

***RMRTD Board and Staff Visioning Workshop  
March 11th, 2015, 8 a.m. – 12 p.m.***

***Indian Pueblo Cultural Center, Silver Room, 2401 12th St NW, Albuquerque, NM 87104***

***Objective(s):***

- Develop a Board consensus “vision framework” that will:
  - a) Be vetted with public and business stakeholders; and
  - b) Inform the final Vision Plan.

**AGENDA**

**1. Welcome and Introductions (30 min)**

- a) Welcome by Terry Doyle. *Introduced RMRTD staff and then introduced Gary Suiter.*
- b) Welcome by Gary Suiter. *Introduced consultant team and thanked the participants in advance for their time and work.*
- c) Participant introductions through an interactive warm-up exercise (25 min)

Participants were asked to write down their answer to this question: “What do you hope to achieve or accomplish in your role as a regional leader in transportation?” Then each participant introduced themselves and reported on their response. Responses were posted on the wall for all participants to review.

The following are responses:

- Get “Rail Runner” to be accepted as a preferred alternative for SOVs
- Service to the most people and at highest demand. Offer and encourage alternatives to single occupancy motorized vehicles
- A common goal with other communities
- The merger of ABQ Ride and Rio Metro RTD
- Move people from reliance on car to using public transportation in rural areas
- More accommodating transportation schedule
- Help keep youth (my son!) in the area
- Maximize funding to provide enhanced transit services throughout the region
- Public support
- Frequent service in the South Valley
- Identify transportation gaps & provide seamless public transportation throughout the region in a cost effective and efficient manner
- Increase ridership of train and Rio Metro Bus by residents in the Town of Bernalillo
- Learn more about importance of effective modes of transportation for community economic development
- To provide more transit options for the Pueblo of Isleta
- To link economy of East ABQ & East Mountains
- Better connectivity with all services in the region – bus-rail
- More/better funding for transit services
- Continue the improvements of integrating the long range planning of roadways and transit and land use

- Improve transportation for all Pueblo of Isleta community members through efficient connectivity to existing and future modes of transp. in the area.
- Establish a significant role for RMRTD as a leader in public transportation for the region
- Utilize the Transit District to build regional cooperation along with excellent public transit service
- Provide a high quality usable transit system that allows customers to go from one end of the region to another easily & seamlessly
- Improve regional economic development through strategic deployment of transit and infrastructure
- Encourage transportation investments that are strategic and address multiple regional challenges simultaneously
- Inform decision-making with regional data
- Create a region with multiple transportation options, including a transit system that integrates communities and plays a role in community building and economic growth



**2. Confirm Workshop Agenda, Objectives, and Ground Rules (20 min)**

Mr. Suiter reviewed and confirmed workshop agenda & objective(s)

**3. Setting the Stage: The Bigger Picture & Futures 2040**

- Terry Doyle presented information about challenges and opportunities for the region and RMRTD. Issues included
  - A preview of ABQ Ride – communication □ coordination □ collaboration □ consolidation - timing
  - Acknowledged the issue of potential separation of RMRTD from MRCOG

- *Challenges of multiple tiers of service in a regional, seamless network— urban, suburban, rural, last mile*
- b) MPO presentation on “Futures 2040” plan and findings

**4. Building the Vision Framework: Core Themes and Key Strategies (20 min)**

- a) Definition of terms: Themes, Strategies, Tactics, and Performance Measures
  1. *Core Themes – These are RMRTD’s “pillars of excellence”; themes break the organization’s vision into actionable focus areas, with the intent to achieve excellence viewed through the perspectives of customers, internal processes, fiscal health, and organizational capacity. The themes are keyed to desired results / outcomes.*
  2. *Key Strategies – Strategic objectives. Building blocks of continuous improvement that can be documented, measured, and made actionable through projects, programs, and initiatives.*
  3. *Implementation Tactics – The projects/programs/initiatives that help achieve the Key Strategies. Once Core Themes and Key Strategies are finalized with the Board and vetted with stakeholders, tactics will be developed by consultant and staff and included in the Vision Plan brought back to the board.*
  4. *Performance Measures – How you measure and report progress on priority strategies/tactics and determine success in fulfilling organization’s 6 core themes.*
  5. *Emphasize we’re not talking about Tactics or Performances Measures today*
- b) Description of the Core Themes. Each table at the workshop was organized around a core theme. Several example strategies developed through Board, staff and stakeholder input were provided. One person at each table presented an example Key Strategy.
- c) Questions / Concerns? *Are we all clear on what “work” we’re doing in the large and small groups the rest of the day?*

- 5. Large Group Discussion of Theme #1 – First-Class Customer Experience (20 min)** Participants gathered as a large group. Mr. Suiter noted that the structure of this large group discussion mirrors the structure of the small group discussions in order to help participants understand the roles/mechanics of the small groups and work efficiently through the remaining 5 themes.
- a) Participants verified the theme as relevant and reasonable. There was a discussion about the language of the theme, and participants suggested changes.
  - b) Participants reviewed the suggested strategies and modified, combined, or deleted them. Participants proposed new strategies. All strategies were posted on a large sheet.
  - c) Each person was given three dots to place next to their top three strategies as a way to prioritize the strategies.

The notes below summarize the input received on Theme #1. Strike-outs and edits in red indicate where participants suggested changes to the themes and strategies.



**Core Theme #1 – ~~First-Class~~ Quality Customer Experience**

“Keeping our existing riders and attracting new riders is central to our vision for the future. Area residents and visitors who choose transit over the private vehicle will make this decision based on their travel experiences. Was their journey on-time? Safe? Convenient? Enjoyable? A central theme of our regional transit vision is ensuring that transit is the preferred way to travel for growing segments of the population – including the elderly, millennials and professionals.”

**Ideas from general discussion:**

Convenience - similar or comparable to auto - access to amenities - retail & dining services  
 Attractive vehicles & facilities, services  
 Time competitive

**Strategies:**

Priority	Strategy	Votes
1	Time competitive with auto, convenience	24
2	Focus on safety, <b>attractiveness</b> , cleanliness, comfort, and amenities on vehicles and at stops/stations	18
3	Expand schedule, <b>availability</b> , coordination with other providers	16
4	Tailored amenities for different communities	7
5	Safe & secure facilities	5
6	First concentrate on existing service and facilities, then expansion of service-facilities	4
7	Information: When, where & how customers want it - connected-	2
8	Implement consistent branding, maps, fare media across other providers	1
9	Create a riders advisory group and expand options for meaningful input <b>How?</b>	
9	Meet fundamental needs of customer	
9	Attractive - Amenities	
9	Real time communication	

**6. Small Group Breakout Discussions – Themes #2-6.**

Participants returned to their small groups. Each group was given 15 minutes to review and discuss the Core Theme. They verified the theme as relevant and reasonable and suggested changes. They then reviewed the given strategy statements. Participants could suggest changes to those statements, combine or delete them as well as write new strategies on blank cards. All strategies were posted on large sheets.

The group confirmed the verified theme and strategy set, then rotated to the next table in theme order. The notes below summarize the input received on each theme. Strike-outs and edits in red indicate where participants suggested changes to the themes and strategies.



