's a space where staff can learn together, test innovations, and help build a future-ready workforce system.



Top left: Workforce Connections presence on social media. Above: Workforce Connection uses QR codes and Oculus Virtual Reality Headsets.



Moriarty Comprehensive Plan

In early 2025, the Mid-Region Regional Planning Program (RPP) began working with the City of Moriarty to update its Comprehensive Plan. This long-range plan will serve as a roadmap for the city's development over the next 20 years, aligning future growth with the community's values, needs, and vision.

The updated Plan will include a range of important topics, including land use, housing, transportation, water, public facilities and services, economic development, and hazard mitigation. It will also support environmental and economic stability, helping the city adapt to future challenges and opportunities. Having an updated plan may also allow Moriarty to qualify for State and Federal grants that could fund projects otherwise out of reach.

Community input is at the heart of this comprehensive planning process. The RPP will develop a survey and facilitate public meetings and workshops to gather ideas from local stakeholders. The planning team will also work closely with the Comprehensive Plan Steering Committee throughout the entire process. Goals and Objectives in the plan will be drafted based on the feedback that the RPP team receives from community members and the Steering Committee. The process will conclude with the Moriarty City Council adopting the updated plan by resolution.

The RPP looks forward to continuing this work in collaboration with the City of Moriarty and its residents!





Iconic Moriarty Sign

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Stephanie Russo Baca

Southern Sandoval County Arroyo Flood Control Authority

Cassandra D'Antonio

Voting Member Agencies with no current representative on the MRCOG Board of Directors:

- CNM
- Los Lunas Public Schools
- Village of Jemez Springs
- Village of Encino
- Pueblo of Laguna
- Rio Rancho Public Schools
- Village of Tijeras

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 Mayor Chris Gillespie
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 Ron Abramshe
 Tony Sylvester
 David Quintana
 Paul Brassher
 Governor Eugene Jiron

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 Robert Chavez
 Vaadra Chavez
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 Tracy Hartzler
 Antoinette Holmes
 Justin Hilliard
 Mayor Gregory Hull
 Dr. Kristopher Johnson
 Robert Leming
 Sara Limon
 Roxanna Luna
 John Mierzwa
 Leslie Munoz
 Debbie Ortiz
 Stacy Sacco
 James Salas
 Waldy Salazar
 Leslie Sanchez
 Diane Saya
 Jerry Schalow
 Tom Schuch
 Jennifer Sinsabaugh
 Elisha Torres-Saavedra
 Raymond Trujillo
 David Valdes
 David Vedera
 Susan YaSenka

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 Jollette Arrieta
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 Glenn Tortalita

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 Councilor Art Apodaca
 Jim Chaisson
 Commissioner Katherine Bruch
 Dave Gatterman
 Troy Richardson
 Steve Glass
 Lynn Montgomery
 Juan Sanchez
 Bobby Ortiz
 Johnny Chavez

MRCOG Staff Listing

Stanley “Yosh” Akutagawa
Facilities & Maintenance Supervisor

Severo Aragon
Transit Operator

Kristy Aragon
Business Consultant - WIOA

Saul Araque
Business Consultant - WIOA

Gary Armijo
Transit Operator

Maximina Baca
Administrative Assistant - WIOA

Michael Baca
Sr. Systems Cyber Security Administrator

Arcadia Baidon
Administrative Assistant

Mark Bailon
TIP Coordinator

Annika Barela
Accountant II

Christylee Barron
Career Development Specialist - WIOA

Celena Beal
Transit Operator

Carmela Beck
Special Projects Manager - WIOA

Ronald Beck
Transit Operator

Kelly Benavidez
MRMPO Planning & Title VI Coordinator

Nallely Bencomo
Transit Operator

Bonnie Berni
Procurement Specialist

Christopher Blair
Transit Service Worker

Adam Blanton
Transit Operator

Peter Blewett
Information Systems Officer

Tanya Blewett
Dispatch Operations Supervisor

Bianca Borg
Regional Planning Manager

Eduardo Borunda
Transit Operator

Grant Brodehl
Grant/NTD Manager

Donald Brown
Transit Operator

Mark Buompensiero
Transit Operator

Andrew Bustos
Transit Operator

Gregory Cabrera
Transit Operator

Rocio Carrasco
Transit Operator

Elizabeth Carter
Operations Review & Policy Compliance Mgr.

