

Mid-Region
Council of Governments

2018 Annual Report

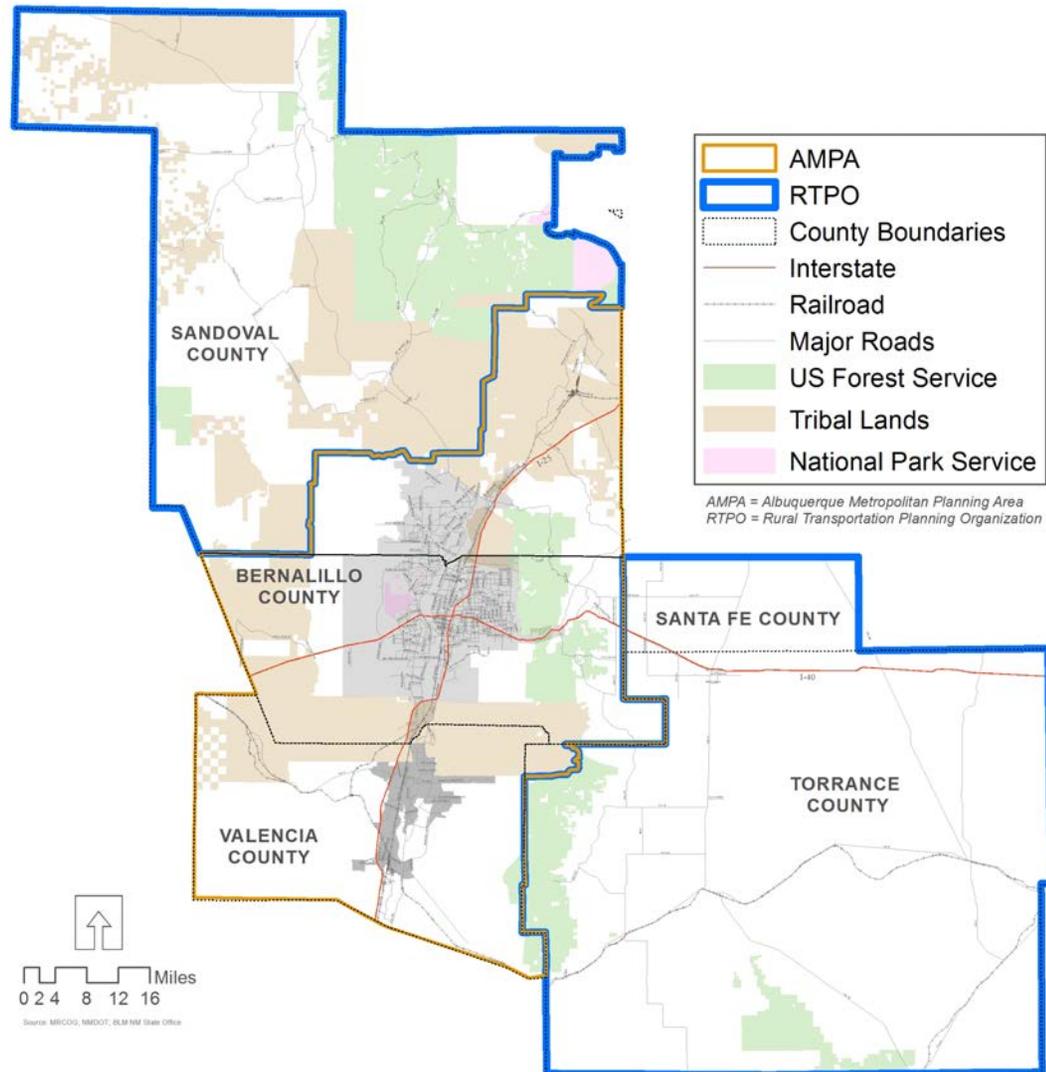
MRCOG

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 **Rural 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 our **Local Planning Assistance** program.

MRCOG is the administrative entity for the **Workforce Connection of Central New Mexico**, providing quality 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 the three-county area.





*Dewey V. Cave,
MRCOG Executive Director*

A Word of Welcome

As I reflect upon the past year, I realize how vision coupled with determination can transform an idea into reality. Whether it is spurring our regional economy with transportation planning, improving our bike share program, or reaching out to our youth with career guidance - all are opportunities and challenges we face together at the Mid Region Council of Governments.

This year, the blend of challenges in the region ran the gambit. We saw the development of a Regional Transportation Safety Action Plan in response to being singled out for our high rate of pedestrian and bicycle fatalities. The plan targets safety improvements from policy to enforcement to design - for all roadway users.

We also saw Rio Metro launch the next generation of Bike Share! This expansion took bike share from 75-bikes to 250! Additionally, we are one of the first areas in the U.S. to establish ourselves as a visionary community on the forefront of urban mobility.

Speaking of mobility, we also witnessed our elected officials come together and rally around the effort to meet a federally mandated \$50-million dollar price tag requiring the implementation of PTC – or “Positive Train Control” in the Rail Runner corridor. PTC is a technology that can prevent train-to-train collisions, derailments, and other unforeseen mishaps on the tracks.

And while we consider the safety of moving people through the region by rail, we are also setting our sights on the economic development aspect of moving freight – specifically, the region-wide Transportation and Logistics Hub Study, which recommends that we move forward in the areas of rail cargo, air cargo, and policy development to boost our regional economy. This is an exciting time for us as we take the study to the next level.

On the Workforce front, we partnered with community leaders and elected officials to connect our soon-to-be high school graduates with local businesses in Sandoval County to help increase the career development of young people. We are also completing the second year of the TechHire Program in which we expect to provide training and job opportunities for more than 400-high tech jobs in our region.

We have many people to thank for the accomplishments of the past year—our governing boards, elected officials, member agencies, and certainly our dedicated COG staff, whose tireless work has provided the formula for success for our region.

As we go forward, we must continue to collaborate on a regional level—while keeping an eye on what's important to us locally—and work to create opportunities for all.

Sincerely,



A Message from Outgoing MRCOG Board Chair Jack Torres

Two years ago I assumed the chairmanship of the MRCOG Board from Councilor Steven Anaya. In some ways it seems so long ago, yet in that time-frame so much has changed. One constant has been the efficacy of MRCOG. As outgoing chairman, I offer a message of appreciation and hope. My thanks to all the communities and members of MRCOG. The strength of this organization comes from the diversity we represent, and our willingness to work collaboratively. To the staff, I offer my sincere appreciation. I remain amazed at the depth of expertise within the organization. I am indebted for all I have learned, and marvel at the positive impact the organization has on our region.

The adage that there is strength in numbers is a concept alive and well at MRCOG. As Mayor of Bernalillo, I believe that the needs of every community can be addressed. MRCOG is truly a diverse organization that serves all—large and small.

My best wishes to Mayor Greg Hull as he assumes the chair. I look forward to continued success for all our communities under his leadership. My hope is that his two years will be as full and fruitful as past board chairs'.



About Incoming MRCOG Board Chair Gregg Hull

Greggory D. Hull has called New Mexico home for more than 25 years, with many of those years spent raising his family in Rio Rancho. He and his wife Carrie have five children and six grandchildren.

As Mayor of the City of Rio Rancho, his key objectives include creating and fostering economic development, promoting a diversified economy, and enhancing the quality of life for Rio Rancho's residents. He is a former president and CEO of two businesses, an active youth minister, and financial councilor.

In addition to serving on the Board of Directors for the Mid-Region Council of Governments, Mayor Hull has also served on the Board of the New Mexico Workforce Connection (Central Region). As Incoming MRCOG Board Chair, Mayor Hull plans to focus on strengthening regional partnerships and working toward a unified approach to economic prosperity for central New Mexico.



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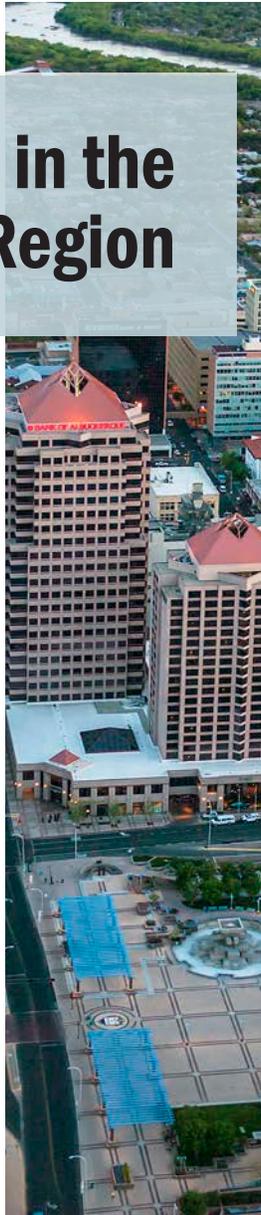


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Growth in the Region



Transformative Changes

The MRCOG Region has seen a great deal of transformative changes over the past several years. In pure numbers, population itself has remained relatively unchanged. With a population of 921,215, the region exhibited slow growth, just 0.4 percent, from last year, which is a familiar story these days, as population growth has hovered just above zero since 2010. In fact, New Mexico continues to be the slowest growing state in the Southwest. While many of the key factors that influence growth are trending upwards as we near the end of this decade, a deeper look at the details shows some fundamental shifts are taking place.

Housing

The housing market is one area where we have seen some important shifts. For one, multi-family housing has seen a spike in demand. While multi-family units typically constitute about a tenth of all new housing units in any given year, since 2010, this segment of the housing market has represented about a third of all new units built. Albuquerque is leading the way, and new high-density housing is evident especially along the Central Avenue corridor. This demand is expected to continue and spill over into surrounding communities.

A look at trends in existing and new home sales shows that while they tend to track

Historical Population and Pace of Growth, MRCOG Region, 1950-2017

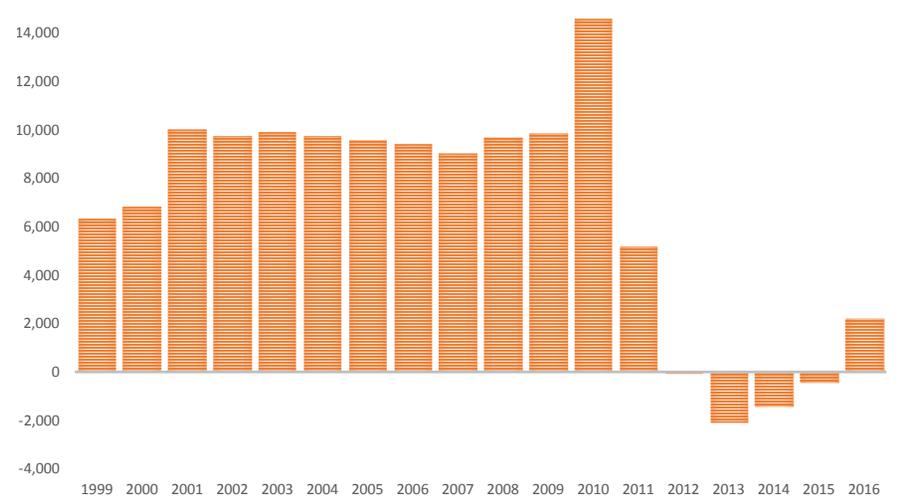




Single Family Housing Activity: MRCOG Region, 2000-2016



Net Migration, MRCOG Region, 1999-2016



closely, there has been a recent departure as new home starts is mostly flat while existing home sales are rising. There are many reasons for this, including a shortage of capital for new projects and developable lots, and increased construction costs. Our research also indicates that consumers desire better access to amenities and activity centers, something that is often more readily available in existing neighborhoods.

