

New Mexico Transportation Plan

Southeast Regional Transportation Plan





Acknowledgements

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"The Trail Ahead ..." Metal Art Sculpture – Jal, New Mexico

Introduction

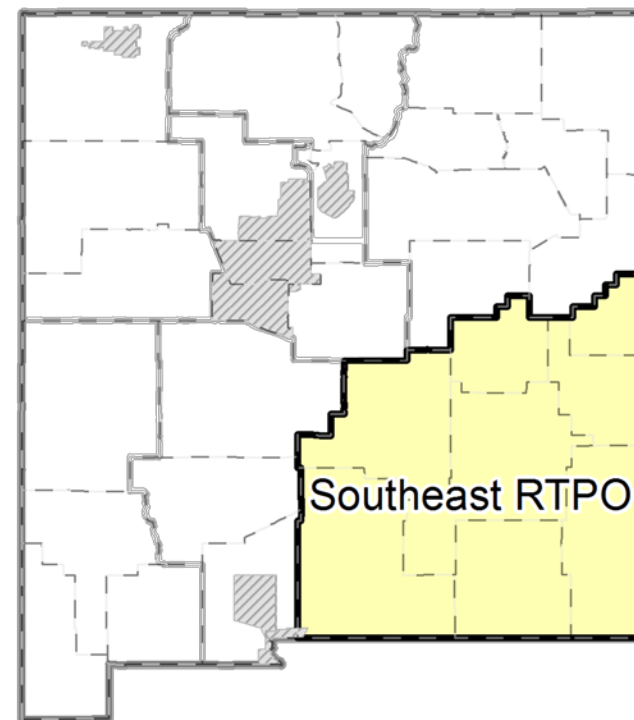
What is a Regional Transportation Plan (RTP)?

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. This Regional Transportation Plan (RTP) is an integral part of the “New Mexico Transportation Plan” (NMTP), which is the New Mexico Department of Transportation’s federally required long range transportation plan. The purpose of the RTP is to apply the statewide plan’s Vision, Goals, Objectives and Strategies to 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 timeframe instead. So, this RTP provides a framework for thinking about the region’s transportation system over the period from 2016 to 2040.

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.





Title VI Information

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, Hubert Quintana 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.

For the Northern area of Curry, DeBaca, 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.



Existing Conditions: Challenges and Opportunities



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 Southeast RTPO has approved two amendments to its 2007 Long Range Plan, with transportation projects being updated. A top priority from the previous Plan that still holds its place is the need to upgrade and convert major two-lane roadways to four lanes. US Highway segments that connect communities with the interstate highway system had been identified. Timelines of up to 10 years, 10-20 years and 20 years and beyond had been assigned to transportation projects, putting perspective to short-term versus long-term transportation projects. The 2015 update further emphasizes a goal of the former Regional Plan of integrating freight planning by building stronger relationships with stakeholders.

Demographics

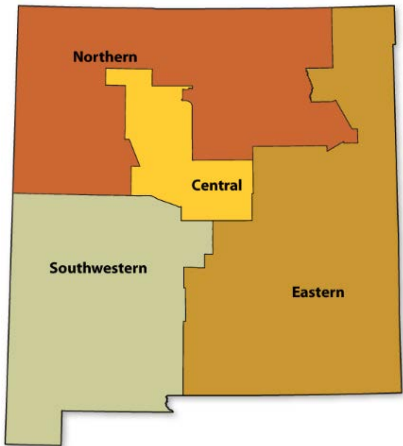
The total population in the region as of the 2010 Census was 338,739 and is projected to grow to 438,021 by the year 2040. The Southeast RTPO is home to approximately 16.5% percent of the state's entire population, which will lose about a 1% share by the year 2040 when it will represent approximately 15.5% of the state.

For the population over 60 years of age, the Southeast RTPO's region during 2010 was at 18.9%, as compared to the statewide average of 19.1% and the national average of 18.5%.