Spencer Casman
Transit Operator

Dewey V. Cave
Executive Director

Adrienne Chavez
Accountant II

Albert Chavez
Transit Supervisor Valencia

Marcos Chavez
Train Dispatcher

Mark Chavez
Sr. Train Dispatcher

Martin Chavez
Maintenance Team Lead

Allyne Clarke
Marketing Manager

Tara Cok
Senior Planner II

Christopher Contreras
Transit Operator

Ross Cummings
Transit Operator

Veronica Delgado
Career Development Specialist - WIOA

John DuBray
Maintenance Worker

Danny Duran
Facilities/Maintenance Manager

Anthony Duran
Business Technology Specialist II

Mark Escoto
Transit Operator

Ezekiel Espalin
Transit Operators Supervisor - Sandoval

Marisa Esquivel
GRO Fund Coordinator

Ernie Fernandez
Sr. Train Dispatcher

Keegan Fisher
Transit Operator

Skylar Forney
Career Development Specialist - WIOA

Richard Frye
Maintenance Team Lead

Vangie Gabaldon
Special Projects Coordinator - RMRTD

Hannah Gadri
Career Development Specialist - WIOA

Angela Galindo
Train Dispatcher

Andrew Gallegos
Finance Manager

Amanda Garcia
Transit Operator

Michelle Garcia
Transit Operator

Samuel Garcia
Traffic Counting Field Supervisor

Nicole Giddings
Program Support Coordinator - WIOA

Stephanie Gomez
Business Consultant - WIOA

Bianca Gonzales
Business Consultant - WIOA

Clyde Gonzales
Maintenance Worker

Robert Gonzales
Operations Director RMRTD

Judith Gray
Senior Transportation Planner

David Grega
Transit Operator

Alejandro Gutierrez
Customer Service Rep

Carmen Gutierrez
Transit Operator

Eric Gutierrez
Director of Human Resources

Teanna Gutierrez
Community Engagement Coordinator

Willie Gutierrez
Transit Supervisor Sandoval

Aida Harding
Transit Operator

Sherri Hastings
Transit Dispatcher

Aaron Alexander Hill
Transportation Planner/Data Analyst

Kristan Hodgson
Transit Operator

Lawrence Horan
Attorney

Samir Housni
Transit Operator

Michael Jiron
Graphic Designer

Jerry Kant
Transit Operator

Denise Kurtz
Transit Operators Supervisor - Valencia

Marcus Lente
Transit Operator

Elizabeth Lewis
Safety Officer

Lorian Long
Program Manager - WIOA

Edward Lopez
Maintenance Worker

Joseph Lovato
Maintenance Worker

Julian Lucero
Transit Operator

Mariana Lucero
Dispatch-Clerk

Arianna Lueras
Project Coordinator - WIOA

Patricia Luettgen
Program Manager Dislocated Worker

Margaret Lujan
Program Analyst - WIOA

Tracy Maestas
Transit Operator

Guadalupe Maltos
Transit Administrative Assistant - RMRTD

Gerald Mares
Transit Operator

Arthur Martinez
Workforce Administrator

Jocelyn Martinez
Planner I

Joshua Martinez
Training Coordinator

Riann Martinez
Marketing Specialist

Nathan Masek
Transportation Planner II/Counts Manager

Nathaniel McKenzie
Business Consultant - WIOA

Claudia Merlo
Transp. Program Manager Finance & Admin.

Augusta Meyers
Communications Mgr./Economic Dev. Mgr.

Dana Mitchell
Transit Operator

Diana Molina
Junior Program Manager - WIOA

Kendra Montanari
Transp. Planning & Tech. Services Manager

Marla Montiel
Special Projects Manager

Leanna Montoya
Transit Operator

Marie Morra
Marketing Specialist

Kendra Morrison
Career Development Specialist - WIOA

Karen Mullins
Transit Manager-Bus

Eric Murphy
Train Dispatcher

Wilbur Murphy
Transit Operator

Rex Musselman
Transit Service Worker

Amy Myer
Chief Financial Officer

Hunter Northrop
Customer Service Rep

Lance Northrop
Train Dispatcher

Elizabeth Olson
Project Manager

Shaun Ortiz
Transit Operator

Brandee Pacheco-Martinez
Finance Manager - RMRTD

Renee Padilla
Accountant II

William Panas
Maintenance Worker

Nicole Perches
Accountant II

Yvonne Perez
Transit Operator

Phillip Pino
Procurement Officer

Ricardo Ramirez
Transit Operator

Tracee Ramirez
Transit Dispatcher

Jeffrey Renfro
Transit Operator

David Rios
Transit Operator

Hannah Alicia Rodriguez
RTPO Transportation Planner I

Sonora Rodriguez
Program Manager - WIOA

Tawnya Rowland
Lead Program Manager - WIOA

Ricky Roybal
Transit Operator

Irma Ruiz
Customer Service Supervisor

Joann Saenz
Transit Operator

Alexander Sanchez
Train Dispatcher

Daniel Sanchez
Operations Manager - WIOA

Richard Sanchez
Maintenance Worker

Robert Sanchez

Maintenance Worker

Twila Sanchez

Quality Assurance Specialist - WIOA

Lisa Sedillo

Senior Customer Service Rep

Donovan Segura-Clark

Network and Systems Tech II

Sagert Sheets

GIS Manager

Kristopher Sterling

Advertising Sales Specialist

Anthony Sylvester

Planning Manager/Board Liaison

Piarus Tatum

Transit Operator

Vera Taylor

NTD Transit Analyst

Sheila ter Bruggen

Communications Coordinator

Barbara Thomas

Office Manager

Seth Tinkle

Regional Planner

Sheldon Trujillo

Information Systems Specialist II

Jesse Turley

Accounting Manager - WIOA

Andrew Vanetsky

GIS Analyst II

Louie Va

Transit Operator

Gladys Valentin-Gonzalez

GIS Analyst III

Adolfo Varela

Career Development Specialist - WIOA

Aymara Vasquez-Reyes

Program Manager - WIOA

Lixmara Vasquez-Reyes

Junior Program Manager - WIOA

Amber Vigil

NTD Transit Analyst

Conni Vigil

Director of Finance & Administration RM-RTD/MRCOG

Josephine Vigil

Chief Financial Officer - RMRTD

Raina Vigil

Customer Service Rep

Andy Vuong

Customer Service Rep

Alan Wooten

Transit Operators Supervisor - Valencia

Matthew Wylie

Transit Manager- Rail

Daniel Zagar

Traffic Count Aide



Downtown Farmers' Market Across from MRCOG Offices



**Mid-Region
Council of Governments**

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