**Core Theme #2 – Revolutionary Regional Services (Other suggestions: Exceptional, Transformational, Cohesive, Seamless / (Coordinated)**  
 Our region is comprised of diverse communities, landscapes and cultures. As our metropolitan area grows, it is increasingly important for our residents to be able to travel between communities for employment, housing, services, tourism and other opportunities that ~~don't respect cross~~ / **irrespective** jurisdictional boundaries. Additionally, our District's transit services are integrated with others (**NMDOT, private sector, non-profits, etc.**) that serve areas beyond our District – such as Santa Fe and Socorro. A central theme of our regional transit vision is providing interconnected, seamless service throughout our District and to our neighbors.

**Strategies:**

Priority	Strategy	Votes
1	Expand regional priority transit network connection key centers and corridors	15
2	Expand service in smaller and rural communities to connect to local circulators	12
3	Rail Runner corridor "reverse commute" and non-peak hours	9
4	Support regional Transportation Demand Management (TDM) and multi-modal first/last mile access [two strategies] to fixed-route transit	6
5	Real-time, consistent communications among transit providers - between bus drivers & NMRX operators - to facilitate connections	4
5	Expand neighborhood local circulators to connect residential areas to regional priority transit network & evaluate services continuously	4
7	Need Service Development Plan (i.e. when you review schedules for change, add frequency of services)	3
8	Evaluate neighborhood connectors in dense population areas. Small bus service availability (16/18 passengers)	2
8	How is "need" defined/prioritized - passengers per hr? - no alternative transportation?	2
8	Tiered level of services based on community/neighborhood Needs - demographics dependent riders - choice riders	2
8	Combine dispatching to enhance communications regarding service (delays, etc.)	2
8	"Statewide effort to explore/enhance connectivity between RTD areas (RTD annual meetings? Consortium? Socorro?)	2
13	Understanding needs, expectations & cost effective best practices for integrating rural system	1
13	Develop services based on the needs of the local entity. Keep in mind needs and expectations may be different	1
13	Connecting to historical & cultural destinations - partnerships with other public /private org.	1
13	Measuring success through access & ridership	1
13	Educate potential riders on existing services	1
18	Good services mean different things depending on if rural/urban	
18	Enable transit-priority solutions (e.g. signal preempts, queue jumps, ITS)	
18	Focus on Priority Strategies (signal priority, queue jumps, etc. Expand to smaller buses	
18	Bus service is not the same and should <u>not</u> be the same as vehicle transportation	


**THEME**
**Strong Transit-Centered Communities**

The region is recognizing the interconnectedness of land use and transit in creating new opportunities and potential for communities. Developing this interconnection not only results in increased transit ridership and more cost-effective and efficient service, but can also help our diverse communities – regardless if they are urban or rural – to achieve their unique visions. A central theme of our regional transit vision is **appropriately leveraging our investment in transit to help our communities and neighborhoods meet their true development potential.**

**Core Theme #3 Strong Transit-Centered Communities**

The region is recognizing the interconnectedness of land use and transit in creating new opportunities and potential for communities. Developing this interconnection not only results in increased transit ridership and more cost-effective and efficient service, but can also help our diverse communities – regardless if they are urban or rural – to achieve their unique visions. A central theme of our regional transit vision is appropriately leveraging our investment in transit to help our communities and neighborhoods meet their true development **and business** potential.

**Strategies:**

Priority	Strategy	Votes
1	Integrate regional transit planning with local land use planning/design. <b>Working together – County &amp; municipal planning, redevelopment, regional planning</b>	15
1	Partner to support transit oriented development (TOD) near transit notes/corridors	15
	Pursue public/private and public/public partnerships for TOD's to increase economy	
3	Require developers to include transit plan as part of plan that goes to EPC (City of ABQ Environmental Planning Commission) and [City of ABQ] Development Review Board for Review & Approval	8
4	Become a commenting agency for land use plans/development applications	5
	School siting	
	Statutory/or by member agreement	
4	RMRTD grants for TOD	5
	Build/supplement local land use planning/development capacity (graining, grants, shared staff)	
6	Bring developers & neighbors together around development issues	4
6	Working together - county & municipal planning	4
8	Condition future transit expansions on local jurisdictions' supportive land use plan	3
8	Create transit on Main Street in rural communities and urban neighborhoods	3
8	Develop a relationship with re-development authorities (MRAs, ED, State?)	3
8	Track economic data/impacts & use to promote positive impact	3
9	Regional effort to market, identify transit supportive development opportunities (the parcel next to the station)	2
10	Regional land agency "LEDA" powers - (Anti-donation) (or coordinate with state EDA)	1
11	Pursue tax increment financing (TIF) to support transit & community projects	
11	Regional planning	
11	Pre-development planning	
11	Distinguish RMRTD from MRCOG as a commenting agency	
11	RMRTD should be a driver in this process	
11	RMTD re-development authority	

**THEME 4**  
**Sound Financial Stewardship**

Our region's transit system requires predictable, reliable and adequate funding to maintain its current service levels and equipment. Our public funding requires us to be accountable to our taxpayers and operate as efficiently as possible while meeting our diverse transit needs. A central theme of our regional transit vision is **establishing a reputation as a strong steward of our existing funds and assets - and clearly defining a responsible fiscal path toward satisfying the region's future transit needs.**

**Core Theme #4 Sound Financial Stewardship**

Our region's transit system requires **predictable dedicated**, reliable and **adequate sustainable** funding to maintain its current **and future** service levels and equipment. Our public funding requires us to be accountable to our taxpayers and operate as efficiently as possible while meeting our diverse **[rural! demand response!]** transit needs. A central theme of our regional transit vision is establishing a reputation as a **strong responsible** steward of our existing funds and assets – and clearly defining a

responsible fiscal path toward satisfying the region’s future transit needs **and maintaining existing services at a high level.**

**Strategies:**

Priority	Strategy	Votes
1	Implement impact fees for transit on regional basis	15
2	Pursue a regional GRT increase to provide stable funding source Vision Plan implementation <b>(not for current debt service)</b>	13
3	Make Rio Metro independent from MRCOG	9
4	Develop a system of projects that can obtain FTA capital grants - <b>"New start program"</b>	8
5	Private funding of same transit services \$\$\$ naming rights associated with facilities	7
6	Long term-state dedication of Rail Runner capital improvements to RMRTD - re-engage w/state re acquiring capital assets	6
7	Require a fiscal impact report for any route expansion or facility expansion; ROI	4
8	Enhance public/private communications about what services are offered in the community	3
8	Regional leveraging of funds (local/regional/state w/federal)	3
10	Pursue efficiency gains across all modes <b>(biggest bang for our buck)</b>	2
11	Cost-sharing with public and private partners – <b>public-public lodgers’ tax for more transit</b>	1
11	Seek new state and federal funds to diversify funding base – <b>“mainstay”</b>	1
11	Expansion of financial opportunities with RTD and ABQ ride merge	1
11	"Efficiency" is important - but need to meet all transit needs (para, demand response, rural, rail)	1
11	Address NMDOT ownership of Rail Runner equipment, trade	1
11	Transit progress indicators report to taxpayers	1
11	Keep transit fares affordable to increase ridership	1
11	Public transportation providers play a role in offering incentives to potential corporate relocation	1
12	Provide transit discounts to employers that partially subsidize passes for employees	
12	Bulk fares discounted for employers	
12	Car registration transit fee to reduce emissions - <b>equity? - politically feasible?</b>	
12	Keep in mind \$\$ consequences of ABQ Ride merger - Strategic merger <b>[Part of City's 1/4 cent transp tax (8-10%?) goes to transit operations, also general fund 18-20 million]</b>	
12	Base/ITD fiscal plan to long range regional transit plan (RMRTD & ABQ Ride)	
12	Clearly articulate benefits of RMRTD to voters long term educational campaign, strategic & fair allocation of additional \$\$	
12	Explore other non-GRT sources as well (gas tax?)	
12	Establish a fare pay policy with transit users as compared to peer agencies	
12	Raising revenues regional not jurisdictionally	