Migration

Population growth is driven by births and deaths, as well as net migration: the difference between the number of people who move into and out of an area. Throughout much of its post-World War II history, this region has gained a large share of its growth through in-migration. During

the 2000's, about 56 percent of all growth was attributed to migration. However, this took a steep dive following 2010, as more people left the area than moved in, many for employment opportunities in bordering states such as Colorado, Arizona and Texas.

The most recent data show that the region is back in positive territory in terms of net migration. While this is a good sign, the challenge comes with who we have lost. An analysis of state migration data shows that the majority of people who left New Mexico were educated adults and their children, and that 40 percent of the net loss held Bachelor's degrees. This represents a leakage of human capital that will no doubt have a fundamental impact on our state going forward.

Employment

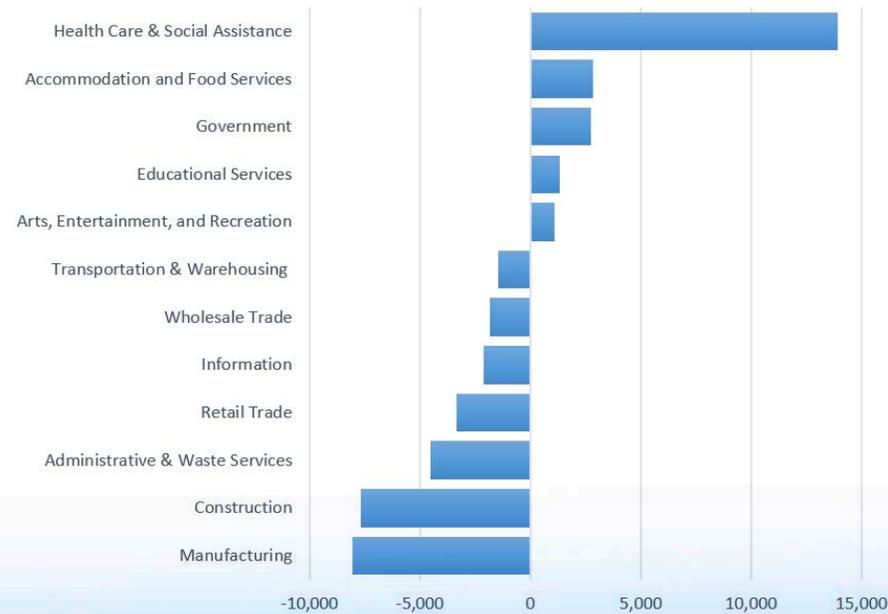
Employment has been trending upward, with 373,700 non-farm jobs in 2017 and positive growth over the last five years. Coming out of the recession, the Albuquerque area was slow to catch up with statewide job growth. However, for the past three years, it has surpassed statewide growth.

While jobs have rebounded almost completely since the recession, the industrial mix has shifted. Most notably, job growth has been particularly strong in healthcare and social assistance, while we have seen declines in manufacturing, construction, information, wholesale trade and transportation and warehousing jobs. Because these jobs are often considered

economic base employment—industries that most often produce exports that generate wealth for our region—their loss could have a meaningful impact on our economy.

Despite a prolonged lull in growth in our region, forecasts continue to emphasize the continuing attraction of metropolitan areas. Of the 300,000 population gain expected in New Mexico by 2040, approximately two-thirds of the new growth is expected to occur within the four counties in central New Mexico. This underscores the importance of looking ahead and planning for our future.

Employment Shifts in Key Industries: 2007 - 2017





On Target: Moving Towards the Target Scenario

In 2015, policy leaders from throughout the metropolitan area adopted the *Futures 2040 Metropolitan Transportation Plan (MTP)*. In doing so, they also approved a Preferred Scenario for future growth.

Simply put, the Preferred Scenario represents an intentional approach to land use and development patterns that centers on improving mobility and quality of life in the region. It is not a prescription, but rather a broad toolbox of strategies that are summarized into several guiding principles:

- Coordinate land use and transportation decision-making
- Prioritize existing transportation infrastructure
- Encourage development in activity centers
- Achieve a balance of housing and jobs on both sides of the river

- Cultivate mixed-use places where people can live, work and play

The Preferred Scenario was created by and for member governments and other agencies as a future target to strive towards as we grow. As such, it has appropriately been renamed the **Target Scenario**.

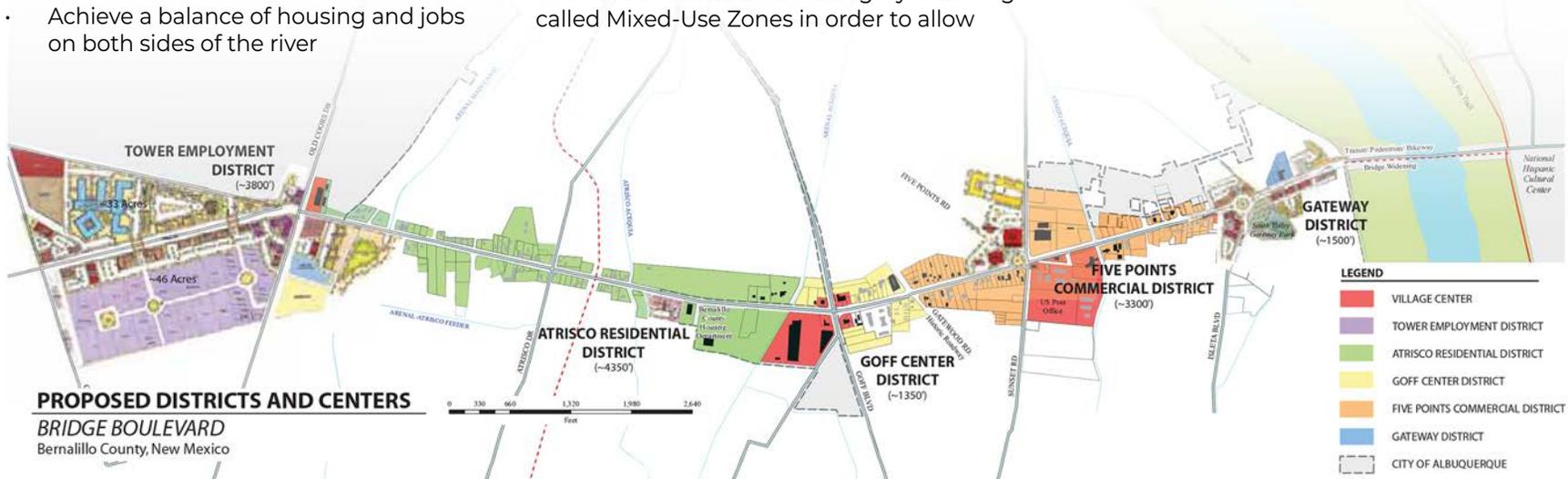
Projects that exemplify the guiding principles of the Target Scenario can be seen throughout the metropolitan area. For example, the City of Rio Rancho has teamed up with Sandoval County and the private sector in developing a conceptual plan for the Unser Gateway, which was identified as a regional activity center in the MTP.

Bernalillo County's Bridge Boulevard project emphasizes multi-modal connections and offers new amenities to pedestrians and cyclists. And the City of Albuquerque's recently adopted Integrated Development Ordinance creates a new category of zoning called Mixed-Use Zones in order to allow

housing within close proximity to transit, jobs and services.

The benefits of growing closer to the Target Scenario are many. That is, steps in this direction serve to shorten travel times, improve transit use and bicycling, and reduce congestion. However, they also result in better access to jobs, improved safety, and lower auto emissions. It's a win for businesses, residents and the local jurisdictions that serve them.

As the Mid-Region Metropolitan Planning Organization (MRMPO) works towards updating Futures 2040, we will be refining the Target Scenario. Governments, local agencies, businesses and the general public will play an important role in this process. Stay tuned, we will definitely be seeking input!



Economy and Workforce



Transportation and Logistics

A couple of years ago, MRCOG’s Economic Development Program facilitated the region-wide Transportation and Logistics Hub Study (TLHS). Now it is time to roll it out. Some questions remain, however: are we going to capture the opportunities presented in the study? Can we come together as a community and find a way forward? If the newly formed Freight Logistics Committee (FLC) is any indication, it seems the answer is going to be a resounding “yes”!

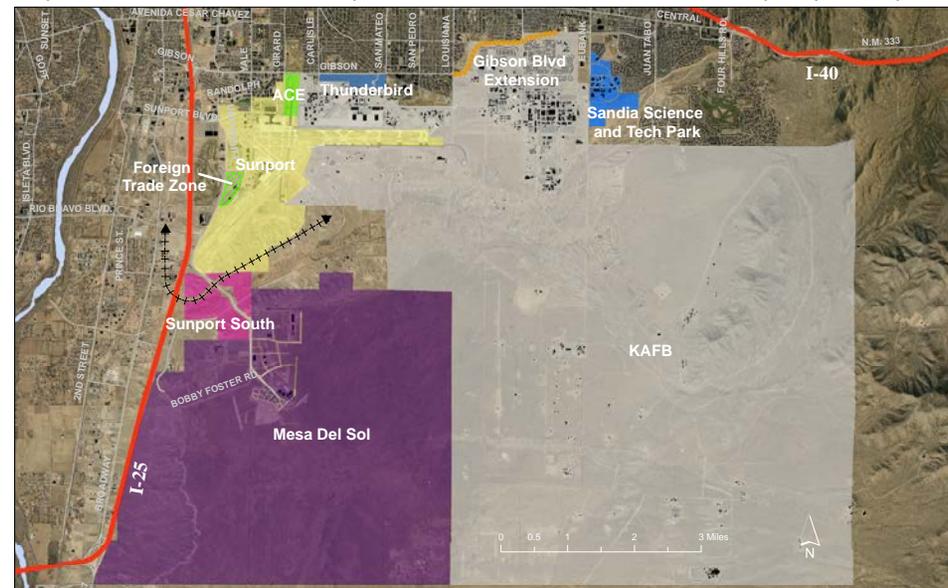
The TLH study recommends that we look at three areas: rail cargo advancement, air cargo

advancement, and policy development. And the good news is that there is movement in all areas.