Industries and Economy

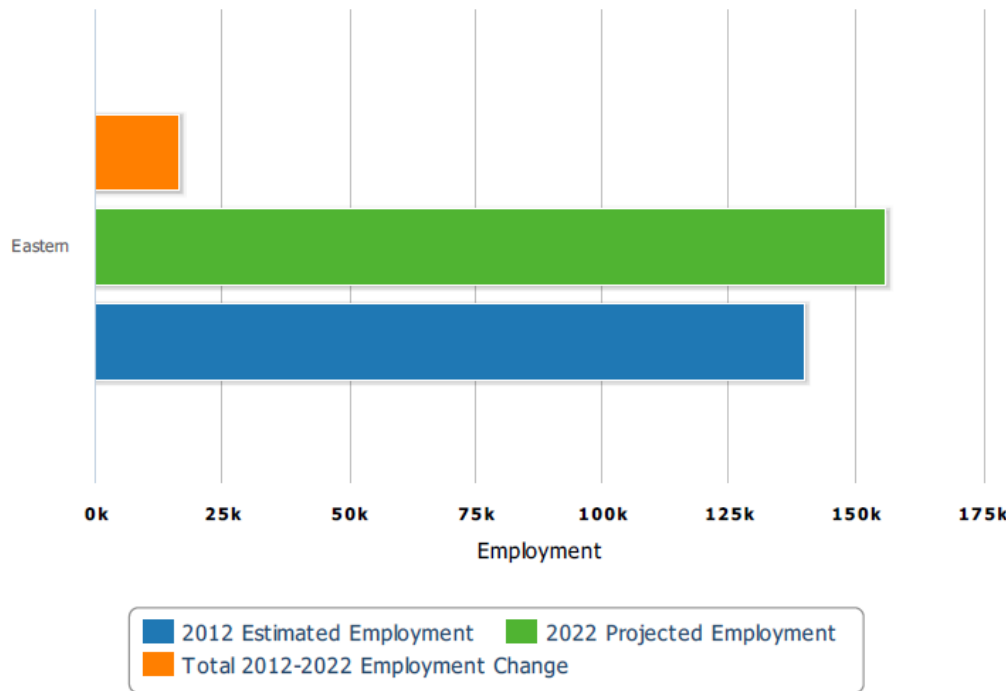
Key industries have been identified by the New Mexico Department of Workforce Solutions (NMDWS) for their established Workforce regions. All of SERTPO’s region, eight counties, are included in the Eastern Workforce region (see map at right). The Eastern Workforce region also taps into the NERTPO’s region by including Guadalupe, Quay, Harding and Union Counties.



Industry Projections (Long-term) for Total, All Industries in Eastern in 2012-2022

Industry Projections Graph

The graph below shows the long term industry projections for Total, All Industries in Eastern for the 2012-2022 projection period.



Source: NMDWS, Employment Projections program

The NMDWS has provided Industry Projections for years 2012-2022. This 10-year projection overlaps partially into the same period covered by the NMTP, which goes through 2040. There is a near 12% increase during this 10 year period. This percentage increase is reasonable in relation to the population growth figures and shows growing economies.

In 2012, the Estimated Employment, as determined by NMDWS, Employment Projections program, is 139,727. The 2022 Projected Employment is 156,096 with a Total 2012-2022 Employment Change of 16,369. This amounts to an Annual Average Percent Change of 1.11% or a Total (10 Year) Percent Change of 11.72%. The chart at left shows the 11.72% growth while the chart on the following page shows the long term Industry Projections for multiple industries.