Fare Related

**THEME**  
**Innovative Partnerships & Programs**

For our region's transit services to offer benefits beyond simply transportation, we will need active participation from a variety of sectors, including our riders, the business community, public schools and universities, other public agencies and civic organizations. Additionally, there will need to be understanding, trust and creative new perspectives between our District and these new partners. A central theme of our regional transit vision is **having innovative programs and partnerships in place to make transit a means to catalyze public and private sector economic development, improve quality of life, benefit the environment, and advance other regional goals.**

**Core Theme #5 Innovative Partnerships and Programs**

~~For our region's transit services to offer benefits beyond simply transportation, we will need active~~ **Increase** participation from a variety of sectors, including our riders, the business community, **developers**, public schools and universities, other public agencies and civic organizations. Additionally, there will need to be understanding, trust and creative new perspectives between our District and these new partners. A central theme of our regional transit vision is having innovative programs and partnerships in place to make transit a means to **catalyze stimulate** public and private sector economic development, improve quality of life, benefit the environment, and advance other regional goals. **[TRUST]**

**Strategies:**

Priority	Strategies	Votes
	Integrate transit investments with regional economic development strategy - <b>Service major employers &amp; centers</b>	17
	Pursue public-public partnerships to support projects & operations	13
	Partner with state & city tourism depts. To include transit component in advertising & outreach	
	UNM/CNM partnership w/transit similar to VW/UT Austin/OK "student fee" to transit	11
	Public school offered free ridership for student to educate our future riders in the benefits of the Rail Runner	10
	Educate public about transit. Start w/business & expand out so they know about RMRTD, MRCOG, ABQ Ride – <b>to get choice riders</b>	
	Youth!! Partnership with groups of future riders - schools, youth centers, summer programs, etc.	2
	Public schools - promote system & educate students about "how to ride"	4
	Raise profile of Rio Metro through announcement of proposed merger w/ABQ Ride	
	Change development review process that encourages transit oriented development and provides incentives to private sector	6
	Employers (public/private) offer transit-benefits to employees (parking/passes)	2
	Diversify board membership with new seats (riders, employers, developers, higher education)	
	Add advisory <b>[committee!]</b> partners to board meetings - non-voting business education	2
	Develop mobility programs to complement bus/rail service (e.g. bike share)	2
	Work with employers to increase ridership bus, RailRunner, passes, etc.	2
	Pursue public-private partnerships (e.g. employers) to fund special services + <b>Private transit operators</b>	
	Trust building between transit & private sector, public	1
	Consistency of services provided is important	
	Ride-sharing programs - Carpool/vanpooling guaranteed ride home	
	<b>Think about "Now!"</b> - Identify and pursue current opportunities for partnership that increase ridership and meet local needs	
	Price parking relative to demand convenience	
	Ask partners not only for \$\$ but service, ? Ideas	

Education

Priority	Strategies	Votes
	Strategic economic development plan – Transit, Metro Transp. Plan, TIP	
	Parking credits based on proximity to transit	



**THEME**  
**Industry-Leading Knowledge & Practice**

The transit improvements envisioned by the region will require new and cutting edge technologies, financial tools, land use approaches, partnerships and other innovative strategies. A central theme of our regional transit vision is **to ensure that the region's transit providers and partners have the knowledge and skills necessary to navigate this transformation, and to empower our board members to lead in realizing this vision at both the regional and local levels.**

**Core Theme #6 Industry-Leading [vs Guidance?] Knowledge and Practice**  
 The transit improvements envisioned by the region will require new and **cutting edge proven state of practice technologies**, financial tools, land use approaches, partnerships and other innovative strategies. A central theme of our regional transit vision is **to ensure that the region's transit providers and partners have the knowledge and skills necessary to navigate this transformation, and to empower our board members to lead in realizing this vision at both the regional and local levels.**  
**[Consolidation would enhance this theme!]**

**Strategies:**

Priority	Strategies	Votes
1	Bring in and visit peer agencies that can contribute best practices that this region can benefit from - economic competitiveness, - BRT, - communication, - integration w/land-use plans	16
2	Look at best-practices in funding, incentives	9
3	Bring in private sector & other leaders - bring to table	8
4	Develop specific land use recommendations for local governments & infrastructure (i.e. comfortable walk)	6
5	Form Executive Leadership Committee with focused responsibilities	5
5	Conduct ongoing training for existing <b>and new</b> board members	5
7	Regional real-time data collection tools & methods to measure performance goals	4
8	Become a regional resource/R&D fund to explore new ideas, conduct pilot programs, and train local staff	2
8	How is data collection distributed & what data is to be used. <b>This could be used by board – data from all levels, riders to Board</b>	2
8	RMRTD is a reviewing, commenting agency on I.U& infrastructure decisions input on transit implications	2
8	Ongoing collaboration with other transit providers - review their programs & have them review ours	2
8	Peers! Let's learn from them Merger?	2
8	On-site visits by RM staff to other agencies similar to RM to learn how things are done (their best practices)	2
8	Commitment to constant, adequate funding for continuous funding for employee training, certifications	2
8	Outreach to communities to "think outside the box" for project and service implementation	2
16	Making training resources available to local partners (i.e., link to NMTA, SWTA, APTA & CTAA training and hosting webinars)	1

<b>Priority</b>	<b>Strategies</b>	<b>Votes</b>
16	On-going professional development & training for staff and managers – <b>training plan, required hours</b>	1
17	What knowledge do we need to pursue "TOD" - build capacity at local jurisdictions	
17	Consolidation would enhance this theme!!	

**8. Large Group Discussion & Prioritization of Themes 2-6 (20 min)**

Each participant prioritized their top 3 strategies in each theme. The votes are tallied in the tables above under each theme.

**9. Next Steps (5 min)**

Mr. Suiter reemphasized the Board’s role in refining and approving Vision Framework at April Board meeting so it can be vetted as part of the Spring outreach

Thank you from Gary and invitation for final comments from participants or Mr. Doyle.