Air Cargo Advancement

MRCOG, in partnership with the Albuquerque Sunport, adjacent property owners, developers, and other stakeholders, held a meeting to begin the discussion of establishing an Airport Investment District that would facilitate the flow of capital into the area and help create development that builds on the logistics economy. Results include an interest by the City Aviation Department to conduct a freight leakage study and to further flesh out development

Representation of Potential Airport Investment District around Albuquerque Sunport





opportunities; and property developers from Sunport South and Thunderbird Research Park joining the FLC to be included in the discussion.

Rail Cargo Advancement

The Central New Mexico Rail Park in Los Lunas was one of several areas identified as necessary to bring more rail freight into the region. When Bernalillo County approved funds for a switch off the BNSF main line, the project was off to the races. MRCOG staff worked with the Village of Los Lunas to apply for a grant from the US Department of Commerce, Economic Development Administration in the spring of 2018 to provide water utilities to the site. BNSF has since designated the project a “certified site,” and is marketing it to its rail-served customers.

Policy Development

In June of 2018, MRCOG held the first official Freight Logistics Committee and discussed its purpose, decision-making process, and make-up. While many high-level decision-makers as well as private sector partners attended, the discussion centered around two committees, a technical committee—looking at compliance and policy recommendations—and a higher-level policy making board to hear updates and bring matters to the MRCOG Board.

Perhaps the biggest reason that all of this matters: according to the TLHS, the logistics and transportation industry combined

equals \$1.5 trillion of economic activity and represents more than eight percent of annual GDP. There are approximately 4.5 million people employed in the sector. In New Mexico, however, there’s a lower number of jobs in the sector, meaning the labor force is lacking skills and the industry has less of a presence. This also means there’s plenty of room to grow and projects like the Central New Mexico Rail Park and developments adjacent to the Albuquerque Sunport just might help propel things forward.



Region to see \$2 Million from EDA for Economic Development

MRCOG facilitated two strong economic development projects that were funded by the US Economic Development Administration (EDA).

The first is a \$1.5 million Social Enterprise Center that will house a 20,000 square foot manufacturing facility in the South Valley on the campus of Partnership for Community Action (PCA). Founded in 1990, PCA has been working to build strong and healthy communities with a focus on economic sustainability, education, early

childhood development, wellness, and immigration rights. PCA has partnered with Southwest Creations Collaborative (SCC), a women-driven, contract manufacturing social enterprise with a mission to alleviate poverty and build economic and educational opportunity across generations. SCC will be the anchor tenant in the new facility and will provide workforce training, light manufacturing services, and pathways for economic mobility.

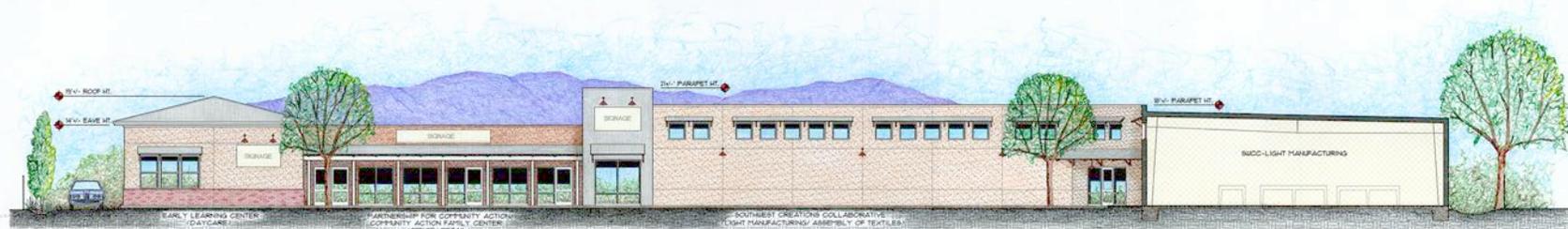
MRCOG also assisted the Village of Los Lunas with a grant application to supply the Central New Mexico Rail Park with public water utilities. The \$1.3 million will be used to install a 21,000 foot water pipeline along NM

Highway 6 from I-25 west to the rail park. The Village will match the federal dollars with \$1 million of local funds, much of which have been collected due to the economic activity spurred on by the construction of Facebook's data center. The Burlington Northern Santa Fe Railroad has named the park as one of its Certified Sites, and is helping to market it to clients in need of rail-served industrial locations.

MRCOG identified the need for this project in its 2017 Transportation Hub Study.



Rendering of South Valley Manufacturing Facility



WEST ELEVATION/ BUILDING SECTION
SCALE 1/8"=1'-0"





Graduate! ABQ Partnership

There are currently approximately 224,000 working-age adult residents in our four-county region who don't have college credentials or marketable certificates. By the year 2020, 63 percent of jobs in our four-county region will require a college degree or certificate from a trade or medical field! Research tells us that many of these folks are interested in continuing their education but face numerous barriers to actually doing so. These include limited time, insufficient funds, and lack of information about how to take the next step.

This is where Graduate! ABQ comes in. Coaches provide free, one-on-one support to adults interested in pursuing a post-high school education. The program helps adults figure which course of education is best for them, how to pay for it, and even connects them to key people at the institution of their choice.

Graduate! ABQ was launched in 2017 as a partnership between United Way of Central NM, NM Workforce Connection Central Region, the NM Department of Workforce Solutions, Central New Mexico Community College, the University of New Mexico, Youth Development Inc., and the City of Albuquerque. Housed at the Workforce Connection site on Mountain Road, Graduate! ABQ has served more than 200 adult clients since its inception.

GRADUATE! ABQ!

Success Story: Kendrick

Kendrick tried the traditional route by taking post-secondary classes, but couldn't quite find his groove – until he made an appointment with a Graduate! ABQ Coach. Kendrick's coach helped him revive a dream that he had had of traveling the country in a rig, and together they came up with a plan for him to obtain his Commercial Driver's License (CDL) certification at Central New Mexico Community College. Today, Kendrick is living his dream as a commercial truck driver.

"What many people don't realize is that college is not just the traditional route in which someone goes straight to a four-year college right out of high school", says Art Martinez, Operations Manager, Workforce Connection of Central New Mexico. "Many adults return to college to earn certificates that can take just months, or earn associates or higher degrees. Kendrick is one of those Graduate! ABQ success stories that hopefully will help inspire other adults to not give up on their dreams."



Lumina[™]
FOUNDATION

Funding for Graduate! ABQ is provided by the Lumina Foundation, which designated Albuquerque as one of only 17 "Talent Hubs" across the country. That notable distinction was earned by meeting rigorous standards for creating environments that attract, retain, and cultivate talent—particularly among today's students, many of whom are people of color, the first in their families to go to college, or who come from low-income households.



TechHire New Mexico Now in its 2nd Year, and Going Strong

TechHire New Mexico, the four-year, four-million dollar USDOL Employment and Training grant program designed to provide innovative Information Technology (IT) job training and placement for residents in the central region, has now completed its second year. The program offers paid IT occupational training opportunities for individuals ages 17-29 who experience barriers to training and employment. It also focuses on identifying and mitigating IT-related staffing challenges, and to develop and enhance a more effective IT talent pipeline for future growth.

Over the past two years, the TechHire New Mexico program has experienced many successes, including more than 165-individual and incumbent worker enrollments, and IT job placement assistance for each participant as they complete their training. All TechHire New Mexico participants receive IT related training leading to a nationally recognized certificate or credential and have benefited from the program's exceptional training partners: CNM, CNM Ingenuity (nationally recognized Tech/IT training bootcamps), UNM Continuing Education, UNM Valencia Campus, and New Horizons Computer Learning Center.

With TechHire New Mexico's grant funding and supportive services, the Workforce Connection is helping to make a difference in the lives of scores of central New Mexico residents, many of whom have overwhelming odds against them.

Case Study: Tucker

Tucker enrolled in TechHire NM in February of last year. He and his pregnant wife were living in a Walmart parking lot in an RV with no running water, and very little money for food. Tucker's background included some intermittent work in hardware IT, but he had no college degree and, at the time, was relying on his guitar-playing to bring in money for food. Through TechHire New Mexico, Tucker was able to get costs covered to attend CNM Ingenuity's coding boot camp, as well as receive financial assistance to help with living expenses. After completing training last December, Tucker was offered a position with Sandia National Laboratories (SNL), where he now earns more than \$75,000 per year as a Software Engineer leading SNL's multi-site encryption project. After Tucker started his new career with SNL, he said, "In a broken system, TechHire is making a huge difference."





New Mexico Workforce Connection

A Proud Partner of the American Job Center Network

How we make a difference...



Case Study: Mirian

With experience and training in networking from a technical institute in Havana, Cuba, Mirian began working at Adelante Development Center, Inc. in August 2017. She wanted to transition to a career in application development and improve her English skills, so she came to the WIOA on the Job training program through TechHire NM. After her six months of OJT, Mirian landed a full-time position at Adelante. Mirian's Supervisor Meta Hirschl says "Having Mirian join our team has benefited us greatly. She is a true asset in her attention to detail, her eagerness to learn, her tenacity and her kind sweet nature."



Case Study: Brent

Brent Moore always had a vision of one day becoming a Chef. He spent nearly 13 years working as a carpenter by day and a line cook by night while attending culinary school. He worked in various high-end restaurants in several states before settling at the Indian Pueblo Harvest Café as Sous Chef. Through the assistance of the WIOA skill upgrade program, Brent was able to receive a promotion and transition from Sous Chef to Executive Chef. In this position, under the guidance of management, Brent has been busy making changes to the restaurant and make the menu his own.



Case Study: Jacqueline

Jacqueline was a single mom raising two children and had just been laid off, when she came to the New Mexico Workforce Connection to apply for jobs. Through assistance from the WIOA Program, Jacqueline was able to enroll at the New Mexico School of Natural Therapeutics, where she fell in love with the positive energy and the supportive staff. Jacqueline completed the Massage Therapy program with honors, and, after sharing the story of her journey at a church function, Jacqueline was offered a room at no cost to begin her very own Massage Therapy practice.

Sandoval County Youth Options Expos

The Workforce Connection of Central New Mexico sponsored two events designed to give high school graduates a better idea of how to get a job at a local business in their own community. More than 100 high school juniors and seniors attended the Post High School Options Expos, which were held at Bernalillo High School and Santa Ana Star Center this past spring.

The initiative started as a result of a conversation between Rio Rancho Regional Chamber of Commerce's President and CEO Jerry Schalow and New Mexico Senator John Sapien—both of whom share an interest in helping young people in their communities get connected with job opportunities where they live.

Businesses participants represented a variety of industries ranging from health care, education, and construction, to technology and government. Participating businesses were asked to help students get familiar with their industry: what they do, what they are looking for in future employees, and what kind of skills and education they require.

“Not every graduate has plans to go on to college after high school, so we wanted them to see that there are alternative career opportunities that exist for them right here at home,” said Jerry Schalow.

Attendees had access to résumé writing resources and some even picked up summer work experience which could lead to a long-term career path.



