

# Southeast Regional Transportation Plan

October 2022





# Southeast Regional Transportation Plan

October 2022

Downtown Area  
Carlsbad, New Mexico

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**Photo Credits:** The theme of the Regional Transportation Plan (RTP) is Main-Street/Downtown Areas throughout the southeast region. SERTPO wishes to express appreciation to the MainStreet Organizations, Economic Development organizations, Chambers and Local Governments that contributed photos for use in the RTP.



# Southeast Regional Transportation Plan

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## Introduction

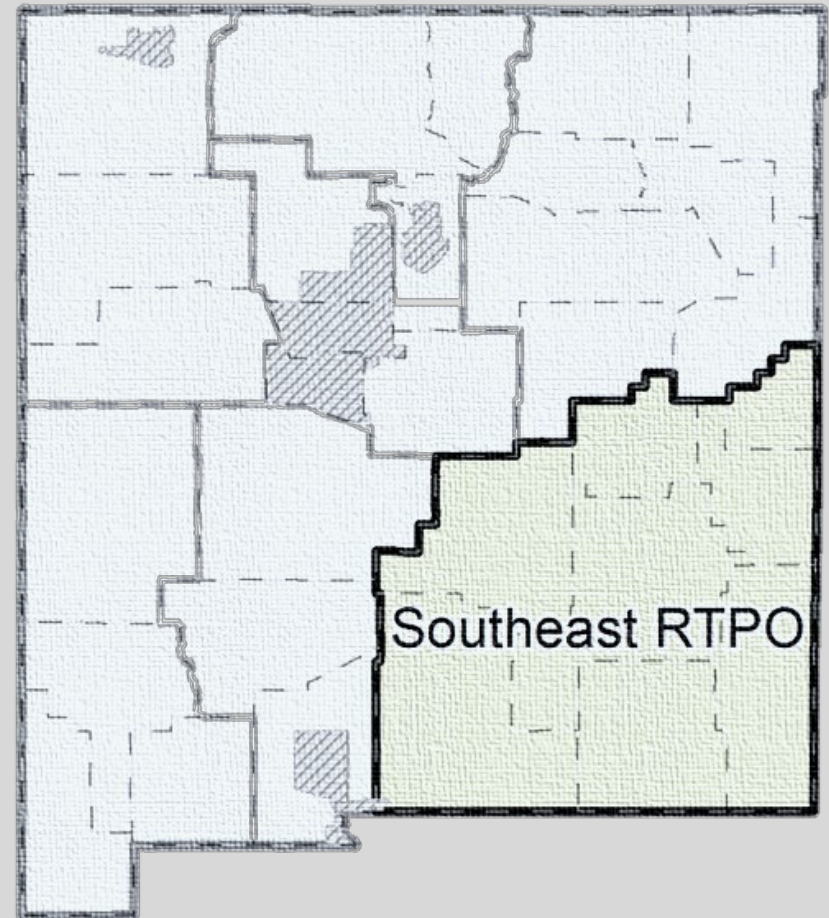
### What is a Regional Transportation Plan (RTP)?

The development of a long-range transportation plan provides an opportunity for elected officials, organizations, and individual citizens to determine how the transportation system should be structured to serve future needs most effectively. The purpose of the RTP is to be consistent with the statewide plan's Vision, Goals, Objectives and Strategies at the regional level. Under federal law, long range transportation plans must look ahead at least 20 years; however, New Mexico has chosen to go beyond the minimum to examine a 25-year time frame instead.

### About the Southeast RTPO

The Southeast RTPO mirrors the same boundaries of NMDOT District 2, covering eight counties: Chaves, Curry, De Baca, Eddy, Lea, Lincoln, Otero and Roosevelt Counties. The Town of Vaughn, Guadalupe County, is also included in SERTPO's region.

Unlike the RTPO territories on the western side of the state, SERTPO is served by two Council of Governments: Southeastern New Mexico Economic Development District (SNMEDD)/Council of Governments (COG), whose offices are located in Roswell, New Mexico; and, Eastern Plains Council of Governments (EPCOG), whose offices are located in Clovis, New Mexico. SNMEDD's boundaries include Chaves, Eddy, Lea, Lincoln and Otero Counties. EPCOG's boundaries include Curry, Roosevelt, De Baca and Guadalupe (partial). The northern portion of Guadalupe County is served by the Northeast RTPO.







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## Title VI Information

The Southeast Regional Transportation Planning Organization (SERTPO) is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. SERTPO assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any SERTPO program, activity or service.

SNMEDD and EPCOG both fully comply with Title VI of the Civil Rights Act of 1964, related statutes and regulations in all programs and activities. Additional Title VI information and forms for Chaves, Eddy, Lea, Lincoln and Otero Counties can be obtained by contacting SNMEDD's Title VI Coordinator, Dora Batista, at phone number (575) 624-6131/fax number (575) 624-6134, by mail at 1600 SE Main Suite D, Roswell, New Mexico 88203 or [www.snmedd.com](http://www.snmedd.com).

For the Northern area of Curry, De Baca, Guadalupe (Vaughn) and Roosevelt Counties, EPCOG's Title Coordinator, Sandy Chancey, can be contacted at phone number (575)-762-7714, fax number (575) 762-7715, by mail at 418 Main Street Clovis, New Mexico 88101 or [www.epcog.org](http://www.epcog.org).



Eddy County Courthouse  
Carlsbad, New Mexico





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Downtown Area  
Portales, New Mexico



Existing Conditions:  
Challenges and Opportunities





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## Existing and Future Conditions

Southeastern New Mexico is a predominantly rural area, covering eight counties and 32,322 square miles. Its economy is diverse but dominated in terms of total receipts by the oil and gas industry that touches four counties. Pump jacks are visible on the horizon throughout most of Eddy and Lea Counties, as well as on the fringes of Chaves and Roosevelt Counties. Agriculture and ranching are important throughout the region, from the plains of the eastern counties up to through the hills and mountains of Lincoln and Otero Counties, including the Mescalero Apache Tribal lands.

Chaves County is centrally located within the region, and SERTPO members often choose to meet in Roswell, the county seat. The area is fortunate to have two military bases – Holloman Air Force Base in Alamogordo, and Cannon Air Force Base in Clovis. Carlsbad Caverns National Park, Roswell's UFO Museum, White Sands National Monument and Bitter Lake National Wildlife Refuge draw numerous visitors, in addition to the tourists who travel the Billy the Kid Scenic Byway in Lincoln County and make their way to the Guadalupe Back Country Byway (Carlsbad) and the Sunspot Observatory Byway nestled in the Lincoln National Forest. The region's rural communities continue to develop their communities by attracting (and retaining) new business and industry, as well as the development of the heart of their communities through MainStreet organizations.

The COVID-19 pandemic has had a huge impact on the region as well as the state, affecting each community and each person. Families, industries, businesses, and local governments have been impacted with uncertainties and loss of employment, revenues, health and quality of life. Long-term effects will not be fully assessed upon the completion of this document update; however, SNMEDD received Coronavirus Aid, Relief and Economic Security (CARES) Act Funding through the US Department of Commerce which funded a Disaster Recovery Coordinator. A regional economic recovery team was formed, and a Regional Economic Recovery and Resilience Plan was developed to include recommendations and strategies to move the southeast region forward.

Also, during this period, communities in the region worked hard towards a full and complete count with the 2020 Census. Larger communities such as Roswell, Hobbs and Carlsbad pushed to ensure all its residents were counted, in the hopes of reaching a population of 50,000. 2020 Census counts may have impacts from the rise and declines within the oil and gas industries in the southeast region as well as from the pandemic. Census numbers became available in 2022. Current conditions for the region include rebounding from the pandemic amidst fears associated with the Ukraine conflict and record inflation.





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## Population and Demographics

### Population Estimates

High Street Consultants, who are preparing the NMDOT New Mexico 2045 Transportation Plan, have also prepared population projections for the southeast region.

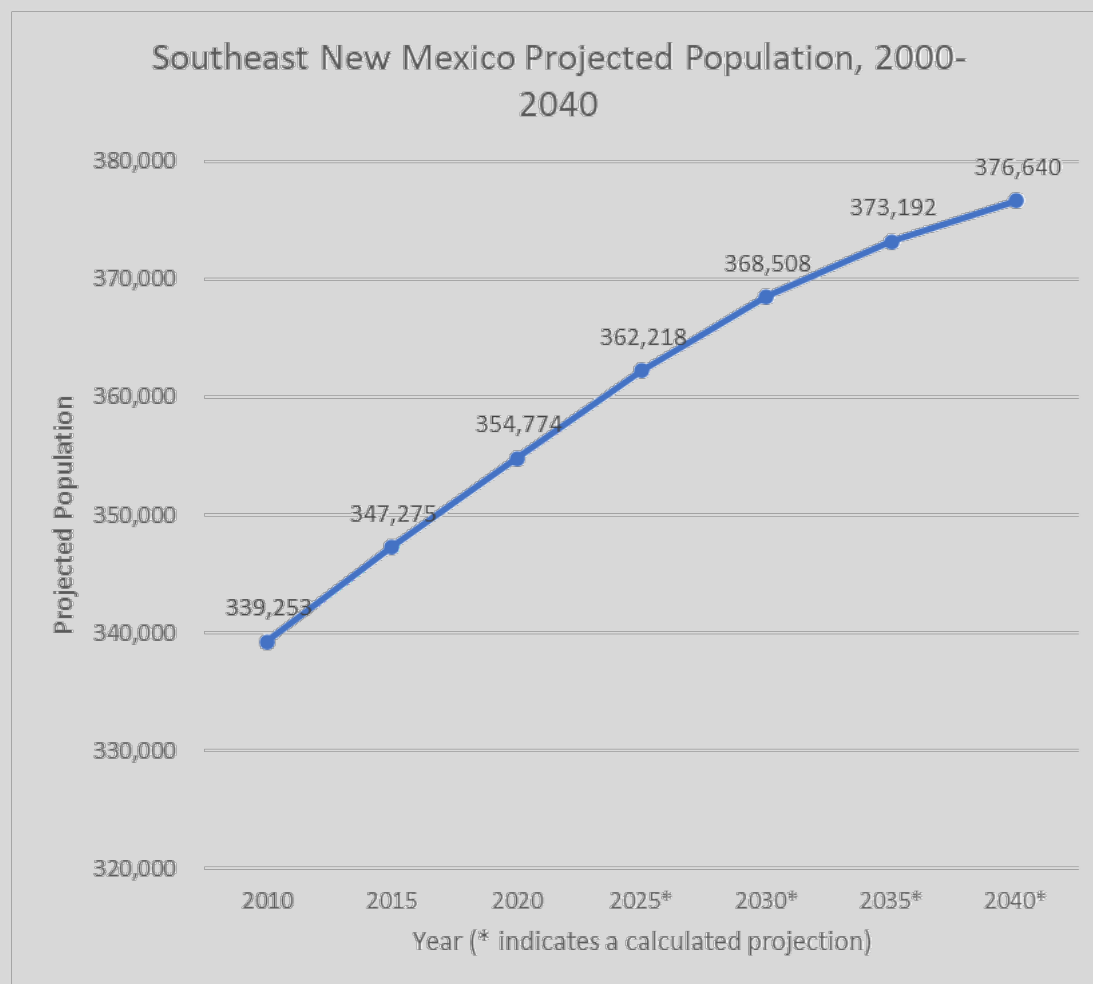
Sources for population figures include the US Census Bureau, 2010 and 2018 ACS 5-Year Estimates and the University of New Mexico Geospatial and Population Studies.

Data note for SERTPO region:

The SERTPO region encompasses Chaves, Curry, De Baca, Eddy, Lea, Lincoln, Otero, and Roosevelt counties. A small portion of Otero County is located within the El Paso MPO and is not within the SERTPO planning area.

When considering for analysis, the majority of the census tract that includes this small portion of the El Paso MPO falls within the SERTPO boundary and therefore the full census tract was included in the analysis. The data presented represents the entirety of each of the counties that make up the region, including the portion of Otero County located in El Paso MPO.

Because the data includes this area outside of the SERTPO, data is described as Southeast New Mexico or Southeast Regional data, rather than SERTPO data.



Source: High Street Consultants  
US Census Bureau, 2010 and 2018 ACS 5-Year Estimates  
University of New Mexico Geospatial and Population Studies

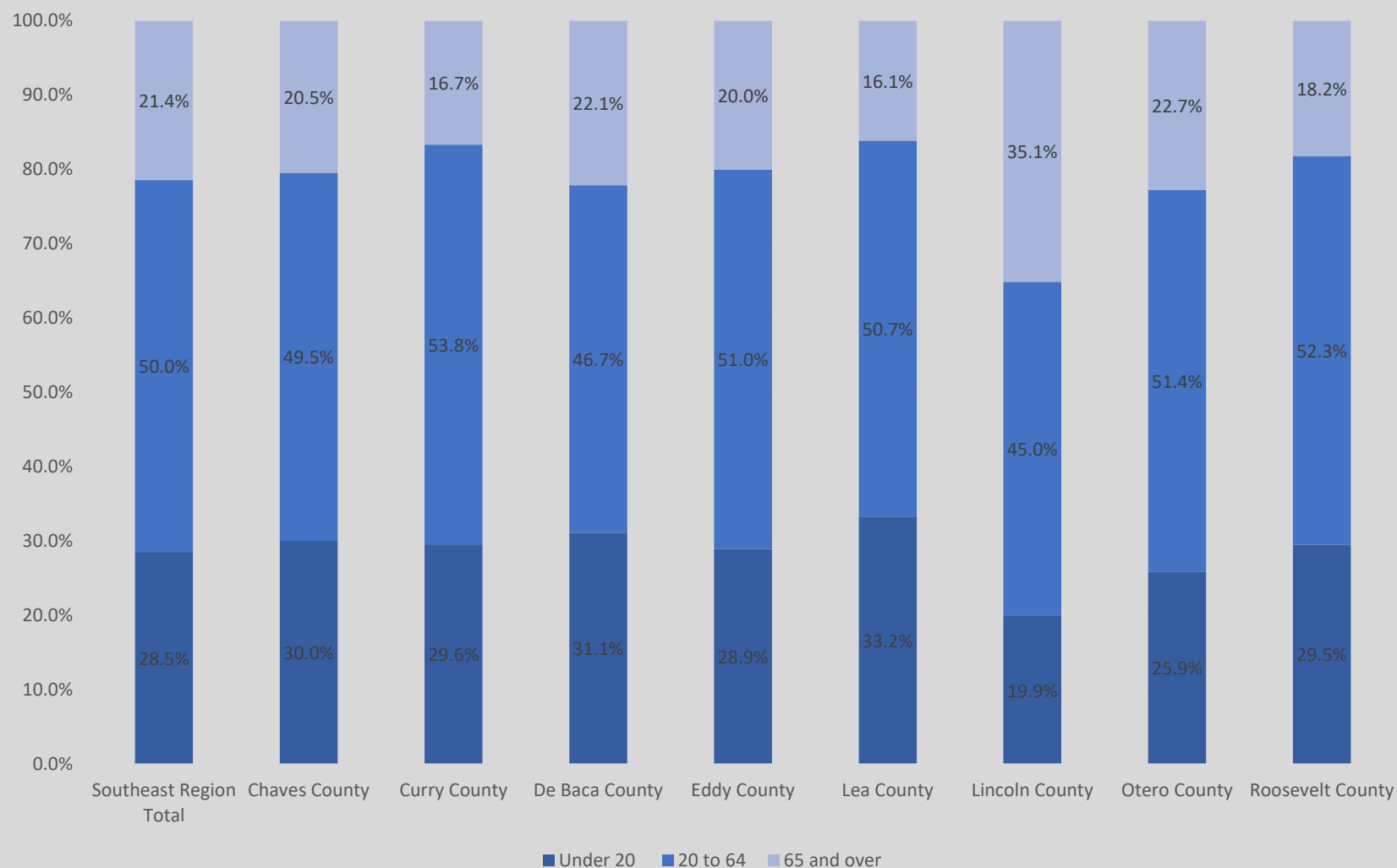




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Population by Age Group, SE Region and Counties, 2018



Source: High Street Consultants  
US Census Bureau, 2010 and 2018 ACS 5-Year Estimates

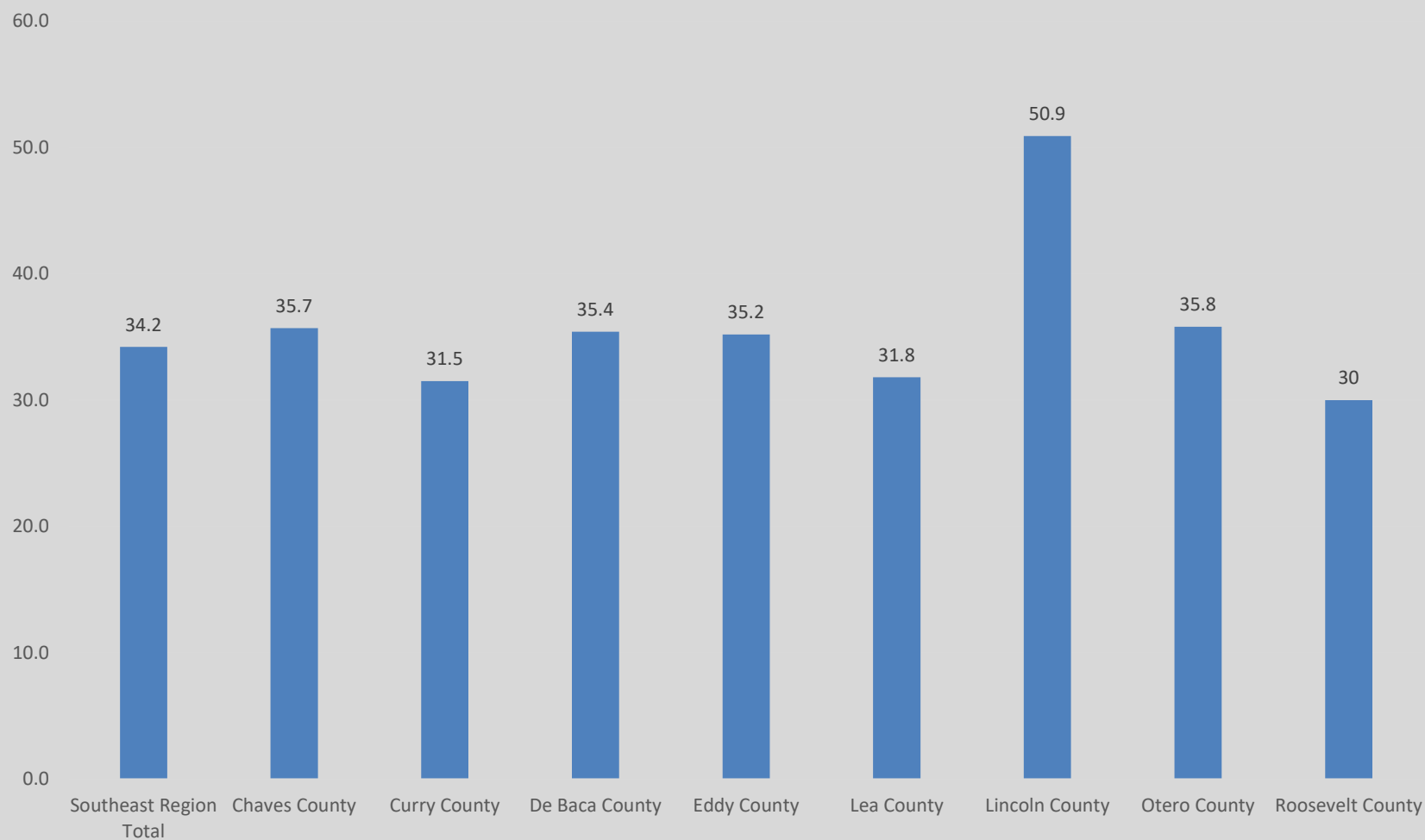




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Median Age, SE Region and Counties, 2018



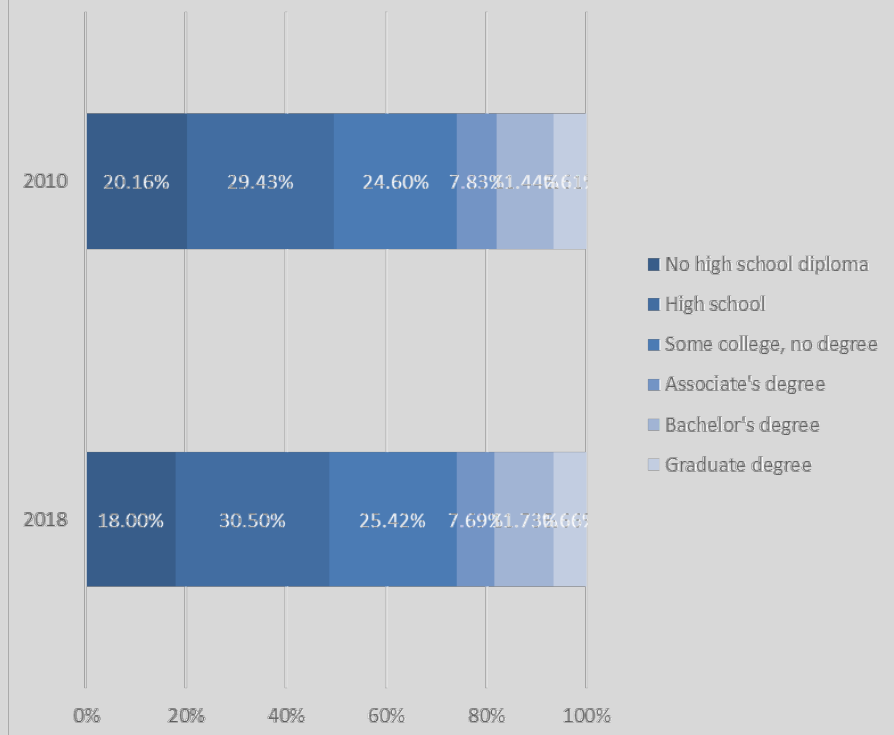
Source: High Street Consultants  
US Census Bureau, 2010 and 2018 ACS 5-Year Estimates



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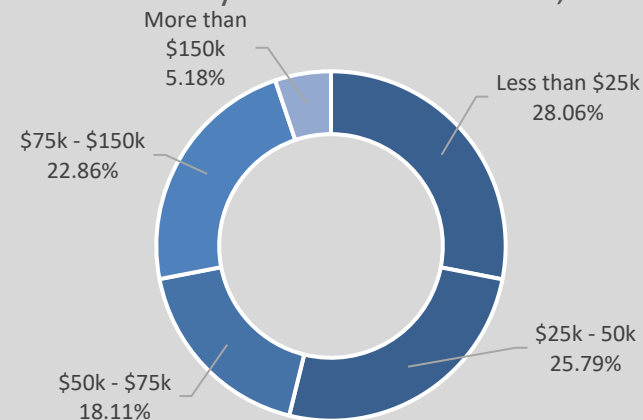
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Southeast New Mexico Percent Population Aged 25+ by Educational Attainment, 2010 and 2018



Source: High Street Consultants  
US Census Bureau, 2010 and 2018 ACS 5-Year Estimates

Southeast New Mexico Percentage of Households by Annual Income Level, 2018



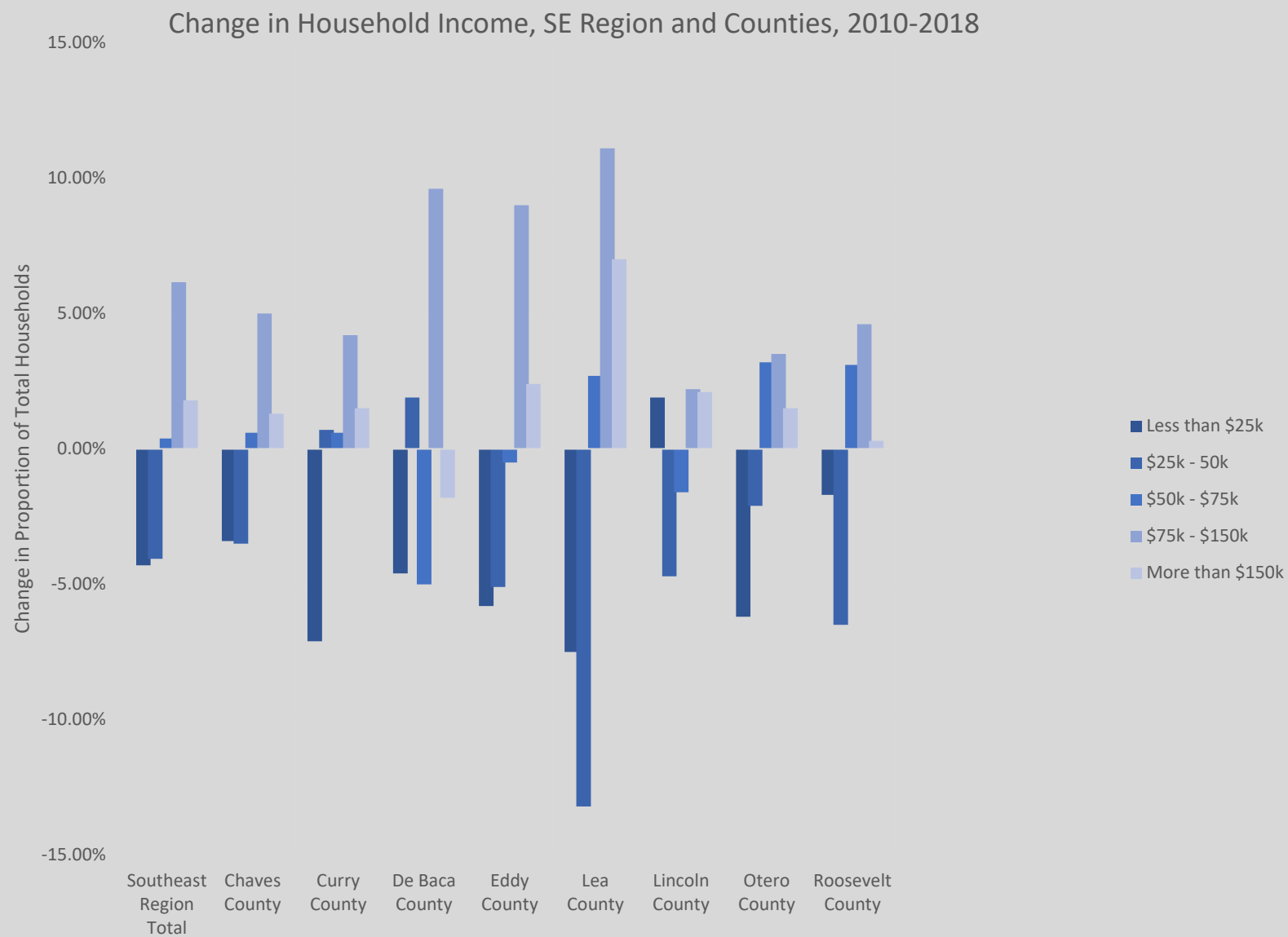
Source: High Street Consultants  
US Census Bureau, 2010 and 2018 ACS 5-Year Estimates





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Source: High Street Consultants  
US Census Bureau, 2010 and 2018 ACS 5-Year Estimates



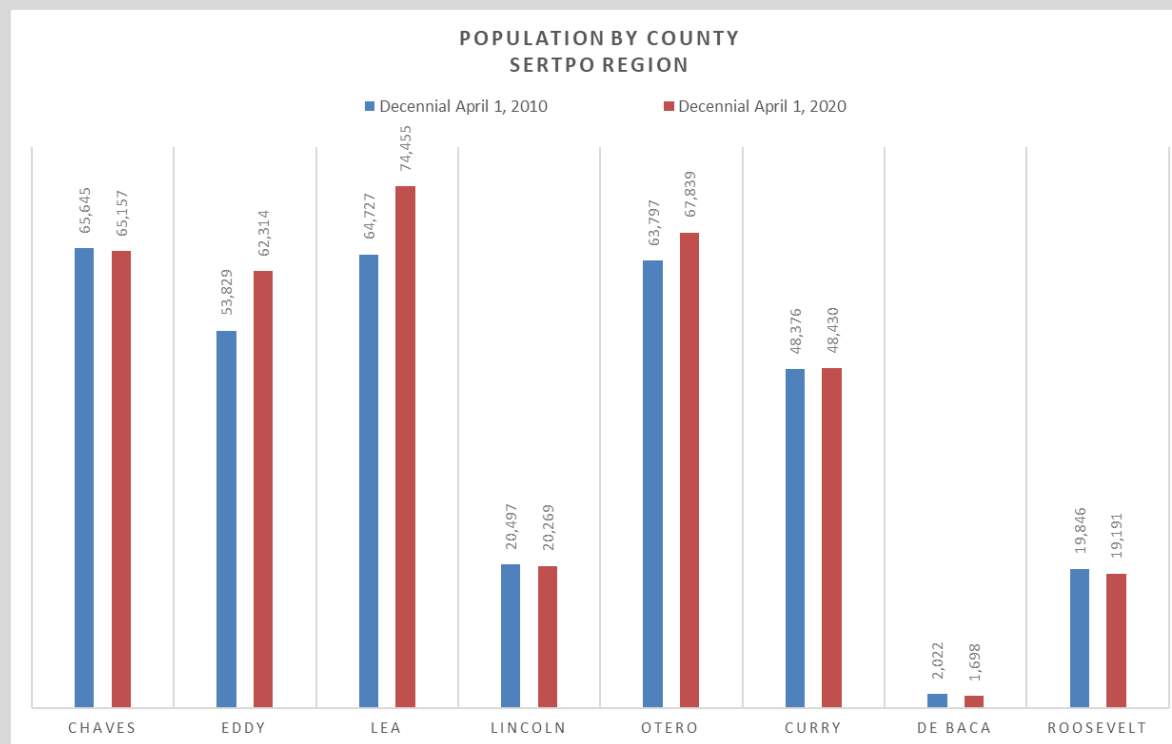
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## Population Numbers (Decennial)

During the RTP update, population numbers became available through the US Census Bureau's 2020 Decennial Census. The populations, broken down by County and Municipalities (including Tribal), are represented below and on the following pages using a comparison of the 2010 Decennial Census population numbers versus the 2020 Decennial Census population numbers, compiled by the UNM Bureau of Business and Economic Research.

By county, the southeast region experienced most of its population growth in the counties dominated by the oil and gas industry – Eddy and Lea Counties, with a 15+ % increase. Otero County also experienced a notable gain in population (6+%), per the Census, and Curry County experienced a slight increase. Chaves, Lincoln, and Roosevelt Counties had a slight decrease while De Baca County had the largest decrease. Similarly, the municipalities in the counties experiencing growth also had increases in population, with the other smaller rural communities reflecting decreases in population overall.



Source: University of New Mexico Bureau of Business and Economic Research

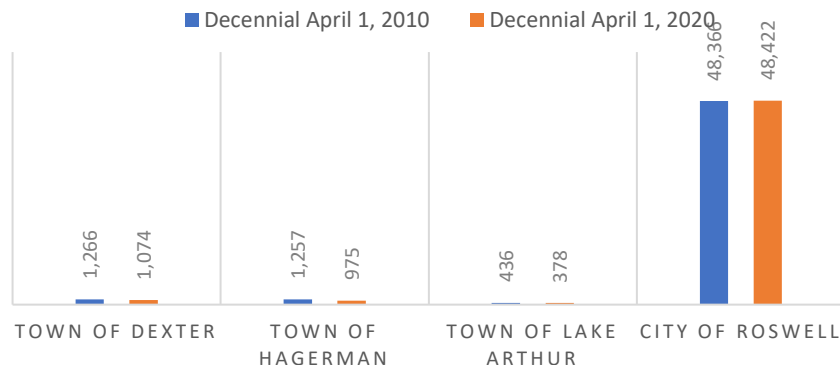




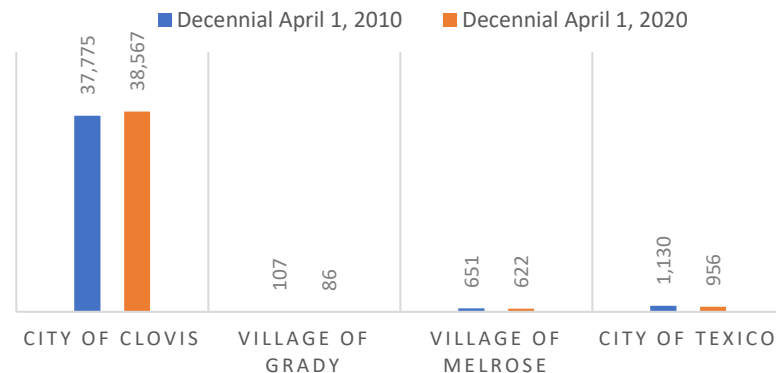
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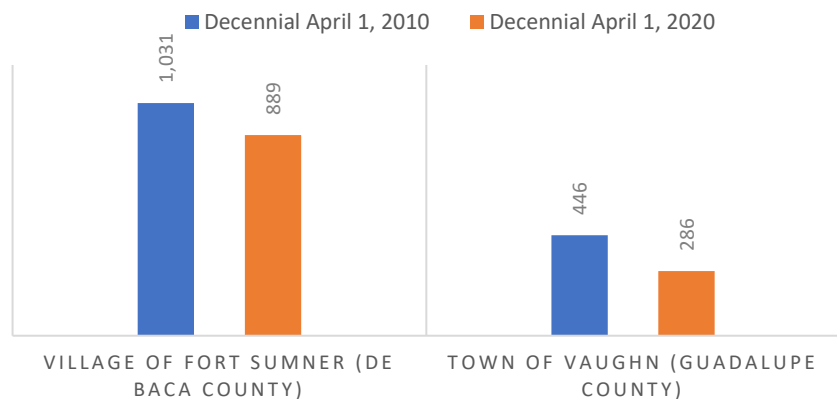
## POPULATION BY MUNICIPALITY CHAVES COUNTY



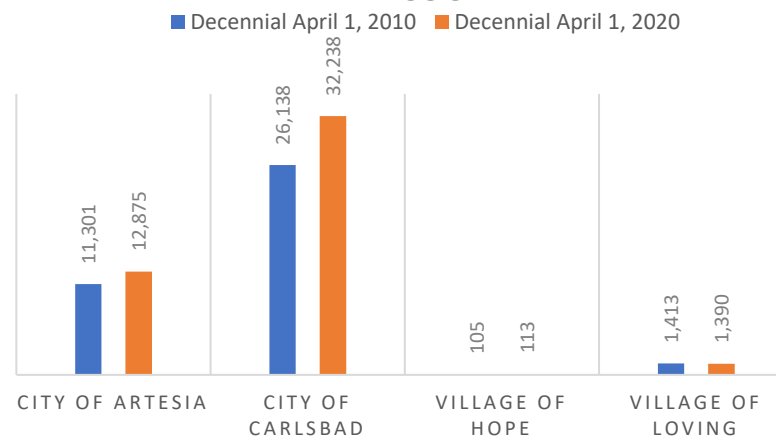
## POPULATION BY MUNICIPALITY CURRY COUNTY



## POPULATION BY MUNICIPALITY DE BACA & GUADALUPE COUNTIES



## POPULATION BY MUNICIPALITY EDDY COUNTY



Source: University of New Mexico Bureau of Business and Economic Research

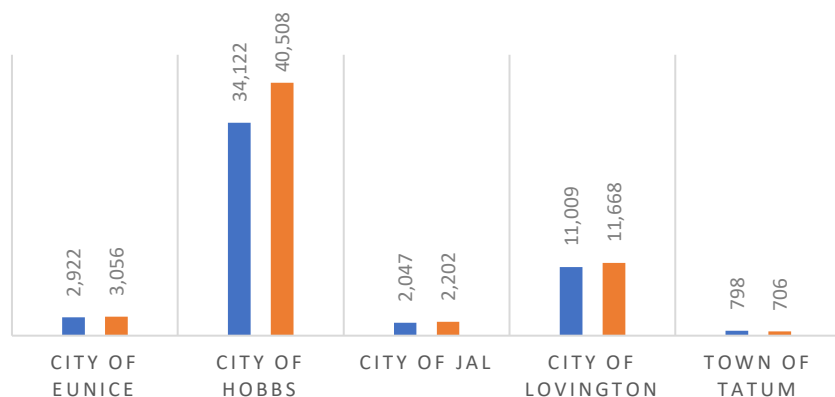


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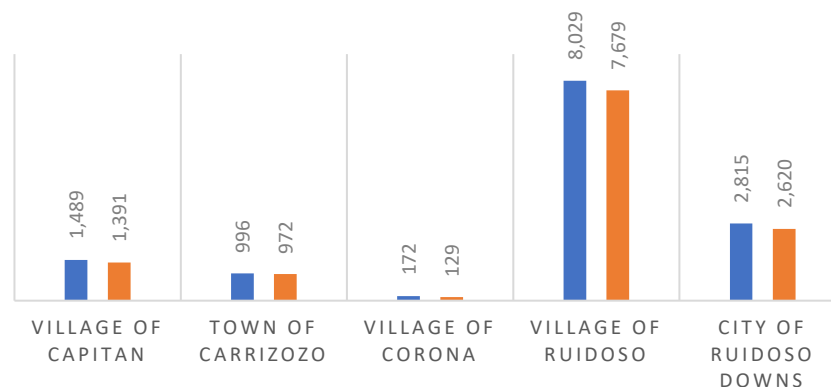
## POPULATION BY MUNICIPALITY LEA COUNTY

■ Decennial April 1, 2010 ■ Decennial April 1, 2020



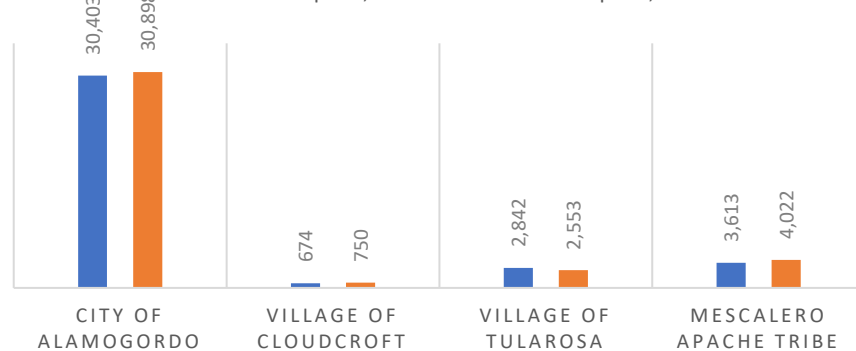
## POPULATION BY MUNICIPALITY LINCOLN COUNTY

■ Decennial April 1, 2010 ■ Decennial April 1, 2020



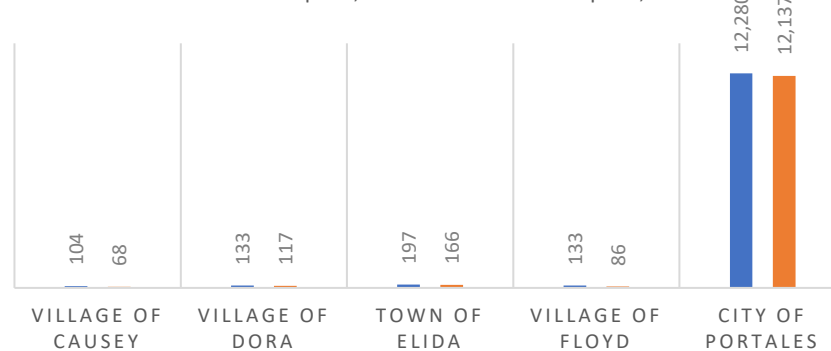
## POPULATION BY MUNICIPALITY OTERO COUNTY

■ Decennial April 1, 2010 ■ Decennial April 1, 2020



## POPULATION BY MUNICIPALITY ROOSEVELT COUNTY

■ Decennial April 1, 2010 ■ Decennial April 1, 2020



Source: University of New Mexico Bureau of Business and Economic Research



## Key Industries

The key industries described in this section include green energy, aerospace/defense, testing/storage facilities, agriculture, oil/gas, uranium enrichment, mining, and tourism.