**10. Adjourned at noon**

**Attendees:**

**RMRTD Board and Alternates**

Dawn Marie Emillio	City of Albuquerque
Tom Menicucci	City of Albuquerque
Nancy Montano	City of Albuquerque
Rey Garduño, Councilor	City of Albuquerque
Isaac Benton, Councilor	City of Albuquerque
Diane Gibson, Councilor	City of Albuquerque
Jerah R. Cordova, Mayor	City of Belen
Ida Fierro	Town of Bernalillo
Maggie Hart Stebbins, Commissioner	Bernalillo County
Wayne Ake, Councilor	Village of Bosque Farms
Michael Jaramillo	Village of Los Lunas
Lonnie Clayton, Councilor	City of Rio Rancho
Kathy Trujillo	Pueblo of Isleta
Kenny Pin	Pueblo of Isleta
Jim Nagle	NCRTD

**RMRTD Staff:**

Terry Doyle	RMRTD
Tony Sylvester	RMRTD
Liz Carter	RMRTD
Robert Gonzales	RMRTD
Conni Vigil	RMRTD
Connie Meadowcroft	RMRTD
Jay Faught	RMRTD

**Other Staff:**

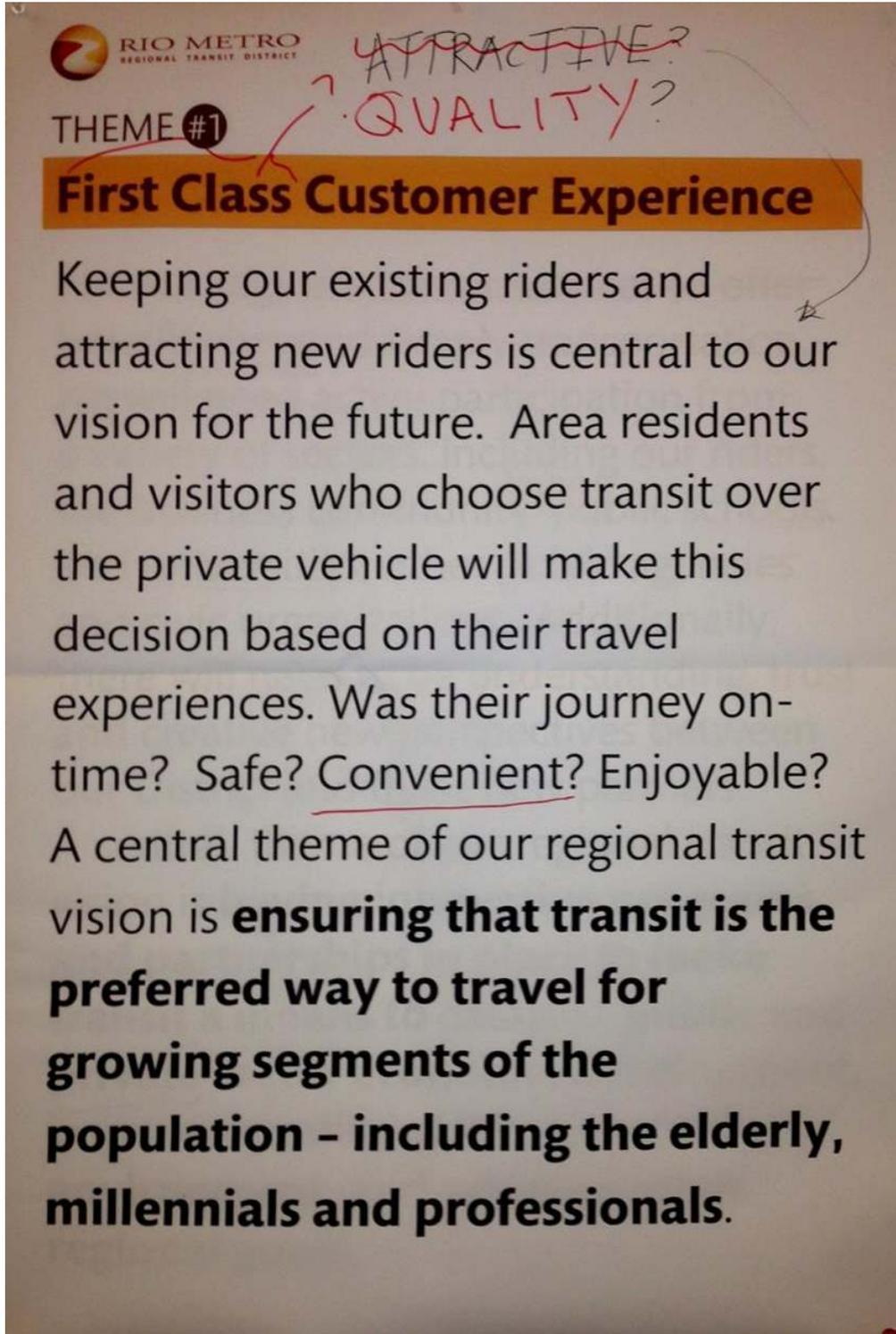
Bruce Rizzieri	ABQ Ride
Richard Meadows	Bernalillo County
Steve Miller	Bernalillo County
Dewey Cave	MRCOG
Aaron Sussman	MRCOG
Kendra Watkins	MRCOG

**Consultant Team:**

Gary Suiter	Mercer Group
Jeremy Nelson	Mercer Group
Phyllis Taylor	Sites Southwest
Katrina Baca	Sites Southwest