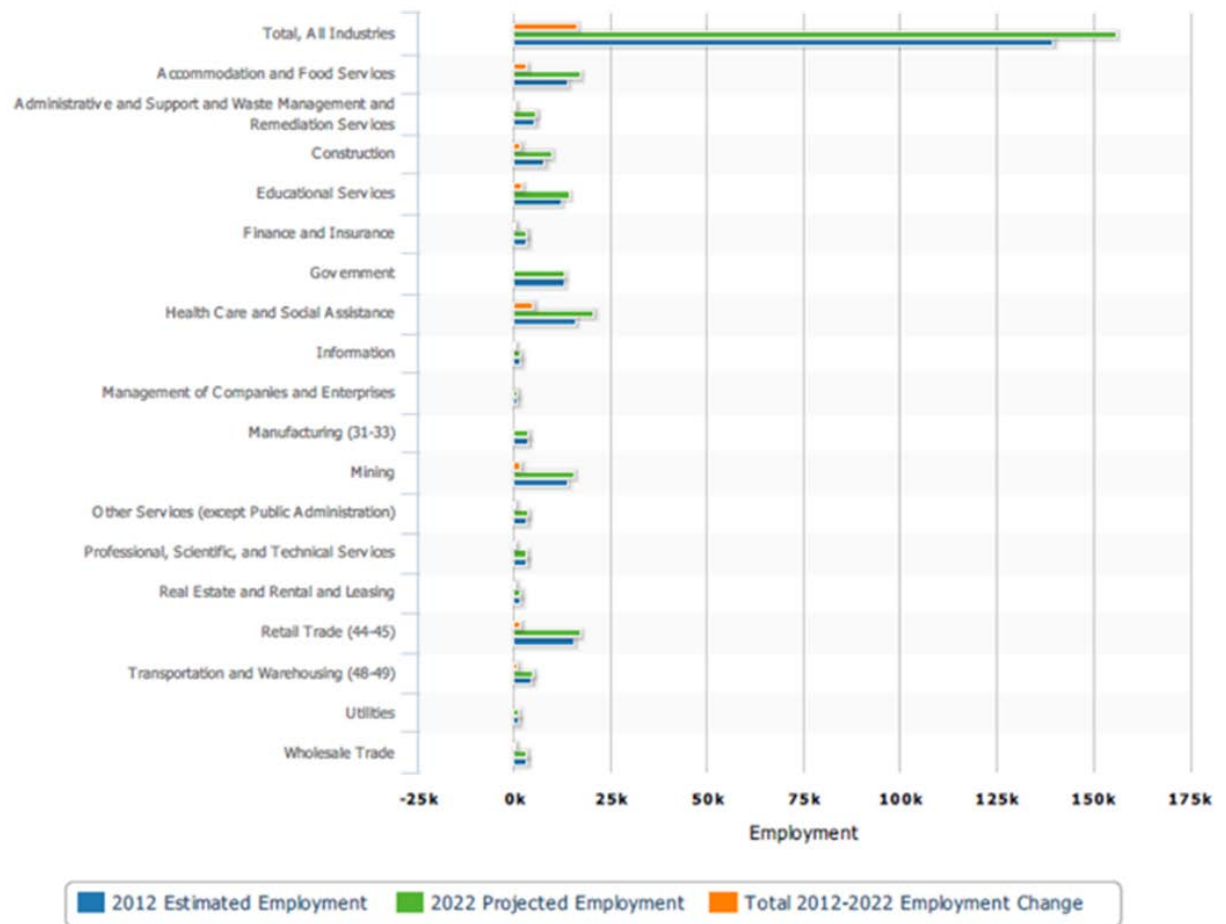
Notes:

- The 2012-2022 long-term projected employment for Total, All Industries in Eastern was 156,096 with an annual average percentage change of 1.11%.
- The 2012-2022 long term projected employment for Accommodation and Food Services in Eastern was 17,171 with an annual average percentage change of 2.19%.
- The 2012-2022 long term projected employment for Administrative and Support and Waste Management and Remediation Services in Eastern was 5,868 with an annual average percentage change of 0.80%.
- The 2012-2022 long term projected employment for Agriculture, Forestry, Fishing and Hunting in Eastern was Confidential with an annual average percentage change of Confidential.
- The 2012-2022 long term projected employment for Arts, Entertainment, and Recreation in Eastern was Confidential with an annual average percentage change of Confidential.
- The 2012-2022 long term projected employment for Construction in Eastern was 9,496 with an annual average percentage change of 1.83%.
- The 2012-2022 long term projected employment for Educational Services in Eastern was 14,148 with an annual average percentage change of 1.46%.