**Green Energy.** Facilities in the southeast pertaining to green energy are displayed in the mapping provided by the New Mexico Energy, Minerals and Natural Resources Department (EMNRD) at right.

Solar facilities are present in the southern half of the SERTPO region. NMEDD adds that Xcel Energy purchases power from solar farms in Chaves and Lea Counties.<sup>1</sup> Wind energy facilities are located in the eastern part of the SERTPO region. Wind farm development is currently underway in Lincoln County.

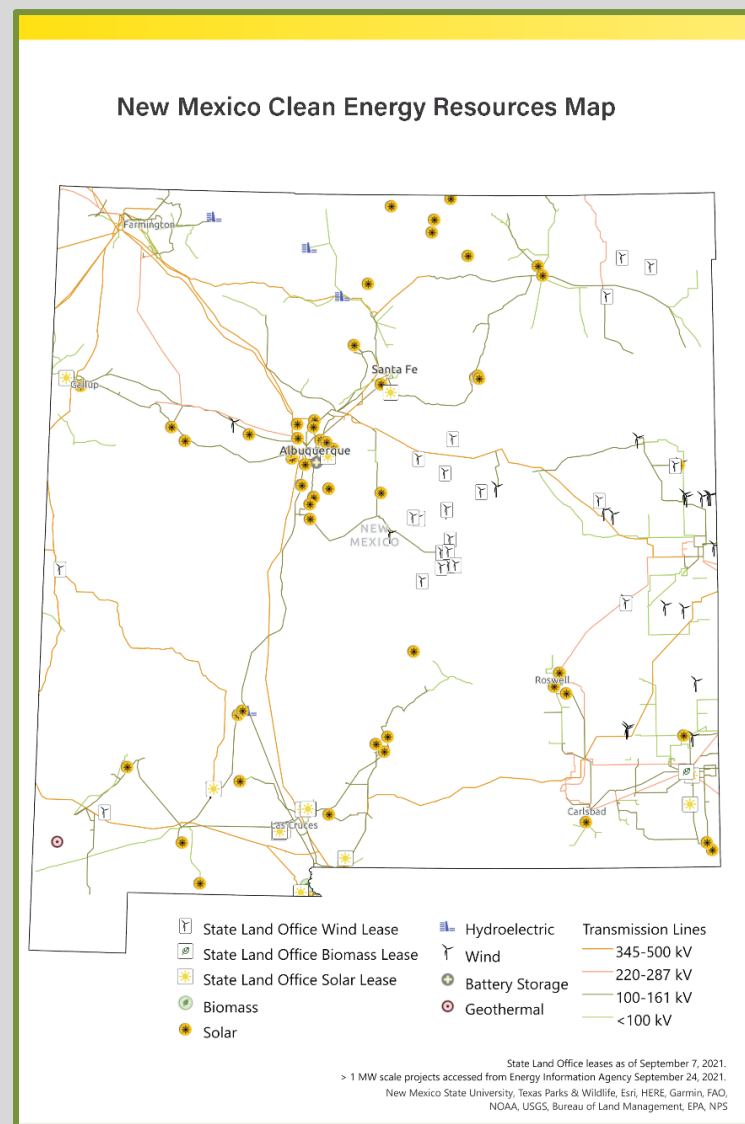
Leases for Wind, Biomass and Solar through the State Land Office are in the Lea County area. Lea County is branded as the EnergyPlex.



Source: NextEra Energy Resources  
Roswell Solar Energy Center



Source: RMB News  
Sagamore Wind Project



Source: New Mexico Energy, Minerals, and Natural Resources Department

<sup>1</sup> NMEDD, <https://gonm.biz/why-new-mexico/key-industries/energy-natural-resources/>, (Aug 2020).

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**Aerospace and Defense.** The southeast region is home to the Cannon Air Force Base (CAFB) in Clovis, New Mexico and the Holloman Air Force Base (HAFB) in Alamogordo, New Mexico. CAFB is located eight miles to the west of Clovis, New Mexico and contributes 5,800 personnel to the work force.<sup>2</sup> HAFB is situated six miles west of Alamogordo, New Mexico and brings in approximately 21,000 people, to include all personnel and their families.<sup>3</sup>



Source: US Air Force (CAFB), Photo by: Senior Airman Maxwell Daigle  
27<sup>th</sup> Special Operations Wing



Source: US Air Force Base (HAFB), Photo by Airman 1<sup>st</sup> Class Quion Lowe  
Air Education and Training Command

**Testing and Storage Facilities.** Test facilities include the White Sands Missile Range (WSMR), situated in Dona Ana, Lincoln, Otero, Socorro, and Sierra Counties, is the largest military installation in the country with nearly 3,200 square miles of range. WSMR is equipped to provide testing services for all military branches. WSMR also provides services such as research and development, analysis and training to the US Armed Forces, government, and private sector.<sup>4</sup> Further, it is home to the Trinity Site (the first atomic bomb testing site) and the WSMR Museum.

<sup>2</sup> Cannon Air Force Base, <https://www.cannon.af.mil/About/>, (Aug 2020).

<sup>3</sup> Holloman Air Force Base, <https://www.holloman.af.mil/About/Fact-Sheets/Display/Article/317268/holloman-air-force-base-data/>, (Aug 2020)

<sup>4</sup> Army Technology, <https://www.army-technology.com/projects/white-sands-range/>, (Aug 2020).

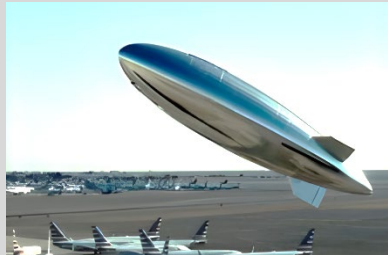




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Additional test facilities include the Roswell Air Center, located approximately five miles south of Roswell, New Mexico. The Air Center provides testing and storage facilities and is currently a major commercial aviation facility in the southwest. Covering 4,600 acres, the Air Center is the former Roswell Army International Airfield (WWII) and Walker Air Force Base (WAFB) and home to the WAFB Museum. Roswell Air Center



Sceye Inc. – Stratospheric testing  
Source: Roswell Daily Record

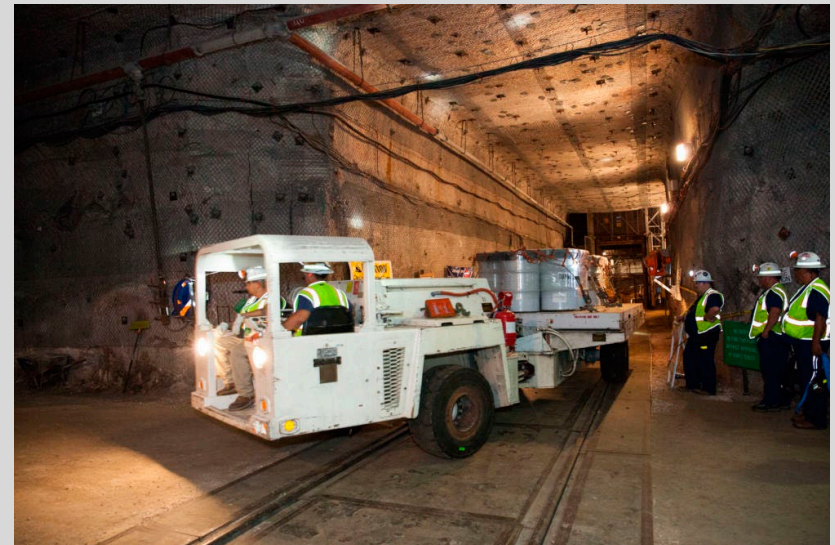
management provides that the unique, non-grooved runway attracts aircraft testing. The facility has 13,000 ft long by 150 ft wide concrete that is strong to handle all aircraft. Additional features to the Air Center include good weather, an FAA control tower, an on-airport Fire Department, and good service provided by AvFlight.

Regarding storage, the Air Center has over 400 acres of concrete and asphalt used for aircraft storage and has capacity to store large aircraft. Other amenities include low humidity, three maintenance and storage companies, reasonable parking fees and facilities to scrap airframes. Its maintenance companies are capable to do heavy maintenance, maintain aircraft in storage and return aircraft to service (or part out). An on-site aircraft painting company also offers its services.

Facilities providing defense related activity includes the Waste Isolation Pilot Plant (WIPP), located 26 miles southeast of Carlsbad, New Mexico. WIPP is the only deep geologic repository for nuclear waste nationally. The facility site, operated by the Nuclear Waste Partnership LLC for the US Department of Energy, provides the deep salt beds necessary for the safe disposal of transuranic radioactive waste created by the country's nuclear defense program. WIPP has a huge economic impact in the local area. Management provides the facility employs approximately 1,000 individuals in Carlsbad and another 150 out-of-state.<sup>5</sup>



Source: Roswell Air Center Aircraft Storage Facilities  
Chaves County



Source: Waste Isolation Pilot Plant (WIPP) Facilities  
Eddy County

<sup>5</sup> Waste Isolation Pilot Plant (WIPP), <https://wipp.energy.gov/>, March 2021.



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**Agriculture.** The southeast region has a diverse agricultural base, from crops and pecan farms to dairies and livestock. USDA mapping in this section illustrates the top 16 agriculture categories and top 6 non-agriculture categories. For the SERTPO region, crop-producing areas are clearly present on the eastern side, closer to the NM-TX state line, in Curry, Roosevelt and Lea Counties. A string of farm coverage is also apparent in Chaves and Eddy Counties.

County profiles, provided in this section, list the number of farms, land in farms (acreage), average size of farms, value of products sold and additional farm data. Livestock (types and numbers) and crop information is also provided in the tables.

**Nuts.** Pecan farming has a presence in Chaves, Eddy and Otero Counties with pistachio farms situated in Otero County. In 2020, New Mexico ranked 2<sup>nd</sup> in the nation for pecan production, coming in at 25.8%. In New Mexico, Dona Ana County ranked first, and Chaves, Otero and Eddy Counties also listed as producers.<sup>6</sup> While numbers were not available for pistachio nuts, travelers can view the orchards and stores featuring their product while entering Alamogordo from the north on US 54.

Peanut production remains active in the Portales area, although production in New Mexico has fluctuated over the past decade. The Valencia peanut is the primary variety of peanut harvested in eastern New Mexico. In Portales, there are four plants processing three varieties of peanuts (Valencia, Virginia and Spanish) and employing between 155-170 full-time employees.

District & County	Acres Bearing			Yield			Production		
	2018	2019	2020	2018	2019	2020	2018	2019	2020
	(Acres)	(Acres)	(Acres)	(Lbs/Acre)	(Lbs/Acre)	(Lbs/Acre)	(1,000 Lbs)	(1,000 Lbs)	(1,000 Lbs)
Chaves.....	3,300	3,300	4,000	2,510	2,380	2,300	8,290	7,850	9,200
Dona Ana.....	31,500	31,500	31,500	1,870	2,010	1,780	58,820	63,330	56,700
Eddy.....	5,500	(1)	(1)	2,770	(1)	(1)	15,250	(1)	(1)
Luna.....	(1)	(1)	1,200	(1)	(1)	1,480	(1)	(1)	1,780
Otero.....	1,400	1,400	1,400	1,760	1,750	1,350	2,470	2,450	1,890
Sierra.....	500	500	(1)	1,880	1,220	(1)	940	610	(1)
Other Counties.....	2,800	8,300	6,900	1,190	1,630	1,430	3,300	13,560	9,860
New Mexico.....	45,000	45,000	45,000	1,190	1,850	1,750	89,100	87,800	78,800

<sup>1</sup> Counties with missing data are included in "Other Counties".



Source: Hampton Farms – Portales, New Mexico



<sup>6</sup> USDA, National Agricultural Statistics Service, 2020 New Mexico Agricultural Statistics Bulletin, pp. 24, 26, 40, 45, 46-53.





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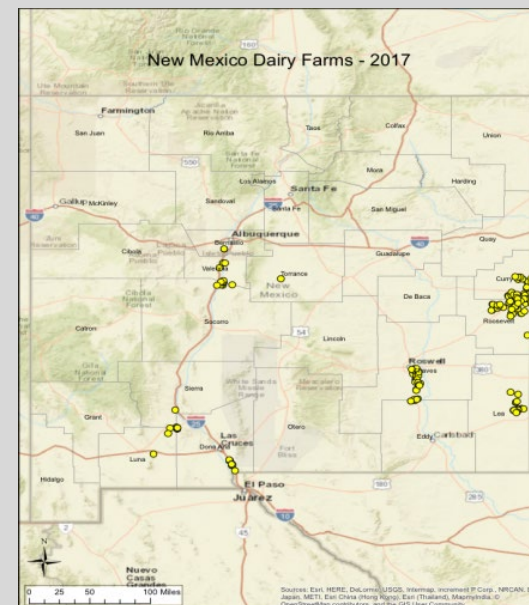
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**Dairy.** In 2020, New Mexico ranked 9<sup>th</sup> in the nation as a leading State for milk production with 3.7% of the total.<sup>6</sup> Absent 2020 county data, the map at right shows the presence of dairies in Chaves, Curry, Roosevelt, Eddy and Lea Counties.<sup>7</sup>

**Cheese Production.** In 2020, New Mexico ranked fourth in the nation for cheese production, taking up 7.3% of the total.<sup>6</sup> The SERTPO region has two large cheese production plants-- Leprino Foods (Roswell, New Mexico) and Southwest Cheese (Clovis, New Mexico).

Leprino Foods is the largest mozzarella and pizza cheese producer in the world. Leprino not only is an asset to the community, employing nearly 600 people at the Roswell location, but the facility also serves as a model for water recycling, with water from the plant used for irrigation on nearby cropland producing livestock feed. Products also include whey protein and dairy ingredients.<sup>8</sup>

Being one of the largest cheese and whey plants globally, Southwest Cheese Company (SWC) processes 5.1 billion pounds of milk annually. The facility produces over 438 million pounds of American style cheeses in addition to 36.8 million pounds of highly specialized whey protein annually. SWC reports that they employ approximately 440 employees, a significant impact to the local economy.<sup>9</sup>



Source: New Mexico State University



Leprino Foods – Roswell, New Mexico



Southwest Cheese – Clovis, New Mexico

<sup>6</sup> USDA, National Agricultural Statistics Service, *2020 New Mexico Agricultural Statistics Bulletin*, pp. 24, 26, 40, 45, 46-53.

<sup>7</sup> New Mexico State University, <https://aces.nmsu.edu/ces/dairy/nm-dairy-map.html>, June 2022.

<sup>8</sup> Leprino Foods, <https://leprinofoods.com/locations/roswell-nm/>, August 2020.

<sup>9</sup> Southwest Cheese Ad, August 2020.












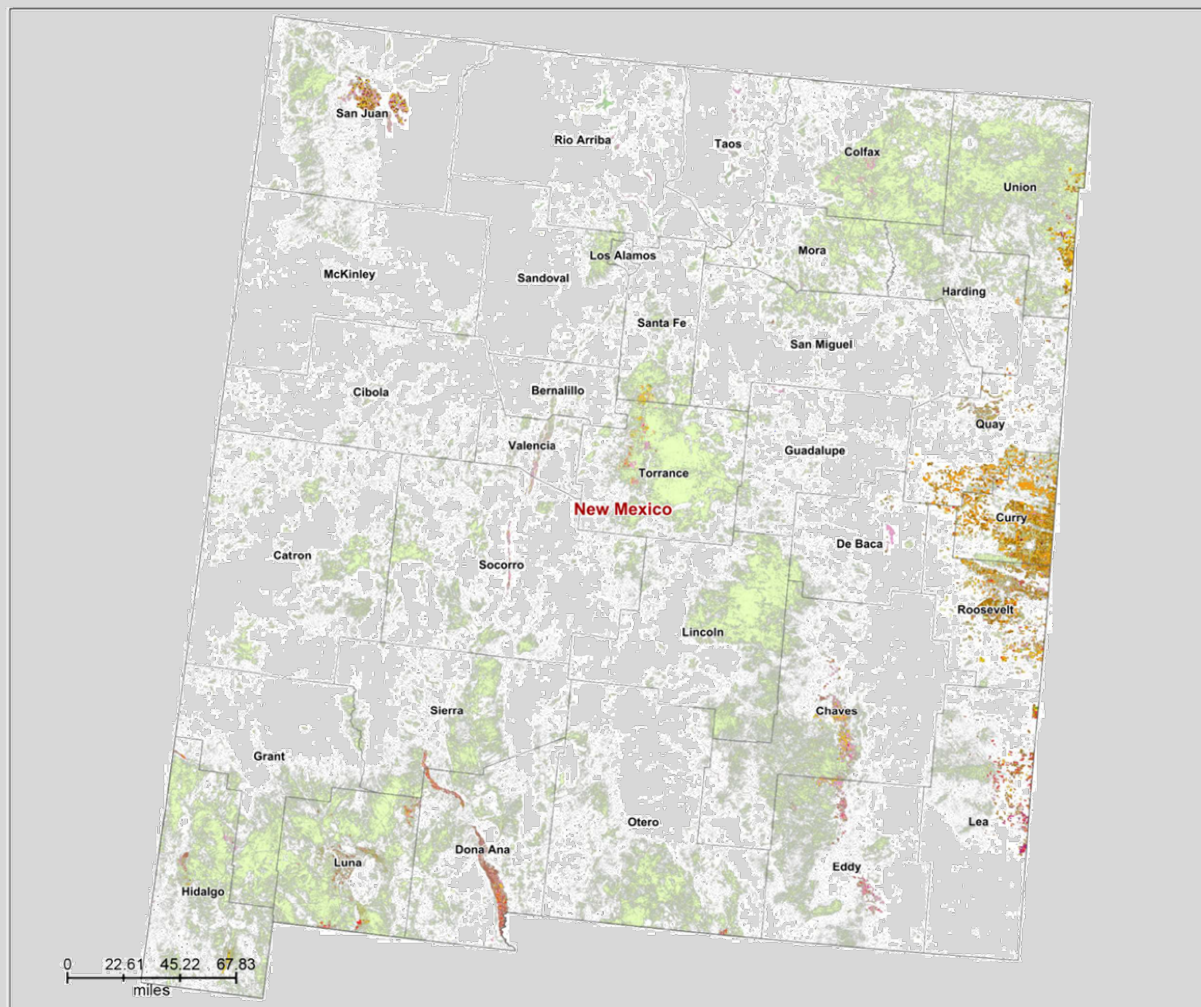
## CDL2020 New Mexico



Land Cover Categories  
(by decreasing acreage)

### AGRICULTURE\*

-  Grass/Pasture
-  Fallow/Idle Cropland
-  Winter Wheat
-  Sorghum
-  Alfalfa
-  Corn
-  Other Hay/Non Alfalfa
-  Pecans
-  Cotton
-  Triticale
-  Dbl Crop WinWht/Corn
-  Dbl Crop WinWht/Sorghum
-  Dry Beans
-  Rye
-  Peppers
-  Onions



Produced by CropScape - <http://nassprodata.gisn.us/CropScape>

\* Only top 16 agriculture categories are listed


Source: 2020 New Mexico Agricultural Statistics, November 2021.



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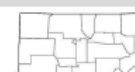
## AGRICULTURE PROFILES, BY COUNTY

Census 2017		Chaves County	Livestock – Jan 1, 2021		Head	
Number of Farms	560		Cattle & Calves		180,000	
Land in Farms (Acres)	2,318,413		Beef Cows		35,000	
Avg. Size of Farm	4,140		Milk Cows		79,000	
Value of Products Sold	\$404,515,000		Sheep & Lambs		16,000	
Avg. Farm Value Sold	\$722,348					
Avg. Farm Expenses	\$637,933					
Avg. Net Farm Income	\$99,403	Crops 2020	Acres Harv.	Yield	Production	Unit
		Pecans	4,000	2,380	9,200,000	Lbs
		Hay, Alfalfa	15,000	7.15	107,000	Tons
		Hay, Other	5,500	2.65	14,700	Tons

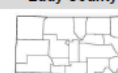
Census 2017		De Baca County	Livestock – Jan 1, 2021		Head	
Number of Farms	226		Cattle & Calves		34,500	
Land in Farms (Acres)	1,182,224		Beef Cows		17,700	
Avg. Size of Farm	5,230		Sheep & Lambs		900	
Value of Products Sold	\$28,135,000					
Avg. Farm Value Sold	\$124,490					
Avg. Farm Expenses	\$113,458					
Avg. Net Farm Income	(D)	Crops 2020	Acres Harv.	Yield	Production	Unit


(D) Withheld to avoid disclosing data for individual operations.


Census 2017		Lea County	Livestock – Jan 1, 2021		Head	
Number of Farms	555		Cattle & Calves		90,000	
Land in Farms (Acres)	1,938,321		Beef Cows		23,500	
Avg. Size of Farm	3,492		Milk Cows		37,000	
Value of Products Sold	\$192,242,000		Sheep & Lambs		2,600	
Avg. Farm Value Sold	\$346,383					
Avg. Farm Expenses	\$311,551					
Avg. Net Farm Income	\$42,205	Crops 2020	Acres Harv.	Yield	Production	Unit
		Cotton, Upland	9,950	883	18,300	Bales

Census 2017		Otero County		Livestock – Jan 1, 2021		Head
Number of Farms	473			Cattle & Calves		15,000
Land in Farms (Acres)	1,019,246			Beef Cows		10,900
Avg. Size of Farm	2,155			Sheep & Lambs		300
Value of Products Sold	\$18,160,000					
Avg. Farm Value Sold	\$38,394					
Avg. Farm Expenses	\$38,132					
Avg. Net Farm Income	\$3,823	Crops 2020	Acres Harv.	Yield	Production	Unit
		Pecan	1,400	1,350	1,890,000	Pounds

Census 2017		Curry County	Livestock – Jan 1, 2021		Head	
Number of Farms	641		Cattle & Calves		260,000	
Land in Farms (Aores)	902,165		Beef Cows		11,700	
Avg. Size of Farm	1,407		Milk Cows		86,000	
Value of Products Sold	\$480,580,000		Sheep & Lambs		400	
Average Farm Value Sold	\$749,735					
Avg. Farm Expenses	\$688,859					
Avg. Net Farm Income	\$94,790					
		Crops 2020	Acres Harv.	Yield	Production	Unit
		Hay, Other	30,000	0.75	22,600	Tons

Census 2017		Eddy County		Livestock – Jan 1, 2021		Head
Number of Farms	507			Cattle & Calves		36,500
Land in Farms (Acres)	1,087,902			Beef Cows		16,000
Avg. Size of Farm	2,146			Milk Cows		9,200
Value of Products Sold	\$97,278,000			Sheep & Lambs		700
Avg. Farm Value Sold	\$191,869					
Avg. Farm Expenses	\$154,450					
Avg. Net Farm Income	\$40,826	Crops 2020	Acres Harv.	Yield	Production	Unit
		Hay, Alfalfa	13,000	6.10	79,000	Tons

Census 2017		Lincoln County		Livestock – Jan 1, 2021		Head	
Number of Farms	454			Cattle & Calves		29,500	
Land in Farms (Acres)	1,466,477			Beef Cows		20,500	
Avg. Size of Farm	3,230			Sheep & Lambs		1,400	
Value of Products Sold	\$15,858,000						
Avg. Farm Value Sold	\$34,930						
Avg. Farm Expenses	\$40,630						
Avg. Net Farm Income	\$626	Crops 2020	Acres Harv.	Yield	Production	Unit	

Census 2017		Roosevelt County	Livestock – Jan 1, 2021		Head	
Number of Farms	742		Cattle & Calves		135,000	
Land in Farms (Acres)	1,499,615		Beef Cows		22,000	
Avg. Size of Farm	2,021		Milk Cows		64,000	
Value of Products Sold	\$290,641,000		Sheep & Lambs		900	
Avg. Farm Value Sold	\$391,699					
Avg. Farm Expenses	\$345,383					
Avg. Net Farm Income	\$68,059					
		Crops 2020	Acres Harv.	Yield	Production	Unit
		Hay, Alfalfa	2,500	5.35	13,400	Tons
		Hay, Other	19,000	1.10	20,500	Tons

Source: USDA, National Agricultural Statistics Service

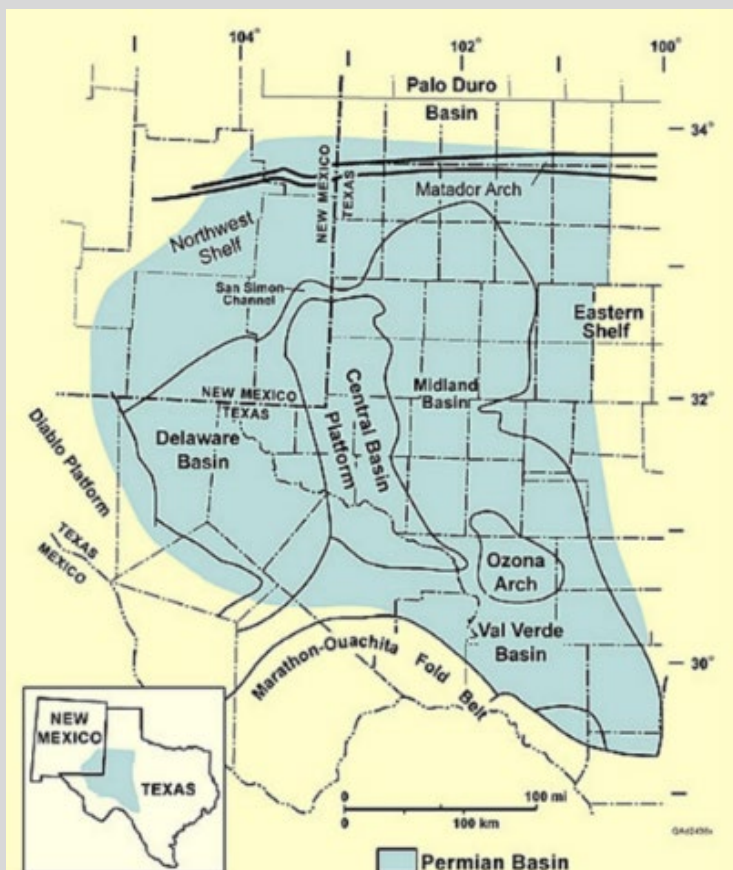


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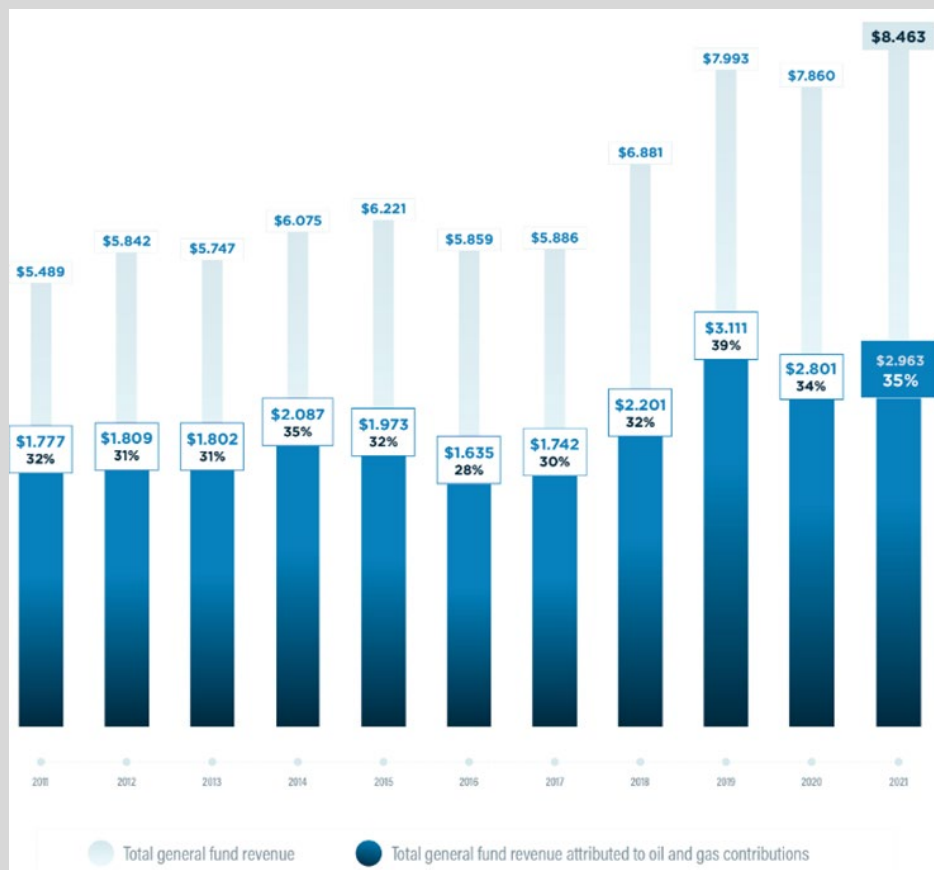
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**Oil and Gas.** The oil and gas industry, in the SERTPO region, operates within the Permian basin. As seen below (left), the Permian Basin extends into Chaves, Eddy, Lea and Roosevelt Counties. The industry has a huge impact, contributing to the local, regional and state economies with large revenues and a large workforce.

According to the New Mexico Oil & Gas Association (NMOGA), New Mexico is the third largest producer of oil and the ninth largest producer of natural gas in the United States. Additionally, the oil and natural gas industry contributed \$2.963 billion in 2021, representing 35% of the State budget.<sup>10</sup>



Source: National Energy Technology Laboratory – US DOE



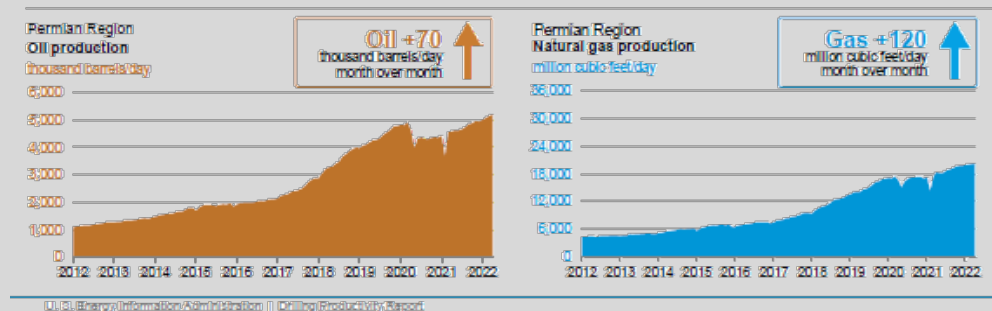
Source: New Mexico Oil & Gas Association (NMOGA)

<sup>10</sup> New Mexico Oil & Gas Association, [www.nmoga.org](http://www.nmoga.org), June 2022.



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While the industry fluctuates, oil and natural gas production is only increasing according to recent drilling reports<sup>11</sup>. And, in light of the global crisis with the Ukraine, the industry is a crucial asset both to the region and the nation.

Supporting the industry, the southeast region has a large crude oil refinery, Navajo Refinery, located in Artesia, New Mexico. Owned by Holly Corporation and covering 561 acres, the refinery collects its crudes from the Permian basin (west Texas and southeast New Mexico), has a crude oil capacity of 100,000 barrels per day and has an additional plant in Lovington, New Mexico. Navajo Refinery primarily produces gasoline, diesel and jet fuel.<sup>12</sup>

**Uranium Enrichment.** Eunice, New Mexico is home to the only operating commercial enrichment facility for power generation in the country -- UUSA. The nuclear fuel supply cycle used, processing uranium ore into the end product of low carbon electricity, is available to consumers nationally and worldwide. The facility's production meets approximately one third of the nation's annual demand. For work force, the facility employs more than 230 people.<sup>13</sup>



Navajo Refinery – Artesia, New Mexico



UUSA – Eunice, New Mexico

<sup>11</sup> US Energy Information Administration, <https://www.eia.gov/petroleum/drilling/pdf/permian.pdf>, Mar 2022.

<sup>12</sup> Holly Frontier, <https://hollyfrontier.com/operations/refineries/navajo/>, August 2020.

<sup>13</sup> UUSA, [www.urenco.com](http://www.urenco.com), Feb 2021.

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**Mining.** As indicated in the mapping at right, mining in the southeast consists of aggregate, caliche, potash, salt, and calcite. Aggregates, located in the southeast and statewide, include base course, caliche, clay and shale, crushed rock, flagstone, fill dirt, gravel, limestone, red dog, rip-rap, sand, scoria and topsoil.

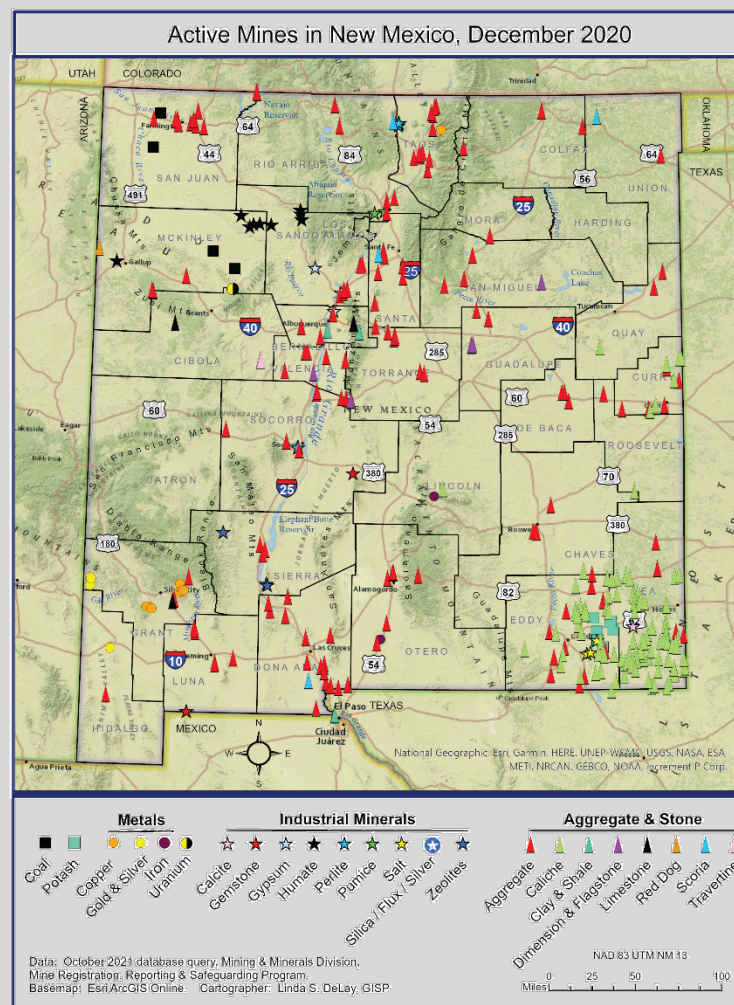
The mapping shows potash mining situated only in the southeast. Caliche, used in road construction, is concentrated in Eddy and Lea Counties, but also located in Lincoln, De Baca, Curry, Quay, and Roosevelt Counties. Iron mining is shown in Lincoln and Otero Counties.

Potash, which is used in fertilizers, was ranked first in production nationally, based on 2020 commodity rankings and has added 712 persons to the workforce.<sup>14</sup>

Salt lake beds are visible from the highway when traveling through Eddy County. Salt facilities in the area produce salt product for water softening, pool salt and animal feed. Salt producers contribute to local economies and to the environment by reducing natural salt contamination to the Pecos River. The removal of salt increases the value of Pecos River water that flows through New Mexico and into Texas.<sup>15</sup>



United Salt Corporation – Carlsbad Plant



Active mining and active reclamation only operations in New Mexico in 2020 numbered 382 including coal mines; potash operations (includes mines, refineries, and compaction plants); metal mines, mills, and solvent extraction and electrowinning (SX/EW – a copper extraction process) operations; industrial mineral mines and mills; stone and aggregate operations; and uranium mine reclamation operations (Figure 5 – any discrepancies are due to mine data run date).

<sup>14</sup> NM Energy, Minerals & Natural Resources Dept, *EMNRD 2021 Annual Report*, pp 55, 56, 59.

<sup>15</sup> Southwest Salt, [www.swsalt.com](http://www.swsalt.com), Feb 2021.





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**Tourism.** Tourism is important to rural, southeast New Mexico, and the region has many attractions to offer. The region has unique museums, national and state parks, recreational facilities, scenic byways and natural resources. According to the *NM Tourism Department 2018 Annual Report*, National Parks in the region have high visitation in 2016 and 2017 with White Sands and Carlsbad Caverns bringing in 55% of all visitations to the 14 National Parks and Monuments in New Mexico. For 2017, the two sites were in the top four most visited sites with White Sands having 30% of the market share and Carlsbad Caverns National Park having 25% of market share.


## Chaves County

-  Anderson Museum of Contemporary Art (Roswell)
-  Bitter Lake National Wildlife Refuge
-  Bottomless Lakes State Park
-  International UFO Museum and Research Center (Roswell)
-  Lake Van (Dexter)
-  Roswell Museum & Art Center
-  Roswell Recreation & Aquatic Center
-  Walker Air Force Base Museum (Roswell)

## Curry County

-  Norman & Vi Petty Rock & Roll Museum (Clovis)

## De Baca County

-  Billy the Kid Museum (Fort Sumner)

## Eddy County

-  Artesia Aquatic Center
-  Carlsbad Caverns National Park
-  Carlsbad Museum and Art Center
-  Carlsbad Water Park
-  Brantley Lake State Park
-  Living Desert Zoo & Gardens State Park
-  Sitting Bull Falls (Lincoln National Forest)



Roswell Recreation & Aquatic Center



Carlsbad Caverns National Park










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## Lea County

-  Center of Recreational Excellence (CORE) (Hobbs)
-  Dallas Mercantile Museum (Tatum)
-  Jal Aquatic Center
-  Lea County Museum (Lovington)
-  Western Heritage Museum – Lea County Cowboy Hall of Fame (Hobbs)

## Lincoln County

-  Alto Lake
-  Bonito Lake (Lincoln County)
-  Carrizozo Heritage Museum
-  Eagle Creek Sports Complex (Ruidoso)
-  Fort Stanton Museum & Historic Site
-  Hubbard Museum of the American West (Ruidoso Downs)
-  Lincoln National Forest
-  Lincoln State Monument & Historic Site (Lincoln)
-  Ruidoso Midtown District (Shopping, Galleries, Dining)
-  Ruidoso Downs Race Track
-  Smokey Bear Historical Park (Capitan)
-  Valley of Fires (Carrizozo)
-  Wibit Water Park at Grindstone Lake (Ruidoso)

## Otero County

-  American Armed Forces Museum (Alamogordo)
-  New Mexico Museum of Space History (Alamogordo)



CORE Facility – Hobbs, New Mexico



NM Museum of Space History  
Alamogordo, New Mexico





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-  Oliver Lee Memorial State Park (Alamogordo)
-  Sunspot National Observatory (Sunspot)
-  White Sands National Park & Trinity Site (near Alamogordo)
-  White Sands Missile Range Museum (near Alamogordo)

## Roosevelt County

-  Blackwater Draw Museum
-  Oasis State Park



Blackwater Draw Museum, ENMU  
Portales, New Mexico

## Artesia, New Mexico





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## Targeted Industries

The key industries described in the previous section align with industries targeted by other regional and state planning initiatives such as the SNMEDD Economic Recovery and Resilience Plan and the New Mexico Economic Development Department (NMEDD).