New Mexico
Workforce Connection

A Proud Partner of the American Job Center Network





Transportation Planning

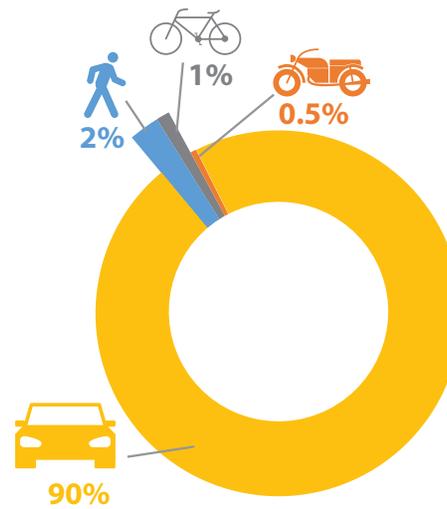


Regional Transportation Safety Action Plan

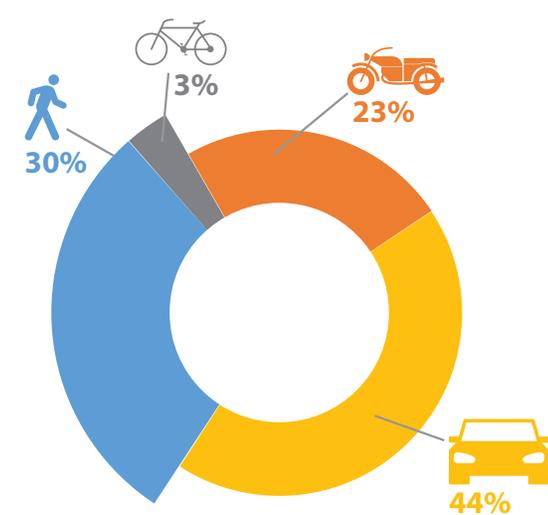
The State of New Mexico and the City of Albuquerque stand out when it comes to pedestrian fatalities and serious injuries in the nation. This has led the Federal Highway Administration (FHWA) to identify them as a Focus State/City, respectively. This designation means FHWA provides additional technical assistance to address the issue. According to 2016 data published by the Governor's Highway Association, New Mexico is ranked #1 for pedestrian fatalities per 100,000 population in the U.S.

From 2011 to 2015, 365 people were killed in traffic crashes in the Albuquerque metropolitan area and 39,502 people were injured. Of those injuries, 2,913 were serious or incapacitating injuries. The data revealed that the total number of crashes in our area has been trending upward, particularly since 2012. Fatalities are increasing particularly fast for motorcyclists and pedestrians. Only 1.9% of people walk to work, yet pedestrian fatalities account for 30% of total fatal crashes. Likewise, motorcycle commuting accounts for 0.4%, but motorcyclist fatalities account 23% of total fatal crashes.

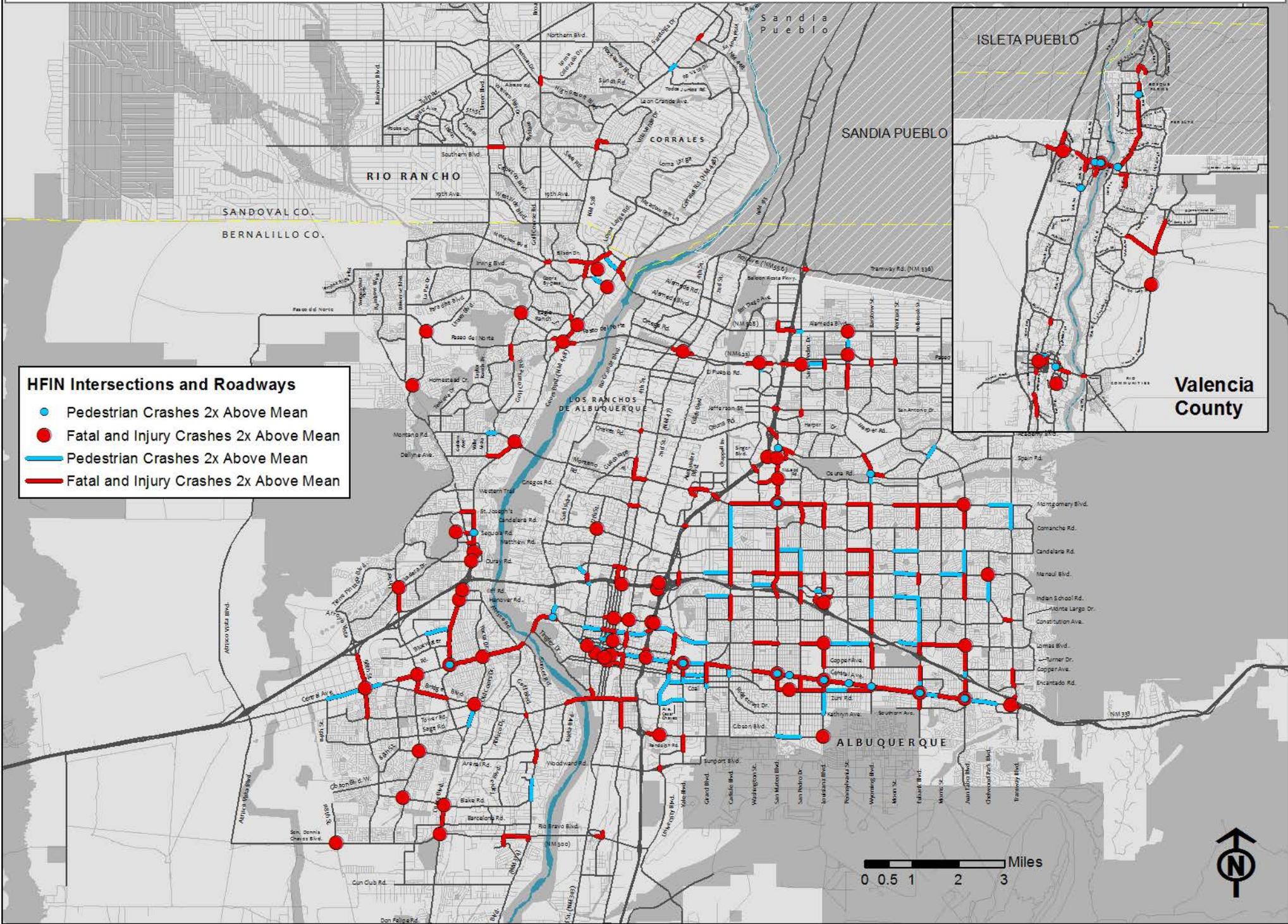
AMPA Travel to Work, 2015



AMPA Traffic Fatalities, 2015



High Fatality and Injury Network (HFIN) for the Albuquerque Metropolitan Planning Area (AMPA)



A Call to Action: Vision Zero

These challenging statistics should not continue to be the norm. The Regional Transportation Safety Action Plan (RTSAP) is a comprehensive transportation safety plan with the goal of reducing fatalities and serious injuries on all public roadways. RTSAP identifies key safety emphasis areas and strategies to target safety improvements from policy to enforcement to design for all roadway users—especially vulnerable groups such as seniors, women, and children. The foundation of the plan is an approach called Vision Zero. The figure to the right illustrates the main differences between it and traditional transportation safety planning assumptions. The RTSAP was adopted by the Metropolitan Transportation Board in August 2018



Traditional Approach

1. Traffic deaths and severe injuries are an inevitable consequence of transporting people
2. Humans are assumed to behave perfectly, and to not make any mistakes when out in traffic
3. Improvements to transportation safety emphasize influencing individual behavior
4. Emphasis on preventing collisions
5. Saving lives is expensive

Vision Zero Principles

1. Traffic deaths and severe injuries are preventable
2. Human error is inevitable, and transportation systems should be designed to minimize the consequences of human error
3. Improvements to transportation safety focused on systems-level changes
4. Emphasis on preventing severe crashes leading to fatalities (mitigation of speed is recognized and prioritized as THE fundamental factor in crash severity)
5. Saving lives is not expensive: human life and health are prioritized within all aspects of the transportation system.

New York City: A Vision Zero Success

New York City has seen a steady decline of pedestrian deaths since 2014, when Mayor Bill de Blasio implemented Vision Zero. In January 2018, Mayor de Blasio announced that in 2017, NYC experienced the fewest traffic fatalities on record and witnessed a 32% decline in pedestrian fatalities. While the National Highway Traffic Safety Administration reports a 13% increase in traffic fatalities nationwide between 2013 and 2016, NYC has seen lower pedestrian fatalities and lower traffic fatalities overall. From 2013 to 2017, all traffic deaths were down by 28% and pedestrian deaths were down 45% during the same timeframe. "Vision Zero is working. The lower speed limit, increased enforcement, and safer street designs are all building on each other to keep New Yorkers safe," said Mayor de Blasio in a press release. "Now we must deepen this work. Not even a single tragedy on our streets is acceptable, and we'll keep fighting every day to protect our people." (NY Curbed, 2018)