## Photos – Themes and Strategies

## Theme 1



RIO METRO  
REGIONAL TRANSIT DISTRICT

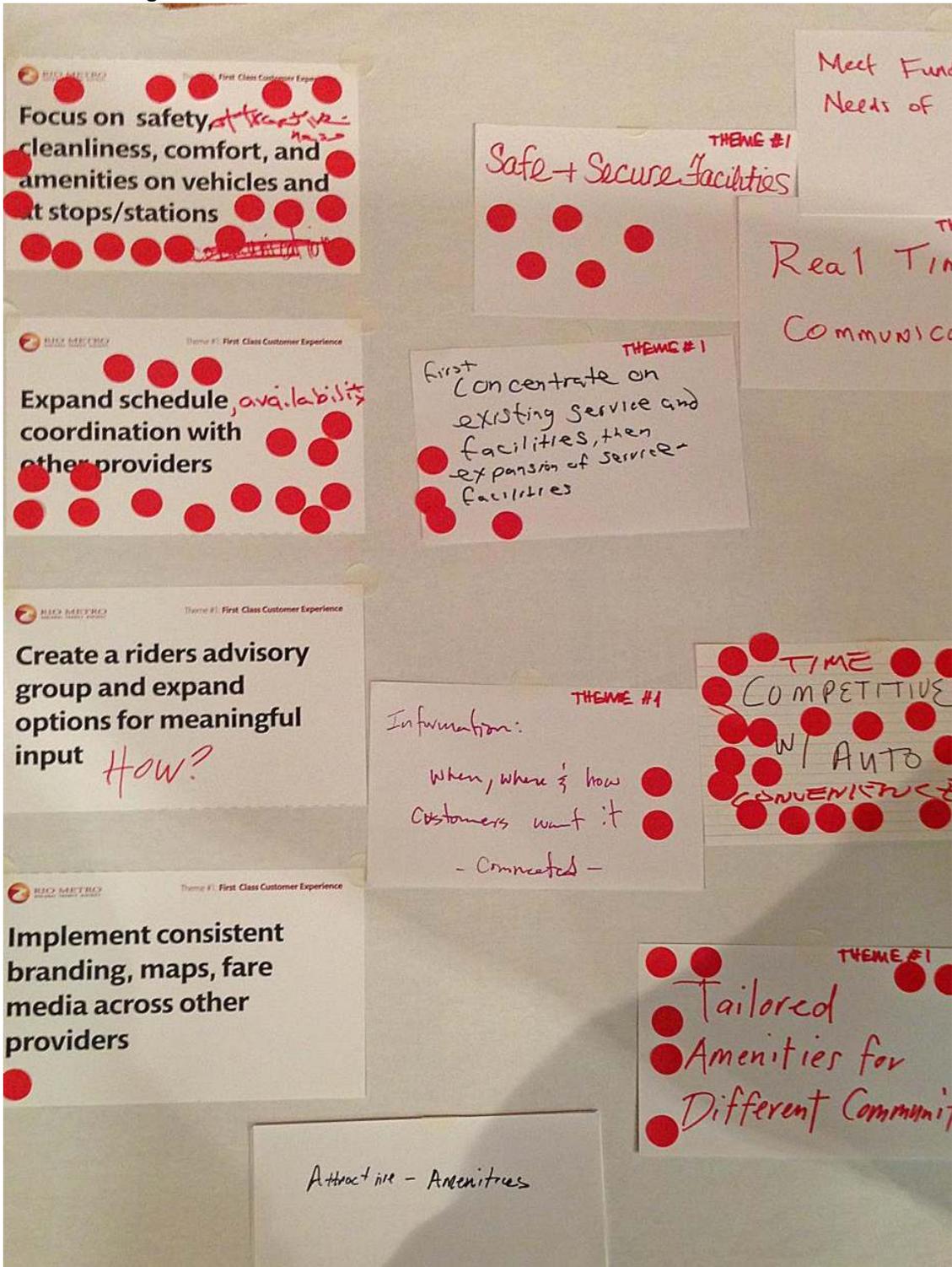
THEME #1

**First Class Customer Experience**

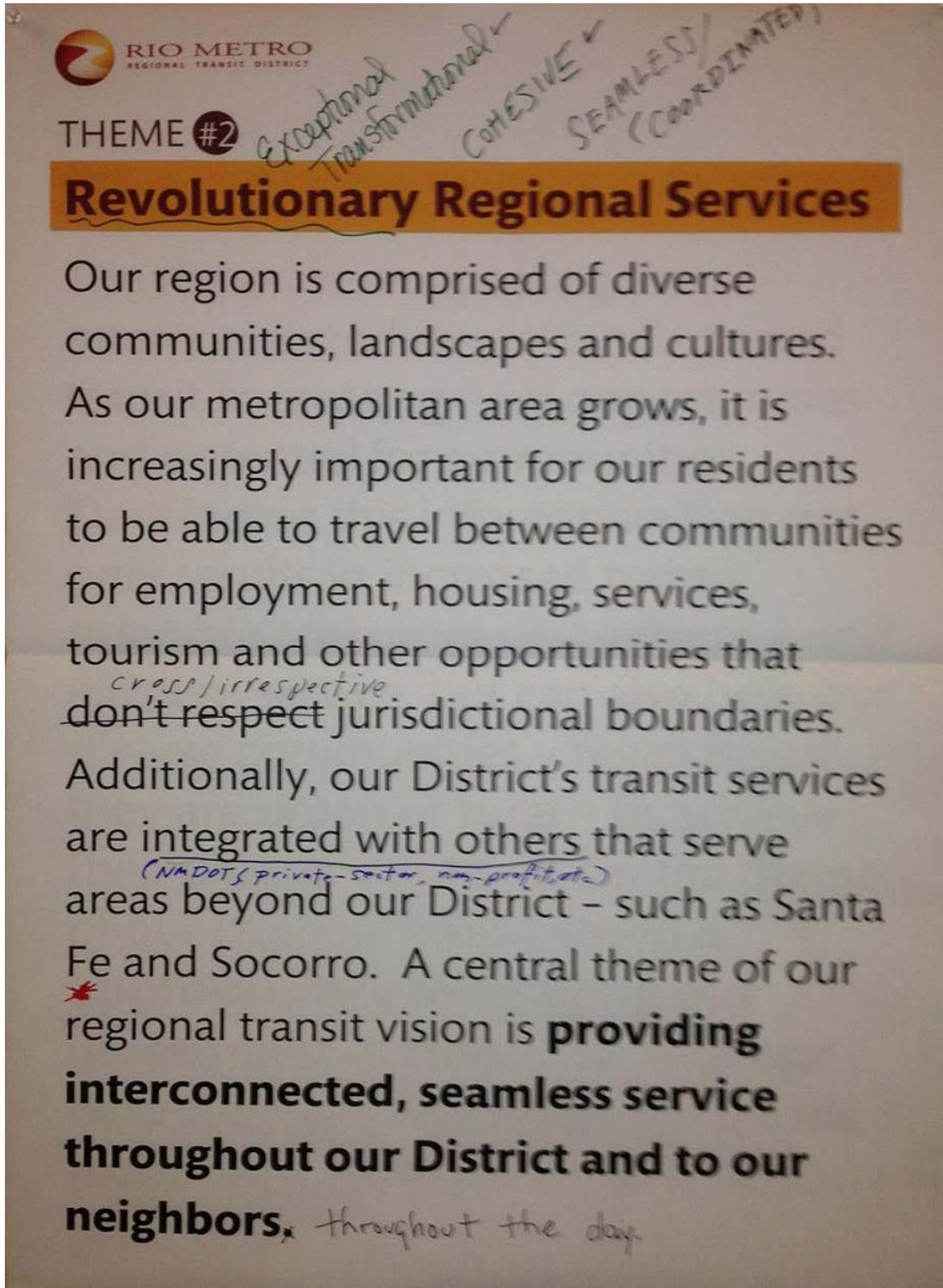
Keeping our existing riders and attracting new riders is central to our vision for the future. Area residents and visitors who choose transit over the private vehicle will make this decision based on their travel experiences. Was their journey on-time? Safe? Convenient? Enjoyable? A central theme of our regional transit vision is **ensuring that transit is the preferred way to travel for growing segments of the population - including the elderly, millennials and professionals.**