As a result of the pandemic, Coronavirus Aid, Relief, and Economic Security (CARES) Act funding was provided to the southeast region through the Economic Development Administration (EDA). Funding was applied for and awarded for the development of a Regional Economic Recovery and Resilience Plan that would assess the economic impacts from the pandemic and provide guidance for recovery. As part of the Plan, an analysis of industry clusters was performed by the Purdue University Center for Regional Development through the assistance of the Cooperative Extension Service at New Mexico State University (NMSU).

Using the North American Industry Classification System (NAICS), Purdue identified five industries as important economic drivers for the southeast region. Those five industries are listed below (blue).<sup>16</sup>

SNMEDD Economic Recovery and Resilience Plan	
NAICS Industry Clusters	
1. Advanced Materials	11. Electrical Equip, Appliance & Component Mfg
2. Agribusiness, Food Processing and Technology	12. Energy (Fossil and Renewable)
3. Apparel and Textiles	13. Fabricated Metal Product Mfg
4. Arts, Entertainment, Recreation and Visitor Industries	14. Forest and Wood Products
5. Biomedical/Biotechnical (Life Sciences)	15. Glass and Ceramics
6. Business and Financial Services	16. Information Technology and Telecommunications
7. Chemicals	17. Machinery Mfg
8. Computer & Electronic Product Mfg	18. Mining
9. Defense and Security	19. Primary Metal Mfg
10. Education and Knowledge Creation	20. Printing and Publishing
	21. Transportation and Logistics
	22. Transportation Equipment Mfg

Source: Southeastern New Mexico Economic Development District (SNMEDD)

<sup>16</sup> Regional Economic Recovery and Resilience Plan, April 1, 2022, pp. 5, 7.

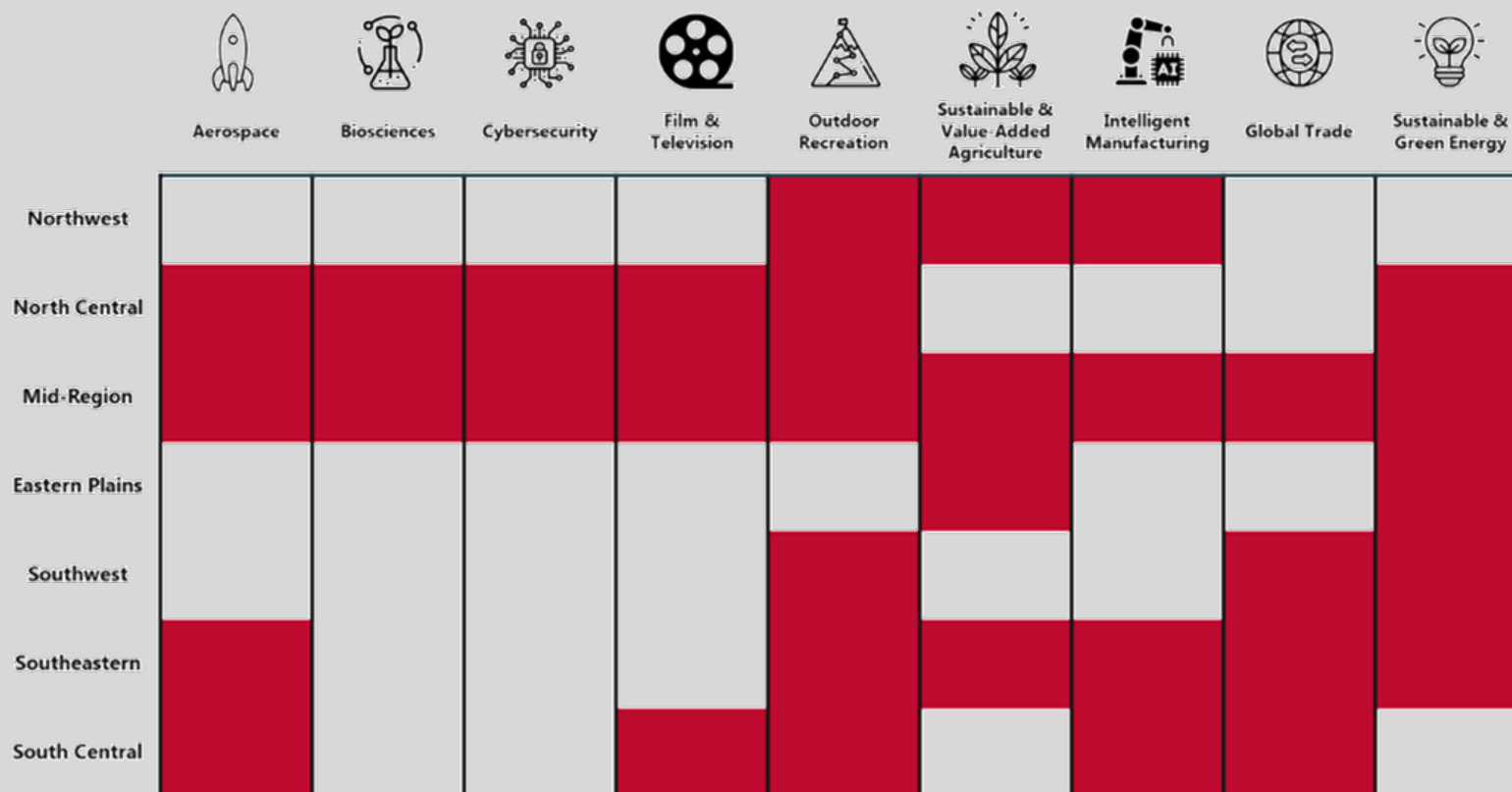


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The New Mexico Economic Development Department (NMEDD) has targeted nine industries for future growth: aerospace; biosciences; cybersecurity; film and television; outdoor recreation; sustainable and value-added agriculture; intelligent manufacturing; global trade; and sustainable and green energy. The chart below shows how the Southeastern Council of Government (COG) [Southeastern Economic Development District (SNMEDD)/Council of Governments (COG)] region fares with the remaining regions in the state amongst the targeted industries. <sup>17</sup>

Figure 24: Alignment between New Mexico's Target Industries and COG Regions.



<sup>17</sup> NMEDD New Mexico's Economic Path Forward, P. 74 (October 2021).



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## Local Economies

While there are several methods for assessing economic status and growth, only two popular methods are described in this part, for brevity: Matched Taxable Gross Receipts (MTGR) and Workforce.

**Matched Taxable Gross Receipts Revenue.** A common indicator of economic trends and strength in New Mexico is information learned from the economic statistical data provided by the New Mexico Economic Development Department (NMEDD). NMEDD Economists prepare Quarterly Economic Summaries, by County, which chart industry size by Matched Taxable Gross Receipts (MTGR) along with other data.

Per the Economic Summary, “Matched Taxable Gross Receipts (MTGR) is the best tax data available to show underlying economic activity” as it “matches a tax payment with reported receipts for each taxpayer, by industry.” Like other systems, the economic data utilizes the NAICS categorization.<sup>18</sup>

For the data released June 2022, the top three highest percentages of MTGR, by industry (NAICS codes) for counties in the region are:

<b>Chaves County</b>	Retail Trade, 33%; Construction/Health Care & Social Assistance/Accommodation & Food Services/Other Industries, 9%; Other Services (except Public Administration), 8%.
<b>Curry County</b>	Retail Trade, 31%; Construction, 12%; and Accommodation and Food Services/Utilities, 9%.
<b>De Baca County</b>	Construction, 23%; Retail Trade, 19%; and Other Services (except Public Administration)/Other Industries/Utilities, 10%.
<b>Eddy County</b>	Mining, Quarrying, and Oil and Gas Extraction, 38%; Retail Trade, 11%; and Construction, 9%.
<b>Lea County</b>	Mining, Quarrying, and Oil and Gas Extraction, 39%; Retail Trade, 10%; and Construction/Wholesale Trade, 10%
<b>Lincoln County</b>	Retail Trade, 27%; Construction, 15%; and Accommodation & Food Services, 14%
<b>Otero County</b>	Retail Trade, 32%; Construction, 16%; and Other Services (except Public Administration), 10%.
<b>Roosevelt County</b>	Retail Trade, 28%; Utilities, 14%; and Construction, 11%.

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<sup>18</sup> NMEDD, [County Economic Summaries & Data Profiles New Mexico County Map - New Mexico EDD](#), July, 2022.



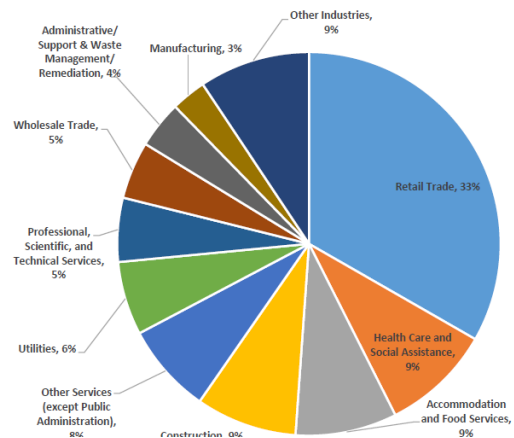
# Southeast Regional Transportation Plan

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## NMEDD County Charts – Industry Size by Matched Taxable Gross Receipts<sup>18</sup>

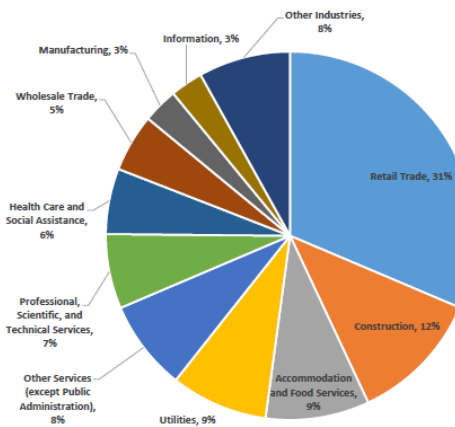
### Chaves County

Chart 2. FY21 - Q3 Industry Size by Matched Taxable Gross Receipts



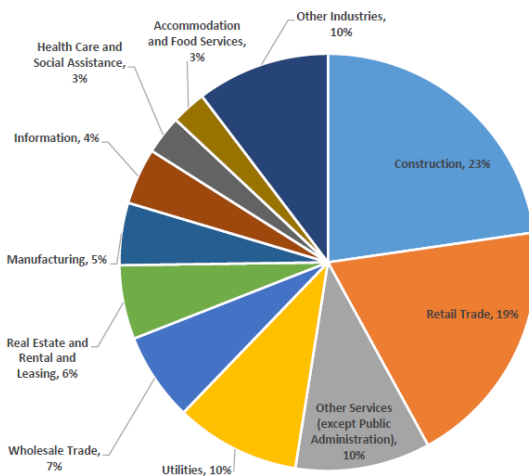
### Curry County

Chart 2. FY21 - Q3 Industry Size by Matched Taxable Gross Receipts



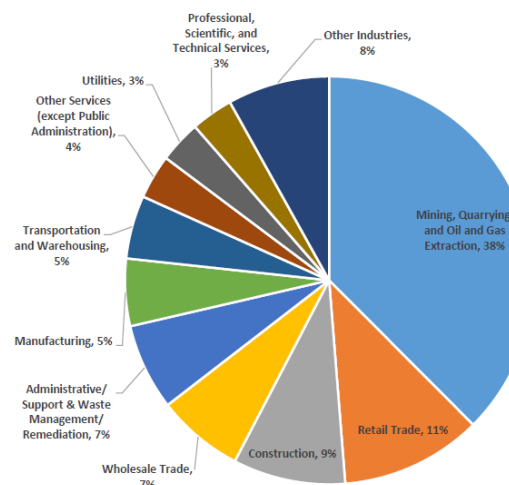
### De Baca County

Chart 2. FY21 - Q3 Industry Size by Matched Taxable Gross Receipts



### Eddy County

Chart 2. FY21 - Q3 Industry Size by Matched Taxable Gross Receipts







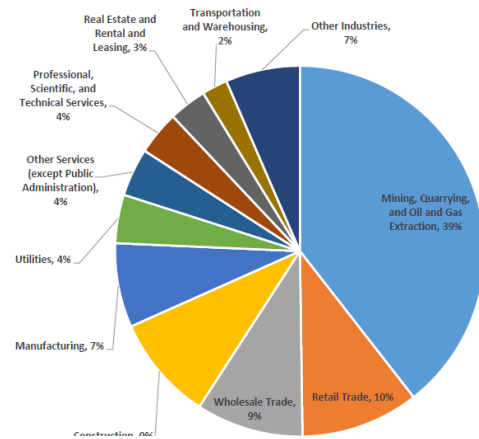
# Southeast Regional Transportation Plan

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## NMEDD County Charts – Industry Size by Matched Taxable Gross Receipts<sup>18</sup>

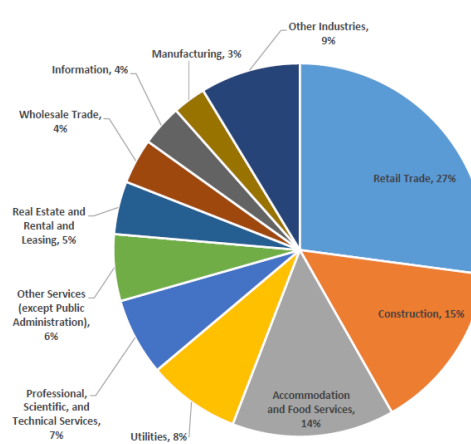
### Lea County

Chart 2. FY21 - Q3 Industry Size by Matched Taxable Gross Receipts



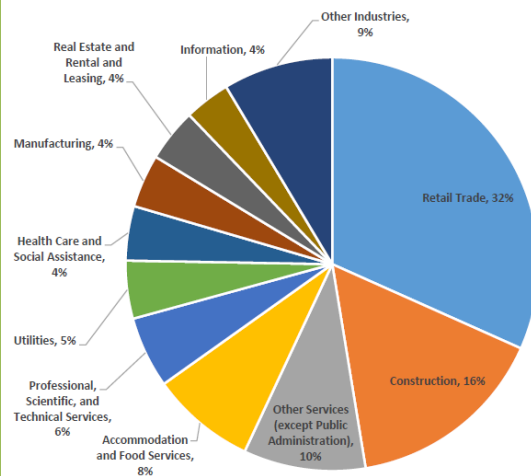
### Lincoln County

Chart 2. FY21 - Q3 Industry Size by Matched Taxable Gross Receipts



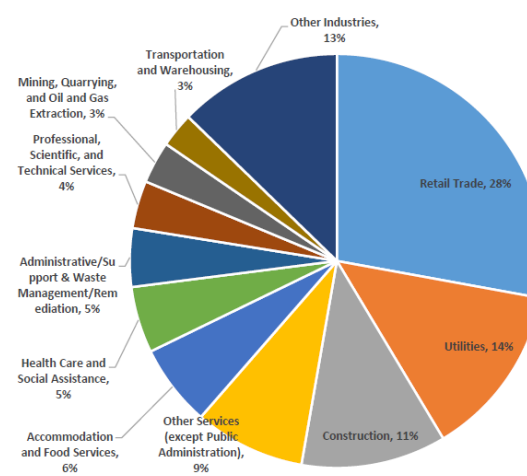
### Otero County

Chart 2. FY21 - Q3 Industry Size by Matched Taxable Gross Receipts



### Roosevelt County

Chart 2. FY21 - Q3 Industry Size by Matched Taxable Gross Receipts





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**Workforce.** Another economic indicator is the status of the workforce (i.e., projected growth, unemployment). The map at right shows the Workforce regions of the New Mexico Department of Workforce Solutions. All of SERTPO's eight counties are included in the Eastern Workforce region. The Eastern Workforce region also taps into the NERTPO's region by including Guadalupe, Quay, Harding and Union Counties.



**Projected Employment Growth.** The chart below shows the Eastern region having a 6.1% projected employment growth, from 2018-2028.<sup>19</sup>

		2018	2028	#	%
<b>New Mexico</b>		875,470	930,280	54,810	6.3%
<b>REGIONS</b>	Central	401,030	425,640	24,610	6.1%
	Eastern	145,260	154,130	8,870	6.1%
	Northern	197,840	210,350	12,510	6.3%
	Southwestern	106,790	113,870	7,080	6.6%
<b>MSAs</b>	Albuquerque	401,030	425,640	24,610	6.1%
	Farmington	49,950	53,060	3,110	6.2%
	Las Cruces	77,410	82,840	5,430	7.0%
	Santa Fe	65,230	68,830	3,600	5.5%

		MOST GROWTH		FASTEST GROWTH	
<b>Central/AB Q MSA</b>	Health Care & Social Assist	10,990	16.5%	Health Care & Social Assist	
	Accomm. & Food Svcs	3,980	11.7%	Professional & Tech Svcs	
	Professional & Tech Svcs	3,630	11.4%	Construction	
	Construction	2,600	9.5%	Accomm. & Food Svcs	
	Self Employed	1,440	6.7%	Arts & Entertainment	
<b>Eastern</b>	Health Care & Social Assist	2,830	17.1%	Health Care & Social Assist	
	Mining	1,840	***	Mining	
	Accomm. & Food Svcs	1,410	***	Construction	
	Construction	1,080	11.7%	Professional & Tech Svcs	
	Educational Services	470	8.8%	Accomm. & Food Svcs	
<b>Northern</b>	Health Care & Social Assist	5,260	16.9%	Health Care & Social Assist	
	Accomm. & Food Svcs	2,080	11.7%	Professional & Tech Svcs	
	Professional & Tech Svcs	1,820	11.4%	Construction	
	Construction	950	8.8%	Accomm. & Food Svcs	
	Educational Services	690	7.1%	Mining	
<b>S.Western</b>	Health Care & Social Assist	3,690	18.8%	Health Care & Social Assist	
	Accomm. & Food Svcs	1,050	11.7%	Professional & Tech Svcs	
	Educational Services	540	11.2%	Construction	
	Construction	510	10.2%	Accomm. & Food Svcs	
	Professional & Tech Svcs	480	6.6%	Arts & Entertainment	
<b>Farmington MSA</b>	Health Care & Social Assist	1,220	16.1%	Health Care & Social Assist	
	Accomm. & Food Svcs	480	12.1%	Construction	
	Construction	420	11.7%	Professional & Tech Svcs	
	Mining	***	10.4%	Accomm. & Food Svcs	
	Educational Services	190	***	Mining	
<b>Las Cruces MSA</b>	Health Care & Social Assist	2,780	19.1%	Health Care & Social Assist	
	Accomm. & Food Svcs	780	***	Professional & Tech Svcs	
	Professional & Tech Svcs	***	11.0%	Construction	
	Construction	390	10.7%	Accomm. & Food Svcs	
	Educational Services	390	***	Mining	
<b>Santa Fe MSA</b>	Health Care & Social Assist	1,650	18.0%	Health Care & Social Assist	
	Accomm. & Food Svcs	840	11.7%	Professional & Tech Svcs	
	Professional & Tech Svcs	310	10.9%	Construction	
	Construction	300	8.5%	Accomm. & Food Svcs	
	Self Employed	210	6.9%	Arts & Entertainment	

Note: \*\*\* indicates that data is suppressed for confidentiality.

**Largest Projected Employment Growth by Industry Sector.** In the chart upper right, Health Care and Social Assistance lead the Industry Sectors in the Eastern region with 17.1% over the next ten years—Health Care and Social Assistance take the lead in all regions for most growth and fastest growth. Mining is ranked second for most growth in the Eastern region.<sup>19</sup> The above information reflects *pre-pandemic* projections.

<sup>19</sup> NM Department of Workforce Solutions, NM 2020 State of the Workforce, [https://www.dws.state.nm.us/Portals/0/DM/LMI/NM\\_2020\\_SOTW\\_Report.pdf](https://www.dws.state.nm.us/Portals/0/DM/LMI/NM_2020_SOTW_Report.pdf), July 2020, pp 38, 40.

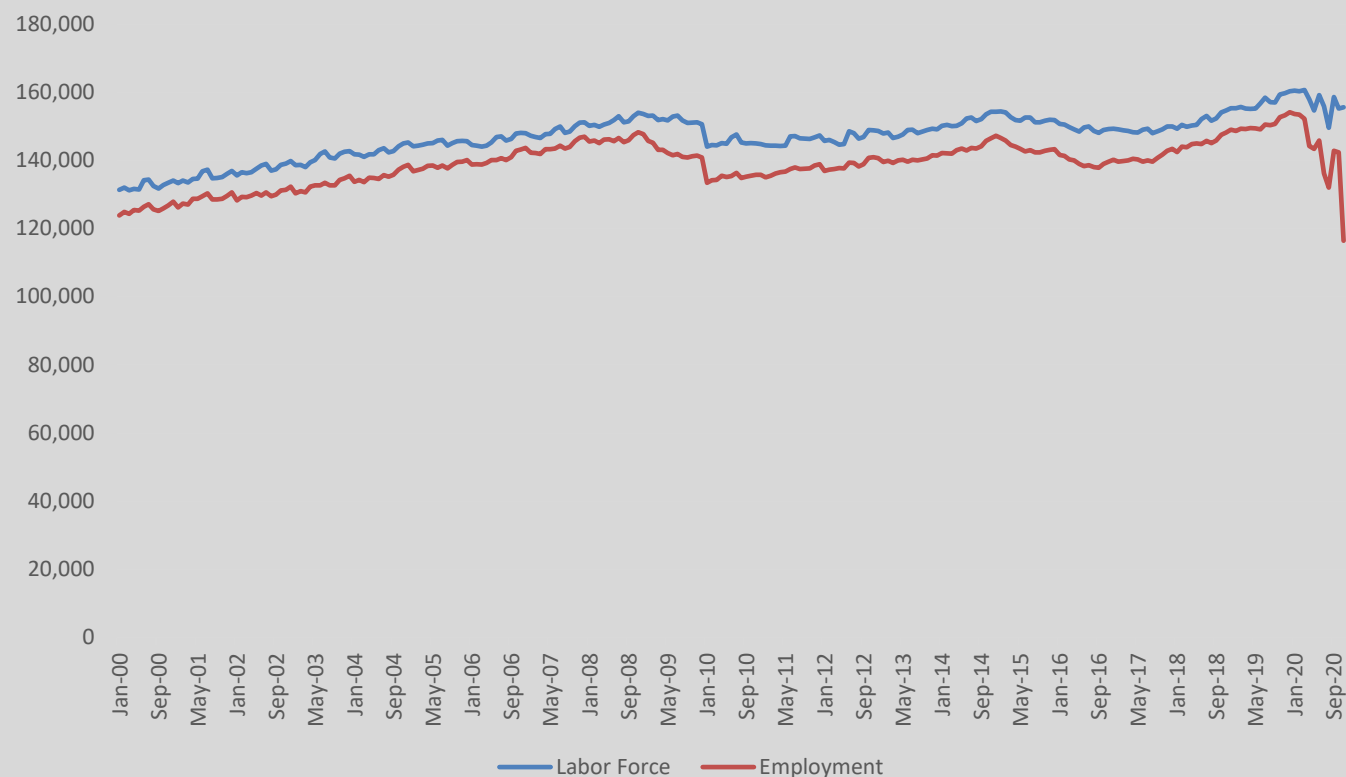


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**Labor Force & Employment and Unemployment Rates.** The charts that follow display trends for a twenty-year span (2000-2020) with the obvious dip upon the start of the pandemic impacts.

## Southeast New Mexico Seasonally Adjusted Labor Force and Employment, 2000-2020



20

Source: High Street Consultants  
US Dept of Labor, Bureau of Labor Statistics: NM Dept of Workforce Solutions

<sup>20</sup> Note: Figures over the decade show two lesser declines in labor force and employment and one sharper decline, as expected, due to the pandemic period.

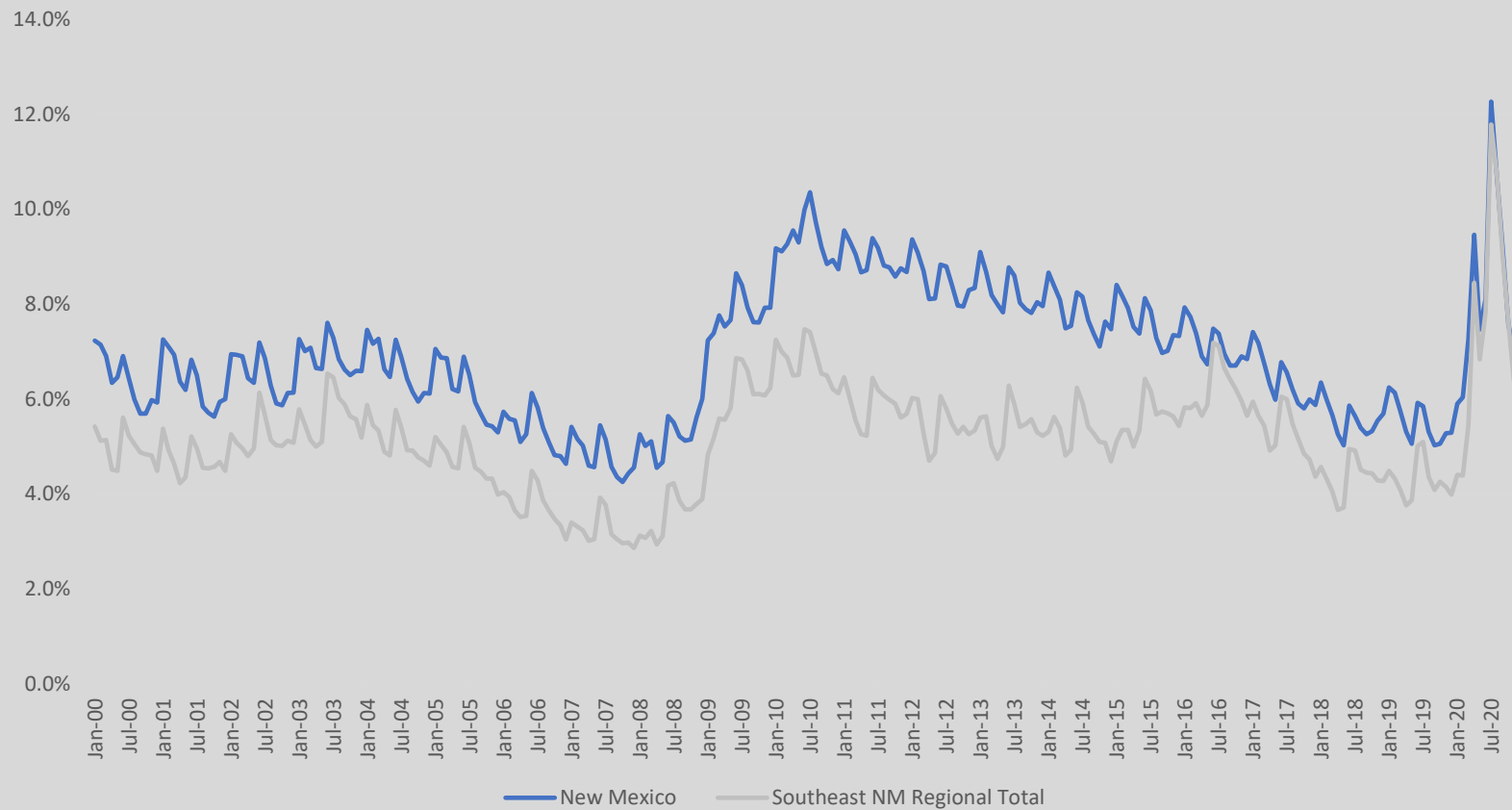




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## Unemployment Rates for Southeast New Mexico and New Mexico (Seasonally Adjusted), 2000-2020



21

Source: High Street Consultants  
US Department of Labor, Bureau of Labor Statistics: New Mexico Department of Workforce Solutions

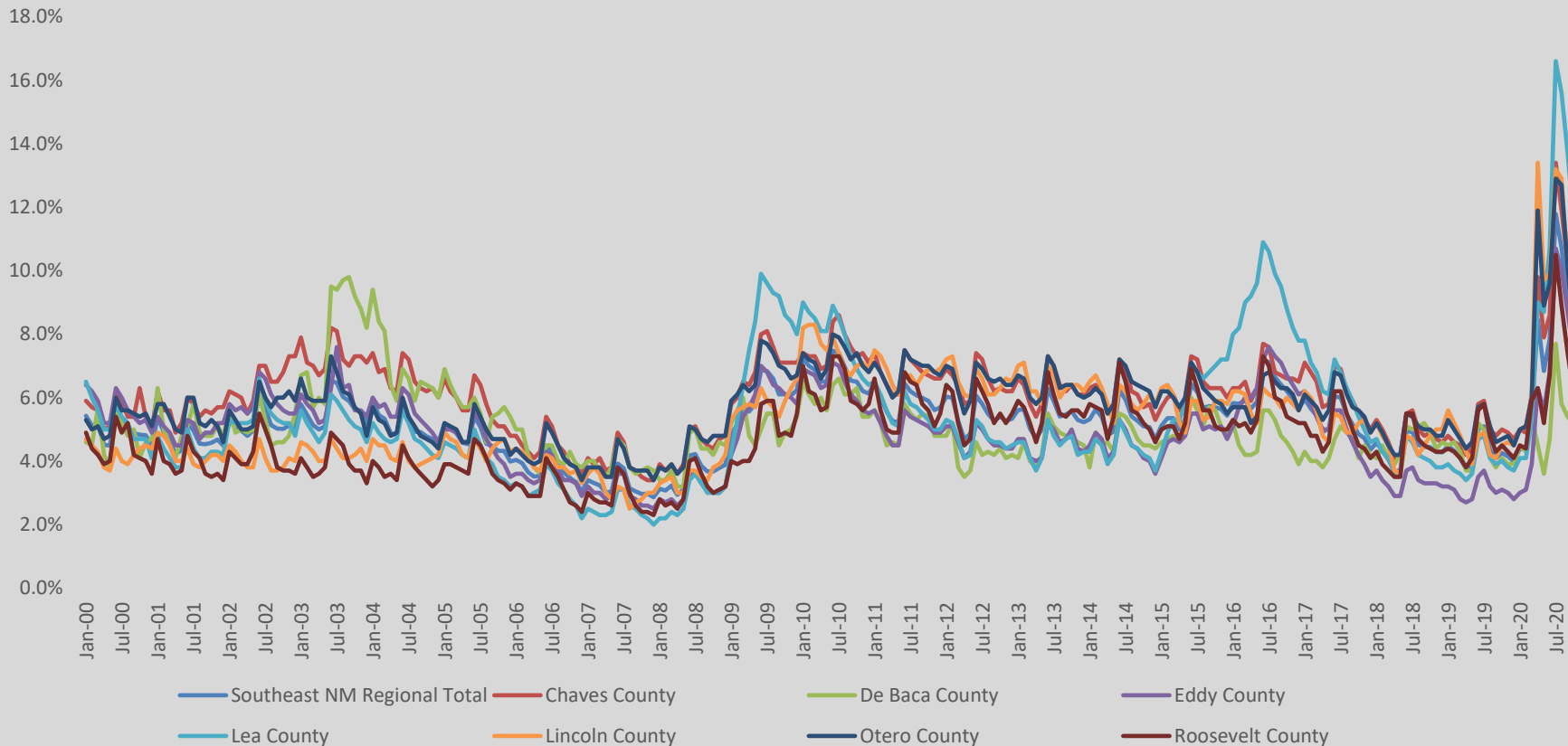
<sup>21</sup> Note: Sharpest increase in unemployment rate occurring upon onset of pandemic period.



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## Unemployment Rates for Southeast New Mexico and Counties (Seasonally Adjusted), 2000-2020



22

Source: High Street Consultants

US Department of Labor, Bureau of Labor Statistics; New Mexico Department of Workforce Solutions

<sup>22</sup> Note: Sharpest increase in unemployment rate occurring upon onset of pandemic period.



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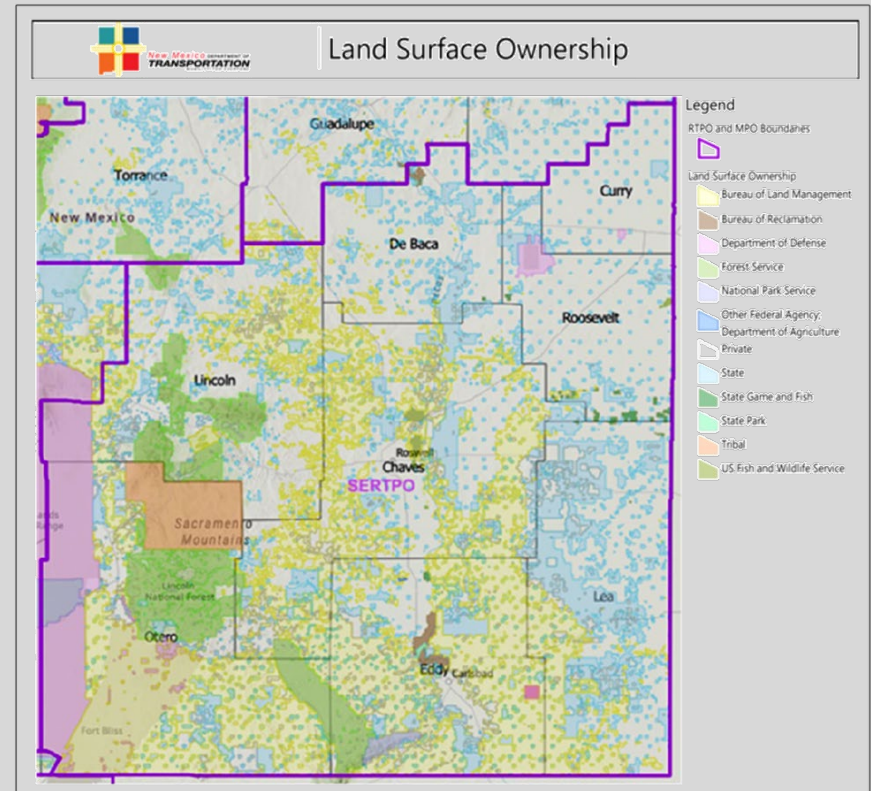
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## Land Use and Communities

The land area of SERTPO is 32,322 square miles. The individual municipalities and counties maintain their individual zoning (and ordinances) mapping systems. With respect to the SERTPO region, maps showing regional characteristics are included in Existing and Future Conditions. Transportation networks to include highways, public transit, bicycle, airports, and railroads are listed in the Transportation System Overview of this Plan.

The map at right illustrates the federal, state, and tribal land surface ownership in southeastern New Mexico.

- ✓ The Bureau of Land Management has a large presence in Otero, Lincoln, Chaves, Eddy, and Lea Counties.
- ✓ The Forest Service surface ownership is greater in Otero, Lincoln and Eddy Counties (Lincoln National Forest) with its Smokey Bear Ranger District (Lincoln County), Sacramento Ranger District (Otero County) and the Guadalupe Ranger District (Eddy County).
- ✓ Tribal land surface ownership is found in northeastern Otero County (Mescalero Apache Tribe).
- ✓ The Department of Defense has land surface ownership in Otero/Lincoln Counties (White Sands Missile Testing Center), Otero County (Holloman Air Force Base), Curry County (Cannon Air Force Base) and Roosevelt County (Melrose Air Force Bombing Range).
- ✓ The National Park Service has a presence in Eddy County with the Carlsbad Caverns National Park.
- ✓ Each county within the SERTPO region has a combination of state and/or federal land surface ownership through the State of New Mexico, State Game and Fish, State Parks, Department of Agriculture, US Fish and Wildlife Service and other federal agencies.







# Southeast Regional Transportation Plan

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## Scenic Byways

Scenic Byway designations are important particularly since tourism and recreational opportunities continue to promote economic growth in the region. There are three Scenic Byways in southeastern New Mexico, displayed in the NMDOT regional map (at right):

### 1. **Billy the Kid Scenic Byway (Lincoln County)**

Nationally Designated Byway

*US 70, From MP 261.559354 to MP 285.1415*

*NM 220, From MP 0 to MP 16*

*NM 48, From MP 0 to MP 22*

*NM 380, From MP 84+ to MP 107+*

This Byway loops and takes in several rural communities on US 70, US 380, NM 48 and NM 220 in Lincoln County for approximately 84 miles. With part of the Byway situated in the Lincoln National Forest, travelers may visit the Billy the Kid Scenic Byway Visitor's Center in Ruidoso Downs, historic Lincoln, Smokey Bear Museum and Park, Fort Stanton and numerous stops on the scenic route.

### 2. **Guadalupe Back Country (Eddy County)**

New Mexico Scenic Byway

*NM 137, From MP 26.253393 to MP 54.9628*

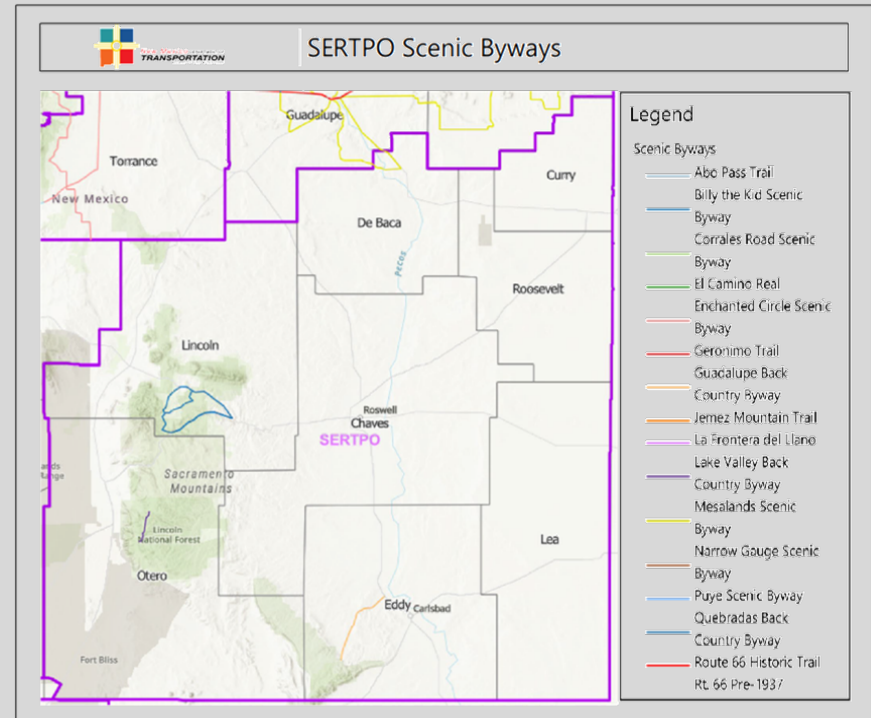
Visitors may enjoy several recreational opportunities (e.g., hunting, hiking, biking, caving, horseback riding, trails, etc.) along a 30 mile stretch of terrain on NM 137 that passes through desert and the Lincoln National Forest.