Industry Projections (Long-term) for Multiple Industries in Eastern in 2012-2022

Industry Projections Graph

The graph below shows the long term industry projections for Multiple Industries in Eastern for the 2012-2022 projection period.



Source: NMDWS, Employment Projections program



- The 2012-2022 long term projected employment for Finance and Insurance in Eastern was 3,337 with an annual average percentage change of 0.75%.
- The 2012-2022 long term projected employment for Government in Eastern was 12,686 with an annual average percentage change of -0.09%.
- The 2012-2022 long term projected employment for Health Care and Social Assistance in Eastern was 20,371 with an annual average percentage change of 2.67%.
- The 2012-2022 long term projected employment for Information in Eastern was 1,454 with an annual average percentage change of 0.44%.
- The 2012-2022 long term projected employment for Management of Companies and Enterprises in Eastern was 783 with an annual average percentage change of 0.66%.
- The 2012-2022 long term projected employment for Manufacturing (31-33) in Eastern was 3,508 with an annual average percentage change of -0.56%.
- The 2012-2022 long term projected employment for Mining in Eastern was 15,274 with an annual average percentage change of 1.12%.
- The 2012-2022 long term projected employment for Other Services (except Public Administration) in Eastern was 3,700 with an annual average percentage change of 1.11%.
- The 2012-2022 long term projected employment for Professional, Scientific, and Technical Services in Eastern was 3,299 with an annual average percentage change of 0.47%.
- The 2012-2022 long term projected employment for Real Estate and Rental and Leasing in Eastern was 1,707 with an annual average percentage change of 1.31%.
- The 2012-2022 long term projected employment for Retail Trade (44-45) in Eastern was 17,174 with an annual average percentage change of 1.04%.
- The 2012-2022 long term projected employment for Transportation and Warehousing (48-49) in Eastern was 4,884 with an annual average percentage change of 1.27%.
- The 2012-2022 long term projected employment for Utilities in Eastern was 1,033 with an annual average percentage change of -0.02%.
- The 2012-2022 long term projected employment for Wholesale Trade in Eastern was 3,402 with an annual average percentage change of 0.48%.

Land Use and Communities

The land area of SERTPO is 32,322 square miles. Mapping the various aspects of eight counties, one tribal area and thirty-two municipalities would be a document in itself. There are, however, important designations to pay attention to.

Transportation networks (roadway, transit, airports, rail, etc.) are mapped and available in other sections of this regional plan. Scenic Byway designations are important particularly since tourism and recreational opportunities were important issues brought up in the NMTP/RTP planning processes. The new freight corridor designations are of importance as stakeholders and SERTPO members recognize that maintaining and improving freight corridors are key to economic development. Freight designations are available in other sections of this regional document.