Working Toward Zero

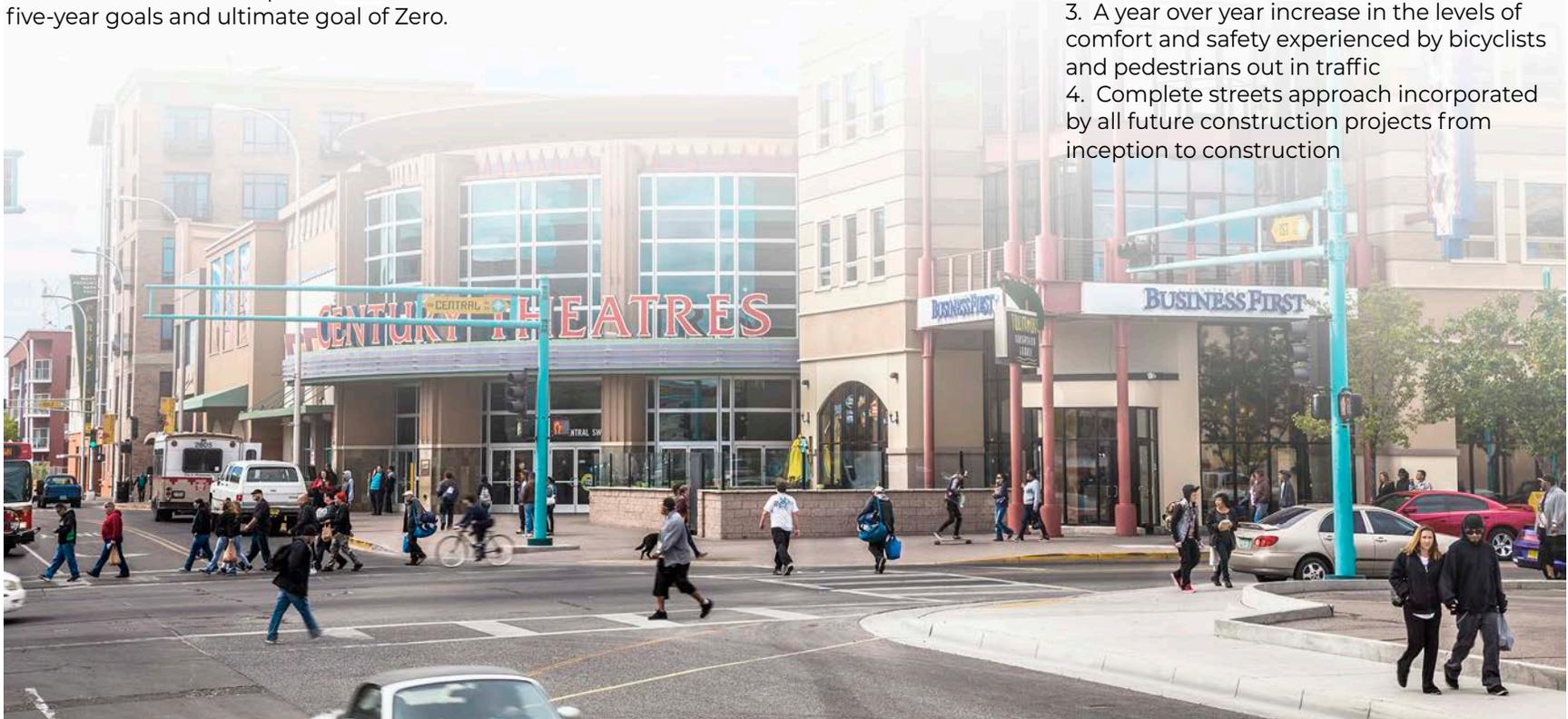
The RTSAP identifies recurring patterns in specific locations, allowing a targeted approach of problem areas in order to responsibly invest limited funding. Analyses show that 64 percent of the total fatalities and injuries occur on only 7 percent of major roads (2 percent of all roads). For these locations, actions or proven countermeasures were identified, which, when implemented will work to achieve the plan's intermediate five-year goals and ultimate goal of Zero.

Actions for Emphasis Areas:

- 1) Reduce excessive speed and dangerous driving
- 2) Design streets for all modes of travel
- 3) Implement meaningful behavior change campaigns
- 4) Expand data collection and traffic management
- 5) Ensure strong policy and funding mechanisms
- 6) Provide targeted traffic enforcement

Five-year goals:

- 1. A year over year reduction in fatal and injury crashes:
 - a. at high priority corridors and intersections
 - b. related to excessive speed and dangerous driving
 - c. involving pedestrian and bicyclists
 - d. involving alcohol and drugs
- 2. An overall 5 to 10% reduction of the above categories of fatal and injury crashes over the next 5 years
- 3. A year over year increase in the levels of comfort and safety experienced by bicyclists and pedestrians out in traffic
- 4. Complete streets approach incorporated by all future construction projects from inception to construction



2018 Walkability Action Institute

The Mid-Region Metropolitan Planning Organization (MRMPO) was one of nine teams nationally selected to attend the 2018 Walkability Action Institute (WAI) in Decatur, GA this past April. The WAI, hosted by the National Association of Chronic Disease Directors (NACDD) and Centers for Disease Control and Prevention (CDC) is a multi-day “course” for interdisciplinary teams comprised of public health, transportation, planning, elected officials, and other disciplines. Teams apply to receive travel assistance to attend the course, develop team action plans, and implement outcomes to make their communities, regions, and states more walkable over the long term.

The team from Albuquerque piqued the selection committee's interest due to our high pedestrian fatality rating (the highest in the nation), but also due to local planning initiatives like CiClovía, and the fact that MRCOG, local government agencies and citizen groups have long been working together to improve things in the region.

The nine participating teams were provided with the most up-to-date information and applied learning methods to promote walking and walkability in their home regions.



The Albuquerque Team from left to right:

- Tatiana Falcón Rodríguez, Presbyterian Center for Community Health
- Sarah Ijadi – MRCOG
- Valerie Hermanson – MRCOG
- Bernadette Hardy, International District Healthy Communities Coalition
- Andrew Varoz, City of Albuquerque, Department of Municipal Development
- Councilor Isaac Benton, City of Albuquerque, City Council



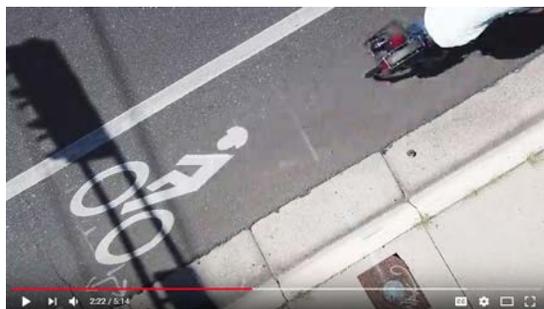
MRMPO Releases First of Five Videos

In spring 2018, MRMPO released the first of a series of short videos being produced to help inform and educate the public about what MRMPO is and what the organization does. The first video, “Welcome to the Mid-Region Metropolitan Planning Organization,” highlights our unique metropolitan area, transportation challenges in the region, and MRMPO’s approach to addressing challenges. The video also covers how the public can take part in shaping our region’s transportation future.

Future videos will discuss the Metropolitan Transportation Plan, the Target Scenario, strategies for achieving the desired vision, and funding and the project prioritization process.



Scenes from “Welcome to the Mid-Region Metropolitan Planning Organization”



Check out the video on YouTube (search MRMPO), or on our website in the Metropolitan Transportation Planning section.

Engaging the Public

MRMPO engages the public at various stages in its planning processes because diverse perspectives help enrich our understanding of transportation issues and bring to light different ideas and strategies for improvement. MRMPO's overall goal for outreach is to "provide effective outreach to engage as many people as possible."

Over the years, it was becoming clear that MRMPO needed a new approach to public outreach. Holding the traditional public meetings alone was not cutting it. After a number of staff attended an inspiring training on public participation hosted by the National Transit Institute, MRMPO began revising its outreach approach, to focus on:

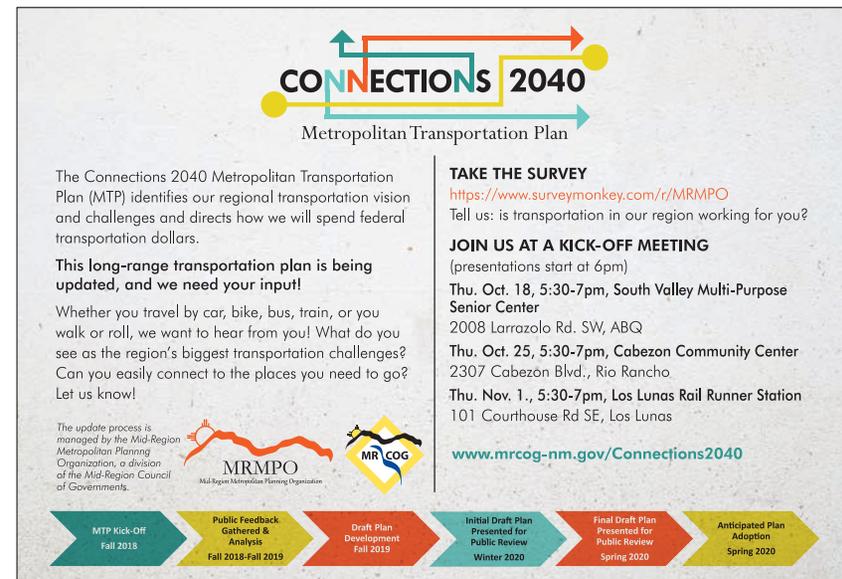
1. **Going to where people are** rather than having them always come to us. For example, MRMPO will attend more community events and other organization's meetings to distribute and present information and collect feedback.
2. **Enhancing efforts to reach underrepresented groups.** As one example, MRMPO will host pop-up events in low-income neighborhoods.
3. Increasing engagement through the **use of new methods** such as online interactive maps that allow the public to give feedback regarding transportation in specific locations.

These new approaches are included in the recently updated MRMPO Public Participation Procedures document, which

is used to guide MRMPO's overall outreach practices.

The updated Procedures also make more explicit how the public can get involved and includes a larger emphasis on how to better reach out to our Tribal planning partners.

The Connections 2040 MTP Public Outreach Plan will guide outreach efforts for the upcoming MTP update and includes descriptions of the new outreach methods that will be used, public meeting practices, standards for recording and responding to comments, notification procedures, a schedule of outreach activities, and benchmarks to help gauge efforts.

CONNECTIONS 2040
Metropolitan Transportation Plan

The Connections 2040 Metropolitan Transportation Plan (MTP) identifies our regional transportation vision and challenges and directs how we will spend federal transportation dollars.

This long-range transportation plan is being updated, and we need your input!

Whether you travel by car, bike, bus, train, or you walk or roll, we want to hear from you! What do you see as the region's biggest transportation challenges? Can you easily connect to the places you need to go? Let us know!

TAKE THE SURVEY
<https://www.surveymonkey.com/r/MRMPO>
Tell us: is transportation in our region working for you?

JOIN US AT A KICK-OFF MEETING
(presentations start at 6pm)

Thu. Oct. 18, 5:30-7pm, South Valley Multi-Purpose Senior Center
2008 Larrazolo Rd. SW, ABQ

Thu. Oct. 25, 5:30-7pm, Cabezon Community Center
2307 Cabezon Blvd., Rio Rancho

Thu. Nov. 1., 5:30-7pm, Los Lunas Rail Runner Station
101 Courthouse Rd SE, Los Lunas

www.mrcog-nm.gov/Connections2040

The update process is managed by the Mid-Region Metropolitan Planning Organization, a division of the Mid-Region Council of Governments.

MRMPO
Mid-Region Metropolitan Planning Organization

MR COG
Mid-Region Council of Governments

MTP Kick-Off
Fall 2018

Public Feedback Gathered & Analysis
Fall 2018-Fall 2019

Draft Plan Development
Fall 2019

Initial Draft Plan Presented for Public Review
Winter 2020

Final Draft Plan Presented for Public Review
Spring 2020

Anticipated Plan Adoption
Spring 2020



Rio Metro RTD



Pace Bike Share Comes to Albuquerque

Rio Metro Regional Transit District (Rio Metro) worked with the nation's leading bike share vendor, Zagster, to unveil a new innovative bike share program called Pace Bike Share. On April 19, 200 bicycles and 31 stations were put into use, while an additional 19 stations and 50 bicycles were unveiled during the summer of 2018.

Rio Metro, in partnership with the City of Albuquerque and Bernalillo County, is on the cutting edge of bike sharing with the launch of Pace. This service supports Albuquerque's existing bike-friendly culture and complements the more than 400 miles of bike lanes in our community.