### 3. **Sunspot Observatory (Otero County)**

New Mexico Scenic Byway

*NM 6563, From MP 0 to MP 14.1878*

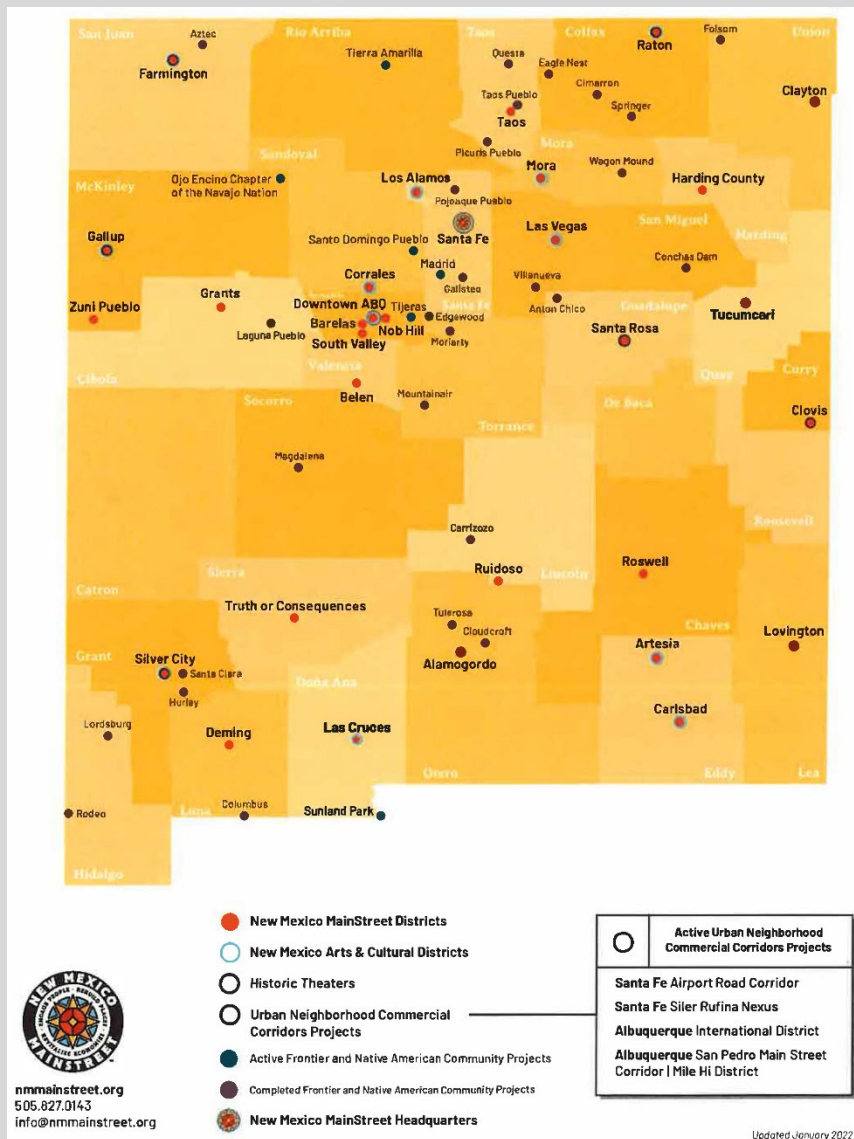
In addition to enjoying the scenic views of the Lincoln National Forest, travelers may also visit the Sunspot Astronomy & Visitor's Center for walking and guided tours of two national telescope observatories. The Center houses a museum and gift shop. The Byway is located on NM 6563 (Sunspot Highway).





# Southeast Regional Transportation Plan

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## New Mexico MainStreet Designations

Communities in the region have active MainStreet organizations for the economic development of their downtown districts. The New Mexico Economic Development Department (NMEDD) administers New Mexico MainStreet, a Main Street America™ Coordination Program, and provides resources, services and professional technical assistance to state designated local MainStreet organizations.<sup>23</sup>

The southeast region has eight accredited (or affiliated) MainStreet Organizations:

- Alamogordo MainStreet
- Artesia MainStreet
- Carlsbad MainStreet
- Clovis MainStreet
- Lovington MainStreet
- Portales MainStreet
- MainStreet Roswell
- Ruidoso Midtown Association

## Arts and Cultural Districts Designations

The New Mexico Arts Commission designates Arts and Cultural Districts to promote arts and culture, enriching local economies and quality of life. Two communities in the region include:

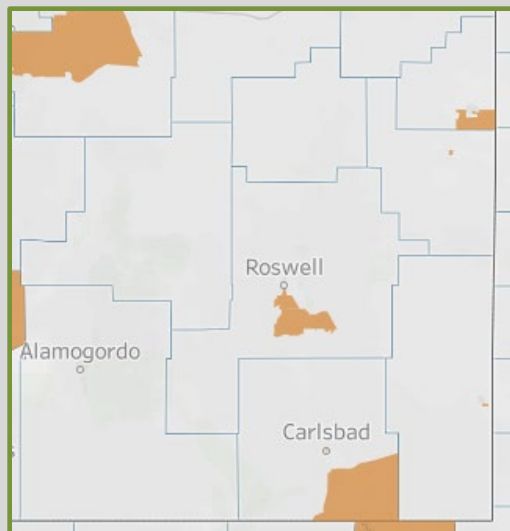
- Artesia Arts & Cultural District
- Pearl of the Pecos Arts & Culture District (Carlsbad)

<sup>23</sup> NMEDD New Mexico MainStreet, <https://choosemainstreetnm.org/districts/>, February 2021.



# Southeast Regional Transportation Plan

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## Opportunity Zones

The Tax Cuts and Jobs Act of 2017 allowed Governors to nominate qualified census tracts for the Opportunity Zone designation, which allows a new investment vehicle with tax advantages for economically distressed areas.

In 2018, the Governor's office and NMEDD coordinated with county governments and stakeholders for eligible tracts across the state. For New Mexico, the Department of Treasury designated sixty-three Opportunity Zones in twenty-two counties. Designations are active for ten years.<sup>24</sup>

The mapping at left depicts Opportunity Zone designations in Chaves, Curry, Lea, Roosevelt and Eddy Counties.<sup>25</sup>

<b>Chaves County</b>	Lake Arthur
<b>Eddy County</b>	Happy Valley, Hope, Malaga
<b>Lea County</b>	Jal
<b>Lincoln County</b>	Nogal, Ruidoso Downs
<b>Otero County</b>	Bent, Boles, Chaparral, Cloudcroft, Dog Canyon, High Rolls, La Luz, Mayhill, Mescalero, Orogrande, Pinon, Sacramento, Timberon, Tularosa, Twin Forks, Weed

## Colonias

Colonias are rural communities with a population of twenty-five thousand or less, located within 150 miles of the US-Mexico border and lack basic infrastructure. The rural entities must be designated as a colonia by the municipality or county due to a lack of potable water supply, lack of adequate sewage systems or lack of decent, safe and sanitary housing.

The University of New Mexico (UNM) Bureau of Business and Economic Research (BBER) have mapping available of 118 colonias. Individual colonia maps can be accessed at <https://bber.unm.edu/nm-colonia-maps>.

Colonias communities in the SERTPO region are listed at right. With Otero County being closest to Mexico, there are sixteen colonias in Otero County, two in Lincoln County, three in Eddy County, one in Lea County and one in Chaves County.

<sup>24</sup> NMEDD Opportunity Zone Hub, <https://www.nmopportunity.com/index.php/fag/>, March 2021.

<sup>25</sup> Enterprise, <https://www.enterprisecommunity.org/opportunity360/opportunity-zone-eligibility-tool>, March 2021.





# Southeast Regional Transportation Plan

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## Key Challenges and Opportunities

### 2022 Regional Transportation Plan Update

Challenges and opportunities were identified in the online survey conducted in 2020. The survey included participation from each county within the SERTPO region, with the largest categorical group of participants being from the general public, followed by municipal and county governments.

The survey provided opportunity for participants to comment on infrastructure needs which included highway/road/street improvements, bypasses/overpasses, traffic signals, bridges, trails, and pathways (for both pedestrians and bicyclists), sidewalks, pedestrian bridges and safety improvements. Comments may be reviewed with the copy of survey provided in the Appendix.

Survey participants were requested to name transportation-related challenges in their respective communities. Results had a common theme of safety with 63.1% for Highway Safety and 44.6% for Pedestrian/Bicyclist Safety.

**Key challenges and opportunities** identified from the survey were Safety, Highways/Roads/Streets, Funding, Driver Behavior, Pedestrian/Bicyclist Facilities, Public Transportation and Law Enforcement.

**Safety.** Safety is the primary area of concern, and participants recommended specific safety improvements to deal with high fatalities and injuries. More attention to traffic was recommended, to reduce the number of crashes. Heavy truck traffic has caused dangerous road conditions and congestion, both on highways, county roads and neighborhood streets. Specific areas include traffic coming into the state from west Texas (Permian Basin) and US 380, US 60, and US 84. These areas have increased traffic congestion, as well as highways used for tourist travel (mountainous region) and for accessing military facilities (HAFB). Safety improvements recommended included the review of intersections with high fatalities and injuries, roadway design improvements, and traffic flow improvements, such as utilization of more traffic circles, fewer intersections, and a focus on commercial areas. Safety was a concern in areas with multiple train crossings, on-street parking and obstructions, and obstructions at intersections (trees/vegetation).





# Southeast Regional Transportation Plan

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**Highways/Roads/Streets.** Participants indicated poor conditions on specific state highways, and the lack of shoulders (to include rural roads), bike lanes and signage were issues. It was expressed that roads and highways were not originally built to support current volumes and types of traffic, and improvements are needed for all oil-field related roads which have caused roads to be overburdened. Street and road improvements were recommended, with attention to most traveled residential streets/roads, bridges, and sidewalks. Narrow roads need widening and shoulders.

**Funding.** A lack of adequate funding was indicated, with more funding needed from state and federal sources. More funding for specific areas with heavily traveled oil traffic roads, producing more revenue to the State, was requested. A shortfall of revenue during the pandemic has impacted road maintenance for all communities. Assistance for funding equipment and materials for street repairs is needed. Additionally, specific recommendations for funding were offered via state legislature authorization for local and county political jurisdictions to be authorized to assess additional GRT tax on all purchases, and state authorization for additional tax on all fuel purchases and electricity purchases for all motorized vehicles.

**Driver Behavior.** Survey participants expressed concern over distracted driving with cell phone use and texting, observed daily. Additional driver behaviors of speeding, careless driving, not stopping or slowing down, particularly around schools, high pedestrian areas and bicyclists was indicated as a pedestrian/bicyclist safety concern. Driver fatigue and the need for driver awareness campaigns was expressed from one of the oil and gas counties, which may reflect on truck driver behavior.

**Pedestrian/Bicyclist Facilities.** Safety improvements for walkers and bikes was expressed, with recommendations for bike lanes, sidewalks, trails, crosswalks, and designated pedestrian paths and bike lanes. Narrow roads, lack of or gaps in sidewalks, parking issues during rush hours, and handicap access on street sidewalks are issues. Connectivity and accessibility of walking and bike trails, and attention to pedestrian safety improvements was important.

**Public Transportation.** Public transportation for a rural and larger community, fixed route over demand response, additional routes providing connectivity between communities, and service to larger employers were recommended. Transportation for the elderly traveling for medical appointments, to include transportation to another community, was listed as important usage. Improvements recommended included shade covering for bus stops and public bus pullouts.

**Law Enforcement.** Participants commented on the lack of, or shortage of law enforcement and police officers needed to patrol their communities for impaired/careless/aggressive drivers; enforcement on drivers texting; and enforcement on speeding, causing pedestrian safety issues.

Areas that resurfaced from the 2015 process were Safety, Roads, and Public Transportation. New areas include Driver Behavior, Funding, Pedestrian/Bicyclist Facilities, and Law Enforcement, although there may be overlap in the subject areas by a different name (e.g., Recreation and Pedestrian/Bicyclist Facilities). The results and input from the survey will be utilized in the 2020 Regional Transportation Plan.



# Southeast Regional Transportation Plan

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## 2015 Regional Transportation Plan

The NMTP/RTP planning processes have been welcomed by all in that it has been yet another opportunity for regional cohesiveness for transportation in southeastern New Mexico. While key stakeholders cannot be present at every type of meeting, NMDOT's notes of Regional Working Group (RWG) meetings and SNMEDD/EPCOG's notes of public outreach events have been shared with the Southeast RTPO's Policy and Technical Committee members, the Council of Government's Boards of Directors and NMDOT.

The RWG meetings were held in Roswell, Ruidoso and Clovis, New Mexico. The key challenges and opportunities stemming from those meetings were Freight, Public Transit, Recreation, Roads, and Safety. A top challenge known to all who participated was the common knowledge that there is not adequate funding through the traditional funding streams, yet the populations in southeastern New Mexico are expected to grow through 2040.

**Freight.** While a section of the NMTP is devoted to freight, RWG Stakeholders indicated the importance of freight from the beginning. Stakeholders want improved commercial rail infrastructure (and passenger) and demonstrated how rail connectivity between two independent rail lines would benefit the whole region. Having designated freight corridors and having a smoother transition of freight between modes (truck to freight and vice versa) was important. The product represented during freight discussion included agricultural product and potash in addition to oil and gas). A suggestion for how NMDOT could help was to create a program, lending funds at low interest rates to railroads so they may develop and expand their lines.

**Recreation.** RWG Stakeholders indicated that they wanted to expand trails and tourism to improve the quality of life in our region; develop awareness, support, and expand Scenic Byway attractions; expand bicycle facilities for health and recreation; and make improvements to rest areas. Rest areas for truck bypasses has been recommended as well. Public outreach had support for bike paths, bike lanes, recreational opportunities, and not enough trails. While outside the realm of transportation funding, commenters made it known that recreation was on their mind by suggesting more recreation for kids, teen activities, requests for playground equipment to be repaired, more youth projects and even requests for water pads at parks.

**Roads.** Roads were a main topic for discussion, with a focus on the wear-and-tear from heavy trucks in the oil and gas areas. Maintaining existing infrastructure was stressed to include not only roads, but bridges and rail. Stakeholders were concerned that present roadways could not hold up to the oil and gas truck traffic without more immediate attention for maintenance and improvements. New construction was proposed for roadways, to include truck bypasses (and/or improvements). Public outreach events in the oil and gas patch provided numerous suggestions for improving highways and local roads.

**Safety.** Safety was a pressing issue, both on roadways and in residential areas. Stakeholders and the public made numerous recommendations for road safety improvements (e.g., increasing two lanes to four, widening of roads, higher visibility improvements, adding acceleration/deceleration/turning/passing lanes, etc.). Recommendations included increased presence and support of law enforcement and driver training (or related traffic education). Increased lighting was recommended to promote safety, not only on highways but on local streets. Having awareness of and establishing safe fire evacuation and hazardous routes were included in concerns for safety.





# Southeast Regional Transportation Plan

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**Public Transit.** RWG Stakeholders recognized that public transit needs required additional support, citing the need for a designated, regular revenue stream (State transit fund). With the southeast region being so spread out, Stakeholders and the public wanted more routes, to include connectivity to the smallest of towns. Public transit systems have issues with retaining transit drivers, who often-times leave for better paying jobs. Discussions included the idea of having a Regional Transit District (RTD) for the region.

Transit systems need improvements to their bus shelters, for the comfort of riders, and the public even mentioned the need for new bus depot facilities.

## Identified Needs (2015)

- **Freight** – Take steps and make improvements to the region’s truck and rail freight infrastructure to foster economic growth.
- **Recreation** – Improve the region’s recreational opportunities by adding, improving and expanding trail systems, pedestrian, bicyclist and equestrian facilities.
- **Roads** – Maintain, improve and build roadways to support movement of people and goods for a stronger economic base in a time of population growth.
- **Safety** – Focus continuously on making appropriate safety improvements for all roadways and transportation systems, reducing injuries and fatalities.
- **Transit** – Maintain, improve and expand public transit systems for the growing ridership amongst the elderly, disabled, tourists, students and the general public.

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Roswell, New Mexico

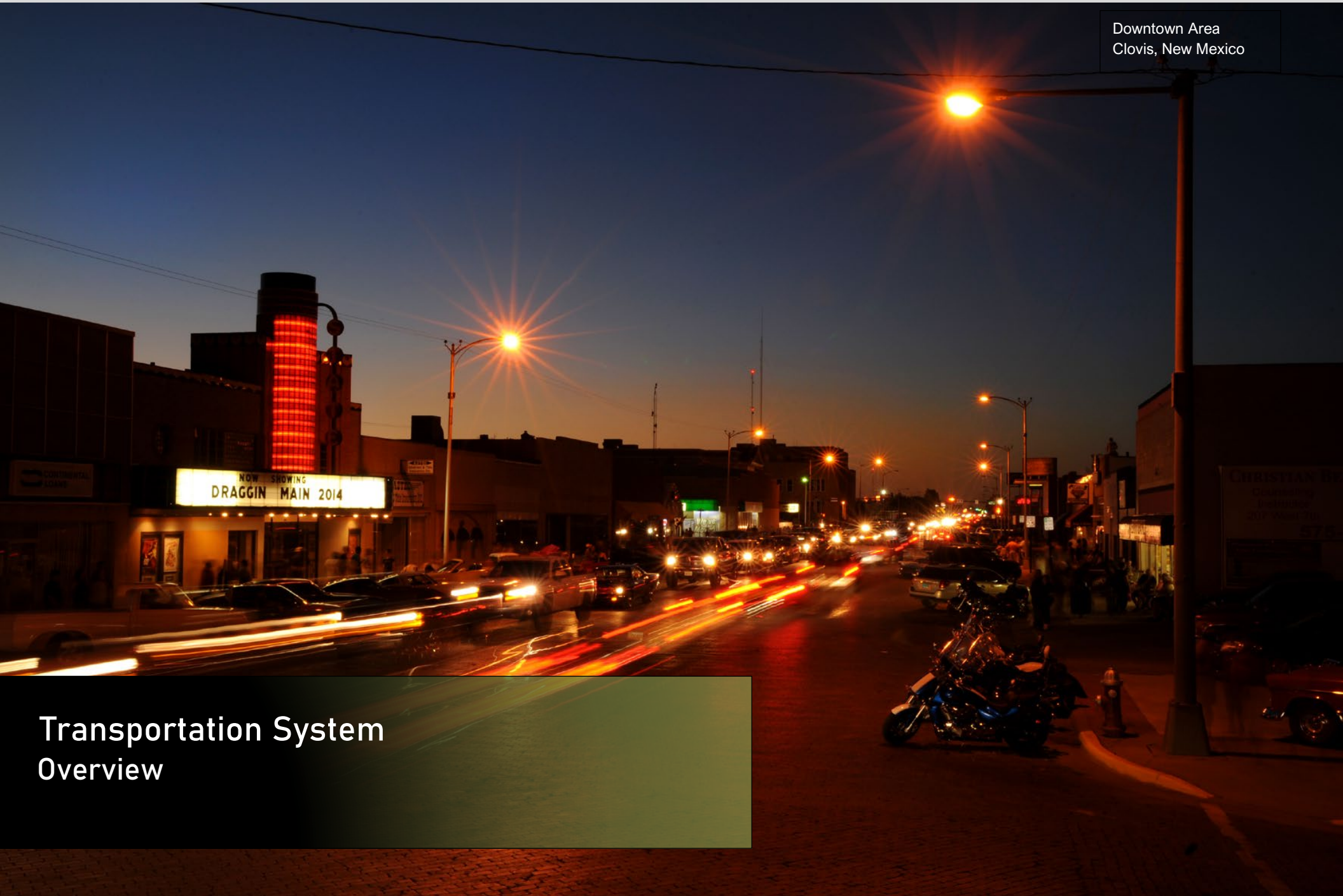




# Southeast Regional Transportation Plan

October 2022

Downtown Area  
Clovis, New Mexico



Transportation System  
Overview





# Southeast Regional Transportation Plan

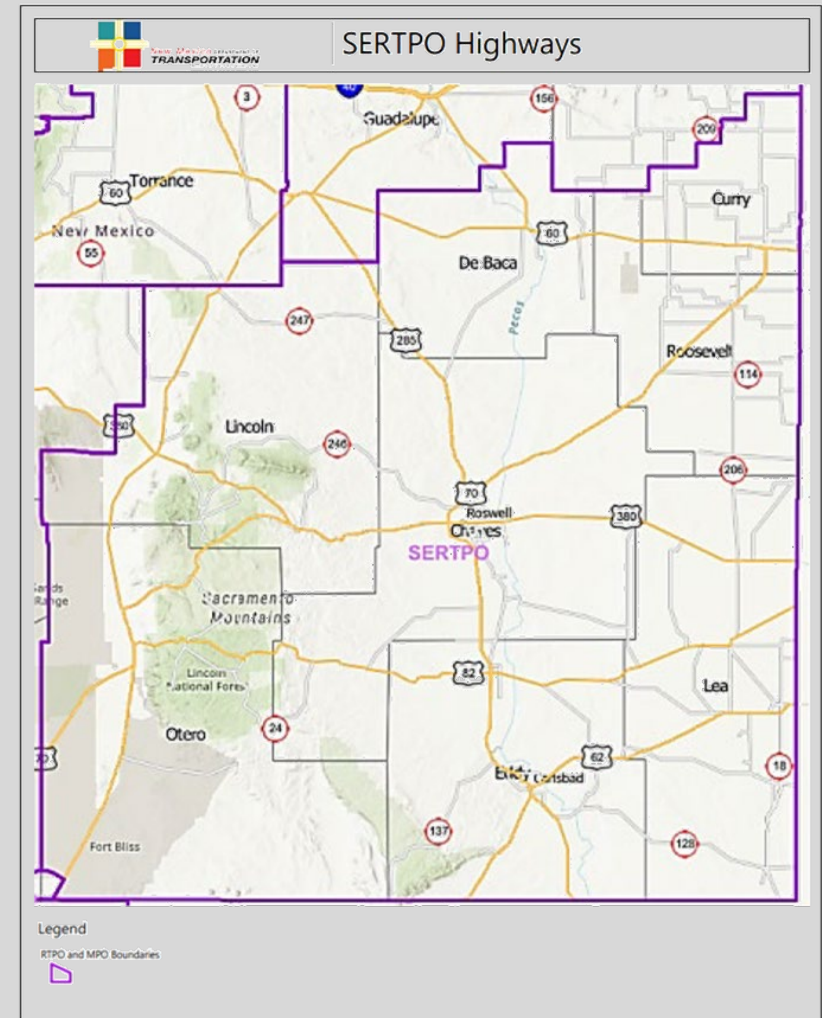
October 2022

## Transportation System Overview

### Highways

The Southeast region has no interstates but has several US routes that connect the region to Texas. Key routes in the region include US 54, US 60, US 62, US 70, US 82, US 285, and US 380.

- **US 54** enters Lincoln County, in the northwest corner, and travels in a southwesterly direction into Otero County (through Tularosa and Alamogordo), and leaving the region through the southwest corner of Otero County (Fort Bliss), across the state border into Texas;
- **US 60** enters the western part of De Baca County, continues eastward through Fort Sumner, passes through northern Roosevelt County, and on through Curry County (Clovis) before crossing into Texas;
- **US 62** enters Eddy County, from the south, heading northeasterly to Carlsbad. From Carlsbad, the route travels northeasterly into Lea County (Hobbs), and continues onto the state border into Texas;
- **US 70** enters from western Otero County, traveling northeasterly, tying into US 54, going north a short distance, turning northeasterly into the mountains of Lincoln County, traveling east to Roswell (Chaves County) and then traveling northeasterly through Roosevelt and Curry Counties and tying into US 60 (near the Texas state line);
- **US 285** cuts through Lincoln and De Baca Counties continuing southward through Chaves (Roswell) and Eddy Counties (Artesia, Carlsbad, and Loving) before crossing into Texas;
- **US 380** crosses the region in an east-west direction. From the east (Texas line), it travels through Lea County (Tatum) onto Chaves County (Roswell), travels west on shared highway US 70, breaks in a northwesterly direction as it passes through Lincoln County.







# Southeast Regional Transportation Plan

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## Functional Classifications

The functional classification system used is derived from both NMDOT and FHWA. NMDOT provides its guidance through the New Mexico Department of Transportation Functional Classification System Guide, with classifications of public roads based on how they function, determined by lane width, inner and outer shoulder width, Average annual daily traffic (AADT), directional separation, access, mileage, vehicle miles traveled (VMT) and other qualitative and quantitative attributes.<sup>26</sup>

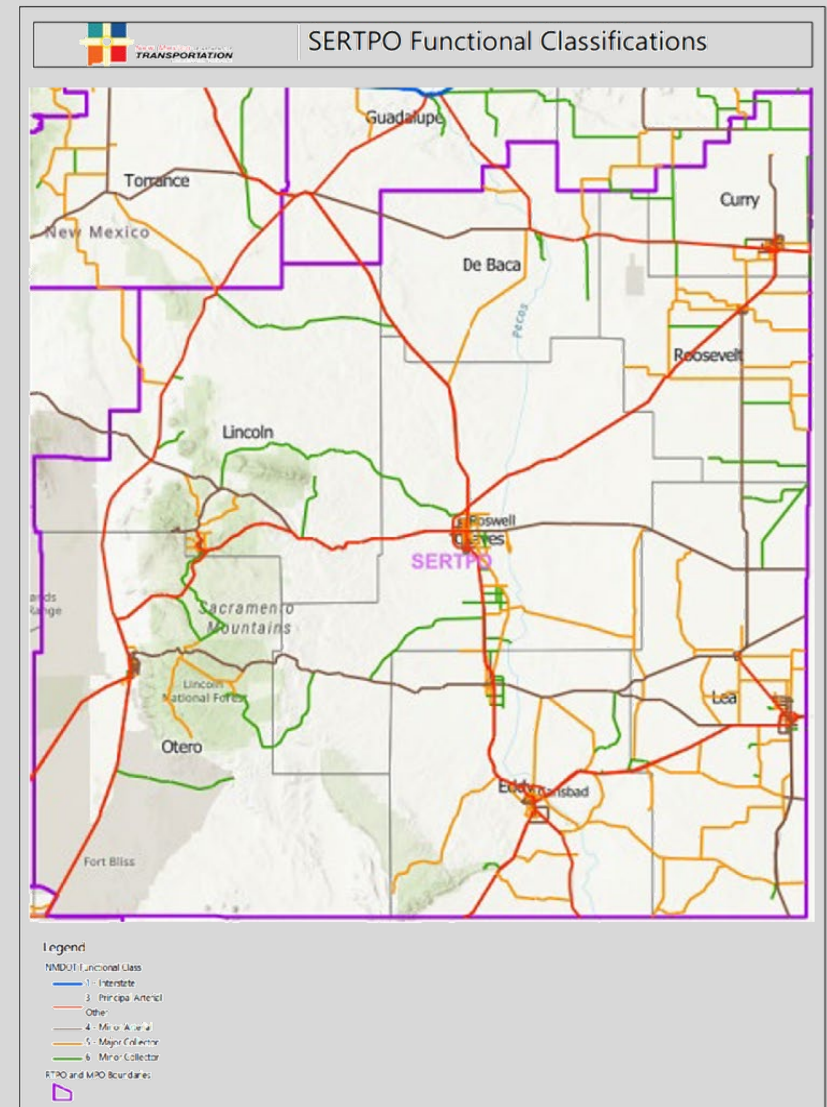
### Principal Arterials (Other):

- US 285
- US 70 West
- US 54
- US 60 East
- US 84 North

### Minor Arterials (longer routes only):

- US 60 West
- US 82
- US 380
- NM 18
- NM 48 North
- NM 206
- NM 209 South
- NM 509

Principal Arterials (Other) and Minor Arterials listed above are not an all-inclusive list, and smaller routes are not distinguishable in the more populated areas. There are multiple Major and Minor Collectors. All classifications are subject to change, and the most current classifications may be viewed at the NMDOT website.



<sup>26</sup> New Mexico Department of Transportation Functional Classification System Guide, p. 2.

## Freight Corridors

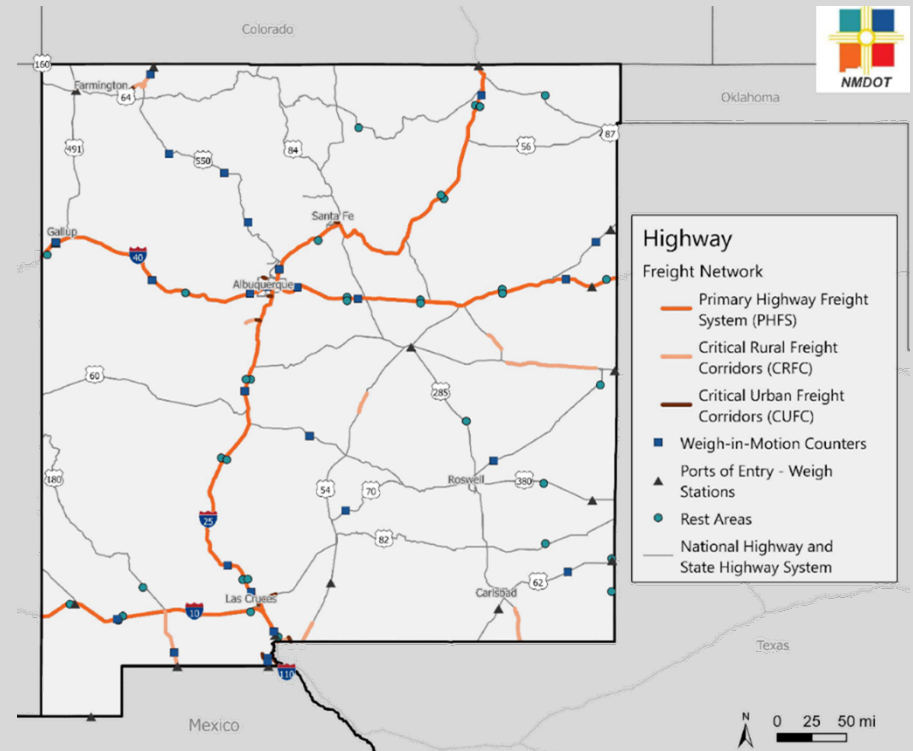
Freight is a significant issue in the Southeast, with extraction of oil from the Permian Basin reaching significant levels in recent years and potash mining also creating significant freight traffic.

While there are no Primary Highway Freight System (PHFS) designations in the southeast, there are Critical Rural Freight Corridors (CRFC) that tie into the PHFS designated routes.

Within the National Highway Freight Network, Critical Rural Freight Corridors (CRFCs) are public roads in non-urban areas, designated by the State, that provide access and connection to the PHFS and other Interstate with other ports, public transportation facilities or other intermodal freight facilities.<sup>27</sup> NMDOT establishes the CRFC designations.

CRFCs, at right, show corridors on:

- US 54 (two areas)
- US 285
- US 60
- US 84



Source: NMDOT 2045 New Mexico Freight Plan Update

<sup>27</sup> US DOT/FHWA Freight Management and Operation, Fixing America's Surface Transportation Act (FAST Act) National Highway Freight Program Questions and Answers, [https://ops.fhwa.dot.gov/freight/pol\\_plng\\_finance/policy/fastact/s1116nhfpqa/](https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpqa/), Accessed March 2022.

## Safety Corridors

Three safety corridors in the southeast region have been designed by NMDOT (see map at right). Safety corridors reflect areas where there is a high incidence of speeding and related crashes. In the designated areas, the traveling public is alerted, usually through signage, to be particularly aware of their highway speed for safety purposes.

- US 82 – Between Alamogordo and Cloudcroft
- US 285 – Between Loving and the Texas-NM State line
- NM 48 – Between Alto and Capitan

The US 82 and NM 48 safety corridors move through mountainous or hilly areas that include sharp curves. The US 285 safety corridor has increased heavy oil and gas truck traffic.

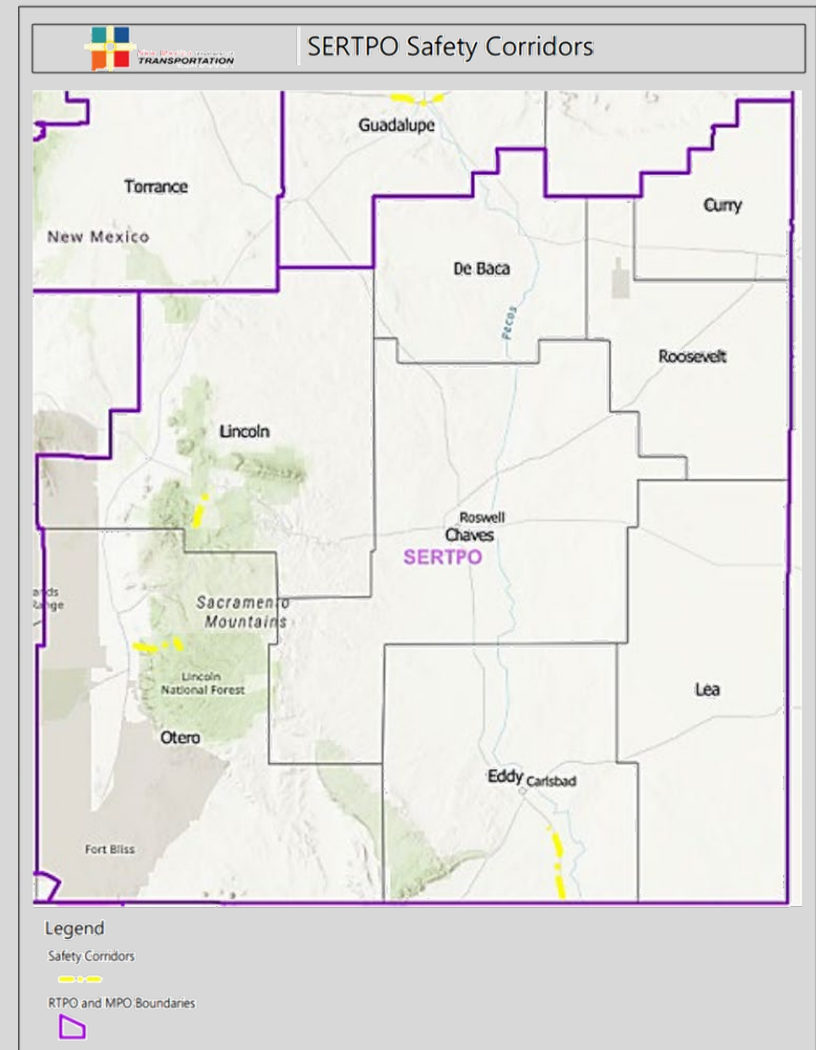
## Strategic Highway Network (STRAHNET)

STRAHNET consists of public highways that serve the US Armed forces for deployment, providing access, mobility, and emergency capabilities for movements of both personnel and equipment in peace time and war.

As depicted in the map to follow, the southeast region has a non-inter-state STRAHNET designation consisting of two highways:

- US 70 – From I-25 at Las Cruces to US 60 in Clovis
- US 60 – From Clovis east to the Texas-NM State border

Military installations along this corridor include the White Sands Missile Complex. Adjacent to White Sands Missile Complex are the additional installations of Holloman Air Force Base and Fort Bliss. The route in the southeast region covers approximately 299 miles. The STRAHNET network nationwide covers 62,657 miles (interstates and other public highways).<sup>28</sup>



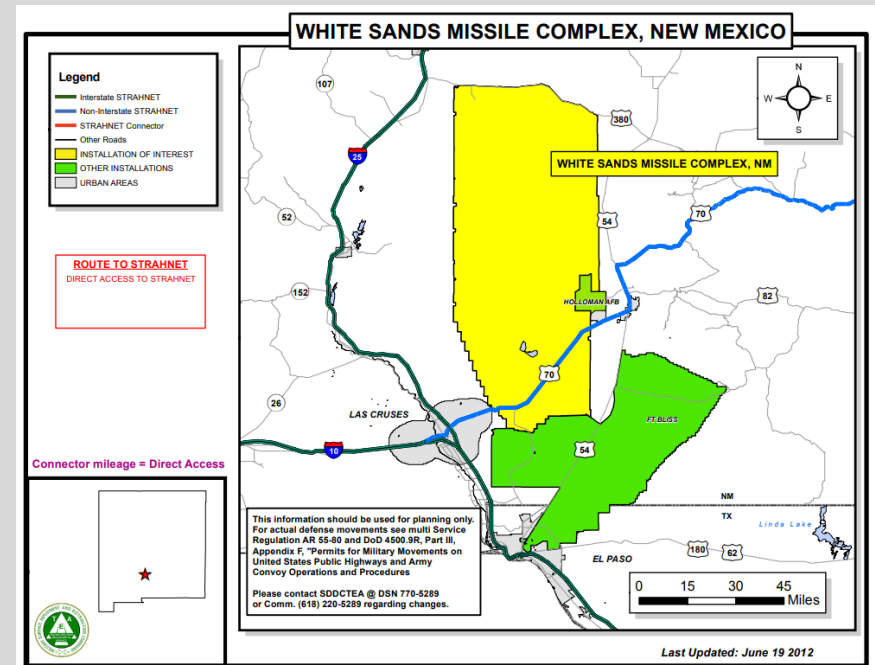
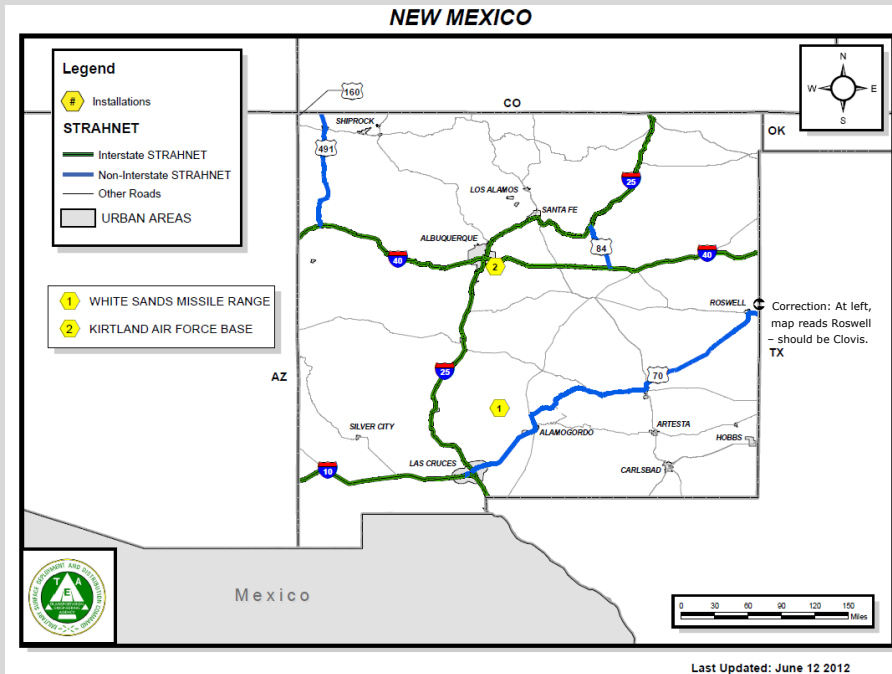
<sup>28</sup> Military Surface Deployment and Distribution Command Transportation Engineering Agency, *STRAHNET Atlas (Strategic Highway Network): Highways For National Defense*, August 2013, 3 and NM map.