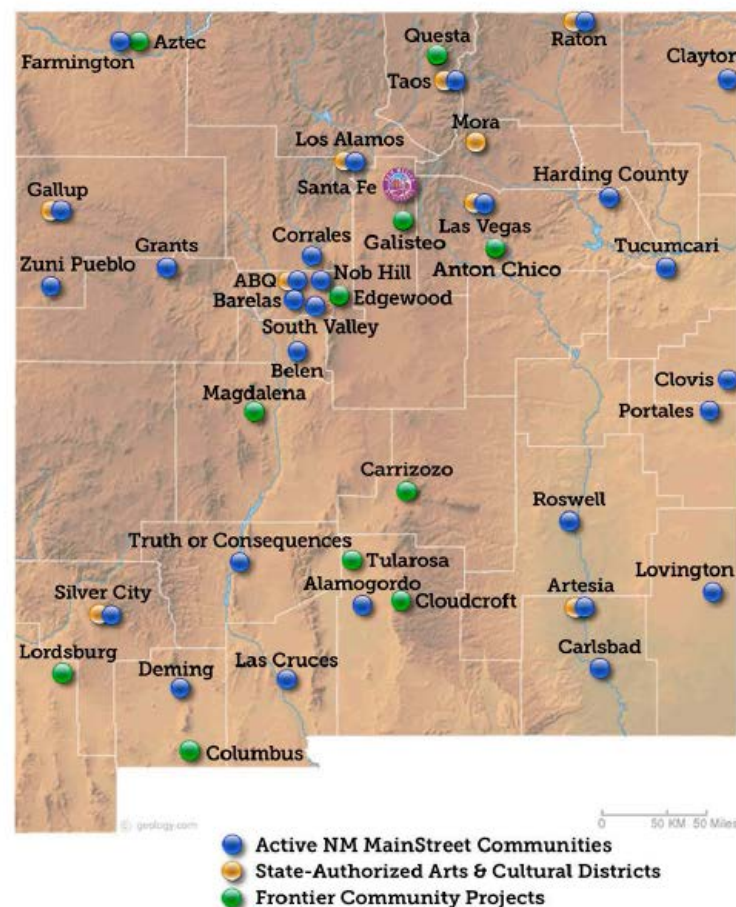
New Mexico MainStreet. One of those designations would be New Mexico MainStreet Communities. The map at right shows New Mexico MainStreet Communities, State-Authorized Arts & Cultural Districts and Frontier community projects.

Communities vying for these designations are an indicator that the community is concerned with and planning for downtown beautification and revitalization efforts. The New Mexico MainStreet Program is one belonging to the New Mexico Economic Development Department.

As MainStreet communities develop, they are likely to make future application for NMDOT Transportation Alternatives Program (TAP) and the Recreational Trails Programs (RTP) for pedestrian, bicyclist and equestrian facilities.

2014 NMMS Map of Communities

(As of December 2014)





There are 7 MainStreet communities within SERTPO's region:

- Alamogordo ■ Clovis ■ Portales
- Artesia ■ Lovington ■ Roswell
- Carlsbad

Three Frontier Community Projects:

- Carrizozo ■ Cloudcroft ■ Tularosa

One State-Authorized Arts & Cultural District:

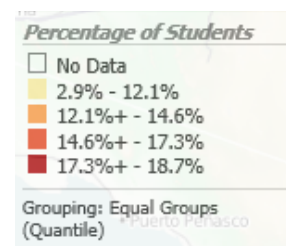
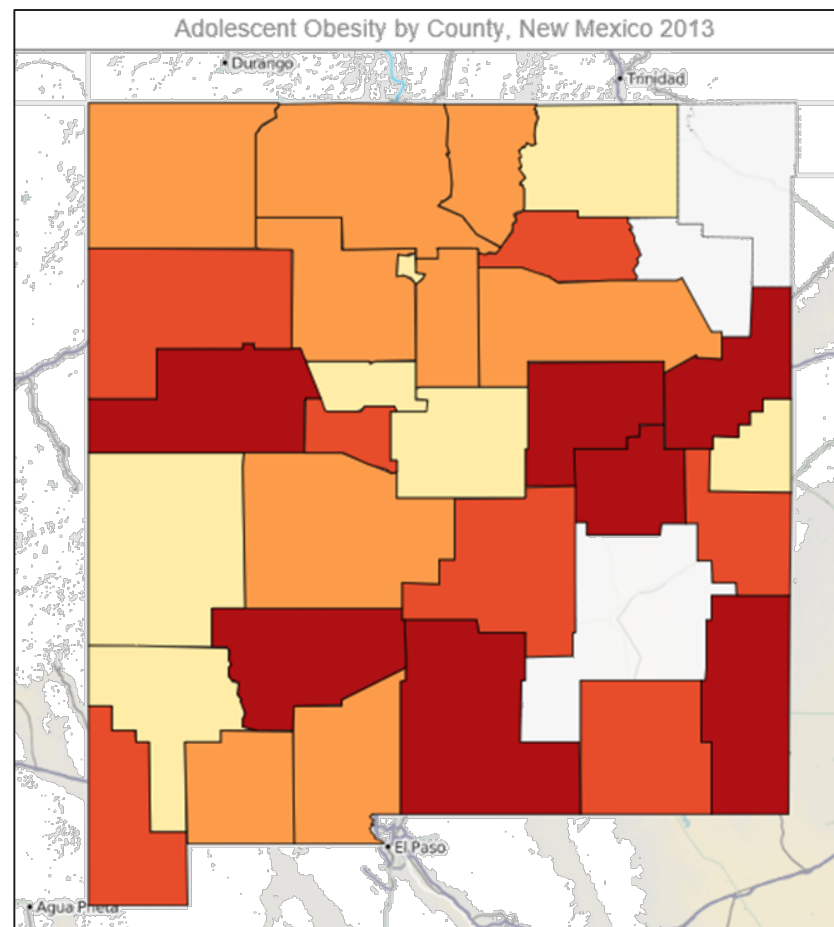
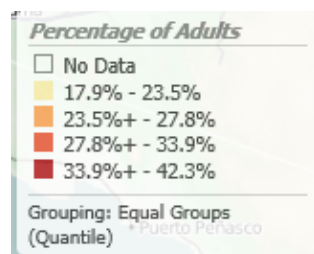
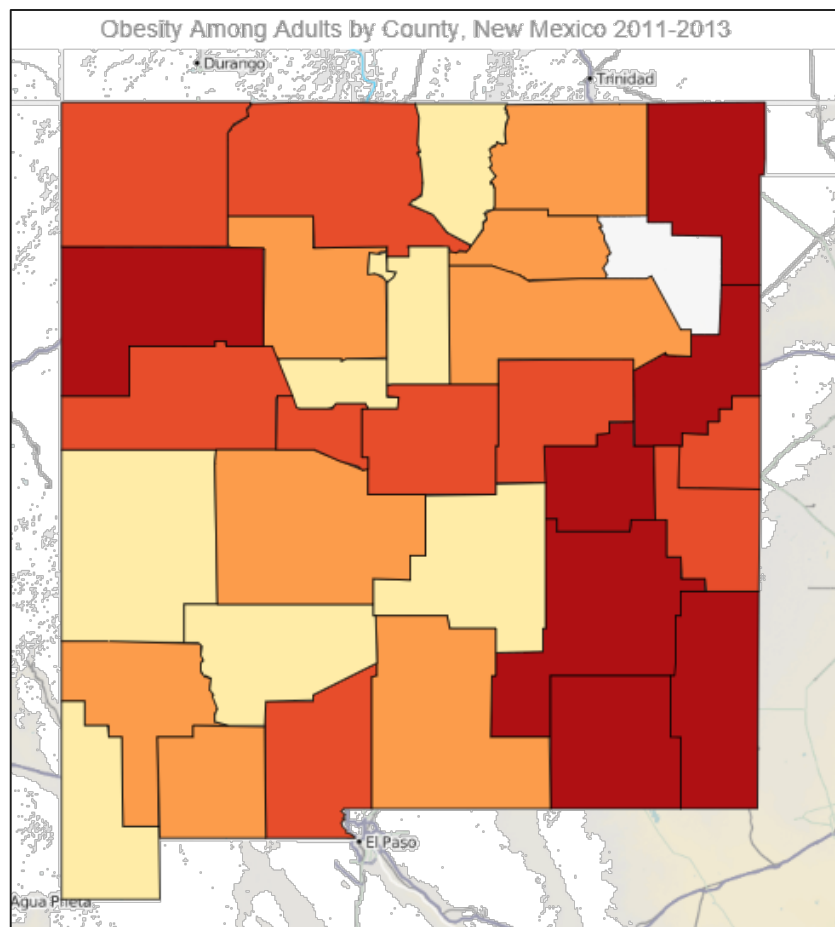
- Artesia