Theme 1 Strategies



## Theme 2



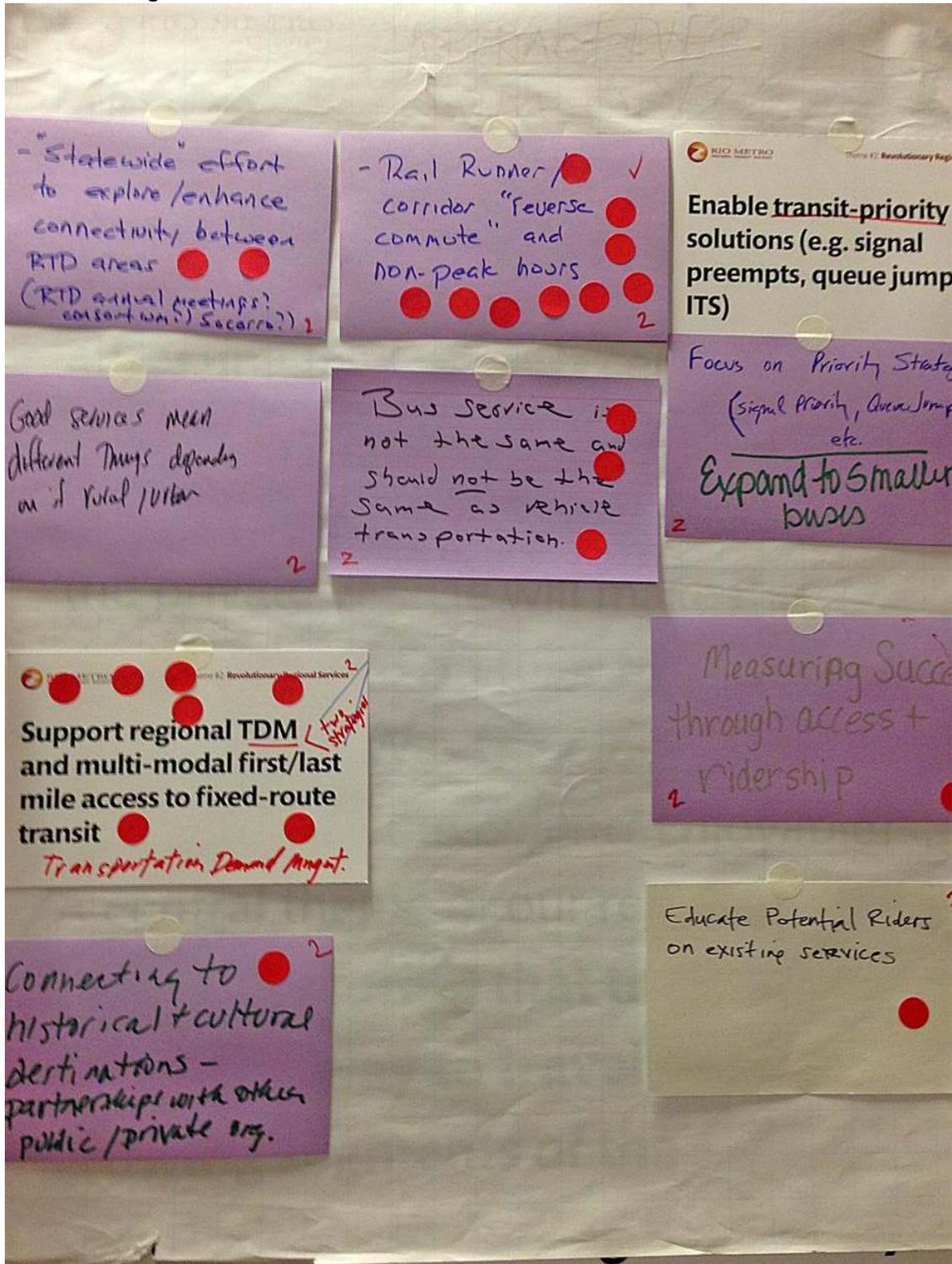
 RIO METRO  
REGIONAL TRANSIT DISTRICT

THEME #2 *Exceptional Transformational*

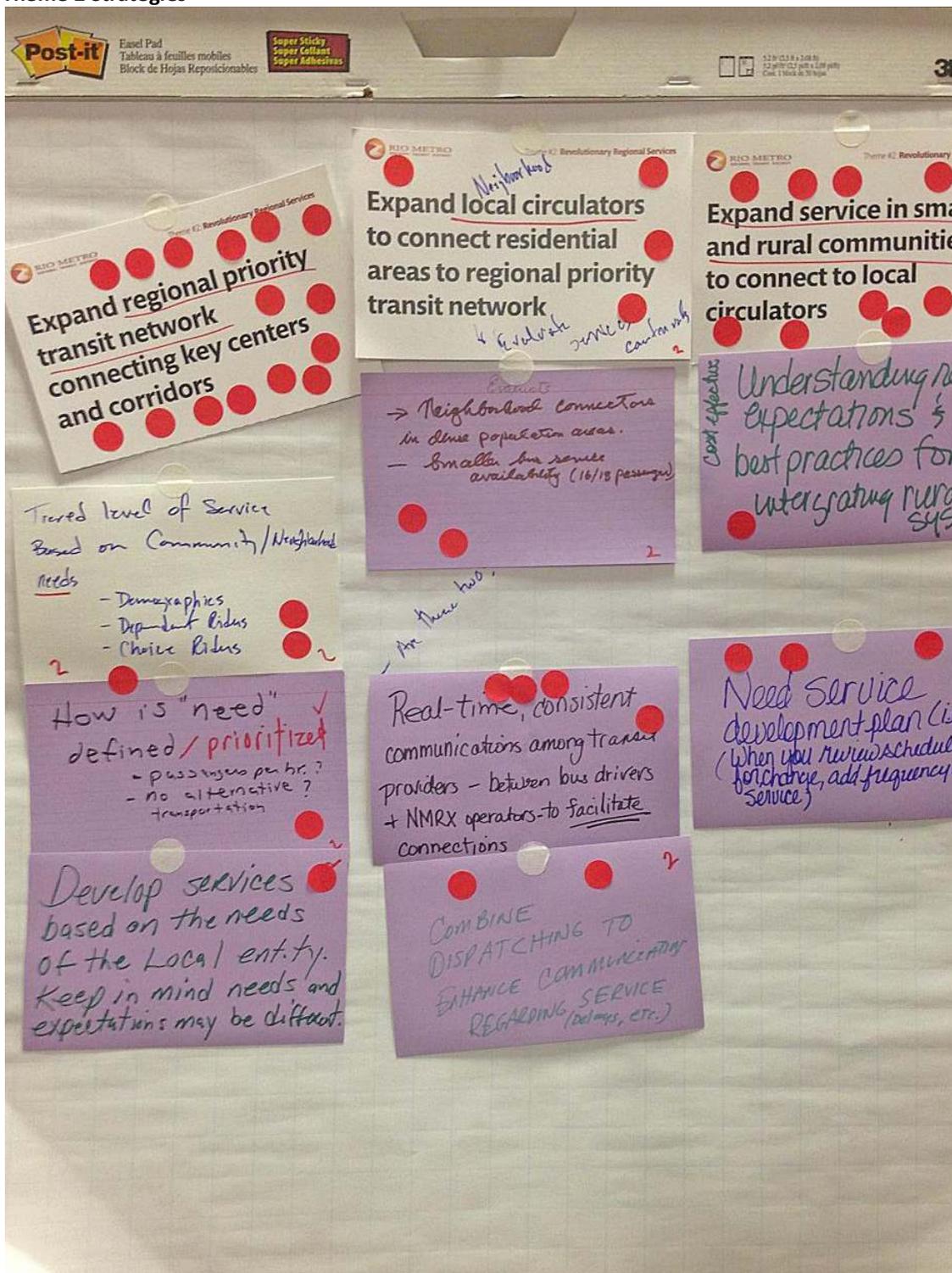
## **Revolutionary Regional Services**

Our region is comprised of diverse communities, landscapes and cultures. As our metropolitan area grows, it is increasingly important for our residents to be able to travel between communities for employment, housing, services, tourism and other opportunities that *cross/irrespective* don't respect jurisdictional boundaries. Additionally, our District's transit services are integrated with others that serve *(NMDOT, private-sector, non-profit, etc.)* areas beyond our District - such as Santa Fe and Socorro. A central theme of our regional transit vision is **providing interconnected, seamless service throughout our District and to our neighbors**. *throughout the day.*