Pace expands and improves upon Albuquerque's pilot bike share program, BICI, which featured 75 bikes and required riders to begin and end rides only at 15 fixed station locations. With Pace, riders can now rent one of the 250 bikes from any of Pace's 50 dedicated bike racks, or from any public bike rack available throughout the city. This mix of intelligently placed bike share racks, plus the freedom of being able to lock Pace bikes to public racks, enables true point-to-point travel while ensuring riders can reliably add bike sharing to their alternative transportation options.





Positive Train Control

With the end-of-year 2020 deadline to implement Positive Train Control (PTC) approaching, Rio Metro has made significant progress in the implementation of this federally-mandated safety project. When complete, PTC will prevent train-on-train collisions, over-speed derailments, and other potentially dangerous situations.

As a small public agency, Rio Metro's greatest challenge has been amassing the approximately \$55 million needed to implement PTC technology. Unlike many commuter rail agencies who operate as a tenant on a Class I railroad, **Rio Metro is not only responsible for equipping its 18 Rail Runner locomotives and cab cars, but also for the communications networks and the installation of equipment over the entire 96-mile corridor.**

Over the past year, staff has secured the funds needed for the project through federal sources, existing gross receipt tax revenue, a New Mexico State Infrastructure Bank loan, and grant funding.

Rio Metro, in coordination with Amtrak and the Burlington Northern Santa Fe Railway (BNSF), is also completing a safety assessment and a risk mitigation plan. The plan will identify operational and capital improvement actions that will gain Federal Railroad Administration approval for the Rail Runner to continue to operate current levels of service while PTC is being executed.

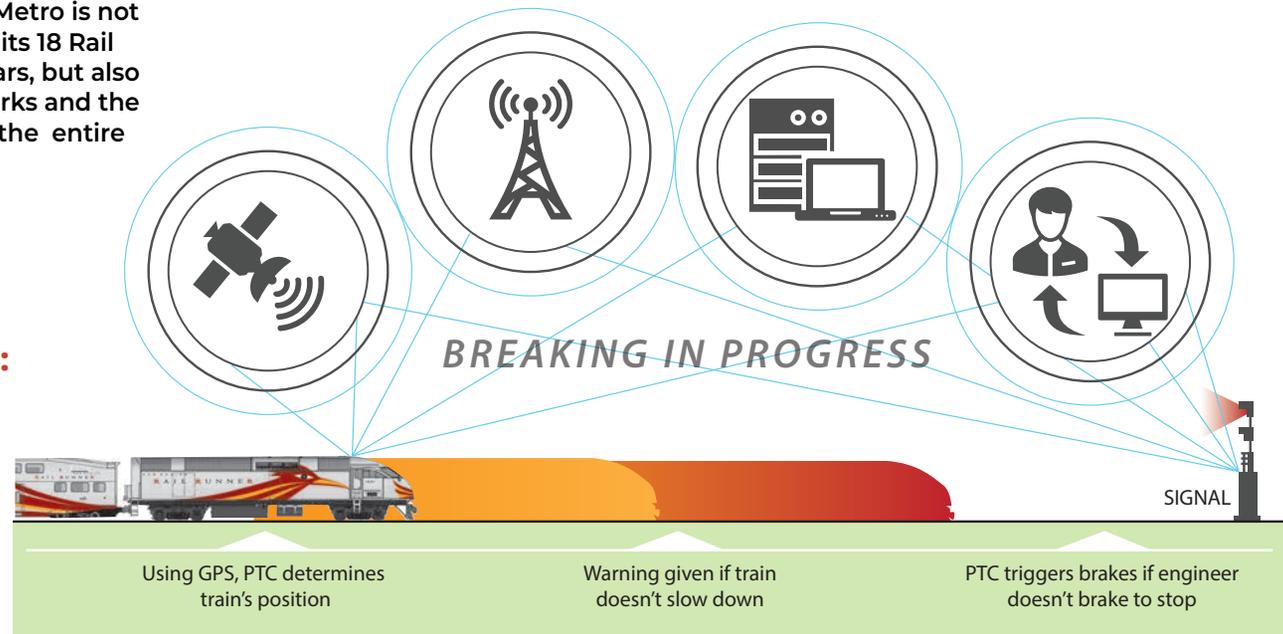
THIS JUST IN...

Rio Metro awarded nearly \$30 million for PTC!

On August 21, Rio Metro was notified its application for funding for PTC implementation was approved. This funding will complete Rio Metro's funding package and will allow staff complete contract negotiations and proceed with implementation – without having to divert funds from its ongoing operations and critical capital and equipment projects.

Positive Train Control: how it works

Rio Metro's PTC system will be "inter-operable," which means that it will provide uninterrupted communication (and service) not only to Rail Runner trains, but also to Amtrak and BNSF trains operating on the Rail Runner corridor.



Schematic based on image from Union Pacific Rail Road

New Transit Services in Isleta Pueblo and Valencia County

Bringing to fruition an effort that started in 2011, the Pueblo of Isleta and Rio Metro introduced bus Route 208 in December 2017. Collaboratively designed by the Pueblo of Isleta and Rio Metro, the route connects Pueblo residents to retail, employment and education destinations, and provides morning and mid-day service to Valencia County during times when Rail Runner service is not available.

The route has been very successful with more than 500 riders a month, each of who travel an average of 20 miles per trip. The route

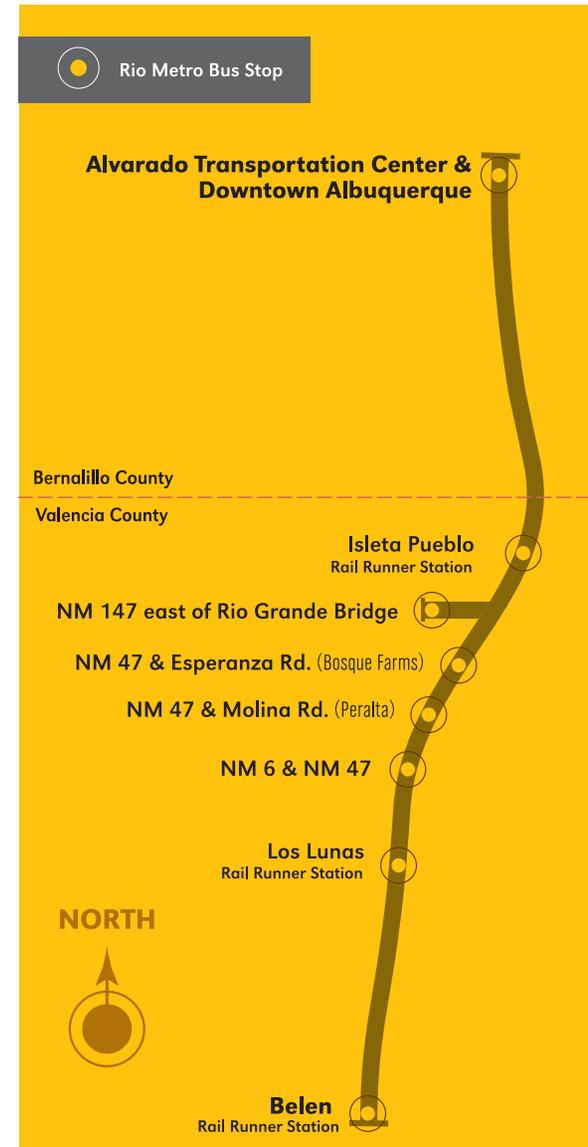


mimics the Rail Runner corridor with stops at Rail Runner stations and additional stops in Peralta and Bosque Farms, and provides more travel flexibility by allowing passengers to use both the bus and Rail Runner to complete a round trip.

Additionally, recognizing the rural nature of the area, Rio Metro added demand response service which brings people directly to and from their destinations in the local area. The demand response service uses ADA accessible mini vans—a new addition to the Rio Metro fleet—for service in the Pueblo due to its narrow roads.

Through the financial contributions of both agencies, the new services leveraged federal funding for approximately 80% of the total capital costs and one-third of the annual operation costs.

Bus 208 to the left, and Rio Metro's new demand-response vehicle below.





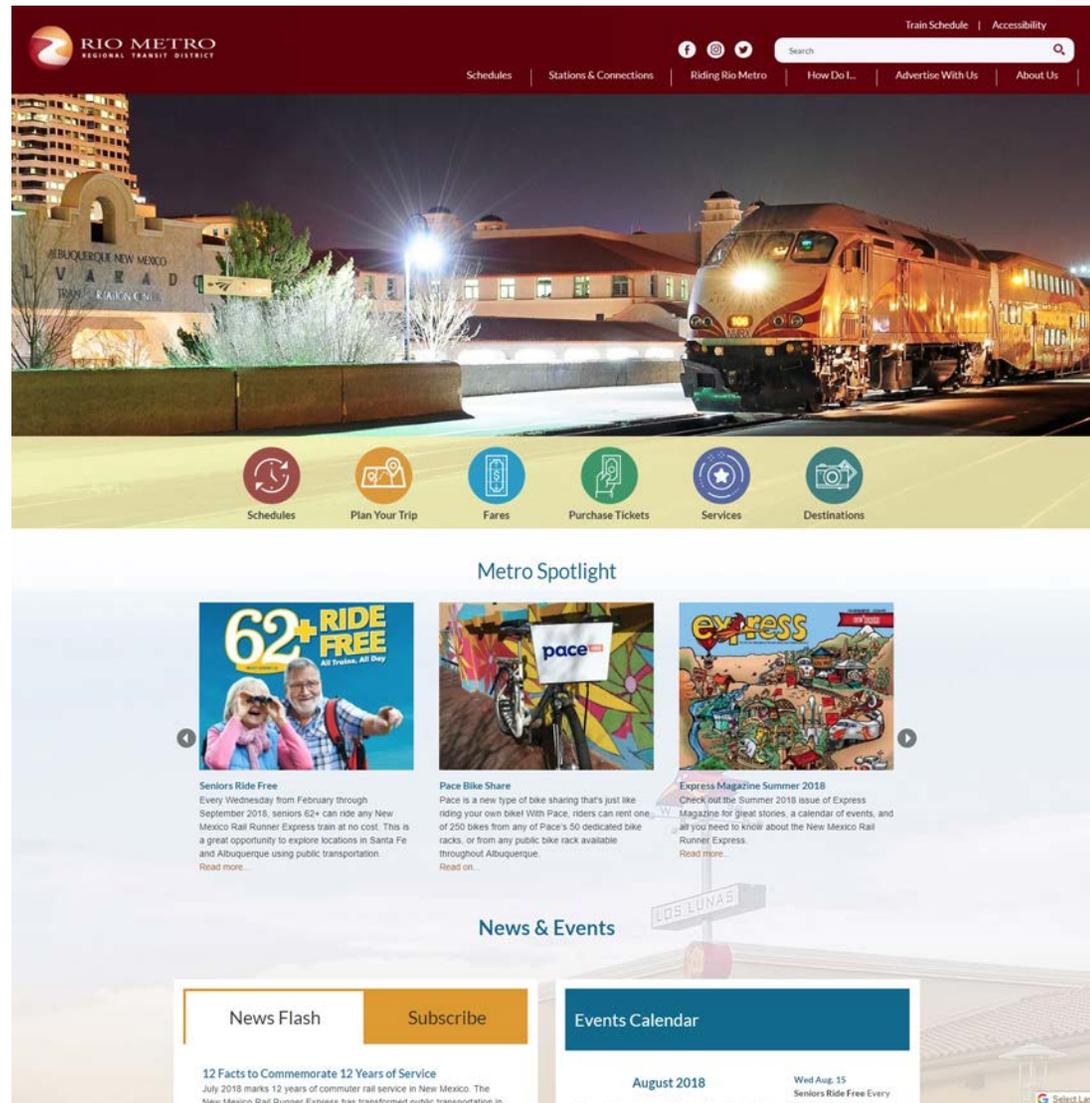
Rio Metro’s Website Got an Upgrade

The Rio Metro Regional Transit District debuted a new, mobile-friendly website in September 2018. The brand-new website, which was under development for months, includes a variety of updated features, making it convenient for customers to use from either a desktop or mobile device.