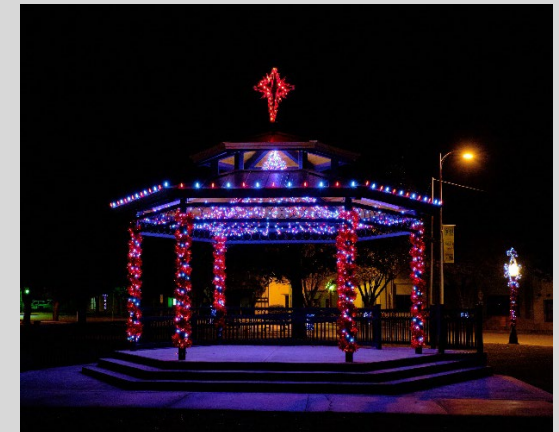


# Southeast Regional Transportation Plan

October 2022



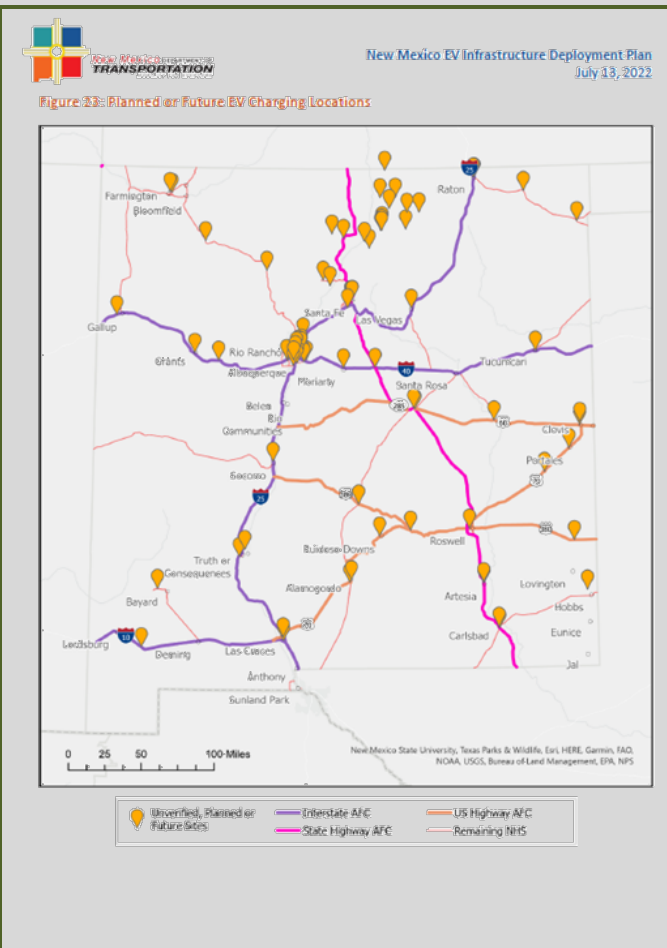
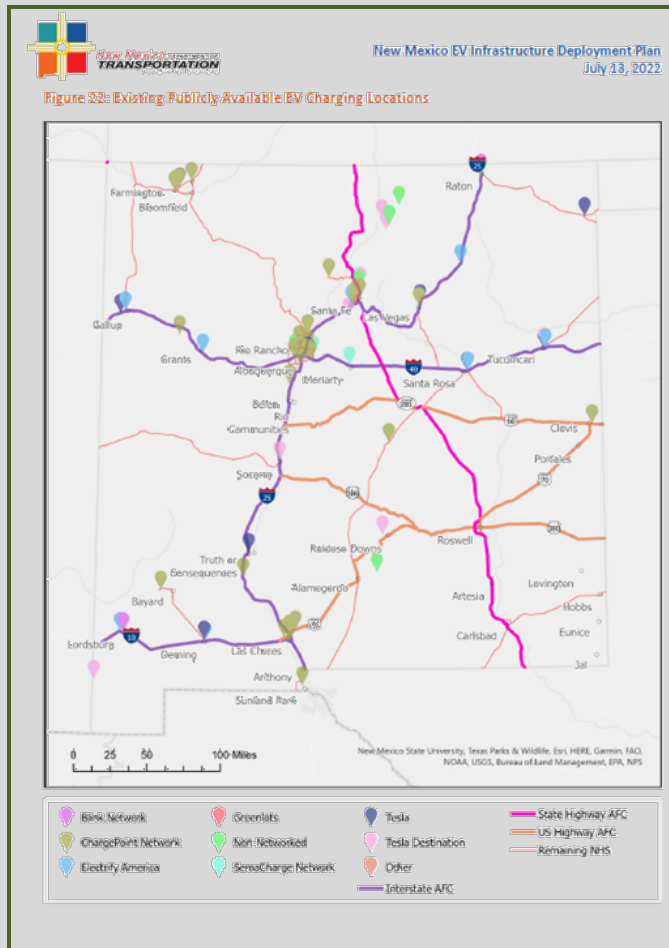
## Carlsbad, New Mexico



## Alternative Fuel Corridors

Drivers with electric vehicles should be able to travel easily and have accessibility to electric charging infrastructure. Electric Vehicle (EV) infrastructure is in earlier stages of development, and recent federal funding (Bipartisan Infrastructure Law) is enabling the NMDOT to direct funding to designated Alternative Fuel Corridors (AFCs), with prioritization to interstate highways in the initial stages. The NMDOT NM EV Infrastructure Deployment Plan was completed in July 2022 and provides mapping (at right) displaying *Existing Publicly Available EV Charging Locations* and *Planned or Future EV Charging Locations*.

According to the NM EV Infrastructure Plan, NMDOT will receive about \$38 million, and its first target is to fully build out EV charging on interstate corridors by the Fall 2024 (Year 2), maximizing any remaining funds. The second target is to use remaining funds for EV charging in community and corridor locations around the state (Years 3-5). NMDOT will utilize their public input processes for prioritizing charging locations.<sup>29</sup>



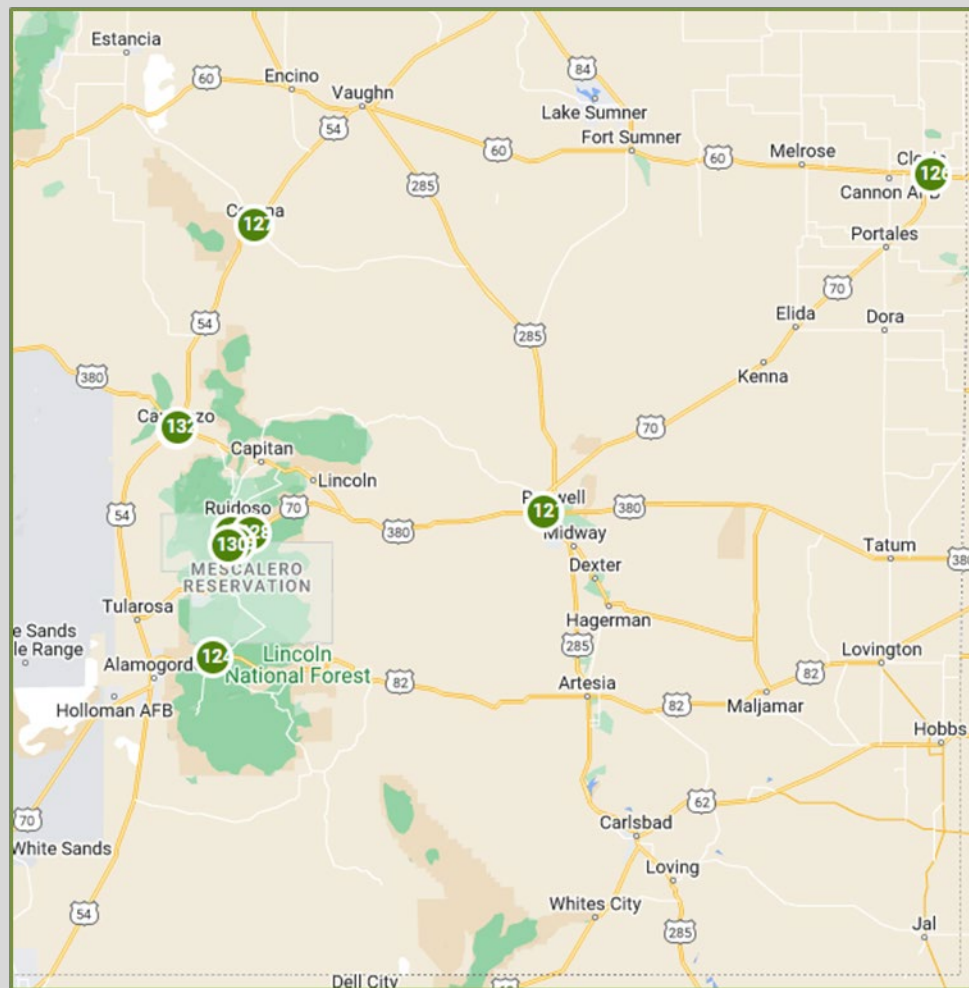
<sup>29</sup> NMDOT New Mexico EV Infrastructure Deployment Plan, July 13, 2022, pp. 2, 24-25, 49, 51.



# Southeast Regional Transportation Plan

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The New Mexico Department of Tourism recognized the need for a tool for drivers with electric vehicles to access the locations of EV charging stations. Those locations are indicated in the legend (lower right) and include lodging facilities and travel destinations.<sup>30</sup> The interactive map is accessible in the footnote below.



## Southeastern New Mexico

- 12 Roswell Honda
- 12 Hotel Ruidoso - Tesla Destination
- 12 Comfort Inn Midtown - Tesla Destination
- 124 Otero County Electric Co-op
- 12 Super 8
- 124 Best Western
- 12 Village of Corona
- 128 Ruidoso Downs Racetrack & Casino
- 129 Casino Apache Travel Center
- 130 Inn of the Mountain Gods
- 131 Otero County Electric Coop Carrizozo
- 132 Allsup's Convenience Store Carrizozo

<sup>30</sup> New Mexico Department of Tourism, June 2022, <https://www.newmexico.org/plan/charging-stations/>





# Southeast Regional Transportation Plan

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## Public Transit Network

There are six public transit providers in the Southeast region (local government funding sources/public transit provider name listed below). Notable changes since the last RTP update include a change in delivery of public transit service from Mountain Transit (Ruidoso Downs) to Z-Trans based in Alamogordo.

1. **City of Roswell** – Roswell Transit (formerly Pecos Trails Transit)
2. **City of Clovis** – Clovis Area Transit System
3. **City of Carlsbad** – Carlsbad Municipal Transit
4. **City of Hobbs** – Hobbs Express
5. **City of Portales** – Portales Municipal Transit
6. **City of Alamogordo, Otero County, Lincoln County, Mescalero Apache Tribe, Ruidoso Downs and Village of Ruidoso** - Z-Trans

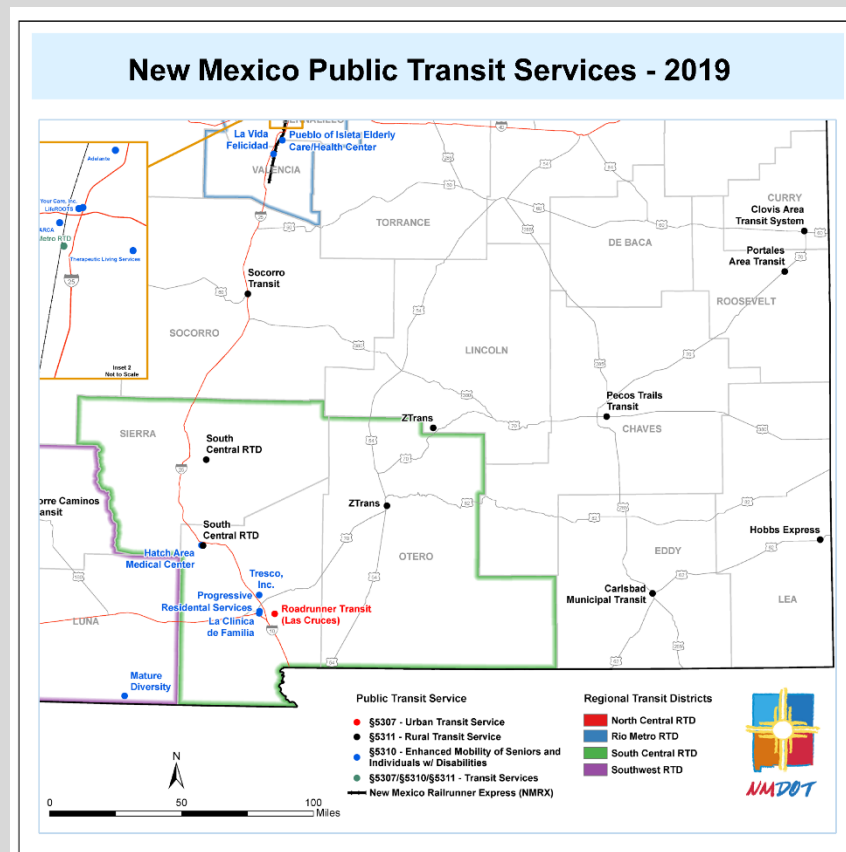
Annually, all public transit providers present their programs and funding applications to SERTPO for the RTPO prioritization process. All funding applications prioritized by SERTPO include the §5311 Formula Grants for Rural Areas, and, as applicable, the §5310 Enhanced Mobility of Seniors & Individuals with Disabilities.

Public Transit providers may provide service on fixed route(s), demand-response (usually with a reservation system) and offer a level of service for those requiring assistance.

### Regional Transit District

There is one RTD that shares boundaries within the SERTPO region.

In 2008, the South Central Regional Transit District (SCRTD) was certified by NMDOT. SCRTD has Alamogordo as a member, provides service to Chaparral (Otero County) and coordinates services with ZTrans on its routes.<sup>31</sup>



Note: Map modified to show southeast region

<sup>31</sup> Accessed <https://scrted.org/>, August 2021.



# Southeast Regional Transportation Plan

October 2022

## City of Roswell – Roswell Transit <sup>32</sup>

515 N. Main Street  
Roswell, NM 88201



Roswell Transit Facility

### Types of Service

- One (1) fixed route
- Demand response
- Complimentary ADA para-transit service

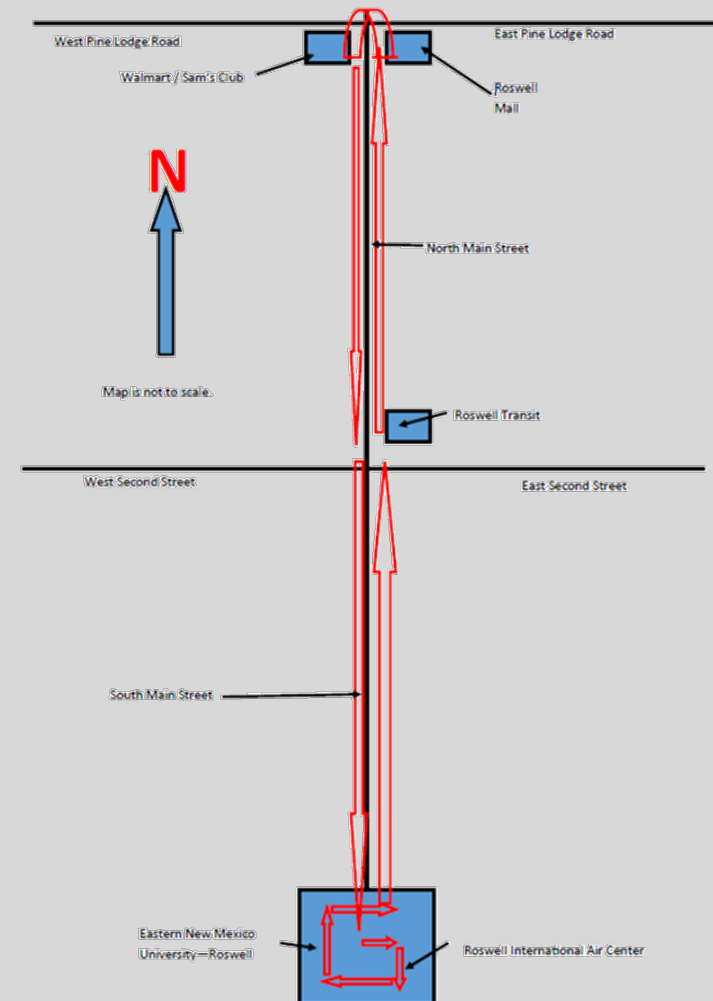


### Service Area

- City limits of Roswell

### Ridership

- 2019 **[Pre-Pandemic]**, 161,733
- 2020 **[Pandemic]**, 88,150
- 2021 **[Pandemic]**, 46,472



Source: Roswell Transit – Main Street Route

<sup>32</sup> Note: More information available at <https://www.roswell-nm.gov/287/Roswell-Transit>



# Southeast Regional Transportation Plan

October 2022

## City of Carlsbad – Carlsbad Municipal Transit<sup>33</sup>

510 North Main Street

Carlsbad, NM 88220



Carlsbad Municipal Transit Facility

### Types of Service

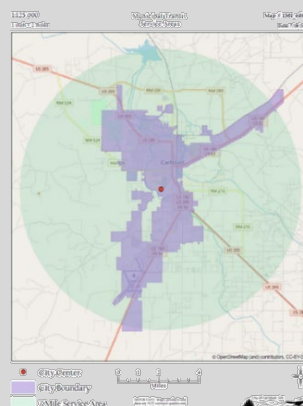
- Three (3) fixed routes
- Demand Response
- Complimentary ADA para-transit service

### Service Area

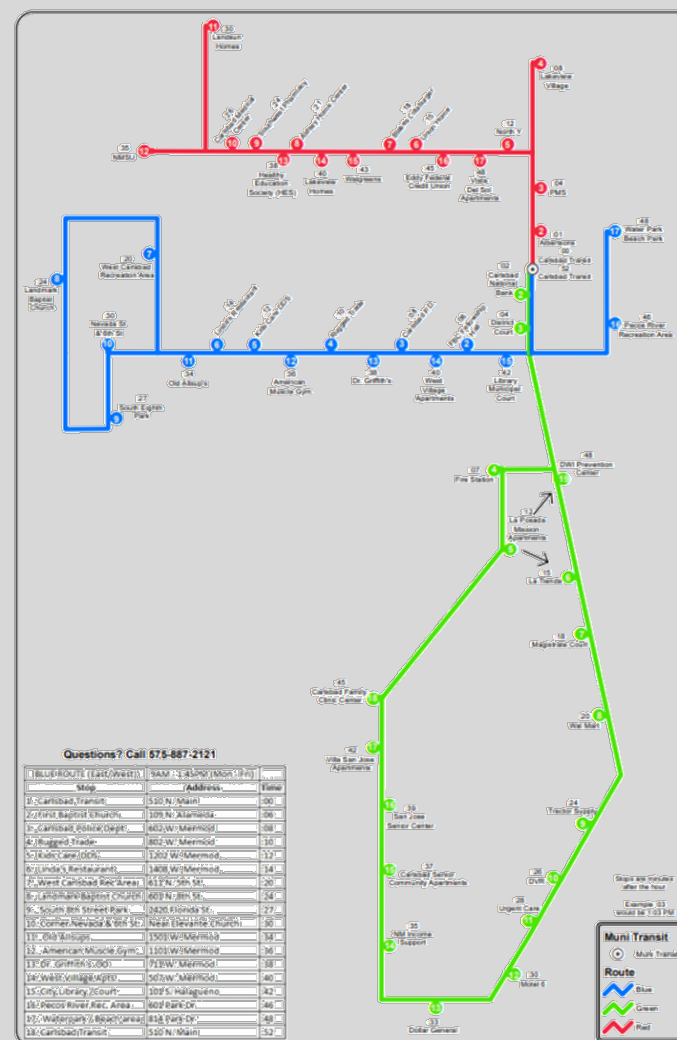
- City limits of Carlsbad
- 7 mile service area

### Ridership

- 2019 [Pre-Pandemic], 44,207
- 2020 [Pandemic], 28,415
- 2021 [Pandemic], 15,396



Carlsbad Transit Fixed Route



<sup>33</sup> Note: More information available at <https://cityofcarlsbadnm.com/departments/community-development/carlsbad-municipal-transit-system/>





# Southeast Regional Transportation Plan

October 2022

## City of Clovis – Clovis Area Transit System (CATS)<sup>34</sup>

401 East 7<sup>th</sup> Street  
Clovis, NM 88101



Clovis Area Transit System (CATS) Facility

### Types of Service

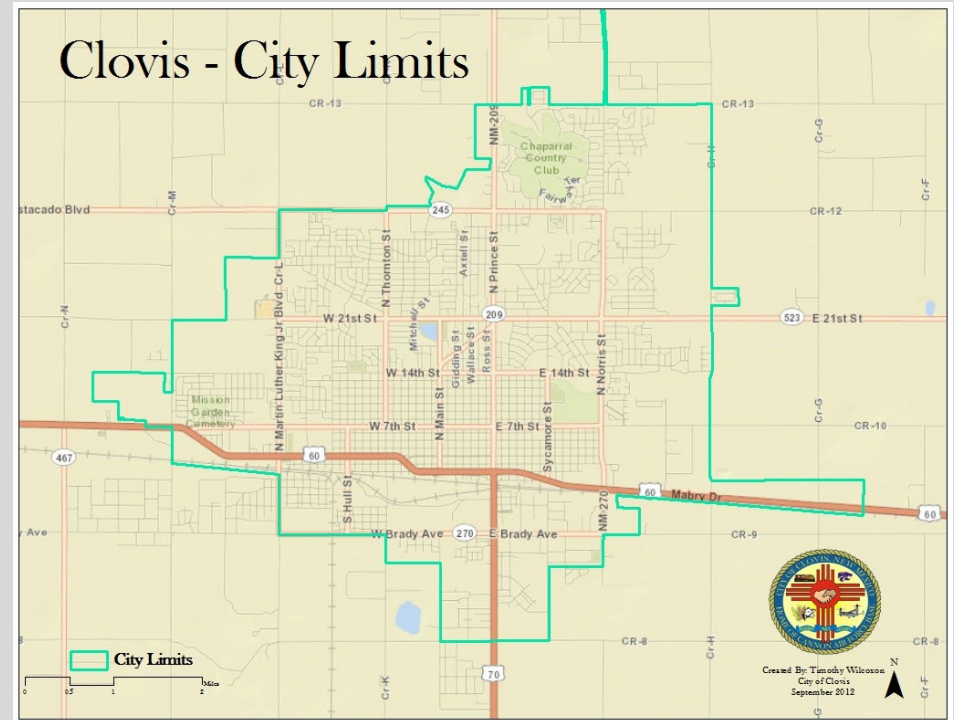
- Demand-response
- Complimentary ADA para-transit service

### Service Area

- City limits of Clovis

### Ridership

- 2019 **[Pre-Pandemic]**, 68,972
- 2020 **[Pandemic]**, 48,352
- 2021 **[Pandemic]**, 45,069



CATS Fleet

<sup>34</sup> More information available at <http://catchacats.com/>



# Southeast Regional Transportation Plan

October 2022

## City of Hobbs – Hobbs Express<sup>35</sup>

424 West Broadway

Hobbs, NM 88240



Hobbs Express Facility

### Types of Service

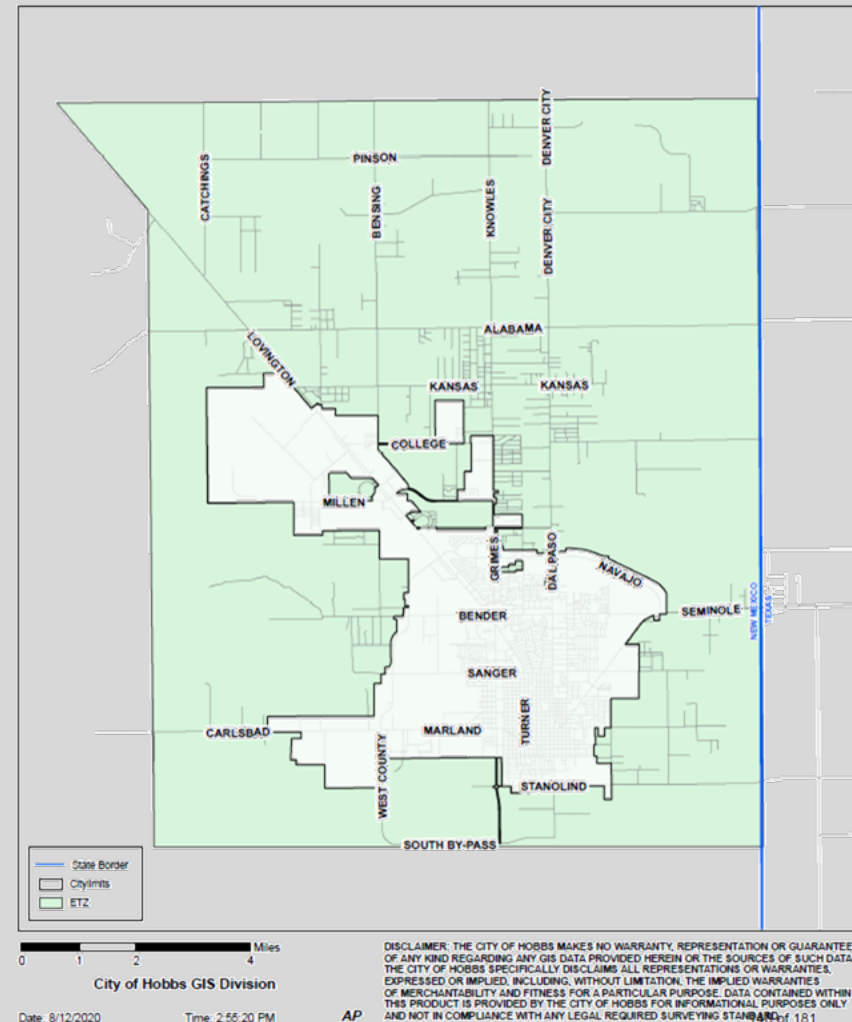
- Three (3) fixed routes and Rapid line
- Demand response ADA para-transit service

### Service Area

- City limits of Hobbs

### Ridership

- 2019 [Pre-Pandemic], 57,661
- 2020 [Pandemic], 36,252
- 2021 [Pandemic], 15,776



<sup>35</sup> Note: More information is available at [http://www.hobbsnm.org/hobbs\\_express.html](http://www.hobbsnm.org/hobbs_express.html)

## City of Portales – Portales Area Transit (PAT)<sup>36</sup>

421 N. Industrial Drive

Portales, NM 88130



Portales Area Transit Facility

### Types of Service

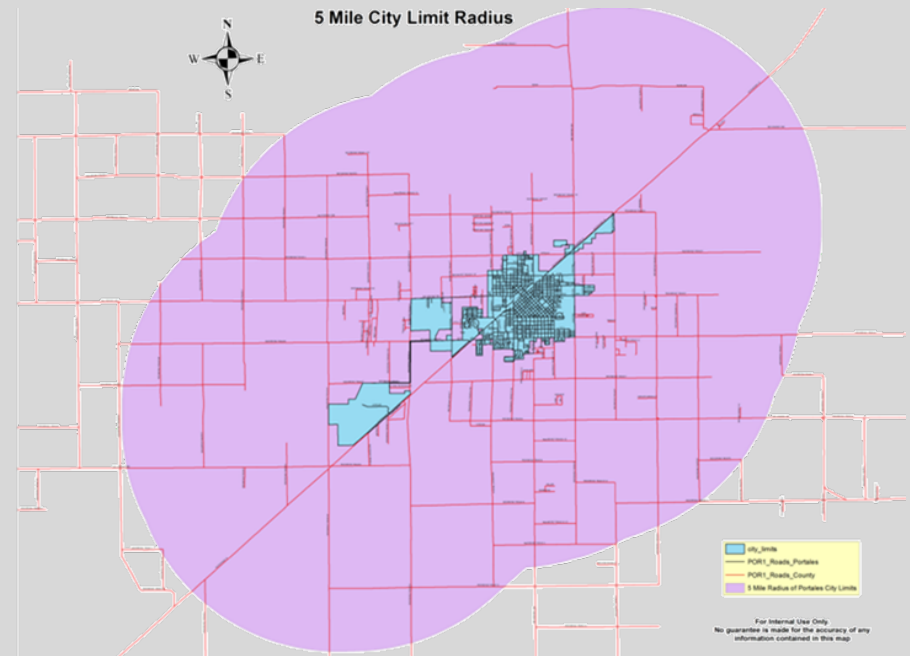
- Demand response
- Complimentary ADA para-transit service

### Service Area

- City limits of Portales
- 5-mile city limit radius

### Ridership

- 2019 **[Pre-Pandemic]**, 14,291
- 2020 **[Pandemic]**, 7,931
- 2021 **[Pandemic]**, 6,564



<sup>36</sup> Note: More information available at <https://www.portalesnm.gov/departments/index.php?structureid=28>





# Southeast Regional Transportation Plan

October 2022

## Zia Therapy Center, Inc (Z-Trans)<sup>37</sup>

900 First Street

Alamogordo, NM 88310



ZTrans Facility

### Types of Service

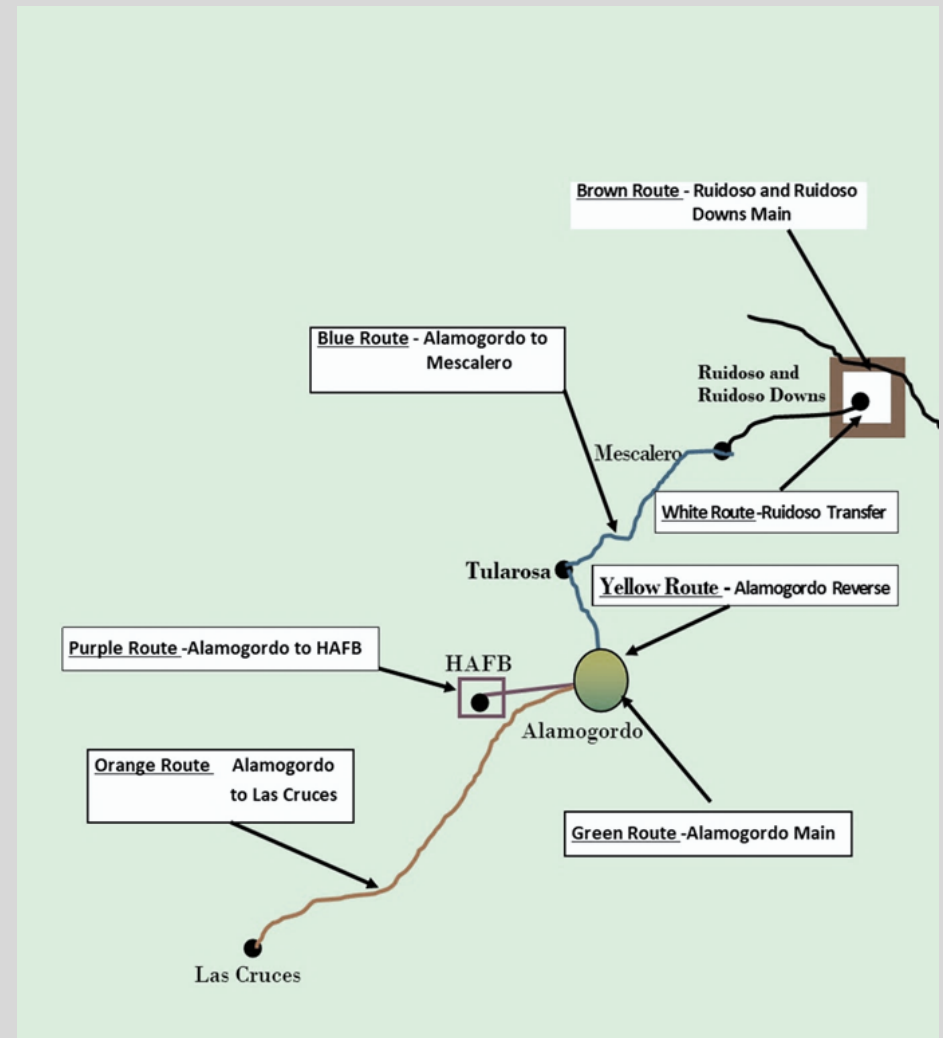
- Eight (8) fixed routes
- Two demand response routes
- Complimentary ADA para-transit service

### Service Area

- City of Alamogordo, Otero County, Holloman AFB, Mescalero Apache Reservation, Village of Ruidoso, City of Ruidoso Downs

### Ridership

- 2019 **[Pre-Pandemic]**, 125,933
- 2020 **[Pandemic]**, 78,385
- 2021 **[Pandemic]**, 75,000



<sup>37</sup> Note: More information is available at <https://ztrans.org/>

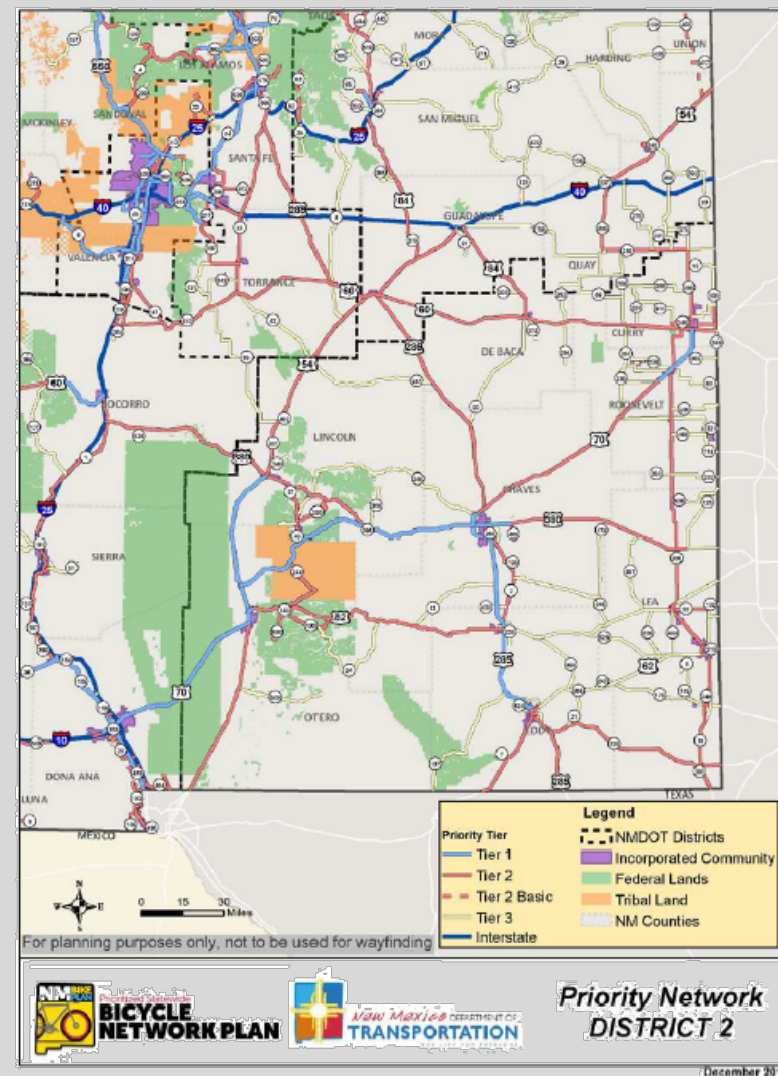
## Bicycle Network

Bicycle networks within the region include federal and state highways and local roads/streets, in addition to trails and other pathways. With NMDOT having responsibility for the federal and state highway networks, the agency has developed a New Mexico Bike Plan (2018).

For local governments overseeing their local roads and streets, planning processes may include attention to pedestrian/bicycle facilities, either in the Comprehensive Plan/Master Plans or more targeted Pedestrian and/or Bicycle Plans. At a regional level, local governments also have representation through SERTPO, where planning processes and scoring criteria may consider pedestrian/bicycle facilities.

According to the 2018 NM Bike Plan, there were three tiers developed that address state and federal highways, and the mapping at right shows those designations for District 2 (SERTPO). The NM Bike Plan clarifies that the tiers do not reflect the order in which NMDOT will improve its highways for bicyclists but to reflect the level of benefits received by bicyclists through highway improvements. And, as best practice for NMDOT, bikeway facilities should be improved as possible on Tier 1 and 2 routes on rehabilitation or reconstruction projects. The table below, from the NM Bike Plan, further defines the tiers.<sup>38</sup>

Tier	Level of Benefit	Desired Infrastructure Quality
1	High	Highest level of dedicated infrastructure among NM highways
2	Medium	Minimum level of dedicated infrastructure for all Tier 2 NM highways; more than minimum level desired if roadway is high-speed and/or high-volume
2 Basic	Medium	No dedicated infrastructure required; signage and motorist awareness techniques desired
3	Low	Bikeway infrastructure not required



<sup>38</sup> NMDOT New Mexico Bike Plan, 2018, PP. 6367

## Airport Network

While the SERTPO Committee does not rate or prioritize airport infrastructure applications, it does act on funding applications that may include the streets, roads and highways connecting to airports in the region as well as public transit funding applications that include routes to local airports. Several of the airports are in close proximity to a state or federal highway. Airports are important to their communities and, thus, maintaining/improving the access to the airports is of importance.

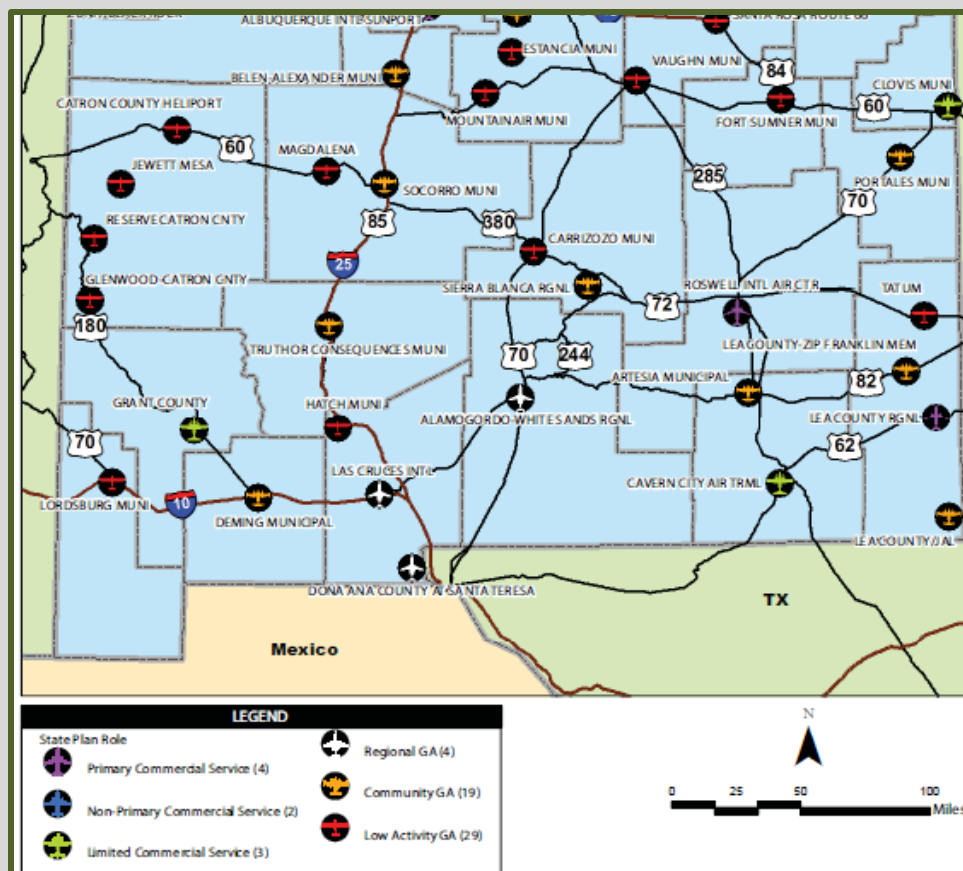
The southeast region has an airport in each of its nine counties, to include Guadalupe County in the southern portion that falls in SERTPO's boundaries. There are 14 airport facilities in the region (the Tatum general aviation airport is currently not operational but with the infrastructure in place, it can be developed further). The airports in the region include commercial service and general aviation.

There are two classification structures of airport systems: Federal level- National Plan of Integrated Airport Systems (NPIAS)/Federal Aviation Administration (FAA); and 2) State level - New Mexico Airport System Plan (NMAASP)/New Mexico Department of Transportation (NMDOT). The NMAASP Update (November 2017), is referred to in this section.

There are six functional classifications adopted by the State of New Mexico:

- 1) Primary Commercial Service Airports
- 2) Non-Primary Commercial Service Airports
- 3) Limited Commercial Service Airports
- 4) Regional General Aviation Airports
- 5) Community General Aviation Airports
- 6) Low Activity General Aviation Airports

*Primary Commercial Service* airports have the highest level of aviation activity within the State and include both commercial service and general aviation. The airports have scheduled passenger service and more than 10,000+ enplaned passengers per year.



Source: NNMDOT Aviation Division





# Southeast Regional Transportation Plan

October 2022

*Non-Primary Commercial Service* airports also have a high level of aviation activity which includes commercial service and general aviation. The airports have scheduled passenger service and 2,500 to 10,000 enplanements per year.