**Theme 2 Strategies**



Theme 2 Strategies



Theme 3



THEME #3

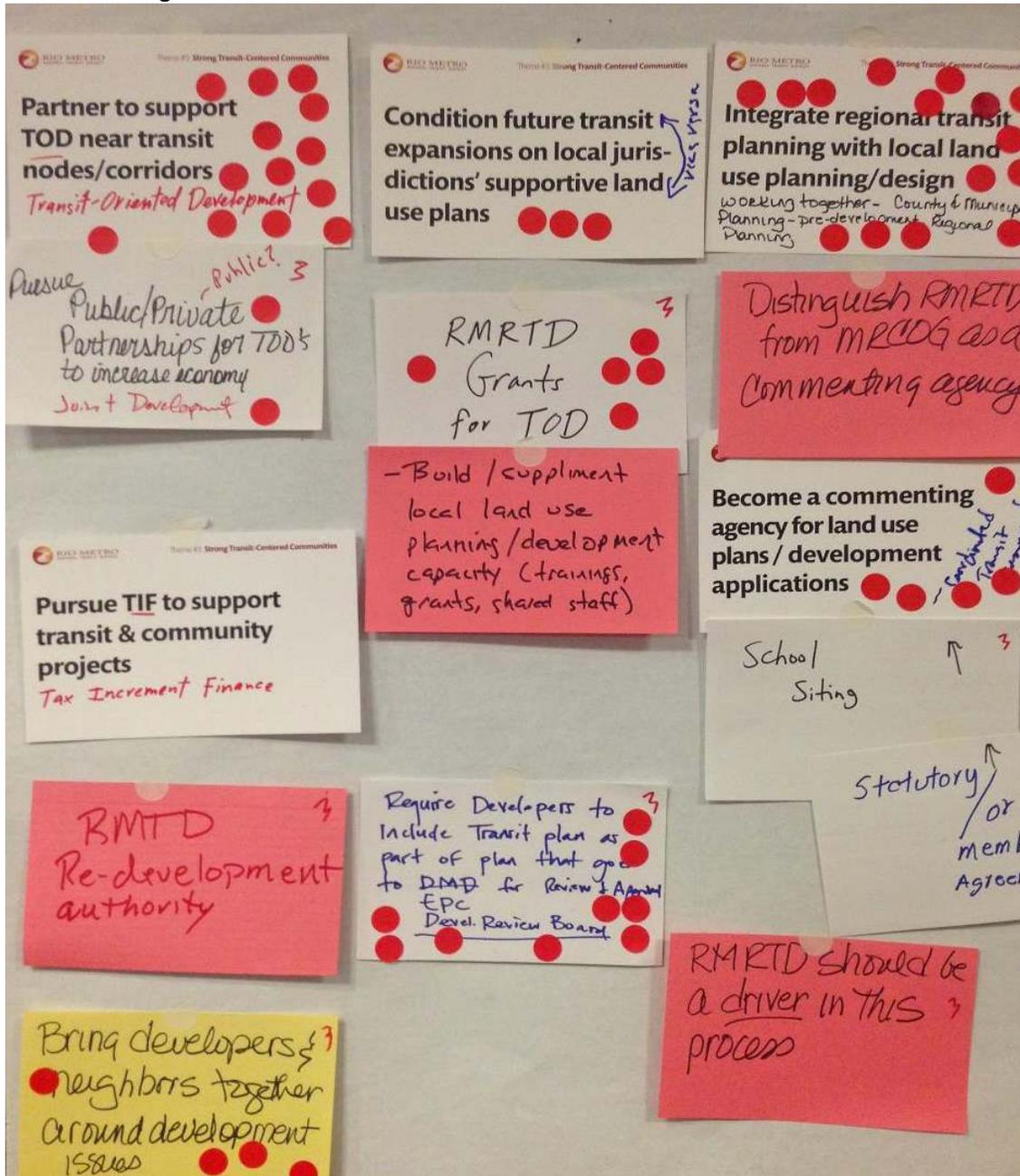
**Strong Transit-Centered Communities**

The region is recognizing the interconnectedness of land use and transit in creating new opportunities and potential for communities.

Developing this interconnection not only results in increased transit ridership and more cost-effective and efficient service, but can also help our diverse communities – regardless if they are urban or rural – to achieve their unique visions. A central theme of our regional transit vision is

**appropriately leveraging our investment in transit to help our communities and neighborhoods meet their true development potential.** *ambushment*

**Theme 3 Strategies**



**Partner to support TOD near transit nodes/corridors**  
*Transit-Oriented Development*

**Condition future transit expansions on local jurisdictions' supportive land use plans**

**Integrate regional transit planning with local land use planning/design**  
*working together - County & Municipal Planning - pre-development, Regional Planning*

*Pursue Public/Private Partnerships for TOD's to increase economy Joint Development*

*Public? 3*

**RMRTD Grants for TOD**

**Distinguish RMRTD from MRDOG as a commenting agency**

**Become a commenting agency for land use plans / development applications**

**Pursue TIF to support transit & community projects**  
*Tax Increment Finance*

*- Build / supplement local land use planning / development capacity (trainings, grants, shared staff)*

**School Siting**

**RMRTD Re-development authority**

**Require Developers to Include Transit plan as part of plan that goes to DMAD for Review & Approval EPC Devel. Review Board**

*Statutory or mem b Agreec*

**Bring developers & neighbors together around development issues**

**RMRTD should be a driver in this process**

Theme 4 & Strategies

**THEME #4**

**Sound Financial Stewardship**

Our region's transit system requires predictable, reliable and adequate funding to maintain its current service levels and equipment. Our public funding requires us to be accountable to our taxpayers and operate as efficiently as possible while meeting our diverse transit needs. A central theme of our regional transit vision is **establishing a reputation as a strong steward of our existing funds and assets - and clearly defining a responsible fiscal path toward satisfying the region's**

*Handwritten notes:* ADD "FUTURE" (circled), sustainable, future, dedicated, responsible, Urgent! Demand Response, High Level