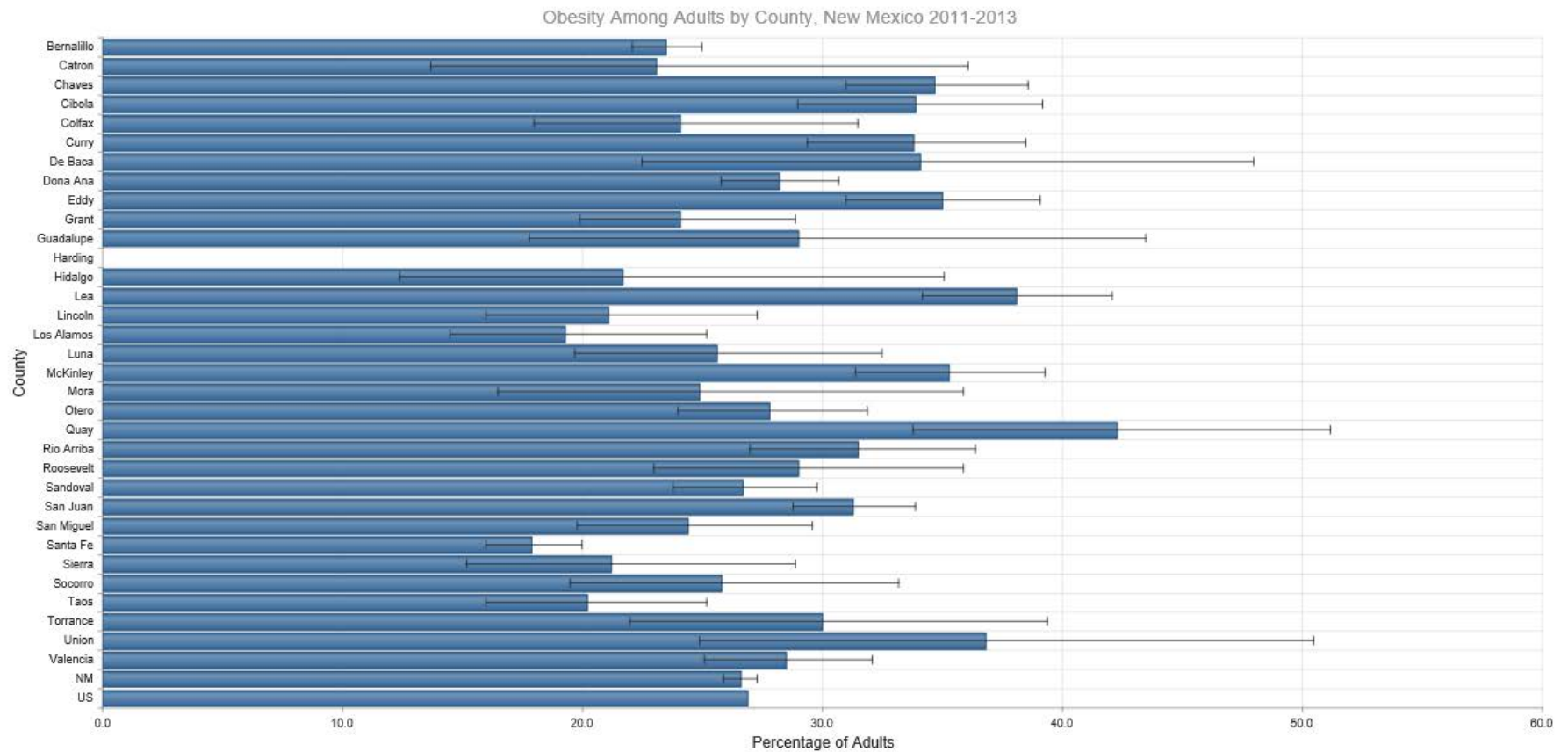
Colonias. Colonias are rural communities that lack basic infrastructure and their boundaries are in southern New Mexico, to include SERTPO Counties of Otero, Chaves, Eddy and Lea. Entities making funding application should know that Colonias includes roads in addition to water and wastewater systems, solid waste disposal facilities, flood and drainage control and housing.