*Limited Commercial Service* airports have scheduled commercial service and serve general aviation needs, but they have less than 2,500 annual enplanements.<sup>39</sup>

## Commercial Service Airports

- **Roswell Air Center (ROW)**  
Primary Commercial Service Airport
- **Lea County-Regional Airport (HOB)**  
Primary Commercial Service Airport
- **Carlsbad – Cavern City Air Terminal (CNM)**  
Limited Commercial Service Airport
- **Clovis Regional Airport (CVN)**  
Limited Commercial Service Airport

Travel destinations for airlines are listed on the individual airport pages that follow, and additional information was referred to from [www.airnav.com/airports](http://www.airnav.com/airports).

From the southeast region, passengers may travel in northerly, easterly and westerly directions (Albuquerque, Dallas/Ft Worth, Denver, and Houston) and may board connecting flights.

Preliminary numbers for enplanements for the region's commercial service airports are listed on the airports' individual pages for Calendar Year (CY) 2021. The percentage change from CY 2020 to CY 2021 is also shared. The source is the Federal Aviation Administration's website at [www.faa.gov/airports/planning\\_capacity/passenger\\_allcargo\\_stats/passenger/](http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/).



Roswell Air Center  
Source: [www.krqe.com](http://www.krqe.com)



Alamogordo White Sands Airport – Glider Tow  
Source: City of Alamogordo

<sup>39</sup> New Mexico Airport System Plan Update, November 2017, [Introduction] P. 1; [Ch 3] PP. 1-6

# Southeast Regional Transportation Plan

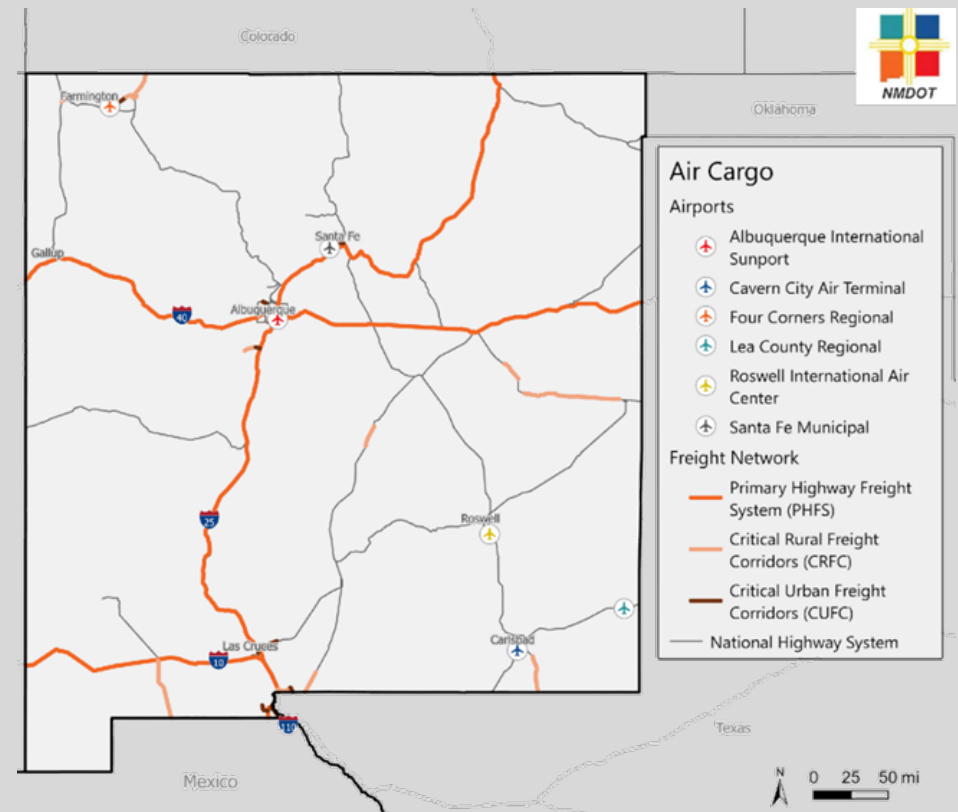
October 2022

## General Aviation Airports

*Regional General Aviation* airports provide general aviation activity, focusing on business activity that includes jet and turboprop aircraft. *Community General Aviation* airports have a focus on providing aviation access for small business, recreational, and personal flying activities. *Low Activity General Aviation* airports focus on emergency or remote access, recreational and personal flying activities.

- **Alamogordo-White Sands Regional Airport (ALM)**  
Regional General Aviation
- **Artesia Municipal Airport (ATS)**  
Community General Aviation
- **Carrizozo Municipal Airport (F37)**  
Low Activity General Aviation
- **Fort Sumner Municipal Airport (FSU)**  
Low Activity General Aviation
- **Lea County - Jal Airport (E26)**  
Community General Aviation
- **Lea County - Zip Franklin Memorial Airport (E06)**  
Community General Aviation
- **Portales Municipal Airport (PRZ)**  
Community General Aviation
- **Sierra Blanca Regional Airport (SRR)**  
Community General Aviation
- **Vaughn Municipal Airport (N17)**  
Low Activity General Aviation

**Air Freight.** Another characteristic of the airport network is the amount of freight that moves through airports. At this time, air cargo data is only available for the Roswell Air Center with 361 tons yearly, sourced from the NMDOT 2045 New Mexico Freight Plan Update (2022).<sup>40</sup>



Source: NMDOT Planning Division, Technical & Freight Planning

<sup>40</sup> 2045 New Mexico Freight Plan Presentation, Feb 2022, P. 21.





# Southeast Regional Transportation Plan

October 2022

## Alamogordo-White Sands Regional Airport (ALM)<sup>41</sup>

3500 Airport Road

Alamogordo, NM 88310



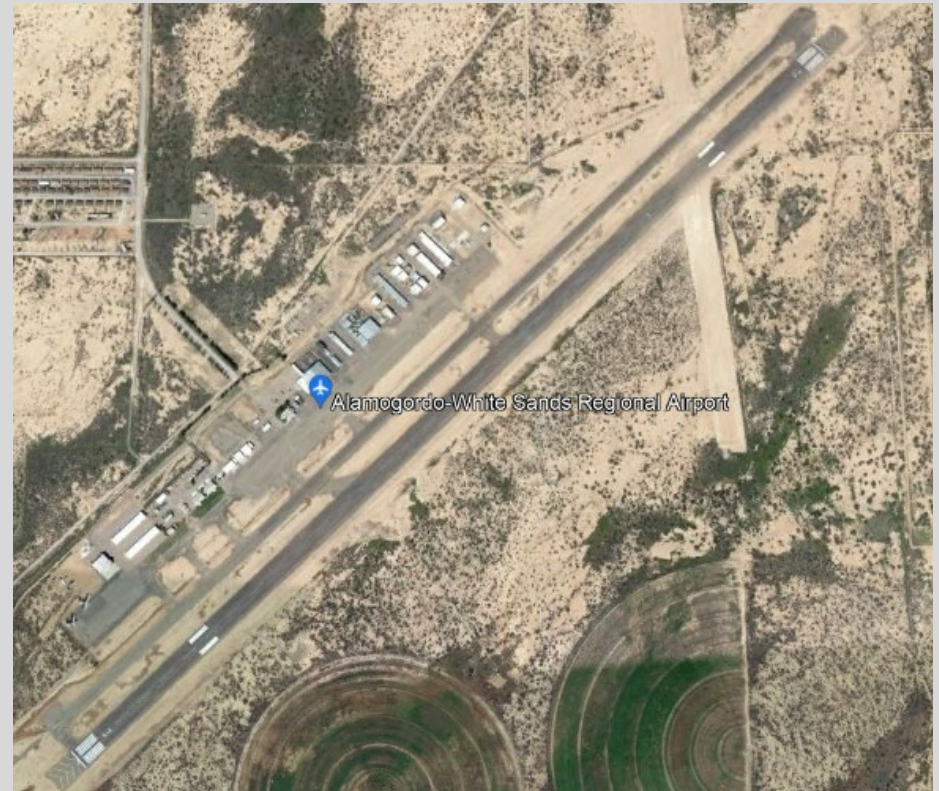
Alamogordo Airport Terminal

### Location

- 4 miles SW of Alamogordo, New Mexico

### Services and Features

- General aviation airport
- Two runways
- Designated US Forest Service Fire Tanker Base
- A & P services
- Hangars and tiedowns
- Avionics maintenance



Source: Google Earth



Source: City of Alamogordo

<sup>41</sup> More information available at: <https://ci.alamogordo.nm.us/167/Airport>



## Artesia Municipal Airport (ATS)<sup>42</sup>

702 Airport Road  
Artesia, NM 88210



Artesia Airport Terminal

### Location

- 3 miles W of Artesia, New Mexico

### Services and Features

- General aviation airport
- Two active runways
- Fueling services
- Aircraft parking (ramp or tie down)
- Short-term aircraft storage
- Avgas and jet fuel available 24/7
- Passenger terminal and lounge
- Public telephone, restrooms and internet access



Source: Google Earth

<sup>42</sup> Note: More information available at: <http://www.artesianm.com/110/Airport>



# Southeast Regional Transportation Plan

October 2022

## Carlsbad – Cavern City Air Terminal (CNM)<sup>43</sup>

1505 Terminal Drive

Carlsbad, NM 88220



Cavern City Air Terminal

### Airlines



#### Boutique Airlines

Flights to Albuquerque (ABQ) and  
Dallas/Fort Worth (DFW)

### Location

- 5 miles SW of Carlsbad, New Mexico

### Services and Features

- Enplanements: CY 21 Boardings – 4,571 vs  
CY 20 Boardings - 2,961 [54.37% increase]
- Four runways, five taxiways
- Hangars and tiedowns
- Aircraft parking (ramp)
- Car rental services



Source: Google Earth

<sup>43</sup> More information available at: <https://cityofcarlsbadnm.com/cavern-city-air-terminal/>





# Southeast Regional Transportation Plan

October 2022

## Carrizozo Municipal Airport (F37)

403 Hangar Lane

Carrizozo, NM 88301



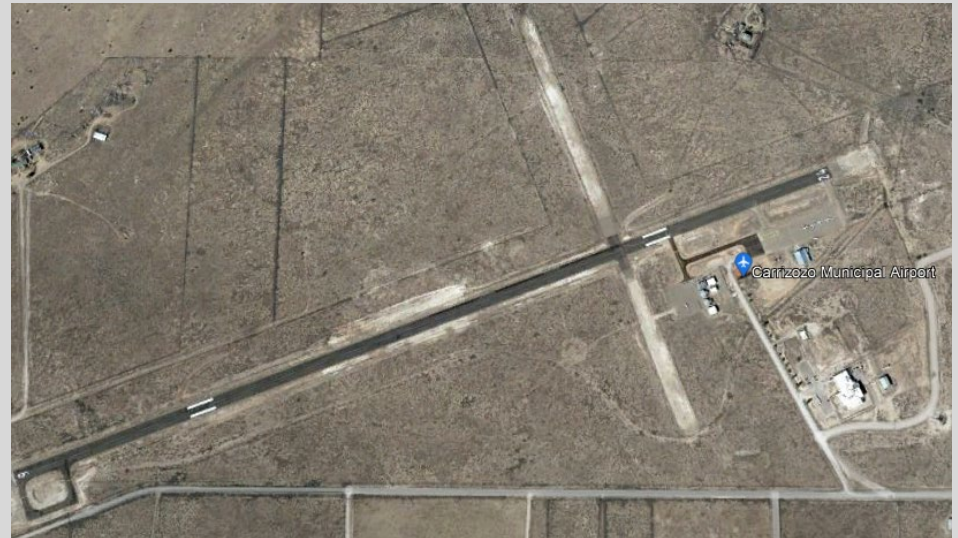
Carrizozo Airport Terminal

### Location

- 1 mile NW of Carrizozo, New Mexico

### Services and Features<sup>44</sup>

- Two runways
- Primary runway (paved)/secondary runway (unpaved)
- Aircraft parking/two paved aprons
- Fueling services
- Hangars and tiedowns
- Airport lot rentals
- Medical flight helicopter usage



Source: Google Earth



Carrizozo Airport Hangars

<sup>44</sup> Carrizozo Comprehensive Plan Update, September 2021, p. 116-118.





# Southeast Regional Transportation Plan

October 2022

## Clovis Regional Airport (CVN)<sup>45</sup>

459 Curry Road 11.5  
Texico, NM 88135



Clovis Airport Terminal Building



Source: Google Earth

### Airlines



#### Denver Air Connection

Flights to Denver and Dallas/Ft Worth

### Location

- 6 miles E of Clovis, New Mexico

### Services and Features

- Enplanements: CY 21 Boardings – 7,575 vs CY 20 Boardings - 2,643 [186.61% increase]
- Military & air taxi airport
- Two paved runways, aircraft parking
- Short-term aircraft storage
- 24-hour fueling service
- Passenger terminal/lounge, car rentals arranged locally



Entrance signage



Airport Tarmac

<sup>45</sup> More information available at: <https://www.cityofclovis.org/write/departments/clovis-regional-airport/>



# Southeast Regional Transportation Plan

October 2022

## Fort Sumner Municipal Airport (FUS)<sup>46</sup>

173 E. Avenue C

Fort Sumner, NM 88119



Fort Sumner Airport Building

### Location

- 2 miles NE of Fort Sumner, New Mexico

### Services and Features

- General aviation airport
- Two active runways
- Utilities available
- Short-term aircraft storage
- Security fencing
- Buildings available for leasing
- Building construction available
- Burlington Northern Santa Fe (BNSF) –  
½ mile S of airport
- Acreage available for development



Source: Google Earth



Airport from a Distance

<sup>46</sup> Note: More information available at: <https://www.fortsumner.net/airport>





# Southeast Regional Transportation Plan

October 2022

## Lea County - Jal Airport (E26) <sup>47</sup>

33 Jal Airport Rd

Jal, NM 88252



Lea County – Jal Airport Terminal Building

### Location

- 3 miles NE of Jal, New Mexico

### Services and Features

- General aviation airport
- Two runways
- Fueling services
- Hangars
- Tiedowns
- Pilot's Lounge



NM 128 Entrance



Source: Google Earth

<sup>47</sup> More information is available at: <https://www.leacounty.net/p/departments/public-works/lea-county-airports/312>





# Southeast Regional Transportation Plan

October 2022

## Lea County Regional Airport (HOB)<sup>48</sup>

6601 W Carlsbad Highway  
Hobbs, NM 88240



Lea County Regional Airport Terminal

### Airlines



#### United Airlines

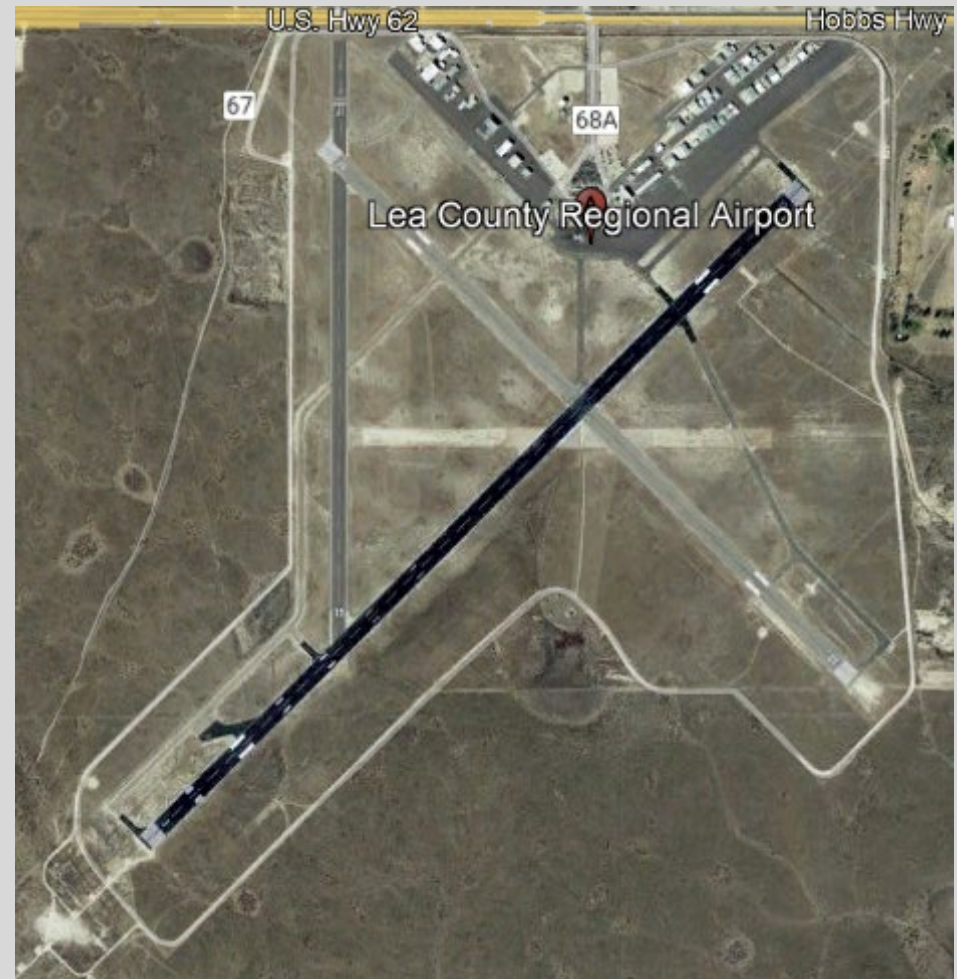
Flights to Houston (IAH)  
and Denver (DEN)

### Location

- 4 miles W of Hobbs, New Mexico

### Services and Features

- Enplanements: CY 21 Boardings – 11,993 vs CY 20 Boardings – 9,080 [32.08% increase]
- FAA certified commercial airport
- Three runways
- Tie downs and free airport parking
- General aviation/FBO services
- Enterprise/National car rental services, Hobbs Express, taxi and limo services



Source: Google Earth

<sup>48</sup> More information available at: <https://flyhobbs.com/> or <https://www.leacounty.net/p/departments/public-works/lea-county-airports>

## Lea County - Zip Franklin Memorial Airport (E06) <sup>49</sup>

US Hwy 82

Lovington, New Mexico



Lea County – Zip Franklin Terminal Building

### Location

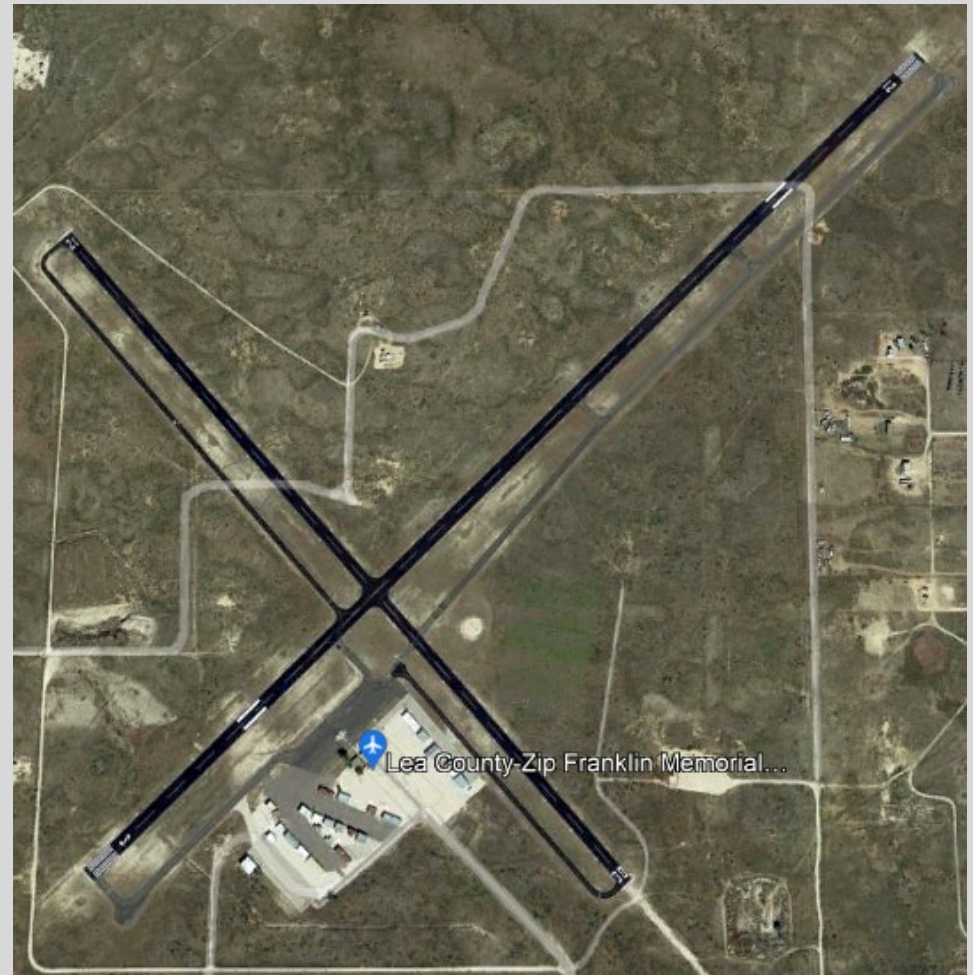
- 3 miles W of Lovington, New Mexico

### Services and Features

- General aviation
- Two runways
- Self-serve fueling services
- Multiple hangars
- Public restrooms
- Seating area



US 82 Entrance



Source: Google Earth

<sup>49</sup> More information is available at: <https://www.leacounty.net/p/departments/public-works/lea-county-airports/312>





# Southeast Regional Transportation Plan

October 2022

## Portales Municipal Airport (PRZ)<sup>50</sup>

181 Airport Rd.  
Portales, NM 88130



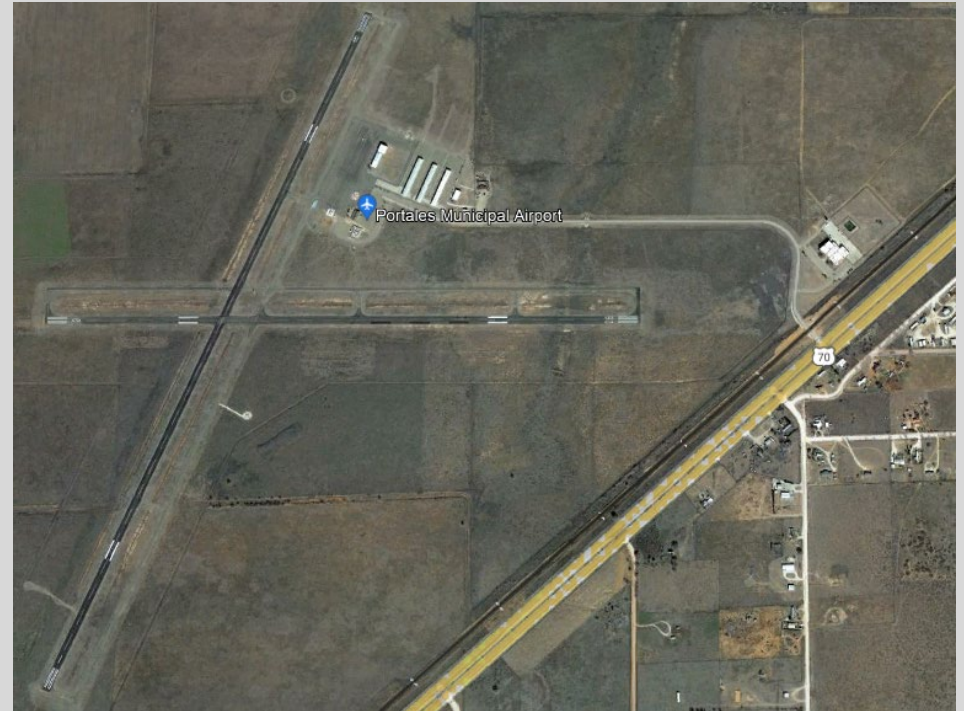
Portales Terminal Building

### Location

- 4 miles SW of Portales, New Mexico

### Services and Features

- General aviation airport
- Two runways
- Aviation fuel (self-service Jet A fuel)
- Aircraft parking rental
- 25 T-Hangars (rentals)
- 5 sun-ports (rentals)
- 24/7 automated fueling system
- Pilot lounge/shower
- Private flights most common, also glider and crop duster use



Source: Google Earth



Fueling Station



Aircraft Parking

<sup>50</sup> More information is available at: [https://www.portalesnm.gov/services/departments\\_g-z/municipal\\_airport/index.php](https://www.portalesnm.gov/services/departments_g-z/municipal_airport/index.php)





# Southeast Regional Transportation Plan

October 2022

## Roswell Air Center (ROW)<sup>51</sup>

1 Jerry Smith Circle  
Roswell, NM 88203



Roswell Airport Terminal

### Airlines



#### American Airlines

Daily Flights to Dallas (DFW) and Phoenix (PHX)

### Location

- 3 miles S of Roswell, New Mexico

### Services and Features

- Enplanements: CY 21 Boardings – 44,879 vs CY 20 Boardings – 24,054 [86.58% increase]
- FAA dedicated air traffic control tower
- Storage and testing facilities
- Free overnight aircraft parking and tie down
- Lounge/restaurant and rental car facilities
- Free vehicle short-and-long-term parking
- Full FBO services



Source: Google Earth



Bus Stop



Airport Restaurant

<sup>51</sup> Note: More information is available at: <https://www.roswell-nm.gov/307/Roswell-Air-Center>





# Southeast Regional Transportation Plan

October 2022

## Sierra Blanca Regional Airport (SRR)<sup>52</sup>

1000 NM 220 (Airport Road)  
Alto, NM 88312



Sierra Blanca Airport Terminal

### Location

- 15 miles NE of Ruidoso, New Mexico

### Services and Features

- General aviation, public use
- Two runways
- Hangar storage available and tiedowns
- Full-service FBO services
- Aviation mechanical services available
- Airport rescue firefighting (ARFF) services
- Vehicle complimentary parking and secured parking (fee-based)
- Car rentals
- Passenger lounge, free internet access
- Scenic views



Source: Google Earth



Sierra Blanca Airport

<sup>52</sup> More information available at: <https://www.ruidoso-nm.gov/airport>





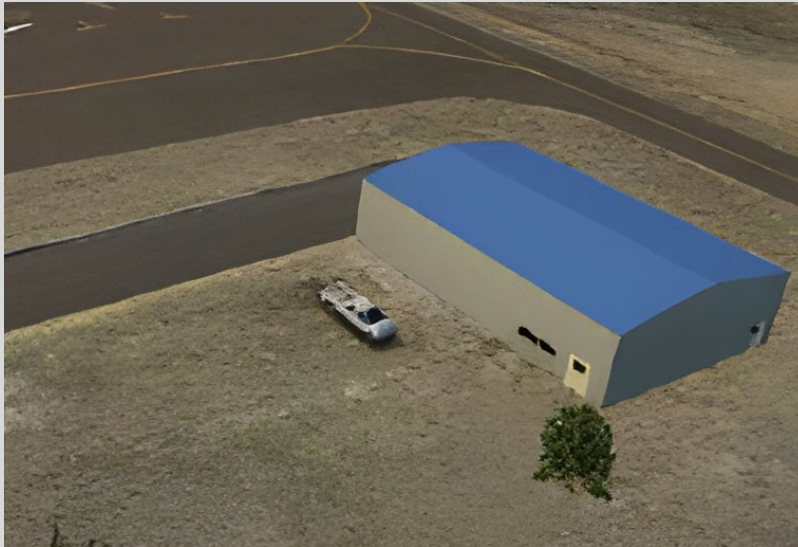
# Southeast Regional Transportation Plan

October 2022

## Vaughn Municipal Airport (N17)

PO Box 278

Vaughn, NM 88321



Vaughn Airport Terminal Building

### Location

- 1 mile NE of Vaughn, New Mexico

### Services and Features

- General aviation airport
- Hangar storage
- Close proximity to town and US 285, US 54 and US 60



Source: Google Earth



Storage



Airport Tarmac





# Southeast Regional Transportation Plan

October 2022

## Railroad Network

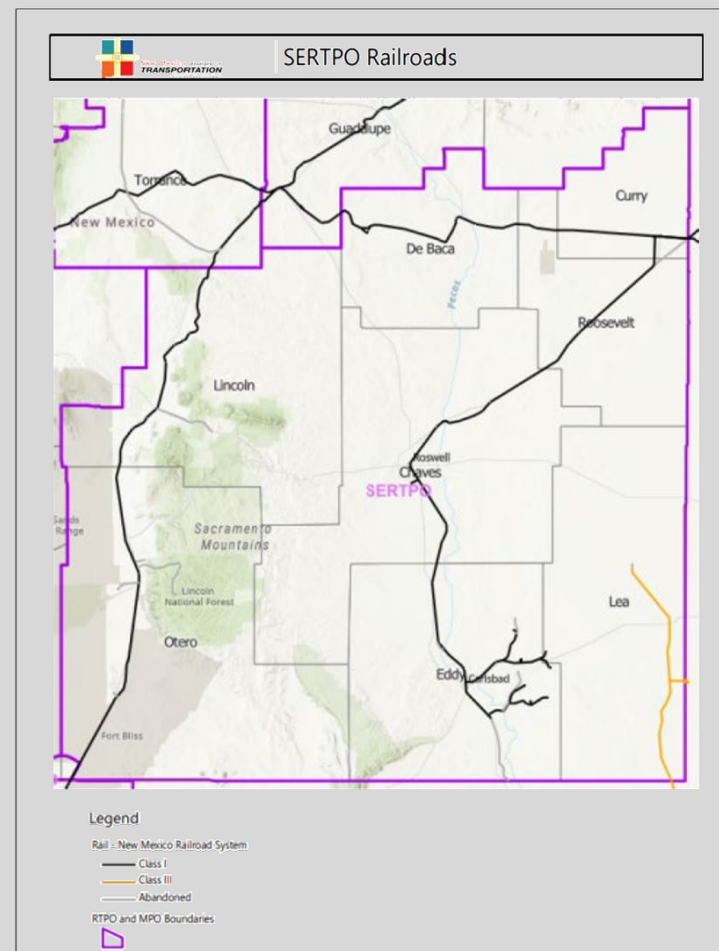
The railroad network in southeastern New Mexico consists of Class I and Class III railroads, in addition to abandoned railway. Currently, there are no Class II railroads represented in southeastern New Mexico. Overall, there are 2,055 miles of railroad right-of-way in New Mexico.

Classifications of railroads are determined by the revenue generated. Class I railroads are the larger, major railroads, with a revenue threshold of \$900 million, recently increased in 2021 while the revenue threshold for Class II and Class III is \$40.4 million.<sup>53</sup> Class II railroads are sometimes known as regional railroads, and Class III railroads are often referred to as short line railroads.<sup>54</sup>

The Class I railroads, depicted at right, represent the BNSF Railroad (BNSF) and Union Pacific Railroad (UP). Class I railroads, statewide, represent 1,239 miles.

The Class III railway represents the Texas & New Mexico Railway (TXN) which has approximately 76 miles in New Mexico. Full length is 104 miles, between Monahans, Texas and Lovington, New Mexico. Its primary use is to transport for the oil industry.<sup>55</sup>

For the SERTPO region, the NM State Rail Plan update noted that a major development since 2014 includes new rail-served facilities being developed in southeast New Mexico.<sup>56</sup> Public input from the SERTPO survey expressed safety concerns with the multiple train crossings and increased truck traffic in Curry County.



<sup>53</sup> Surface Transportation Board (STB), <https://www.stb.gov/news-communications/latest-news/pr-21-16/>, accessed February 15, 2022.

<sup>54</sup> InTek Freight & Logistics Inc, <https://blog.intekfreight-logistics.com/class-i-railroads-defined>, accessed February 15, 2022

<sup>55</sup> NMDOT New Mexico State Rail Plan, 2014, p. 2-24.

<sup>56</sup> 2018 New Mexico State Rail Plan Update Presentation, July, 2017.



# Southeast Regional Transportation Plan

October 2022

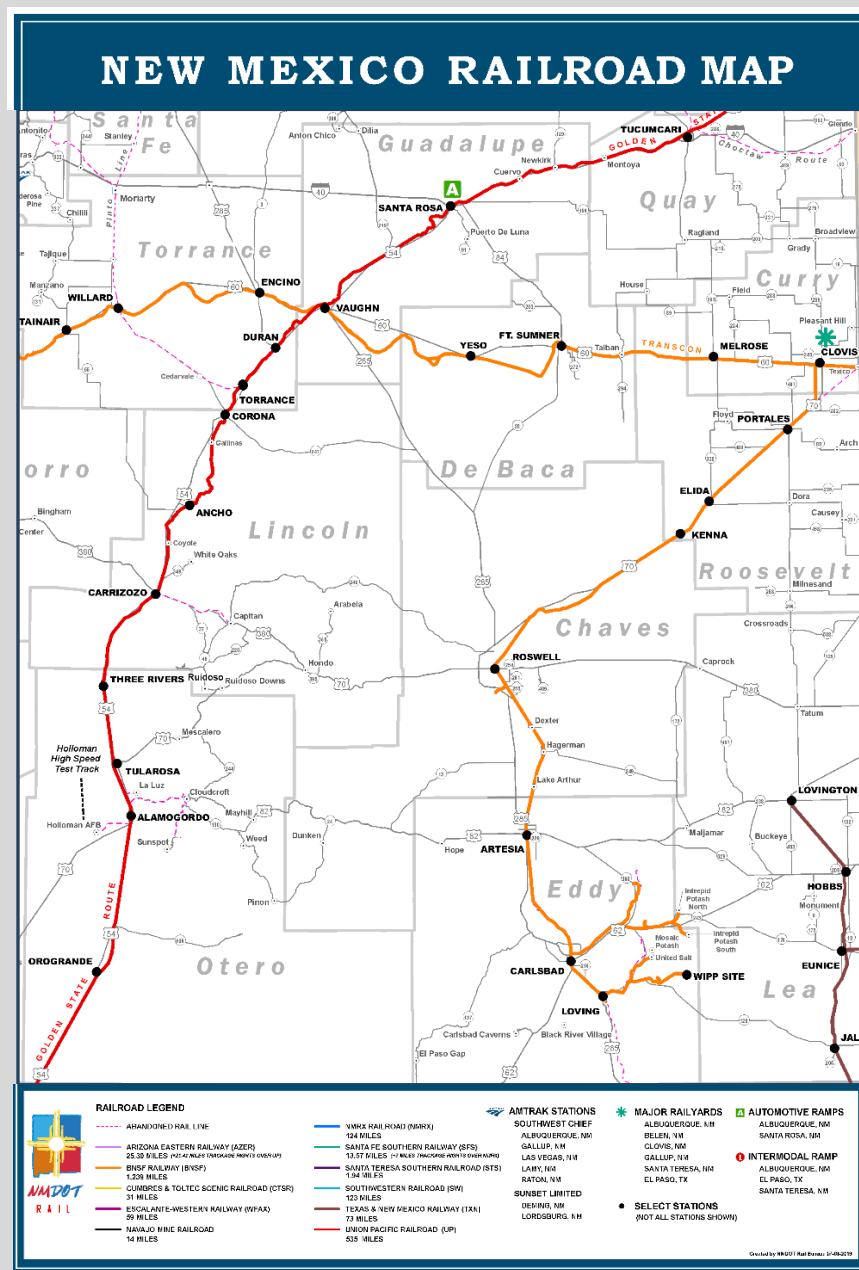
The map at right shows:

- **Union Pacific Railroad (UP)** with stations at Orogrande, Alamogordo, Tularosa, Three Rivers, Carrizozo, Ancho, Corona and Vaughn.
- **BNSF Railway (BNSF)**, west to east, with stations in Vaughn, Ft. Sumner, Melrose and Clovis.
- **BNSF Railway (BNSF)**, south to northeast, with stations in Loving, WIPP Site, Carlsbad, Artesia, Roswell, Kenna, Elida, Portales and Clovis.
- **Texas & New Mexico Railway (TXN)**, southeast corner, with stations in Jal, Eunice, Hobbs and Lovington.

A major railyard is depicted in Clovis, New Mexico.



Clovis Railroad Park



Source: NMDOT Rail Bureau (modified to show southeast region)





# Southeast Regional Transportation Plan

October 2022

Downtown Area  
Hobbs, New Mexico



Vision for the Future





# Southeast Regional Transportation Plan

October 2022

## Vision for the Future

The New Mexico Transportation Plan and this Regional Transportation Plan (RTP) are organized by five goals that lead to a vision for the future of transportation in the state. All goals are supported by a process that prioritizes transparency and accountability in all decision making. This section explains the specific strategies developed for each goal and how they will be applied. The goals and strategies for the plan were developed collaboratively, based on input from a broad range of public and private stakeholders from across New Mexico. Over 165 partner agencies, 1150 public and stakeholder participants, and 660 survey respondents supported the development of the plan and strategies.

NMDOT's 2040 New Mexico Transportation Plan (NMTP) provides the foundation for seven Regional Transportation Plans (RTP) in New Mexico. The RTPs share NMDOT's goals and strategies, however, since each region has its own unique identity and set of challenges the statewide framework has been adapted to each region and will be carried out on a regional basis.

NMDOT cooperated closely with the state's seven Regional Transportation Planning Organizations (RTPO) and five Metropolitan Planning Organizations (MPO) to develop the NMTP. It also established a robust public and stakeholder engagement process to help ensure that the plan's vision, goals, strategies and actions would reflect a broad cross-section of statewide and regional perspectives.



To facilitate input at the (rural) regional level, the RTPOs provided opportunities for the public and agencies to learn about and comment on the plan through the regular RTPO meeting processes and through a variety of other venues (see Appendix: Overviews of 2020/2014 Public Outreach Process). [2014] Each RTPO also formed an interdisciplinary Regional Working Group (RWG) to facilitate stakeholder involvement in a more- structured and systematic fashion. RWG members included NMDOT planning liaisons, RTPO staff, NMDOT District staff, staff from other public agencies, employees of private organizations, and private citizens.



# Southeast Regional Transportation Plan

October 2022

The Southeast RTPO RWG included 29 members who participated in the process, meeting at each milestone of the plan Phases I, II and III. For additional information about each phase, please refer to Appendix. These members also participated in various Statewide Working Groups (SWGs) and Coordinating Committees, which also met throughout the planning phases. The picture at the right provides a sense of the level of engagement that generated the core vision, goals, and objectives of the plan.

The feedback and information collected from this high level of coordination among varying stakeholders helped to shape not only the NMTP, but also each of the seven RTPs. Since each region has its own unique set of challenges, each RWG enabled a closer look at its region and how it should develop from now until the year 2040.

The Southeast RTPO's RWG identified the key regional issues, how to address and achieve goals and guide the Southeast's RTP for future multi-modal transportation planning.



Plenary Coordinating Committee, December 2, 2014

## Key Issues Raised in Southeast RTPO RWG

- **Roads** – Maintain, improve, and build roadways to support movement of people and goods for a stronger economic base in a time of population growth.
- **Recreational Opportunities** – Improve the region's recreational opportunities by adding, improving, and expanding trail systems, pedestrian, bicyclist and equestrian facilities.
- **Connectivity** – Improve connectivity with all modes of transportation with rural southeastern communities.
- **Freight** – Take steps and make improvements to the region's truck and rail freight infrastructure to foster economic growth.
- **Safety** – Focus continuously on making appropriate safety improvements for all roadways and transportation systems, reducing injuries and fatalities.
- **Transit** – Maintain, improve, and expand public transit systems for the growing ridership amongst the elderly, disabled, tourists, students, and the general public.
- **Water Availability** – Support all efforts preserving water availability in southeastern New Mexico.