Some of the updated features include:

- Language Translation – Ability to translate the website into more than 100 languages
- Metro Spotlight – A feature that allows Rio Metro to highlight upcoming events and important announcements
- Interactive Events Calendar – View events by day, week or month
- Social Quick Links – Ability to quickly follow Rio Metro on Facebook, Twitter, Instagram, and more
- Alert Center – A feature that allows Rio Metro to create alert notifications at the top of the homepage and all pages within the site

Rio Metro is working with a developer to create an interactive train schedule, expected to go live within the next months. The interactive schedule will allow passengers to select their travel starting point and destination, and will quickly generate train times and information based on the selections made.



Rio Metro in the Community

Throughout the year, Rio Metro's Marketing Department oversees and participates in a variety of community events and outreach programs geared towards promoting public transportation. Whether providing special train service for iconic events such as the Burning of Zozobra, or visiting local libraries to teach kids about being safe around trains and buses, Rio Metro staff strives to educate our community about bus and rail safety, as well as the many financial, environmental, and economic benefits of using transit.

Below is an overview of just some of the events Rio Metro organized or collaborated on during fiscal year 2018.

Transportation Fun with Trax (summer of 2017): library presentations on Rail safety as part of the Summer Reading Program.

NMLE Memorial Ride (August 2017) collaboration with the NM Law Enforcement Memorial Bike Ride and providing return transportation.

Burning of Zozobra (August 2017): partnering with the Kiwanis Club and Santa Fe Trails to provide transportation to and from the event.

Balloon Fiesta (October 2017): partnering on a Balloon Fiesta/Rail Combo Pass, which offered special pricing.

Day of the Tread (October 2017): collaborating on the Rail Runner 12 Mile Family Fun Ride, which ends at the Los

Ranchos/Journal Center Rail Runner Station from where participants take the train back downtown.

The Bugg Lights Display (November 2017): partnering with the Harvey House Museum in Belen, including shuttle service.

Santa's Village (December 2017): Hosted by Rio Metro, this event attracts thousands of visitors. Participants enjoy games, crafts, mini-train rides, holiday movies, a visit with Santa, and more.

Community Outreach (on-going): Rio Metro staff regularly attends community events to talk with the public about public transportation. Trax, the Rail Runner mascot, also makes appearances..



Rail Runner Safety Training

During the past year, the Rail Runner has provided 38 safety classes for people involved in projects in the railroad's right-of-way, with a total of 646 participants from 53 different agencies. The two-hour class provides contractors with the knowledge necessary to conduct their work projects near the train tracks safely.

Projects for which safety training was provided include the Railyard Flats Apartment Building, the Valle de Oro Flood Control Project, One Central (First St. and Central) Apartments in Albuquerque, Middle Rio Grande Tribal Consortium in Santo Domingo, fiber optic cable installation in Belen (Ross St.), fiber optic construction in Los Lunas, and SWPPP trail upgrades near Second Street in Albuquerque.





Customer Feedback Survey— By the Numbers

In a recent survey conducted this past Spring, the New Mexico Rail Runner Express continues to have an excellent overall satisfaction rating, and respondents said they were very likely (56.75%) to recommend the train to friends and family.

Rio Metro Regional Transit District is a multi-modal public transportation organization which includes the New Mexico Rail Runner Express, Rio Metro Buses in Valencia and Sandoval Counties, and PACE ABQ Bike Share. As marketing continues to brand Rio Metro, the survey showed that on average 62.38% are aware of our services, such as connecting buses, shuttles to the airport, Rio Metro's fixed route/commuter bus services, our mobile app, Express Magazine, and our popular mascot, Trax.

Some notable and positive increases from the last survey conducted in 2015:

	2015	2018
Leisure Travel	24%	44%
Tourism Travel	2%	6%
One Way Ticket Sales	7%	11%
Day Passes Purchased	33%	50%
Annual Pass Purchases	4%	16%

It's also worth noting that there has been a gender shift in riders from the 2015 to 2018 surveys. Males, 53.57% skew higher than female riders, 46.43%.

Two programs that have continued to make a significant impact on ridership are the **Seniors 62+ Ride Free** on Wednesdays (31.04%), and the **Veterans Freedom Pass** (19.07%). Feedback from the survey also indicated that respondents on average of 30.87% are likely to very likely take the train to a special event. This further confirms our own numbers which often show a spike in ridership during special events.

The top reasons for riding the train have not changed from past surveys, namely **"it cost less"** (16.44%), and **"it's less stressful"** (16.22%). An interesting response that won over **"safer than driving"**- 13.33%, is that **"it's more fun!"** (16%). On the other hand, the main reason that prevents people from riding the train more often is that the train schedule does not fit their needs (37.71%). This has been a consistent factor.

Rio Metro has grown its social media platforms (Facebook, Twitter, Instagram and Flickr) as a means of increasing

communication to riders. 62.66% of respondents are active on Facebook which helps validate that the contests, Transit Tuesdays and Throwback Thursdays, just to name a few of the posts, are being viewed. Surprisingly, 29.61% of respondents watch YouTube.

With the expansion of the Rio Metro bus services, it was a good time to get more feedback about the use of service and customer service engagement. Work, 27.32% and leisure, 30.15% were listed as the two reasons for traveling on the bus. The fixed route/commuter bus service and Dial-A-Ride bus service both met the needs of respondents, 56.94% and 47.41% respectfully.

Finally, safety is often a concern as it relates to public transportation. In 12 years of operation, the Rail Runner has never had a high-speed derailment, or a train-to-train crash. Accidents have been related to trespass on the tracks. The feedback from the survey indicated that passengers felt safe on the train (90.58%), and on the platform (75.33%). And we will continue to put measures in place to keep our riders safe.



Regional Planning



The MRCOG Regional Planning Program connects state agencies, regional entities and local governments and helps provide the conduit to coordinate planning efforts and share resources. The Program provides technical assistance to MRCOG communities in the areas of rural transportation and land use planning. This year, the Regional Planning staff worked statewide through their work with the Department of Defense; brought together staff, planning commissioners and elected officials to share resources; and supported partnerships to develop a community's trails and open space plan.



Local Planning and Partnership: Edgewood Trail & Open Space Master Planning

On the local level, the Town of Edgewood received a National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) Program grant. The technical assistance provided through the grant will help the Town to develop a conceptual trail and open space plan for large parcels located in the southern portion of the town. This is a partnership between the Town of Edgewood, NPS, UNM Prevention Research Center and the Mid-Region Council of Governments. This collaborative venture brings together the Town's economic, social, physical and ecological vitality goals identified in the planning process.





Regional Planning: Making Lemonade with Limited Resources

This year's Planning Commission workshop highlighted communities that were able to implement projects in the face of limited resources. Speakers from the Town of Peralta and the Village of Santa Clara discussed creative funding mechanisms and low-cost solutions to bring investment to their communities. In response to questions from local governments, MRCOG asked experts to discuss topics including new state legislation on small cell towers, the impact on oil and gas extraction on aquifers based on area-specific geology, and preservation of agricultural resources.

In addition to the technical training provided at the workshop, commissioners, staff and elected officials were able to connect with each other and share lessons learned. Although MRCOG communities may face disparate challenges, they become stronger when they face them together and collaborate on a regional level.

Statewide Planning: Department of Defense, Energy Compatibility Project

Making the connections at the federal, state and local level, MRCOG was awarded a grant from the Office of Economic Adjustment (OEA), U.S. Department of Defense, to develop a state-wide process that will identify existing and potential conflicts with the siting of energy facilities. The grant will focus on energy compatibility, promoting economic development, and protecting both public health, safety and the operational missions of the military. The development of a web-based tool to identify areas of potential conflict will promote coordination with local governments, military facilities and energy developers to mitigate adverse effects on military operations. The five military installations and numerous energy projects are both economic drivers for the State of New Mexico. This project will facilitate better communication between these entities and promote economic development throughout.



Village of Los Lunas Feedback



*MRCOG assisted the Village of Los Lunas in rewriting the Village's subdivision ordinance. Here is how Los Lunas Special Projects Planner Erin Callahan describes the collaboration:**

"While we initially felt that a project of this magnitude could only be accomplished by an outside consultant, the regional planning staff at our local council of governments - the Mid-Region Council of Governments (MRCOG) - advised that with their regional planning assistance, this could be easily completed by planning staff at Los Lunas. The regional planning assistance service is a grant-funded program available to rural communities in the region. We agreed to work with MRCOG, and their assistance was just the right amount of outside help."

**Excerpt from article by Erin Callahan published in the Western Planner Journal.*



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MRCOG Board of Directors

Bernalillo County

Commissioner Debbie O'Malley
 Commissioner Maggie Hart Stebbins
 Commissioner James Smith

Sandoval County

Commissioner Holden Rhodes
 Commissioner David Heil

Torrance County

County Manager Belinda Garland

Valencia County

Charles Eaton
 David Carlberg

City of Albuquerque

Lawrence Rael, COO
 Councilor Isaac Benton
 Councilor Diane Gibson
 Councilor Don Harris
 Councilor Cynthia Borrego
 Councilor Brad Winter
 Councilor Klarissa Peña

City of Belen

Mayor Jerah Cordova

City of Moriarty

Mayor Ted Hart
 Councilor M. Steven Anaya

City of Rio Rancho

Mayor Gregory D. Hull
 Councilor Dawn Robinson

City of Rio Communities

Mayor Mark Gwinn

Town of Bernalillo

Mayor Jack Torres

Town of Edgewood

Mayor John Bassett

Town of Estancia

Trustee Cory Dryden
 Trustee Manuel Romero

Town of Peralta

Councilor Leon Otero

Village of Bosque Farms

Mayor Wayne Ake

Village of Corrales

Councilor Philip Gasteyer
 Councilor/Mayor Pro Tem Pat Clauser

Village of Cuba

Mayor Mark Hatzbuhler
 Vandora Casados, Clerk/Trustee

Village of Los Lunas

Mayor Charles Griego
 Christina Ainsworth, Director of
 Community Development

Village of Los Ranchos de Albuquerque

Mayor Donald Lopez

Village of Tijeras

Mayor Gloria Chavez

Village of Willard

Mayor Robert Chavez
 Emily Sanchez, Clerk

Albuquerque Public Schools

Candelaria Patterson

Los Lunas Public Schools

Ron Williams

University of New Mexico

Connie Beimer, Director of Government
 Relations

Remembering Mayor Larry Abraham

In the spring of this year, we lost a dear, longtime member of our MRCOG family with the passing of Mayor Larry Abraham. In addition to serving four consecutive terms as Mayor of the Village of Los Ranchos, Larry was a well-loved and respected active member of the COG since 2004.