*Handwritten notes on wall:*

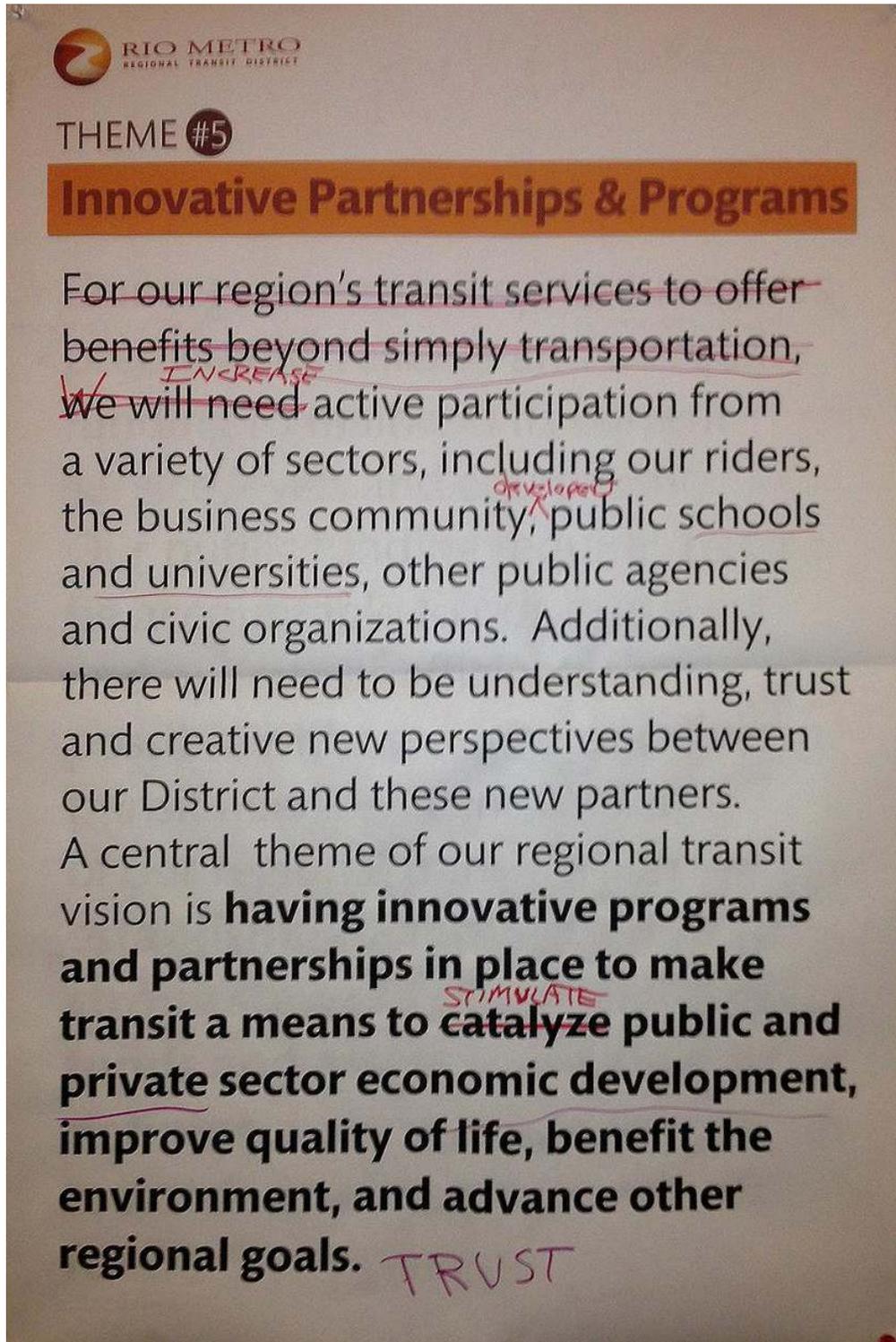
- EXPLORE OTHER NON-GRT SOURCES AS WELL (Gas tax?)
- "EFFICIENCY" IMPORTANT - TO MEET ALL NEEDS (PARA, RESERVE, RURAL)
- Long-term-state dedication of Rail Runner capital improvements to RMTD (re-regional/state requires capital)
- Expansion of Area Partnerships with RTD and ASP for Mgr.
- BASE/TIC FISCAL PLAN TO LONG-RANGE REGIONAL TRANSIT PLAN (CRIMED + RPO ROAD)
- Private funding of some transit services \$ \$ \$ NAMING RIGHTS associated with Facility
- Keep in mind consequences of possible merger Strategic merger (part of city's 1st + 2nd group has spec to be met operations also required 18-20 million)
- Enhance public/private communication & label services are in the Community
- Clearly articulate benefits of RMTD to voters
- Long-term educational campaign - strategic - for allocation of additional \$\$
- Implement Impact Fees for TRANSIT on Regional basis
- Can Registration fee to reduce - equity - politically feasible

*Handwritten notes on wall:*

- Develop funding system of projects that can obtain FTA CAPITAL Grants
- Make Rio Metro from MPOG
- Address NMDOT of Rail Runner equipment
- Require a fiscal impact report for any route expansion or facility expansion, RPT
- Public Transportation Providers play a role in offering incentives to Retail Corporate relations
- FARE-RELATED
- KEEP TRANSIT FARES AFFORDABLE TO INCREASE RIDEERSHIP
- Provide transit discounts to employees that subsidize passes for employees.
- Bulk Fares Discounted for EMPLOYEES
- Transit progress indicators report to taxpayers
- Attempt to Establish a Fare policy with transit users as a component to local agencies
- Having numerous regional not jurisdictionally



## Theme 5



 RIO METRO  
REGIONAL TRANSIT DISTRICT

THEME #5

## Innovative Partnerships & Programs

For our region's transit services to offer benefits beyond simply transportation, we will need <sup>INCREASE</sup> active participation from a variety of sectors, including our riders, the business community, <sup>development</sup> public schools and universities, other public agencies and civic organizations. Additionally, there will need to be understanding, trust and creative new perspectives between our District and these new partners.

A central theme of our regional transit vision is **having innovative programs and partnerships in place to make transit a means to <sup>STIMULATE</sup> catalyze public and private sector economic development, improve quality of life, benefit the environment, and advance other regional goals.** TRUST

**Theme 5 Strategies**

**Integrate transit investments with regional economic development strategy**  
*Service, major employers, colleges*

**Pursue Public-Private Partnerships (e.g. employers) to fund special services**  
*+ Private Transit Operators*

**Pursue Public-Public Partnerships to support projects & operations**  
*Partner with State*  
*City Tourism Depts to include transit component in Advertising*  
*+ Outreach.*

**Diversify board membership with new seats (riders, employers, developers, higher education)**  
*Add advisory partners to board meetings - non-voting business education*

**Shared parking with private sector**

**Trust building between transit & private sector, public**

**Develop mobility programs to complement bus/rail service (e.g. bikeshare)**

**Strategic economic development plan**  
*Transit Metro Transp. Plan TIP*

**Change Development Review Process that encourages Transit Oriented Development and provides incentives to Private Sector**

**Price parking relative to demand convenience**

**Work with employers to increase ridership bus, rail runner pass etc**

*Enhance opportunities for communication to provide a basis for TRUST*

*Comment: Nice!*

**Theme 6 & Strategies**

**THEME #6** *VS GUIDANCE 2?*

**Industry-Leading Knowledge & Practice**

The transit improvements envisioned by the region will require new and cutting edge technologies, financial tools, land use approaches, partnerships and other innovative strategies. A central theme of our regional transit vision is **to ensure that the region's transit providers and partners have the knowledge and skills necessary to navigate this transformation, and to empower our board members to lead in realizing this vision at both the regional and local**

**On-going professional development & training for staff and managers**  
*- Training plan  
- Required hours*

**Become a regional resource / R & D fund to explore new ideas, conduct pilot programs, and train local staff**

**Form Executive Leadership Committee with focused responsibilities**

*Bring in private sector & other leaders - Bring to the table*

*How is data collection distributed & what data is to be used. THIS could be used BY BOARD  
Data From All levels - Riders - Board*

*Regional Real Time Data Collection methods to measure performance goals*

*Develop specific land use recommendations for local governments & infrastructure (i.e. comfortable walk)*

*RMRTD IS a reviewing, commenting agency in I.U. decision & infrastructure Input on transit implications*



**Workshop**