# Southeast Regional Transportation Plan

October 2022

## Goals, Priorities, and Strategies

During the planning processes, the goals, priorities, and strategies of the 2017 RTP were reviewed and modified for the 2022 RTP update. The RTP subcommittee, formed for the purpose of reviewing/recommending changes to the RTP, reviewed each goal, strategy and action item; considered their relevance to current conditions; and made recommendations during a workshop.

Updated goals, priorities, and strategies are listed on the pages that follow.

Roswell, New Mexico







# Southeast Regional Transportation Plan

October 2022

## Goal 1: Continue to Build Local Participation and Foster Regional Partnerships

### Key Priorities

Key priorities resulting from the 2022 planning processes are listed below:

- **Partnerships.** Continue existing and create new partnerships with transportation stakeholders.
- **Access to high-quality data and information.** Ensure the general public has access to transportation-related data.

### RTPO Action Items

- **Partnerships.** Encourage additional transportation stakeholder participation.
- **Access to high-quality data and information.** Develop transportation-related data, within the RTPO's resources, and make the information available online.

---

Alamogordo, New Mexico





# Southeast Regional Transportation Plan

October 2022

## Goal 2: Improve Safety and Public Health for All System Users

### Key Priorities

Key priorities resulting from the 2022 planning processes are listed below:

- **Safety - Emergency Preparedness.** Focus on emergency services by bringing awareness to safe evacuation routes and improving roadway cell phone networking.
- **Safety - Infrastructure.** Implement highway/street lighting and bus stop improvements.
- **Education and Training.** Increase and improve driver and traffic education.
- **Active Transportation.** Promote safe routes and recreational opportunities with active transportation options.
- **Data-Driven Process.** Develop transportation-related data for data-driven processes.

### RTPO Action Items

- **Safety - Emergency Preparedness.** Coordinate emergency management planning with SERTPO planning processes.
- **Safety - Infrastructure.** Identify safety corridors and other roads with gaps that need safety improvements, such as lighting, and encourage NMHSIP safety application to cover those gaps.
- **Safety - Infrastructure.** Encourage funding application for bus stop/shelter structure improvements.
- **Education and Training.** Channel safety campaigns, to include safety training and awareness for the general public.
- **Education and Training.** Encourage local traffic enforcement training.
- **Active Transportation.** Encourage the SERTPO Committee to give higher ranking for multimodal options.
- **Active Transportation.** Encourage application and participation with multimodal and trail programs.
- **Active Transportation.** Support Prescription Trails (DOH) by encouraging communities to develop prescription trails – share information and/or provide links.
- **Data-Driven Process.** Pursue SERTPO development of programs, within its resources, for the collection, management and sharing of traffic data (e.g., traffic counts and crash data).



# Southeast Regional Transportation Plan

October 2022

## Goal 3: Preserve and Maintain Our Transportation Assets for the Long Term

### Key Priorities

Key priorities resulting from the 2022 planning processes are listed below:

- **Rail Infrastructure.** Improve, maintain, and develop rail infrastructure for a growing economic base.
- **Roadway Infrastructure.** Improve quality and functionality of roadways by improving infrastructure and implementing safety improvements for all modes of transportation.
- **Asset Management.** Support the development of local asset management plans.

### RTPO Action Items

- **Rail Infrastructure.** Encourage rail stakeholders to participate with SERTPO planning processes.
- **Roadway Infrastructure.** Encourage application to roadway infrastructure funding (state and federal) to members.
- **Roadway Infrastructure.** Provide and promote roadway and safety training within the region for all modes of transportation.
- **Roadway Infrastructure.** Continue strong coordination between local governments and the NMDOT District office through SERTPO meetings.
- **Roadway Infrastructure.** Pursue opportunities for informing and assisting local governments for roadway safety audits.
- **Asset Management.** Assist local governments in their asset management planning.

Ruidoso, New Mexico







# Southeast Regional Transportation Plan

October 2022

## Goal 4: Provide Multimodal Access and Connectivity for Community Prosperity and Health

### Key Priorities

Key priorities resulting from the 2022 planning processes are listed below:

- **Connectivity.** Promote connectivity between all modes of transportation.
- **Accessibility.** Improve accessibility and ensure ADA compliance.
- **Economic Development.** Promote special designations to support economic development.

### RTPO Action Items

- **Connectivity – Public Transit.** Support transit stakeholders in their pursuit of establishing RTD(s).
- **Accessibility.** Keep members informed on ADA compliance.
- **Accessibility.** Refer/share information with local governments on NMDOT permitting information.
- **Economic Development.** Bring awareness to special designations/corridors within the region.

Lovington, New Mexico





# Southeast Regional Transportation Plan

October 2022

## Goal 5: Respect New Mexico's Cultures, Environment, History, and Quality of Life

### Key Priorities

Key priorities resulting from the 2022 planning processes are listed below:

- **Scenic Byways.** Bring awareness to and support existing Scenic Byways.
- **Recreational Tourism.** Improve and expand recreational trails.
- **Culture & History.** Promote the region's culture and history.

### RTPO Action Items

- **Scenic Byways.** Promote all Scenic Byways to local governments and the public.
- **Scenic Byways.** Pursue any Scenic Byway training.
- **Recreational Tourism.** Keep members informed of trail funding and training opportunities.
- **Culture and History.** Provide training, as possible, to members on culture and history as it relates to transportation.



Fort Stanton



# Southeast Regional Transportation Plan

October 2022

Midtown District  
Ruidoso, New Mexico

A nighttime photograph of a street in Ruidoso, New Mexico. The street is decorated with festive lights, including large snowflake-shaped lights and vertical light pillars. In the background, snow-capped mountains are visible under a dark sky. A car is visible on the street, and various signs, including a "LIQUOR DRIVE IN Lounge" sign, are visible on the buildings.

Next Steps





# Southeast Regional Transportation Plan

October 2022

## Next Steps

### Plan Implementation

SERTPO conducted its planning processes, posted its update to the RTP for public comment, incorporated any changes/comments and proceeded with approval of its Regional Transportation Plan. The table below reflects the updated implementation plan.

### Summary of Action Items

Action Item	Owner
<b>Goal 1: Continue to Build Local Participation and Foster Regional Partnerships</b>	
Encourage additional transportation stakeholder participation.	<ul style="list-style-type: none"><li>Local Governments</li><li>SERTPO</li></ul>
Develop transportation-related data, within RTPO's resources, and make the information available online.	<ul style="list-style-type: none"><li>SERTPO</li></ul>
<b>Goal 2: Improve Safety and Public Health for All System Users</b>	
Coordinate emergency management planning with SERTPO planning processes.	<ul style="list-style-type: none"><li>Local &amp; State Government</li><li>SERTPO</li></ul>
Identify safety corridors and gaps that need safety improvements and encourage funding application to cover those gaps.	<ul style="list-style-type: none"><li>Local Governments</li><li>SERTPO</li></ul>
Encourage funding application for bus stop/shelter structure improvements.	<ul style="list-style-type: none"><li>Local Governments</li><li>SERTPO</li></ul>
Channel safety campaigns, to include safety training and awareness for the general public.	<ul style="list-style-type: none"><li>Law Enforcement Agencies</li><li>Local Governments</li><li>NMDOT</li><li>SERTPO</li></ul>
Encourage local traffic enforcement training.	<ul style="list-style-type: none"><li>Local Governments</li><li>NMDOT</li><li>SERTPO</li></ul>
Encourage the SERTPO Committee to give higher ranking for multimodal options.	<ul style="list-style-type: none"><li>SERTPO</li></ul>



# Southeast Regional Transportation Plan

October 2022

Action Item	Owner
<b>Goal 2: Improve Safety and Public Health for All System Users (Continued)</b>	
Encourage application and participation with multimodal and trail programs.	<ul style="list-style-type: none"> <li>Local Governments</li> <li>SERTPO</li> </ul>
Support Prescription Trails (DOH) by encouraging communities to develop prescription trails –share information and/or provide links.	<ul style="list-style-type: none"> <li>Local Governments</li> <li>SERTPO</li> </ul>
Pursue SERTPO development of programs, within its resources, for the collection, management and sharing of traffic data.	<ul style="list-style-type: none"> <li>SERTPO</li> </ul>
<b>Goal 3: Preserve and Maintain Our Transportation System for the Long Term</b>	
Encourage rail stakeholders to participate with SERTPO planning processes.	<ul style="list-style-type: none"> <li>Local Governments</li> <li>SERTPO</li> <li>Rail Companies</li> </ul>
Encourage application to roadway infrastructure funding (state and federal) to members.	<ul style="list-style-type: none"> <li>Local Governments</li> <li>NMDOT</li> <li>SERTPO</li> </ul>
Provide and promote roadway and safety training within the region for all modes of transportation.	<ul style="list-style-type: none"> <li>Local Governments</li> <li>NMDOT</li> <li>SERTPO</li> </ul>
Continue strong coordination between local governments and the NMDOT District office through SERTPO meetings.	<ul style="list-style-type: none"> <li>Local Governments</li> <li>NMDOT</li> <li>SERTPO</li> </ul>
Assist local governments in their asset management planning.	<ul style="list-style-type: none"> <li>NMDOT</li> <li>SERTPO</li> <li>SNMEDD/EPCOG</li> </ul>



# Southeast Regional Transportation Plan

October 2022

Action Item	Owner
<b>Goal 4: Provide Multimodal Access and Connectivity for Community Prosperity and Health</b>	
Support transit stakeholders in their pursuit of establishing RTD(s).	<ul style="list-style-type: none"><li>Local Governments</li><li>NMDOT</li><li>SERTPO</li></ul>
Keep members informed on ADA compliance.	<ul style="list-style-type: none"><li>SERTPO</li></ul>
Refer/share information with local governments on NMDOT permitting information.	<ul style="list-style-type: none"><li>SERTPO</li></ul>
Bring awareness to special designations/corridors within the region.	<ul style="list-style-type: none"><li>Local Governments</li><li>SERTPO</li></ul>
<b>Goal 5: Respect New Mexico's Cultures, Environment, History, and Quality of Life</b>	
Promote all Scenic Byways to local governments and the public.	<ul style="list-style-type: none"><li>Local Governments</li><li>SERTPO</li></ul>
Pursue any Scenic Byway training.	<ul style="list-style-type: none"><li>SERTPO</li></ul>
Keep members informed of trail funding and training opportunities.	<ul style="list-style-type: none"><li>Local Governments</li><li>SERTPO</li></ul>
Provide training, as possible, to members on culture and history as it relates to transportation.	<ul style="list-style-type: none"><li>SERTPO</li></ul>





# Southeast Regional Transportation Plan

October 2022

## RTPO Involvement in STIP Development

**SERTPO and Regional TIP Development.** Local governments and agencies begin their involvement with the Regional TIP through the application processes for NMDOT transportation funding. Application forms and instructions will request the types of information needed for packaging a proposal for funding. These application tools include language that encourages and/or requires consistency with the RTP and related planning documents. Application processes usually include a point system as part of the scoring process that rewards those project applications already included in planning documents, demonstrating previous planning and approvals from their local boards and councils.

The application processes include feasibility reviews which bring the Applicant, NMDOT District Staff & Liaisons and SERTPO Program Managers together for a discussion on how proposed transportation project applications can be improved for a more competitive application and successful funding. The processes encourage applicants to develop transportation projects through the stages of environmental clearances, other specific certifications and design.

**Roadway, TAP, RTP and NMHSIP.** Local Governments (and agencies, as appropriate) will make application for local-lead, federally-funded Roadway projects, as per the criteria established by the Southeast RTPO. For Roadway, an application package is approved prior to SERTPO issuing a Call-For-Projects. Its application package includes the application forms, criteria and scoring sheet. SERTPO has the ability to meet, revise and approve changes to its application format, instructions and criteria. Local-lead applications for TAP, RTP and NMHSIP programs follow the NMDOT Guides established for those programs.

**Transportation Stakeholders.** Transportation stakeholders have the opportunity to provide input on transportation projects through their invitation to SERTPO meetings. This process has been followed for years, with the transportation stakeholder list changing and expanding. Meeting content is known through the circulation of meeting agendas, to include online postings on SNMEDD's website. RWG Member participation included established Transportation Stakeholders and was expanded into new areas (e.g., agricultural interests, mining, etc.), following the intent of MAP-21 legislation. Including new RWG members onto the existing Transportation Stakeholder contacts has already occurred.

**Updating the Regional Transportation Plan.** The Southeast RTPO is familiar with updating its Regional Long Range Plan. Its 2007 Long Range Transportation Plan had two updates in 2010 and 2012. The need for updates will surface as there are changes in the region and as it becomes apparent that applications for transportation funding can be stronger with such amendments to the Plan. The process followed for previous Long Range Transportation Plan updates included bringing the amendments before SERTPO Members in a regular public meeting, allowing for discussion/comment/recommendations and requiring their approval for the update to the Regional Plan.



# Southeast Regional Transportation Plan

October 2022

Downtown Area  
Alamogordo, New Mexico



Appendix



# Southeast Regional Transportation Plan

October 2022

## Overview of 2022 Public Outreach Process

The purpose of the RTP activity during 2020-2021 was to consider new data and public input to bring the Plan current, making any necessary changes. The 2022 update occurred during the COVID-19 pandemic, a time of social distancing and limited public interaction. SERTPO was successful in conducting public outreach via an online survey. A survey link was distributed by emails to SERTPO members, local governments, and stakeholders. The survey was also posted online at both Council of Governments' websites to solicit more public participation.



The survey results, which include the survey questions and responses, are reflected on the next page. Overall, 132 responses were received with a handful of participants from outside the region. The regional responses received are presented through pie charts or tables (for the more detailed responses).

The survey results reflect:

- County participation and zip code location
- Participants' classification/occupation and age group
- Participants' rating of condition of transportation-related infrastructure by categories
- Preferences in transportation modes
- Desired transportation improvements in respective communities (more detailed)
- Transportation challenges and safety concerns
- Pedestrian/bicyclist/driver behaviors/preferences

Survey comments/concerns were expressed in the following areas (by County):

- Accessibility and safety
- Driver behavior
- Funding
- Law enforcement
- Pedestrian/bicyclist facilities
- Public transportation
- Roads, streets, and highways
- Safety





# Southeast Regional Transportation Plan

October 2022



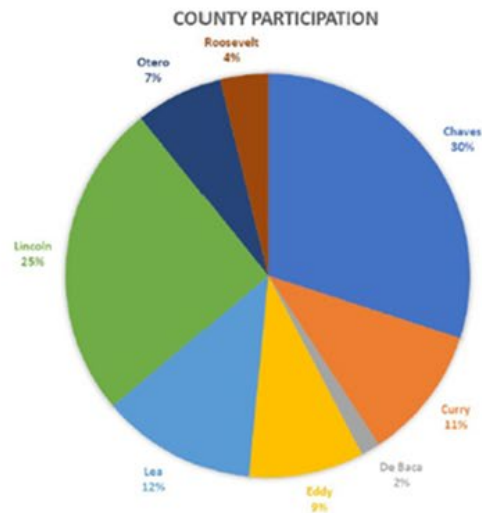
## SERTPO Survey

September - October 2020

130 responses

Compiled through Google Forms  
Reformatted by SERTPO

### SERTPO County Participation

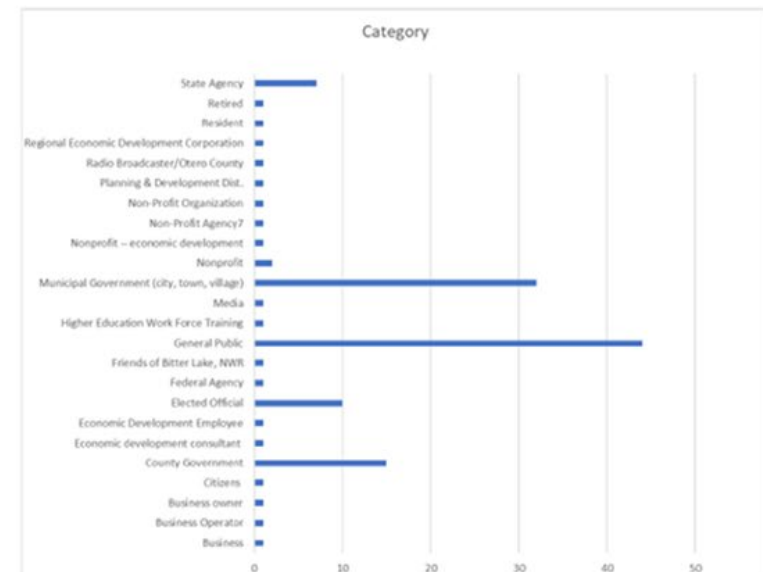


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### SERTPO Survey Questions

#### What category best describes you?

128 responses



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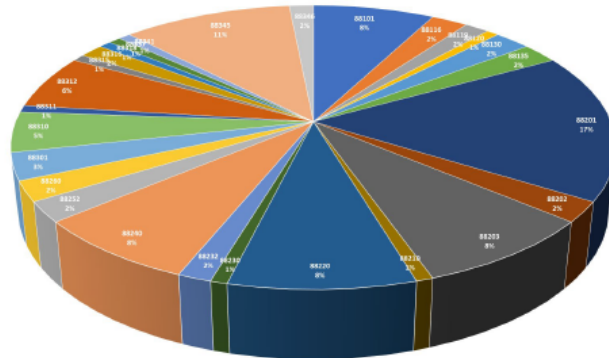


# Southeast Regional Transportation Plan

October 2022

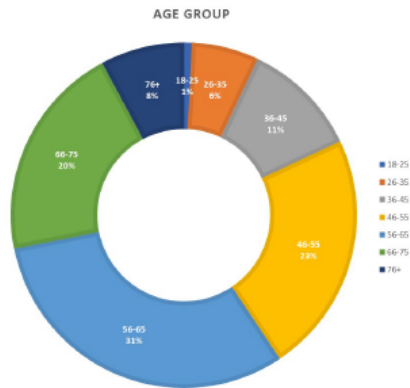
What is your zip code?

130 responses



What is your age group?

128 responses



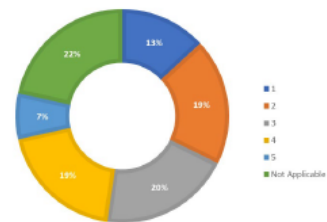
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Transportation Investments and Priorities

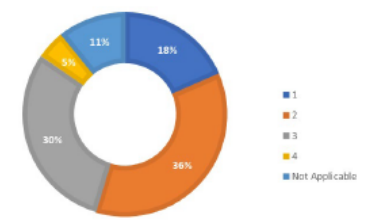
Please rate the conditions of the following transportation-related infrastructure in your community from 1 being poor condition to 5 being great condition?

130 responses

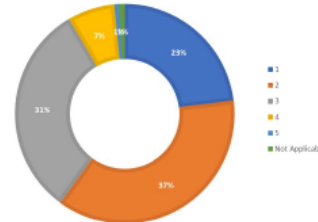
TRAILS/WALKING PATH RATINGS



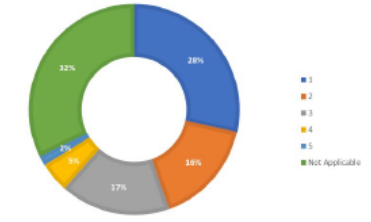
SIDEWALK RATINGS



ROADS RATING



BIKE LANE/PATHS RATING



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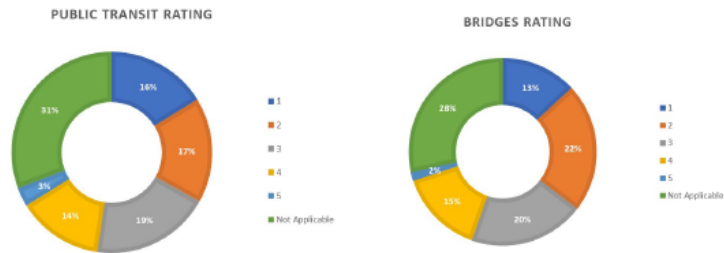


# Southeast Regional Transportation Plan

October 2022

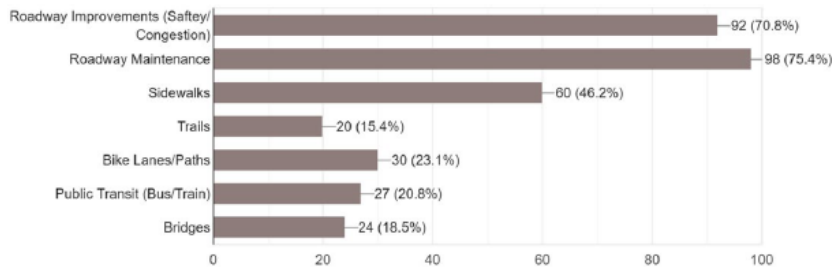
Please rate the conditions of the following transportation-related infrastructure in your community from 1 being poor condition to 5 being great condition?

130 responses



Which transportation mode would you invest in most? (Pick your TOP 3)

130 responses (Google Forms)



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What road, bridge, street, sidewalk, or other transportation-related infrastructure would you like to improve most in your community? Please provide specific information to identify your desired improvement, such as an address or cross streets.

123 responses (blanks and not applicable type responses excluded)

COUNTY	US HIGHWAY NM HIGHWAY	COUNTY ROAD LOCAL STREET BRIDGE, TRAIL COMMUNITY/LOCATION	TYPE OF INFRASTRUCTURE IMPROVEMENTS
Chaves	US 70/US 380	E Second Street (Roswell) to Texas state line, W Second Street (Roswell)	Road and sidewalk improvements for safety; traffic signal synchronization; four lane highways; improved drainage in 88201 area; reconstruction with passing lanes; four lanes to Lubbock; improved drainage in 88201 area; minimum of 3 lanes for safety; and widening for safety.
		Bridges	All bridges in Chaves County; reconstruction of Roswell bridges; Hondo Bridge on Brasher Road; improvements to majority of bridges that cross Hagerman Canal between Roswell and Hagerman; and bridge near Cahoon Park on Washington Ave (Roswell).
	US 285	Pine Lodge Road	Bike trail to Bitter Lake; widening to ease congestion and for vehicular/bicyclists' safety; and removal/trimming of visual obstacles at intersection of E Pine Lodge/Atkinson.
		Main Street (Roswell)	Road improvements and sidewalks; overpass for traffic at US 285/Leprino Manufacturing
			Highway improvements on Main Street (from RIAC to Northside); side streets to Main in downtown area need aesthetically appealing pedestrian facilities; and sidewalks.
		W McGaffey Street (Roswell)	Street improvements, to include widening and installation of shoulders
		Sunset Ave, from 2nd to Poe (Roswell)	Street improvements
		North and South Lincoln (Roswell)	Street improvements
		Red Bridge Road	Widening to ease congestion and for vehicular/bicyclists' safety.
		Third Street, W of Montana (Roswell)	Sidewalks
		NM 2 (from Chickasaw to Eddy County line)	Highway improvements
		Union Ave (Roswell)	Street improvements
		Washington Ave, 5th Street Intersection and from 8th St to 3rd St (Roswell)	Street improvements to ease congestion/safety (uneven surfaces, dip in road, bumpy)
		Missouri Ave (Roswell)	Improvements near Deming cross street/Missouri Ave School
		Leprino area	Designated bike trail from town into Leprino cheese plant area
		Town of Hagerman	Street and park improvements

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# Southeast Regional Transportation Plan

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COUNTY	US HIGHWAY NM HIGHWAY	COUNTY ROAD LOCAL STREET BRIDGE, TRAIL COMMUNITY/LOCATION	TYPE OF INFRASTRUCTURE IMPROVEMENTS
Curry		Gidding Street (Clovis)	Street improvements
		Brady St, from MLK St to RR tracks (Clovis)	Street improvements
	US 60/US 70/US 84	CRG intersection	Traffic signal at intersection
		Hereford St (Texico)	Street improvements
		Norris St, from traffic circle to US 60/ US 84 (Clovis)	Street improvements
	NM 209/US 70	Prince St (Clovis)	Highway improvements
		Village of Grady	Sidewalks
		City of Texico	Sidewalks with curb and gutter
	US 60/US 84 (W of Prince St)		Highway improvements
	US 60/US 84 (from Tolar to Melrose, Melrose to Clovis)		Highway improvements and resurfacing
De Baca			
Eddy		Boyd Drive/Radio Blvd	Bridge project
	US 285, US 62		Bypass
		CR 605 (US Refinery Rd)	Road improvements
	US 62/US 180	Greene St (Carlsbad)	Bridge
	US 285, NM 31, NM 128		Highway improvements and relief routes
	US 285	Canal Street (at intersections of Fox, Mermod and Greene Streets)	Pedestrian bridges
		Radio Blvd	Road reconstruction
		Boyd Drive	Road reconstruction
		Standpipe	Road reconstruction
	US 285	NM 31	Intersection improvements
Lea	NM 176 (from Marathon Rd (CR27-A) to NM 8)		Highway improvements
		Harrison Ave (Lovington)	Sidewalks needed between 6 <sup>th</sup> and 8 <sup>th</sup> Streets
		Battle Axe (CR2)	Road improvements
		Campbell Rd (CR29)	Road improvements
		Shell Road	Road improvements
		Adobe Road	Road improvements
		Antelope Road	Road improvements
		Marathon Road	Road improvements
		Broadway St (Hobbs)	Street improvements
		Linam St (Hobbs)	Street improvements
	NM 126		Highway improvements
	NM 128		Road reconstruction, including need for bypass
	NM 176		Highway improvements
		City of Lovington	Bypass improvements (not up to code)
	NM 18	Main St (Lovington)	Street improvements
		Ave D (Lovington)	Street improvements
	NM 128, NM 18		Traffic Lights at intersection (Jal)
	NM 18 (Lovington Highway)		Highway improvements, to include downtown area, that address pothole repair, striping, additional traffic control devices, drainage, breakoffs, and large dips.
		Commercial Drive (Lovington)	Road reconstruction
		Wyoming St (Jal)	Road improvements

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COUNTY	US HIGHWAY NM HIGHWAY	COUNTY ROAD LOCAL STREET BRIDGE, TRAIL COMMUNITY/LOCATION	TYPE OF INFRASTRUCTURE IMPROVEMENTS
Lincoln		Alto	Bike lanes, road improvements
		Ranches of Ruidoso Valley Estates (Alto)	Road improvements
		Ranches of Sonterra (Alto)	Road pavement improvements
		Sandesta Drive (Alto)	Bridge repair/improvements (supports may collapse)
	NM 48	Sun Valley Rd (Alto)	Intersection improvements, to include striping to address accessibility issues to/from businesses/buildings
		Capitan	Sidewalks, street lighting
		Hillcrest Loop (Capitan)	Road maintenance
		B, C and D Ave (Carrizozo)	Street improvements
		3 <sup>rd</sup> – 13 <sup>th</sup> Streets (Carrizozo)	Street improvements
	US 54	Carrizozo, to include Central Ave	Highway improvements; pavement overlays; bike path; walking trail; and crosswalks
		Old Crown Street (Corona)	Street improvements
		Fort Stanton Road	Road improvements
		Hondo Valley	Bridges
		Nogal	Resurfacing/blacktopping improvements
		Ruidoso	Bike lanes, sidewalks into Village from outside the village
	NM 48	Mechem Ave (Ruidoso)	Pavement overlays; sidewalks
		Sudderth (Ruidoso)	Roadway improvements; sidewalks and crosswalks, to include Midtown
	NM 48/US 70	Mechem/Sudderth (Ruidoso)	Intersection improvements
		Ski Run Road	Pavement overlays
		Links Trail (off White Mountain Drive)	Trail improvements to correct uneven surfaces
		Gavilan Canyon Bridge (Ruidoso)	Bridge improvements
Otero		Paradise Canyon (Ruidoso)	Road improvements
	NM 37 (to Fort Stanton)	Airport Rd (adjacent to)	Walking/biking path or trail, paved 4' adjacent to airport road (from NM 37 to Fort Stanton)
	US 70	Ruidoso Downs	Bike trails along US 70 and main Ruidoso streets
		Reservoir Drive (Ruidoso Dwns)	Road improvements
	NM 220		Bicycle lanes along Airport Highway
	US 380 (from Carrizozo to Hondo)		Road rebuild improvements to allow truck traffic
	NM 368		Highway improvements
		Alamogordo	Overpasses – two overpasses in Alamogordo, overpass to Holloman AFB; public bus pullouts
	US 54	Charlie Lee Memorial Relief Route	Highway improvements (uneven surfaces with dips and bumps)
		Hubbard Bridge	Bridge improvements (bridge is failing)
		New York Ave, between 1 <sup>st</sup> St and 8 <sup>th</sup> St (Alamogordo)	Street improvements
		Washington Ave (Alamogordo)	Walking path between Indian Wells and 1 <sup>st</sup> Street
		Otero County	Safety improvements on rural roads, install shoulders
	US 54	Tularosa	Overpass on northside

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# Southeast Regional Transportation Plan

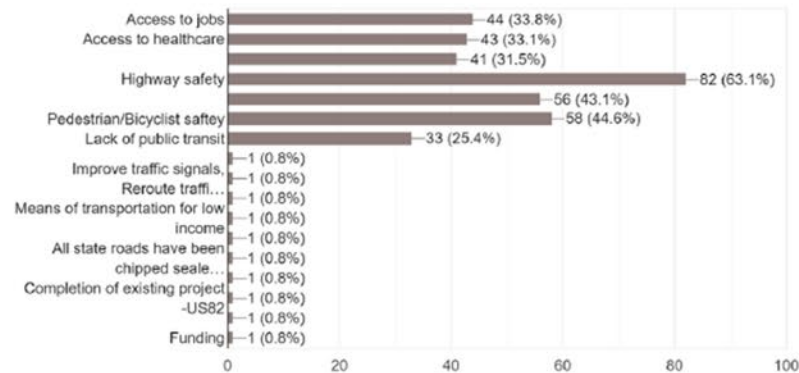
October 2022

COUNTY	US HIGHWAY NM HIGHWAY	COUNTY ROAD LOCAL STREET BRIDGE, TRAIL COMMUNITY/LOCATION	TYPE OF INFRASTRUCTURE IMPROVEMENTS
Roosevelt		Wind Farm Area	Road improvements for safety
	US 60, US 84		Highway improvements, from two lane to four lanes
	NM 330 N, NM 114 S, US 70		Highway improvements to include shoulders and widening, increased traffic and trucks
		Kilgore St, from US 70 to 18 <sup>th</sup> St (Portales)	Street improvements

## Transportation Challenges and Safety

### What are the Top 3 transportation-related challenges in your community?

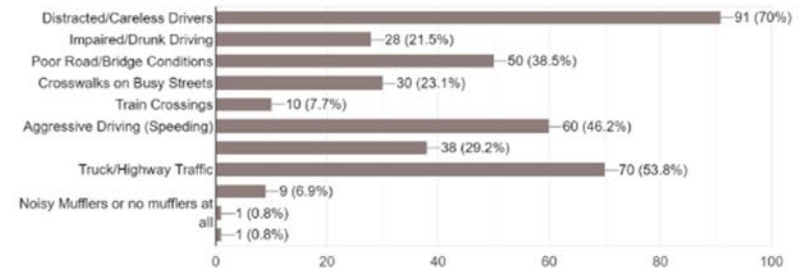
130 responses (Google Forms)



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### What are your Top 3 transportation safety concerns?

130 responses (Google Forms)



### Please provide any other concerns or comments about transportation safety and challenges in your community.

58 responses (blanks and not applicable type responses excluded)

COUNTY	CATEGORY	TRANSPORTATION SAFETY CONCERNS/COMMENTS AND COMMUNITY CHALLENGES
Chaves	DRIVER BEHAVIOR	Distracted driving; distracted drivers with cell phone use; speeding; not stopping at stop signs; drivers observed driving and texting daily; speeding around schools or high pedestrian areas; driving in the middle of two-lane streets; and drivers not slowing down near children on bikes or pedestrians.
	FUNDING	Roswell needs to aggressively fund streets with help of state and federal funds; find the needed funding; recommendation that the state legislature authorize local and county political jurisdictions to be authorized to assess a 0.25% additional GRT tax on all purchases (food included); and state be authorized an additional \$0.05 tax on all fuel purchases and \$0.05 tax on electricity purchased for all motorized vehicles that are licensed to use streets and highway of NM.
	LAW ENFORCEMENT	Shortage of police officers to patrol the city for impaired/careless/aggressive drivers (Roswell); and police need to increase enforcement on texting and driving.
	PEDESTRIAN/BICYCLIST FACILITIES	New grant should improve bike trail connectivity from Roswell and Dexter; recommendation for more designated pedestrian paths and bike lanes, as well as handicap access, be developed for streets (many existing sidewalks are broken or nonexistent); connectivity of walking trails and bike accessibility; and balance between vehicular and pedestrian safety improvements.
	PUBLIC TRANSPORTATION	Public transportation available for all citizens and shade covering for bus stops on Main Street (Roswell).
	ROADS & STREETS	Improvements needed for all streets and roads; majority of streets in Roswell; attention to most traveled residential streets, bridges, and sidewalks; and overall road conditions.
	SAFETY	Review intersections with high fatality and injuries; trees/vegetation at intersections affect drivers view of signage; attention to traffic coming into NM from the east, particularly from Permian Basin in Texas and west Texas into New Mexico (roads busy and dangerous on weekend); too many fatalities and high traffic on important economic artery (2 lane US 380); volume of heavy truck traffic on county roads; need to utilize more traffic circles and fewer intersections for a much safer and more efficient traffic flow; and pedestrians do not obey crosswalk directives and it caused traffic to back up on Main St (Roswell).

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# Southeast Regional Transportation Plan

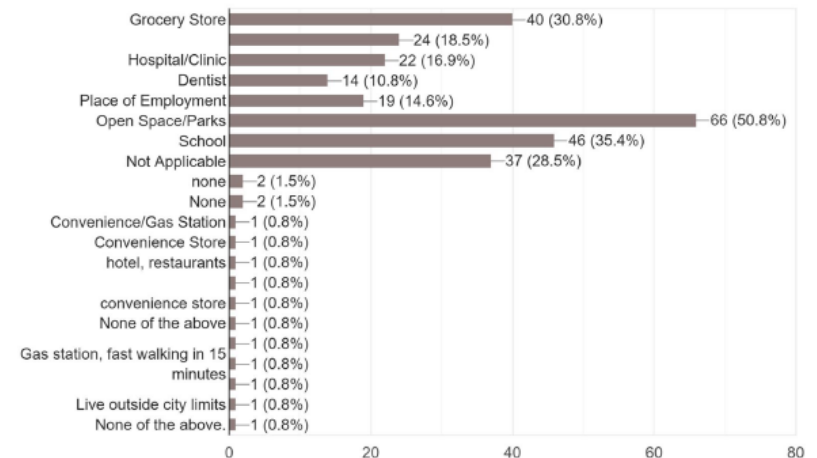
October 2022

COUNTY	CATEGORY	TRANSPORTATION SAFETY CONCERNS/COMMENTS AND COMMUNITY CHALLENGES
Curry	FUNDING	Lack of funding
	LAW ENFORCEMENT	No police presence in community to control speeding (Grady)
	PEDESTRIAN/BICYCLIST FACILITIES	Bike lanes
	PUBLIC TRANSPORTATION	Transit from one community to another is needed for medical appointments; difficulty getting rides, services booked up; more options for public transportation like public bus route; public transport is limited and requires booking; regular bus route over call service; route recommended between communities of Clovis and Portales, providing service to large employers (Southwest Cheese or Cannon AFB); and retired elderly without transportation is largest user.
	ROADS & STREETS	Eighty percent of roads in 88101 (Clovis) need maintenance; poor highway and road conditions; and no shoulders or bike lanes.
De Baca	SAFETY	Multiple train crossings and increased truck traffic on highways, streets, and county roads.
	ACCESSIBILITY & SAFETY	US 60/84 provides access to communities for tourists, travelers, and work commuters. Dangerous roads lead to travelers seeking other routes.
Eddy	DRIVER BEHAVIOR	Drivers speed and run red lights, making safety for pedestrians a concern (Carlsbad).
	FUNDING	Need more federal and state funding allocated for Carlsbad area
	PEDESTRIAN/BICYCLIST FACILITIES	Limit parking on the street during rush hours on major thoroughfares to improve safety for bikes; many places in town need sidewalks; and need more safety improvements as well as bike lanes and trails. (Carlsbad)
	ROADS & HIGHWAYS	Roads and highways were not built for amount and type of traffic now using facilities, and many roads need improvements and better signage. (Carlsbad)
	SAFETY	On-street parking and obstructions
Lea	DRIVER BEHAVIOR	Fatigued drivers and need driver awareness campaigns
	FUNDING	Funding needed to fix heavily traveled oil traffic roads which bring revenue to the state.
	ROADS	Improvements to all oil field related roads throughout the county and large influx of oilfield traffic causing roads to be overburdened
	SAFETY	Safety improvements for better traffic flow in commercial areas (to reduce number of crashes) and roadway design improvements (Hobbs)
Lincoln	DRIVER BEHAVIOR	Speeding (Alto), to include US 54/80 within town limits (Carrizozo), and distracted drivers on cell phones
	LAW ENFORCEMENT	Lack of law enforcement for speeders causing pedestrian safety issues (Alto)
	PEDESTRIAN/BICYCLIST FACILITIES	Need safe area for bikes and walkers; biking is difficult due to narrow roads and few sidewalks; sidewalks to improve walkability; recommendation that Sudderth midtown be a pedestrian area only (Ruidoso); and crosswalks (Carrizozo, midtown Ruidoso)
	PUBLIC TRANSPORTATION	Need public transportation from Capitan and public transportation (Ruidoso)
	STREET IMPROVEMENTS	Street improvements (Carrizozo, Ruidoso) and road improvements (Capitan)
	SAFETY	ATV's using roads (Nogal); heavy trucks on neighborhood streets (Carrizozo); traffic congestion, particularly during tourist season (Ruidoso); and poor street lighting (Capitan)
Otero	FUNDING	Pandemic has caused shortfall of revenue which has impacted road maintenance for all communities, including Alamogordo.
	PUBLIC TRANSPORTATION	Transportation of seniors to medical appointments; public bus pullouts
	ROADS	No shoulders on rural roads in county
	SAFETY	Holloman Air Force Base (HAFB) traffic congestion

COUNTY	CATEGORY	TRANSPORTATION SAFETY CONCERNS/COMMENTS AND COMMUNITY CHALLENGES
Roosevelt	DRIVER BEHAVIOR	Careless drivers; drivers do not read speed signs; and speeding (70 mph in a 35-mph zone) (Elida)
	FUNDING	Need assistance funding equipment and materials for street repairs (Portales).
	HWYS, ROADS & STREETS	State highways, in-town (Portales); much needed street improvements (Portales); all state highways in Roosevelt County are in poor condition (base is failing allowing for holes to appear/sides are collapsing which makes a narrow road even narrower); and roads need widening and shoulders due to increased traffic
	SAFETY	Lack of attention to roads will bring about fatalities; increased truck traffic (Elida). Heavy traffic and dangerous conditions on highways from Clovis to Santa Rosa (US 60 and US 84).