Mayor Abraham brought energy and enthusiasm to all he did, and that was especially true when it came to the various boards on which he served. A talented entrepreneur and visionary, Mayor Larry Abraham was always willing to roll up his sleeves and working with fellow COG Board members to find solutions. He leaves a legacy of leadership that is unsurpassed.



MRCOG Board of Directors: 2004-2018

Chairman 2008-2010

RMRTD Board of Directors: 2005-2018

Chairman 2012-2015

MTB: 2004-2018

Chairman 2006-2008

CNM

Dr. Katharine W. Winograd, President

Albuquerque Metropolitan Arroyo Flood Control Authority

Bruce Thomson

Southern Sandoval County Arroyo Flood Control Authority

James Fahey



Rio Metro Board of Directors

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Councilor Cynthia Borrego
Councilor Diane Gibson
Councilor Don Harris
Councilor Isaac Benton
Mayor Tim Keller
Mayor Jerah Cordova
Mayor Jack S. Torres
Commissioner Debbie O'Malley
Commissioner Maggie Hart Stebbins
Commissioner James Smith
Mayor Wayne Ake
Councilor David Dornberg
Mayor Charles Griego
Mayor Mark Gwinn
Councilor Dawn Robinson
Councilor Jim Owen
Commissioner Charles Eaton

Metropolitan Transportation Board

Mayor Donald Lopez
Councilor Cynthia Borrego
Councilor Brad Winter
Councilor Diane Gibson
Councilor Don Harris
Councilor Klarissa Peña
Councilor Isaac Benton
Mayor Tim Keller
Lawrence Rael
Bob Skerry
Deborah Stover
Candelaria Patterson
Mayor Jack Torres
Comm. Debbie O'Malley
Comm. Maggie Hart Stebbins
James Aranda
Wayne Ake
Michael Jaramillo
Kenneth Murphy
Priscilla Benavidez
Jerah Cordova
Councilor Dawn Robinson
Mayor Gregory Hull
Mike Padilla
Terry Doyle
Commissioner David Heil
Andres Sanchez
Merrill J. Yazzie
Kathy Trujillo
Brandon Herrera

WCCNM Board

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Odes Armijo-Caster
Beth Barela
Paige Briggs
Doug Calderwood
Manuel Casias
Herb Crosby
Reyes Gonzales
Marni Goodrich
Sionna Grassbaugh
Victoria Hernandez
Michael Herrick
Richard Holcomb
Mayor Gregg Hull
Krista Kelley
Paul Kress
John Lahoff
Rita Gallegos Logan
Doug Majweski
Ralph Mims
Laura Mussel White
Teri Norris
Debbie Ortiz
Stacey Sacco
Melodie Saiz
James Salas
Waldy Salazar
Leslie Sanchez
Diane Saya
Jerry Schalow
Mike Swisher
Carolyn Vandergiesen
Bob Walton
Vicki Wilkins
Isaac Zamora

Water Resources Board

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Cynthia Borrego
Bart Faris
Dale Tafoya
Mayor Jack Torres
Commissioner Debbie O'Malley
Councilor Patricia Clauser
Rita-Loy Simmons
Ronnie Reynolds
Debbie Ortiz
Mayor Donald Lopez
Art Swenka
Marian Wrage
Commissioner F. Kenneth Eichwald
Belinda Garland
Steve Glass
Lynn Montgomery
Brenda Smythe
Sal Reyes
Bobby Ortiz

Rural Transportation Planning Organization Committee

Debbie Ortiz, PHTC
Mayor Richard Velarde
Mayor John Bassett
Sharalynn Lucero
Benny Shendo
Mayor Robert Wilson
Duane Sandoval
Sheri Bozic
Dennis Fulfer
Fred Marquez
Ray Matthew
Steve Lucero
County Manager Belinda Garland



MRCOG Staff Listing

Yoshiro Akutagawa, Facility Maintenance
Joe Aragon, RTD Driver, Los Lunas
Lloyd Aragon, WIOA Planner
Jim Armijo, RTD Driver, Los Lunas
Celina Baca, Administrative Assistant
Michael Baca, WIOA Computer Specialist
Wilfred "JR" Barela, Facilities Maintenance
Kelly Benavidez, Customer Service, NMRX
Eduardo Borunda, RTD Driver, Los Lunas
Sandra Bernard, RTD Driver Rio Rancho
Peter Blewett, Network/System Tech
Gerald Bowe, Transit Services Surveyor
James Breiterman, Train Dispatcher
Grant Brodehl, Special Projects Planner
Donald Brown, RTD Driver, Los Lunas
Sheila ter Bruggen, Communications Coordinator
Veronica Campbell, RTD Driver, Los Lunas
Henry Campos, Facilities Maintenance
Wendy Candelaria, Human Resource Mgr.
Elizabeth Carter, Transit Operations Mgr.
Dewey Cave, Executive Director
Jane Chavez, RTD Driver, Los Lunas
Mark Chavez, Train Dispatcher
Martin Chavez, Facilities Maintenance
Allyne Clarke, Marketing Mgr.
Tara Cok, Transportation Planner
Gary Cowles, RTD Driver, Rio Rancho
Ross Cummings, RTD Driver, Los Lunas
Shohreh Day, GIS/Systems Analyst
Terrence Doyle, Rio Metro RTD Director

Anthony Duran, Information Systems Specialist
Danny Duran, Facilities Maintenance Mgr.
Kirk Estrada, Train Dispatcher
Ernie Fernandez, Train Dispatcher
Richard Frye, Facilities Maintenance
Vangie Gabaldon, Special Projects Planner
Sandra Gaiser, Regional Planning Mgr.
Angela Galindo, RTD Dispatcher
Kenneth Garcia, RTD Driver, Los Lunas
Samuel Garcia, Traffic Counter
David Gardnier, RTD Driver, Rio Rancho
Martha Garley, RTD Dispatcher, Los Lunas
Ted Gaudette, Information Systems Officer
Andrew Gingrich, GIS/Data Analyst
Deanna Gonzales, RTD Driver, Los Lunas
Robert Gonzales, Operations Mgr. NMRX
Esteban Gonzalez, RTD Driver, Rio Rancho
Carmen Gutierrez, RTD Driver, Los Lunas
Eric Gutierrez, Senior Accountant
Valerie Hermanson, Transportation Planner
Kristin Hodgson, RTD Driver, Los Lunas
Larry Horan, Attorney
Brandon Howe, RTPO Planner
Sarah Ijadi, Transportation Planner
Daniel Jimenez, Transportation Planner
Michael Jiron, Graphic Designer
James Kolberg, Transportation Planner
Denise Kurtz, RTD Dispatcher, Los Lunas
Elizabeth Lewis, Train Dispatcher
Louie Leyba, RTD Driver, Los Lunas
Brandon MacEachen, Safety Coordinator
David Maes, Transit Mgr., Los Lunas

Sylvia Maestas, Accountant
Lupe Maltos, Customer Service, NMRX
John Mares, Facilities Maintenance
Virginia Marquez, RTD Driver, Los Lunas
Paul Marrujo, RTD Driver, Los Lunas
Arthur Martinez, WIOA Administrator
Jocelyn Martinez, Program Support Coordinator
Maria Martinez, RTD Driver, Los Lunas
Riann Martinez, Marketing Specialist
Nathan Masek, Transportation Planner
Sandra Mason, RTD Driver, Rio Rancho
Carol Mathews, RTD Dispatcher, Rio Rancho
Kate McMath, Transportation Intern
Martha Mendoza, Administrative Assistant
Augusta Meyers, Communications Mgr.
Adrienne Molinar, Accountant
Kim Monjaras, Procurement Officer
Kendra Montanari, Senior Socio-Economic Program Mgr.
Marla Montiel, Special Projects Coordinator
Steven Montiel, Transportation Planner
Dominic Montoya, Special Projects Planner
Ernest Montoya, One Stop, Maintenance
Raymond Montoya, RTD Driver, Los Lunas
Rex Moore, RTD Driver, Los Lunas
Larry Moritomo, Sales Mgr.
Marie Morra, Marketing Specialist
Steve Moya, Traffic Counter
Eric Murphy, Customer Service, NMRX
Amy Myer, Senior Finance Mgr., MRCOG
Hernan Navarrete, RTD Driver, Los Lunas



Elizabeth Olson, Train Dispatcher
Nicole Ortiz, Program Support Coordinator, WIOA
Stephanie Paiz, Program Support Coordinator, NMRX
Renee Padilla, Accountant
Diana Parker, WIOA, Career Development Specialist
Jenna Paulson, Customer Service Mgr, NMRX
Joshua Pena, RTD Driver, Los Lunas
Dave Pennella, MPO Administrator
Nicole Perches, Customer Service NMRX
Yvonne Perez, RTD Dispatcher, Los Lunas
Benjamin Ramirez, Transit Service Worker
Forest Replogle, Transportation Planner
Ashley Romero, WIOA, Career Development Specialist
Lionel Romero, RTD Driver, Los Lunas
Tawnya Rowland, WIOA, TechHire Director
Maida Rubin, Transportation Planner
Irma Ruiz, Customer Service Mgr.
Margaret Sachs, WIOA Business Consultant
Alexander Sanchez, Facility Maintenance
Jerilynn Sans, Administrator, WCCNM
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Christine Schreck, RTD Driver, Los Lunas
Lisa Sedillo, Customer Service, NMRX
Carl Seif, Transit Mgr., Rio Rancho
Ann Simon, Economic Development Program Mgr.

William Simon, Transportation Planner
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Anthony Sylvester, Special Projects Mgr.
Vera Taylor, Transit Services Surveyor
Socorro Telles, Transit Supervisor, Los Lunas
Barbara Thomas, Office Mgr.
Caerllion Thomas, Transportation Planner
Winifred Tinney, RTD Dispatcher, Rio Rancho
Ramona Torres, RTD Driver, Los Lunas
Jesse Turley, Accounting Mgr., WCCNM
Conni Vigil, Senior Finance Mgr. RTD
Josephine Vigil, Accounting Mgr. RTD
Matthew Wylie, Quality Assurances Coordinator





Mid-Region Council of Governments

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