## What amenities can you access by walking in under 15 minutes?

130 responses (Google Forms)





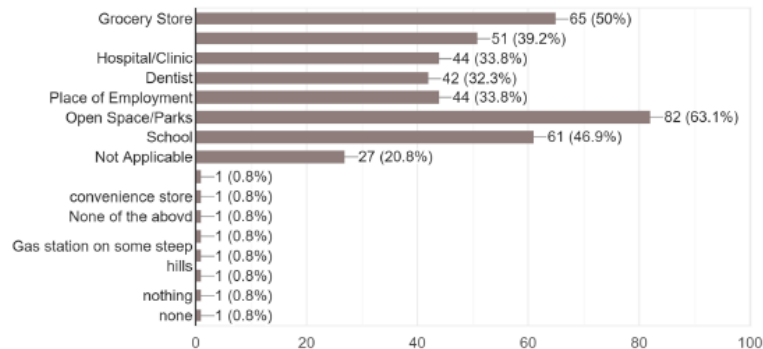


# Southeast Regional Transportation Plan

October 2022

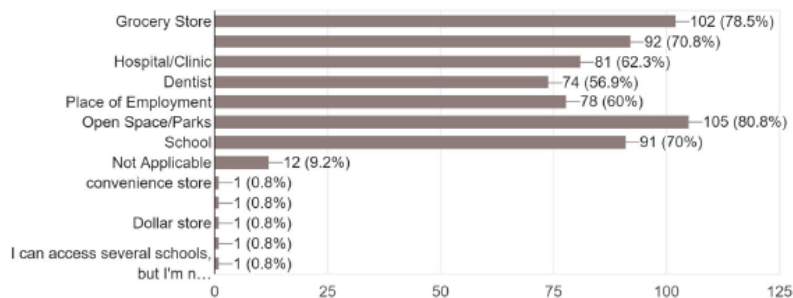
## What amenities can you access by bicycling in under 15 minutes?

130 responses (Google Forms)



## What amenities can you access by automobile in under 10 minutes?

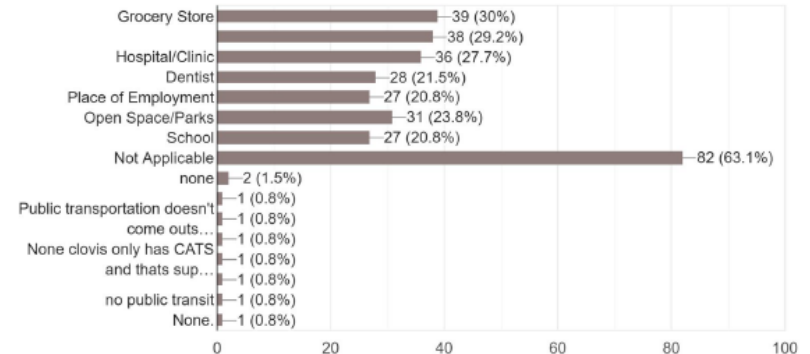
130 responses (Google Forms)



SERTPO Survey | Page 13 of 19

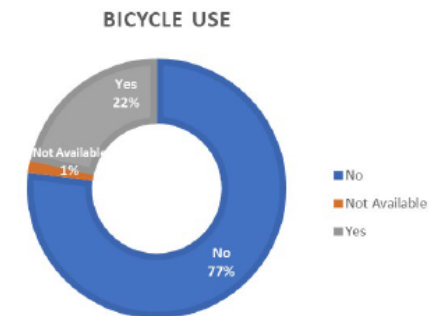
## What amenities can you access by public transit (bus, train, etc.)?

130 responses (Google Forms)



## Do you ever use a bicycle to travel around your community?

130 responses



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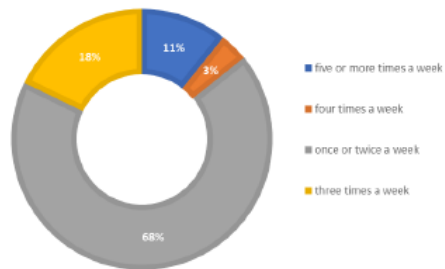
# Southeast Regional Transportation Plan

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If you answered "Yes" to the last question, please tell us how often you bike per week.

28 responses

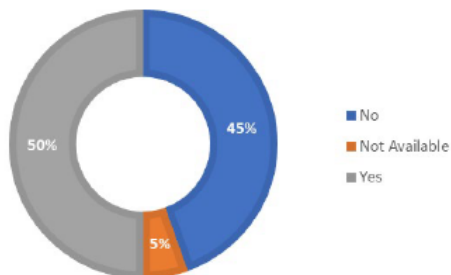
BICYCLE FREQUENCY



Do you ever walk to travel around your community?

130 responses

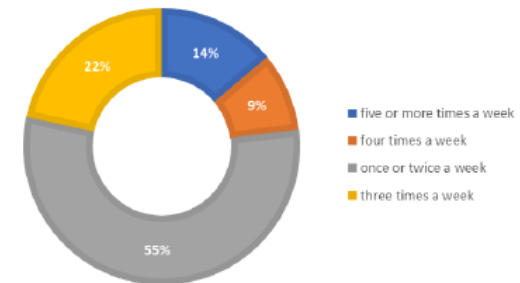
WALKING USAGE



If you answered "Yes to the last question, please tell us how often you walk per week.

65 responses

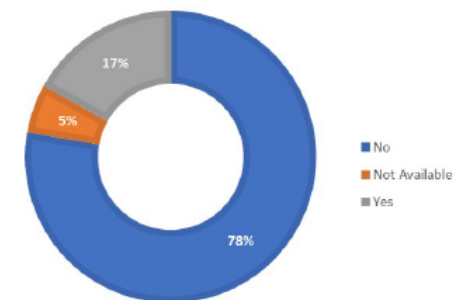
WALKING FREQUENCY



Do you ever carpool to travel around your community?

130 responses

CARPPOOL USAGE





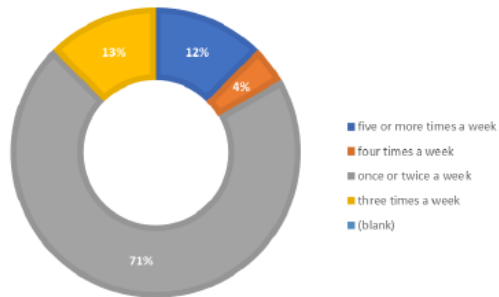
# Southeast Regional Transportation Plan

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If you answered "Yes" to the last question, please tell us how often you carpool per week.

24 responses

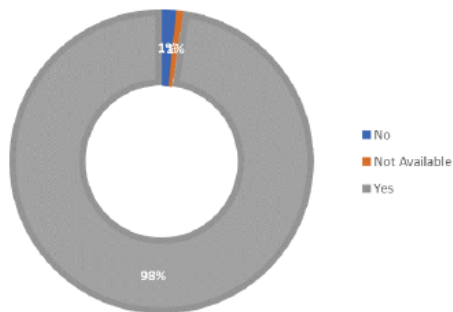
CARPPOOL FREQUENCY



Do you ever use a personal car to travel around your community?

130 responses

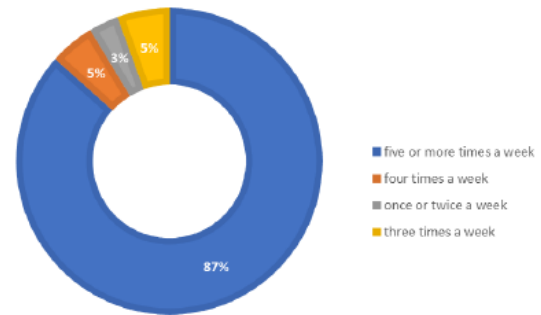
CAR USAGE



If you answered "Yes" to the last question, please tell us how often you use your personal car per week.

130 responses

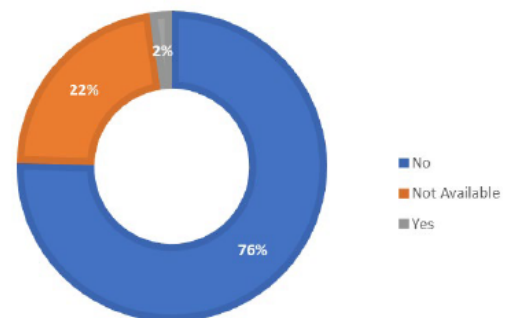
CAR FREQUENCY



Do you ever use public transit (ex: buses) to travel around your community?

130 responses

PUBLIC TRANSIT







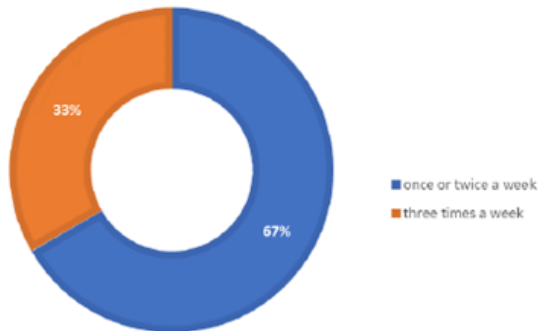
# Southeast Regional Transportation Plan

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If you answered "Yes to the last question, please tell us how often you use public transit per week.

3 responses

PUBLIC TRANSIT FREQUENCY



Please indicate if there are other ways you get around your community that we did not include in the other questions.

15 responses (blanks and not applicable type responses excluded)

COUNTY	OTHER MODES OF TRANSPORTATION/COMMENTS
Chaves	No walking or biking due to lack of sidewalks or paths from home Roller skating Walking
Curry	Four-wheeler CATS/public transportation Rides from family or friends
Lea	Motorcycle
Lincoln	Rides from family or friends Hilly terrain makes walking difficult
Otero	Preference not to use public transportation Taxi service



# Southeast Regional Transportation Plan

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## RTP Subcommittee and Planning Process

Once the survey results were compiled, it allowed the SERTPO to consider the new input which was done through a series of RTP subcommittee meetings, held virtually in the beginning of the planning processes and ending with a hybrid meeting (virtual and in person) upon its conclusion.

During the RTP Subcommittee workshop, members reviewed all updates to the draft Plan, to include the vision, goals and action items, making recommendations for changes.

The RTP update was posted for public comment. Following the public comment period, comments/recommendations were considered, and changes were made, as appropriate. The final document was presented to SERTPO during a public meeting on October 20, 2022 and approved. The final copy is posted on each respective COG's website.



SERTPO RTP Subcommittee Workshop  
Ruidoso, New Mexico

### Cloudcroft, New Mexico





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## Overview of 2014 Public Outreach Process

Regional Working Groups (RWG) were organized individually by each RTPO with NMDOT assistance. Each RWG was comprised of NMDOT Divisions, NMDOT Districts and other public agencies, private organizations, and the RTPO itself. These working groups met at each Phase of the NMTP development and provided key input into the plan.

In Phase I, the Southeast RWG provided input on the vision and goals for 2040 and identified the key challenges and opportunities to achieve that vision as well as identifying the data and information needed to address these questions.

In Phase II, the RWG provided input on the strategies, actions, investments, policies and performance standards to address regional transportation needs.

During Phase III, the group was asked to evaluate three distinct plan alternatives on their ability to meet the NMTP goals and objectives. The RWG provided input on the plan framework, investment priorities, management practices, performance standards, and other policies included in these alternatives which helped to define the NMTP strategies for achieving the goals as defined for the 2040 plan horizon.

The Southeast RTP was developed in coordination with the NMTP project team, RTPO planners, and NMDOT liaisons. The Southeast RTPO Committee internally reviewed the Southeast RTP.

RTPOs were actively involved in the plan approval and implementation phase, Phase IV, of the process by facilitating draft presentations of the RTP, gathering internal stakeholder input, and finalizing the draft plan for approval by the New Mexico State Transportation Commission.

Throughout the plan phases, RTPO Program Managers worked to engage the public through a variety of methods including information stations at public events such as health fairs, conference presentations, and public surveys. The Southeast RTPO participated with information stations at two statewide conferences, the New Mexico Annual Municipal League Conference (Albuquerque) and the New Mexico Infrastructure Finance Conference (Santa Fe). Surveys relating to the NMTP/RTP were conducted at the information stations. Depending on geographical location, survey results were then distributed between the seven RTPO regions for their review and consideration in their individual RTP. RTPO Program Managers also participated in a statewide information station held on Transportation Day at the Legislature. During this event, RTPOs encouraged the public to be aware, look for and comment, on their draft RTPs, once they were released to the public.

On a regional level, SNMEDD/SERTPO also participated with information stations at the SafetyFest conference in Hobbs, New Mexico, and the Eastern New Mexico State Fair, held at the Chaves County Fairgrounds in Roswell, New







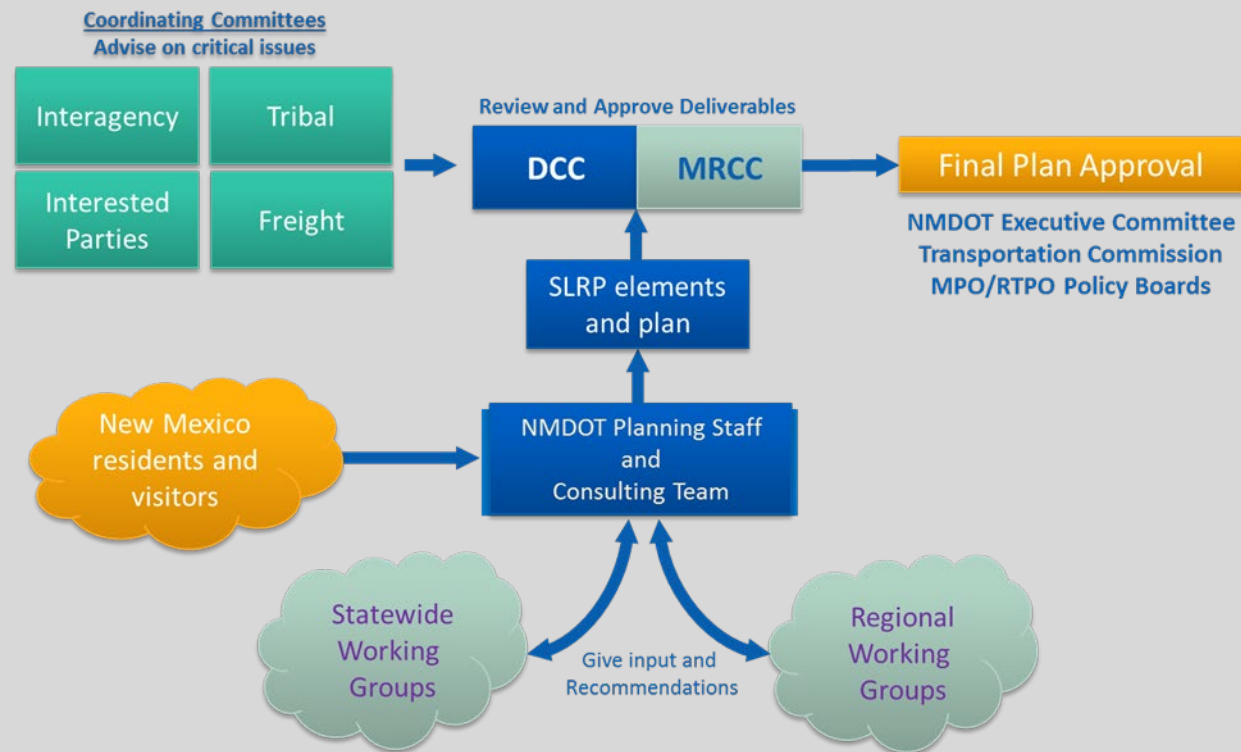
# Southeast Regional Transportation Plan

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Mexico. Public comments were collected on the NMTP/RTP. Presentation was made by SNMEDD/SERTPO's Program Manager to two groups, the Roadway Safety Integrated Project (RSIP) in Eunice, New Mexico and the Mayor's Summit in Artesia, New Mexico. EP-COG/SERTPO participated with presentation to the Eastern Plains Council of Governments Board of Directors.

The overall organization of the stakeholder involvement process is diagrammed below.

## NMTP Stakeholder Process





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## Phase I: Existing Conditions

Phase I of the NMTP process asked the question, “Where are we now?” The objective of the meeting was to gather information on regional conditions, trends, issues and opportunities and solicit input on the statewide plan goals and objectives.

The Southeast RWG first met on March 12, 2014, at the Roswell Public Library, in Roswell. A total of 22 members, participated including representatives from NMDOT, Southeast RTPO, Lincoln National Forest, De Baca County, Roswell Bicycle Club, DPS/NM Motor Transportation Police, Dairy Farmers of America, New Mexico Department of Health, Intrepid Potash, American Society of Landscape Architects, Wooton Trucking and Billy the Kid National Scenic Byway. The purpose of the meeting was to:

- Introduce the consulting team and the Regional Working Group-1 (RWG-1) members
- Review objectives of the plan, schedule, and NMTP development process
- Review working group charter and Regional Transportation Plan (RTP) action planning outline
- Discuss 2040 vision, key issues, challenges, and needs to be addressed throughout the planning process
- Identify the data and existing plans available to support RTP/NMTP development

During the working session, participants were asked to discuss and identify the following:

- What are the vision and goals for 2040?
- What are the challenges and opportunities to achieve that vision?
- What data and information do we need to answer these questions?

Below are the key discussion points made in the breakout working groups and plenary discussions.

## Synthesis of 2040 Vision Discussion

- There should be connectivity between all modes of transportation.
- Connections between communities are necessary.
- Rail:
  - Structure must be improved/maintained.
  - Rails should provide high quality service and competitive freight rates/travel times.



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- We should take advantage of the Santa Theresa port of entry.
- We should complete connectivity between Carlsbad and Hobbs. A complete route from Long Beach, CA to Houston, TX is a major rail project nationally. We should work to complete our portion in NM.
- There must be maintenance of existing rail lines.
- Recreation/Tourism:
  - There should be improved recreational options, facilities, and trails.
  - There are many recreational opportunities in this part of the state to be taken advantage of.
  - There should be dedicated bike lanes.
- There should be a multimodal system put in place.
  - There should be youth accessibility/mobility options including:
    - Safe routes to school are necessary.
    - Bike lanes need to be created and/or maintained.
    - Active transportation.
- Roadways must be designed and maintained to address all modes of transportation.
- Public transit needs to be expanded and improved.

## Synthesis of Key Challenges Discussion

- We need to develop creative funding options.
- It is important to staff properly for both construction and the design of complete streets.
- Any type of development should be mindful of community business areas.
- We need to develop a method for how we prioritize available money. This is a challenge when it comes to funding rural communities.
- Regulation in general is a key issue when trying to institute transportation changes (e.g. Endangered Species Act).



RWG Meeting at the Roswell Public Library, March 2014



RWG Members in Breakout Sessions, March 2014





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## Phase II: Strategic Direction

Phase II of the NMTP process asked the question, “Where do we want to go?” The objective of the meeting was to discuss the scenario analysis framework and to solicit input on the strategies, actions, investments, policies and performance standards to address regional transportation needs.

The Southeast RWG met on June 30, 2014, at the Artesia Public Library, Artesia, New Mexico. A total of 16 members participated including representatives from NMDOT, Southeast RTPO, De Baca County, NM Department of Health, Carlsbad Transit, Z-Trans Public Transit, Carlsbad Chamber of Commerce, CATS Public Transit, Lincoln National Forest, Morrow Reardon Wilkinson Miller, Ltd., NM Department of Public Safety/Motor Transportation Police and the US Department of Energy. The purpose of the meeting was to:

- Provide overview of plan activities completed since the Phase I meeting
- Present and solicit reactions to the scenario analysis framework
- Brainstorm strategies, actions, investments, policies, and performance standards to address regional transportation needs for consideration in the NMTP alternatives analysis

In a large plenary discussion session, participants were asked to discuss the following:

- What key themes needing emphasis and/or themes were missing from the Phase I RWG summary?
- What key issues, factors, or trends will need to be addressed by NMDOT in the next 10 to 25 years?

Participants were then asked to break into small groups to brainstorm policies, programs, and projects to address regional transportation needs at three geographic scales: inter-regional, inter-community, and within community.



RWG Meeting at Artesia Public Library – June 2014



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## Synthesis of Common Themes

- Need to ensure comprehensive planning takes place to incorporate other related issues.
- Need to ensure that funding strategies do not cause disproportionate impacts on rural New Mexico.
- Utilize lower-cost safety improvements such as wider roadway widths, adding passing lanes and other design mechanisms when four lane development is not feasible.
- Fully utilize truck bypasses in addition to new construction.

## Phase III: Resource Allocation

Phase III of the NMTP process asked the question, "How are we going to get there?" The objective of the Phase III meeting was to introduce the draft plan alternatives and solicit input on the plan framework, investment priorities, management practices, performance standards, and other policies included in these alternatives.

The Southeast RWG met on November 20, 2014, at the Ruidoso Convention Center, in Ruidoso, New Mexico. A total of 10 members participated including representatives from NMDOT, Southeast RTPO, NM Department of Health, Billy the Kid Scenic Byway, US Forest Service, Otero County Emergency Services, Ruidoso Police Department, NM DPS/Motor Transportation Police, and BLM - Roswell Field Office. The purpose of the meeting was to:

- Provide a summary of work to date
- Provide an overview of the Plan Alternatives
- Perform the Alternatives Rating Exercise
- Plenary discussion to obtain feedback on the pros and cons of each Plan Alternative

A series of three Plan Alternatives were presented to the members. Alternatives A and B assumed that there would be no change from NMDOT's current budget trajectory (i.e., steadily diminishing revenue in inflation-adjusted terms), while Alternative C assumed that one or more new sources of revenue might become available at some point in the future.



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## Phase IV: Plan Approval and Implementation

RTPOs were actively involved in the plan approval and implementation phase by presenting the draft RTP to the RWG, the MRMPO TCC and MRMPO TRB, as well as the MRCC, then gathering internal stakeholder input to revise and finalize the plan for approval by the New Mexico State Transportation Commission. RTPO and RWG members also vetted the NMTP at the MPO/RPO Coordinating Committee Meeting.

The MPO/RPO Coordinating Committee meeting was held on April 14, 2015, at the Mid-Region Council of Governments Boardroom at 809 Copper Avenue NW, in Albuquerque. A total of 28 members participated including representatives from NMDOT. The purpose of the meeting was to:

- Provide an overview of the "Coordinating Committee Review Draft" of the New Mexico Transportation Plan (NMTP)
- Identify areas of strong alignment between state and regional/metropolitan plans
- Discuss region-specific actions and implementation activities

## Synthesis of Discussion

The following is an overview of the plenary discussion.

### *Table 1: Mid-Region MPO, Santa Fe MPO*

- Coordination with NMDOT liaison, RTPO and MPO to make sure this plan happens.
- NMDOT must approach solutions from "transportation" perspective, not the Highway Department focus.
- Aspects of Complete Streets should be included throughout, not just under one goal/strategy.

### *Table 2: Northern Pueblos RTPO, Mid-Region RTPO, Northwest RTPO, Farmington MPO*

- When you don't implement scenario planning into modeling, it burdens the planning process. Travel-demand, smaller capacity, and financial modeling should be built into MPO plan.
- Continue interagency coordination, expanding beyond transportation (e.g., groups focused on economic vitality).

### *Table 3: Southeast RTPO, Northeast RTPO*

- Association and support for RTPOs is missing in the plan; acknowledge them and use them as partners ("we are NMDOT's arm"). RTPO role could be more explicit.
- Work with local entities to do asset management, valuation of assets and more funding for preservation and maintenance.





# Southeast Regional Transportation Plan

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*Table 4: South Central RTPO, Southwest RTPO*

- Partnerships, training and education, communication, asset management
- Not mentioned in the plan is collaboration with Environmental Protection Agency, recreation and tourism collaboration with Economic Development Department, and no mention of the Councils of Government (they are designated by the Federal Government as economic development districts).

*Takeaways for your own MTP or RTP*

- Do local asset management.
- Mid-Region has begun implementation of asset management.
- NMTP focus on travel demand and O & M instead of capacity is a benefit to the MPOs. It substantiates the preservation and maintenance of existing infrastructure. Coming from the NMDOT gives it more weight.
- Can the actions be accomplished with the existing budget? Is additional budget needed or allocated?
- Do performance measures need to be evaluated every year? From the MPO perspective, it would not be recommended. Not much changes within the annual time frame.
- Think more about funding coordination and transparency. Who is at the table for this?

The Southeast RWG met on April 7, 2015 at the EPCOG Conference Room, Clovis, New Mexico. A total of 8 members participated including representatives from NMDOT, Southeast RTPO, Clovis Area Transit and the Department of Health. The purpose of the meeting was to:

- Present the draft RTP
- Solicit feedback

RWG Members reviewed its strategies, the State strategies, and prepared action items that could be implemented on the RTPO/local government level. Key input included involvement of public transit personnel in MainStreet planning and in the design phases of projects, the inclusion of emergency management planning with RTPO planning processes, safety campaigns, asset management, coordination with other agencies and various training.



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## RTPO Public Outreach

The NMTP public participation framework included opportunities for various public outreach methods across the state including surveys, interviews, public events and meetings as well as information stations. Throughout the plan phases, RTPO planners worked to engage the public through a variety of methods. The Southeast RTPO outreach efforts included:

- SERTPO June Meeting
- RTPO Roundtable
- RSIP Meeting
- New Mexico Annual Municipal League Conference
- Mayor's Summit
- Eastern New Mexico State Fair
- SafetyFest Conference
- New Mexico Infrastructure Finance Conference
- CEDS Hearings

### SERTPO June Meeting

During a regular, public meeting of SERTPO, the NMDOT Project Team Leader made presentation to members on the NMTP/RTP. Members commented on multiple issues. Highway shoulder lengths and related safety improvements, to include safety design, were discussed. It was expressed that wider shoulders serve more than one issue: bicycle lanes, emergency lanes and safety lanes. On a related note, overall road widths in the region were of concern. Specific roads have been narrowed down to 16-17' wide, causing safety hazards when trucks are up to 14' wide (vehicles and trucks are being pushed off the road).

Truck weights, primarily of the oil and gas industries, are causing rapid road deterioration. Along with road deterioration, are climbing rates for injuries and fatalities. A New Mexico Representative spoke regarding road surveys being conducted for Lea and Eddy Counties and offered those survey results. Members and guests also expressed that there is an imbalance of revenue raised versus funding distributions within the State. The concern is that the oil and gas areas are providing their share of the revenue but the funding doesn't come back to them, repairing the roads that support the industries generating the revenue. There is a shortage of law enforcement for highways in southeastern New Mexico, with Motor Transportation Police commenting that there only two safety officers servicing three counties. Also discussed was the importance of having freight corridor designations, working with GPS inaccuracies, the Permanent Fund being a possible source of revenue, increasing the gas tax, balancing need for bike trails versus public transit for the smaller local government budget and balancing tourism revenues.



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## RTPO Roundtable

NMDOT and RTPO Program Managers met in their regularly scheduled quarterly meeting. An invited guest, the Mayor of Roswell, provided welcoming remarks and offered input. The Mayor spoke of the need for four-laning State highways that are impacted by oil and gas traffic, citing US 82, Artesia to Lovington; US 82 and NM 206, Tatum to Lovington; and US 380, from Roswell to the Texas line. He also spoke of the need for bus transportation service between Roswell and Albuquerque.

## RSIP Meeting

SNMEDD's SERTPO Program Manager made presentation to the Roadway Safety Integrated Project (RSIP) group for the purpose of giving an overview of the RTPO and its programs and processes as well as seeking input to the NMTP/RTP. A list of the groups' priorities included: 1) Behavior modification; 2) Acceleration – Deceleration lanes; 1-2 Mile passing/merge/turning lanes with signage; 4) Median striping and center lane reflectors; 5) Flashing lights and area lighting; 6) traffic lights; and 7) signage to slow down traffic.

Additional comments included gravel county roads being improperly constructed, not being maintained and how flat-blading causes below-grade roads with no drainage; lack of driver accountability; heavy trucks damaging roads; insufficient law enforcement to deter careless drivers and to perform commercial vehicle inspections; very narrow, unsafe roads (i.e., NM 176, NM 248, NM 208, NM 8 and NM 529, in particular); light duty cattle guards; roads not designed for fast growth; poor visibility for night driving; the need for cell phone service when traveling for emergencies; out-of-state businesses need to pay their share of taxes; the need for better turn-offs US 285 leading to businesses; small vehicle safety; the need for a DOT weigh station on US 285, south of Carlsbad, coming from Texas; driver safety videos recommended for MVD offices; need for more comprehensive MVD driver testing; and need for more safety corridors and systematic upgrades. Four-lane highway recommendations included US 82, from Artesia to Lovington; NM 529; NM 31; and NM 128.



RTPO Roundtable Meeting, July 2014





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## New Mexico Annual Municipal League Conference

RTPO Program Managers, statewide, participated in an information station for the primary purpose of conducting public outreach and obtaining public input with regards to the NMTP/RTP.

For SERTPO/SNMEDD's region, there were nineteen commenters. Comments were provided from the communities of Artesia, Carlsbad, Cloudcroft, Eddy County, Eunice, Hagerman, Hobbs, Jal, Lake Arthur, Lincoln County and Ruidoso Downs. Roadways and public transit were of primary concern. Commenters explained that roads (and city streets) are deteriorating, and there is a need for both paved roads and improved connectivity between towns. Support was given for public transit, specifically, Lincoln County Transit (Ruidoso Downs) and ZTrans (Alamogordo), with requests changing from demand response to fixed routes and more connectivity with the smaller communities (i.e., Hagerman to Carlsbad, Cloudcroft to Alamogordo). Other areas included financing, traffic safety, truck bypass (Carlsbad/Eddy County), lack of rest areas, bike paths, Main-Street (Eunice), water, rail line (Hobbs), quality of life tax (Ruidoso Downs), Colonias funding, bike lanes and safe routes (Cloudcroft) and specific improvements (Artesia).

For SERTPO/EPCOG's region, there were seven commenters. Comments were provided from the communities of Clovis, Portales, Grady and Vaughn. Roadways and sidewalks were of concern. Regarding roads, the public mentioned that road improvements should be continued, funding for roads and streets is an issue, there is a need for smooth paved roads and older highways need repairs. Sidewalks, walkways/trails and sidewalk improvements were important. Sidewalks in downtown Clovis were mentioned as well as big truck traffic coming through the City of Portales making it difficult for pedestrians.

## Mayor's Summit

SNMEDD's Program Manager spoke to attendees at this function, giving an update of NMTP/RTP activity and the public outreach segment. Input was received from the communities of Carlsbad, Chaves County, Roswell, Lovington, Eunice, Eddy County, Lea County and Tatum. Comments were offered on air service (Roswell), with a request for direct air service west (Phoenix, Arizona); a bridge (Carlsbad), over Dark Canyon at San Jose Blvd; bus travel/bus stops with a request for improved bus shelters to protect the





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public; county roads not being able to withstand oilfield traffic; city gateways recommendations (Roswell); heavy truck traffic and speeding; enforcement of laws to encourage safe driving; Loop roads (Carlsbad, west and east; the need to double-lane NM176; passenger rail service from to Albuquerque and Las Cruces; the need for public transportation within Lovington; road conditions within Carlsbad and Roswell; state budget and lack of monies being spent in southeastern New Mexico; need for improvements to NM 247, going east out of Hagerman and US 82, going east out of Artesia.

Further, comments referenced emergency road repairs brought on by recent flooding; US 82 four-lane recommendation; recommendation of widened and improved shoulders of NM 2 and Refinery Road; NM 529, NM 128 and NM 31 recommended improvements; Tatum city streets, US 285, generally, and from Carlsbad to NM State line; US 72, generally, and from Artesia to Lovington; and water crossings in Eddy County.

## Eastern New Mexico State Fair (Roswell)

SNMEDD/SERTPO held a regional information station at this event, focusing on obtaining public input for the NMTP/RTP. Comments affected communities of Artesia, Dexter, Capitan, Carlsbad, Carrizozo, Chaves County, Corona, Dexter, Dora, Estancia, Hagerman, Lake Arthur, Lakewood, Loving, Melrose, Midway, Nogales/Arizona, Portales, Ramah, Roswell, Ruidoso Downs, Santa Fe, Tatum and Texico.

The majority of regional comments dealt with roads, followed by local streets, trails, highways, sidewalks (both commercial and residential), busing, lighting, speeding, bicycling/bicycle facilities, schools/college issues and recreational opportunities. The public even commented on building facilities such as the Boys & Girls Club, the Head Start Center and the need for a new Roswell bus depot.

Roads and city street comments were mostly general, but several comments addressed road/street condition. The public named specific roads, streets, highways and their associated problems. While the majority of the trail comments were from Roswell, trails were also supported in the smaller communities of Artesia, Carlsbad, Dexter, Loving and Corona. The public commented on trail safety measures like lighting and safety officers/volunteers and recommended future physical locations (or, new directions, proposed paths). Several residents wanted more attention paid to sidewalks, particularly residential sidewalks. The public referred to public transit more as busing and several all-around comments were received regarding bus routes, bus stops, bus vehicle improvements and commercial/private bus transportation. More street lighting is desired with commenters offering specific locations. The smaller communities of Capitan, Dexter and Midway also had support for more street lighting. Commenters from Artesia, Carlsbad, Hagerman and Roswell wanted more attention paid to speeding, particularly in residential areas. The public supported



Eastern New Mexico State Fair, September/October 2014



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bicycling and bicyclist activities, mostly from Roswell, but also from Dexter and Artesia. Issues dealing with schools and colleges dealt with parking, condition of streets adjacent to schools, school congestion, the need for speed bumps, traffic lights and crosswalk safety (crosswalks, guards). Roswell and Dexter wanted more activities for the youth, to include fixing playground equipment, park improvements and a bigger zoo.

## **SafetyFest Conference (Hobbs)**

A regional information station was held at this conference with the intent to take in public input for the NMTP/RTP. Participating communities included Andrews (Texas), Artesia, Carlsbad, Eunice, Hobbs, Lovington, Roswell (Chaves County), Placitas, Seminole (Texas) and Tijeras. Several comments dealt with the oilfield traffic in southeastern New Mexico and adjacent Texas. Comments touched on 18 wheelers (oilfield) from out of town not following traffic rules and regulations; heavy traffic on truck routes (Carlsbad); the need for turning or passing lanes (a continuous lane, long segment) on NM 31 and NM 128 for passing and safety; speeding with heavy loads (equipment) on US 285, from Artesia to Pecos and US 62/180, from Carlsbad to Hobbs; oilfield traffic and motorcycle traffic driving too fast; fatigued truck drivers traveling from Seminole to Hobbs; oilfield truck convoys from Andrews to Eunice causing passing to be hazardous and forcing vehicles off the road (NM 176); Hobbs truck bypass, connecting to NM 18, in morning hours is of concern; turning lane for US 62/180 was recommended; the need to have safety stops such as DWI and DOT log book checks on hours working and driving; and improved methods for reporting violations.

Distracted driving weighed on the public's mind--texting and cell phone use. One commenter observed a driver reading a newspaper while driving a bus. Road comments included concern about water drainage for main roads and range building for north Eunice; potholes; the need for better maintained roads; road safety; improved signage, particularly on the west side of Hobbs; southeast Hobbs intersection needing an extra turning lane; and traffic overflow. Conference attendees would also like to see sidewalks and crossings on both sides of the street in the beach area (Carlsbad); more bike lanes on 26th Street & Richey Ave (Artesia); concern about the Gutierrez Canyon designated bike route, blind curves and dangerous hills (Tijeras); more stops and more running buses for the Hobbs Express transit system; more law enforcement; additional street lighting in Hobbs; and concern with traffic accidents on Canal (Carlsbad). The public requested safety training in general, including recreational sports like ATVs, jet skis and boats, and marketing to communities and companies.

## **New Mexico Infrastructure Conference (Santa Fe)**

Public input was received at a statewide RTPO information station that focused on NMTP/RTP. For SERTPO/SNMEDD's region, there were six commenters from the communities of Artesia, Alamogordo, Eddy County, Mescalero and Roswell. Regarding highways, comments indicated that oilfield traffic was the most important issue and specific comments were made regarding US 82 and NM 18.

General support was given for the highway from Artesia to Loco Hills to Hobbs (US 82) and Lovington to Hobbs (NM 18), and it was





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recommended that the highways be double-laned, each direction, to accommodate oilfield traffic. Connectivity between all modes of transportation was recommended. Public transportation was supported in general but it was also requested that public transportation remain affordable and additional, earlier routes were requested from Alamogordo to Las Cruces. The traffic congestion on US 285/Downtown Roswell was mentioned as well as a request for better coordination between State and local plans. Comments received from EPCOG's area had to do with funding and road improvements.

## SNMEDD and EPCOG Board Meetings

Both SERTPO Program Managers have updated the COG Boards of Directors and their meeting attendees on the progress and status of the NMTP and RTP. These meetings are attended by local elected officials, city and county management and staff, private sector representatives, economic development organizations, Chambers of Commerce, state agency representatives, congressional staff and State Senators and Representatives.



New Mexico Infrastructure Finance Conference, October 2014



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## Comprehensive Economic Development Strategies (CEDS)

At approximately the same time NMTP advisory, regional working group and public meetings were being held, the SNMEDD Executive Director held three CEDS planning meetings. Coverage from Chaves, Otero and Lincoln Counties included roads, highways and air transportation; air transportation (direct flights); and railways. The transportation-related information listed in the table was collected as a result of a SWOT analysis (Strengths, Weaknesses, Opportunities and Threats).

Strengths	Weaknesses	Threats	Opportunities
<b>Chaves County</b>			
<ul style="list-style-type: none"><li>• Tourism destination</li><li>• Easy highway access from any direction</li><li>• Railroad</li></ul>	<ul style="list-style-type: none"><li>• Need facilities to use rail</li></ul>	<ul style="list-style-type: none"><li>• Lack of west bound air service</li><li>• FAA regulations to new industries</li></ul>	<ul style="list-style-type: none"><li>• Need west bound air service</li></ul>
<b>Lincoln County</b>			
<ul style="list-style-type: none"><li>• Arts Community</li><li>• Historic District</li></ul>	<ul style="list-style-type: none"><li>• Lack of infrastructure</li><li>• Lack of finances/capital</li></ul>	<ul style="list-style-type: none"><li>• Natural disasters</li><li>• Aging infrastructure</li></ul>	<ul style="list-style-type: none"><li>• Regionalize all of the resources and services</li></ul>
<b>Otero County</b>			
<ul style="list-style-type: none"><li>• Golden Line Railroad</li><li>• Highway System</li></ul>	<ul style="list-style-type: none"><li>• Transit population is high</li><li>• No commercial airport within an hour</li></ul>	<ul style="list-style-type: none"><li>• Main Street USA</li><li>• Tourism</li><li>• Regional airline services</li><li>• Highways and rail</li></ul>	<ul style="list-style-type: none"><li>• Lack of funding / venture capital</li></ul>



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## Acknowledgements

For their participation and input into the planning processes, the Southeast RTPO would like to thank:

### (2022) SERTPO RTP Subcommittee

- City of Clovis
- City of Lovington
- Eddy County
- Town of Carrizozo
- Town of Elida
- Village of Ruidoso

### COGS

- Southeastern New Mexico Economic Development District/Council of Governments (SNMEDD/COG)
- Eastern Plains Council of Governments (EPCOG)

### (2014) Regional Working Group (RWG) Members (listed alphabetically)

- Billy the Kid Scenic Byway, Inc.
- Bureau of Land Management
- Carlsbad Chamber of Commerce
- Carlsbad Municipal Transit System
- Citizen
- Clovis Area Transit
- Dairy Farmers Association
- De Baca County
- DPS/NM Motor Transportation Police
- Eastern Plains Council of Governments
- Intrepid Potash
- Morrow Reardon Wilkinson Miller, Ltd.
- NM Department of Health
- NMDOT (Las Cruces, Roswell, Santa Fe)
- NMDOT Transit & Rail (Santa Fe)
- Nuclear Waste Partnership
- Southeastern New Mexico Economic Development District/Council of Governments
- US Forest Service
- Village of Ruidoso
- Wooton Trucking
- Zia Therapy, Inc.

### (2014) Freight Working Group Members (not previously listed)

- All American Pilot Car Services
- Dairy Producers of New Mexico
- Mosaic Potash
- NM Department of Agriculture
- NM Department of Indian Affairs
- Northwest RTPO
- Texas-NM Railroad/Iowa Pacific
- Yates Petroleum Corporation

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