Public Health

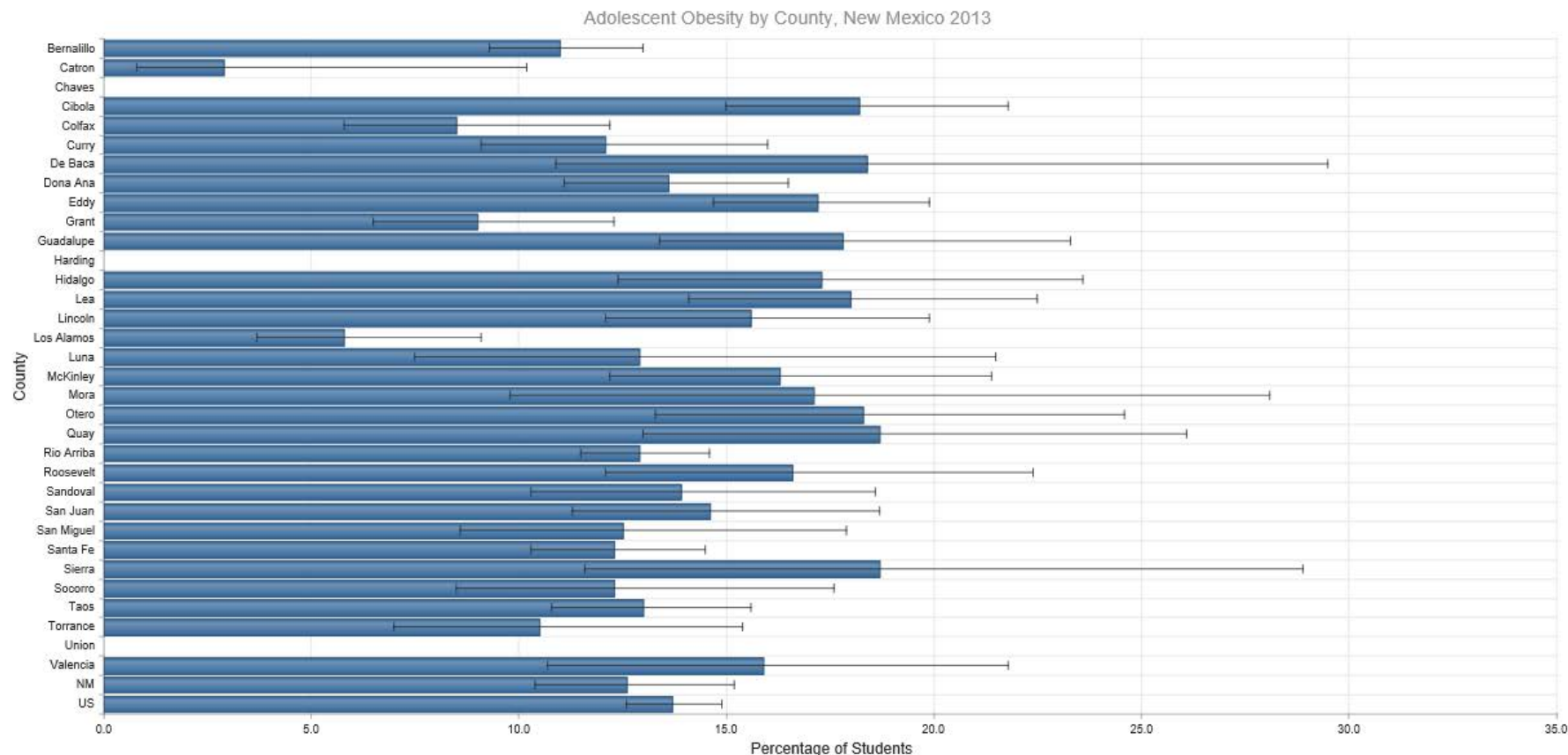
Multimodal transportation options for pedestrians, bicyclists and equestrians, help the public in the improvement of their health and provide them with recreational opportunities. The national epidemic of obesity is also a reason for promoting multimodal options such as sidewalks, trails, bicycle lanes, etc.

The New Mexico Department of Health has an online resource, the Indicator-Based Information System (IBIS), for obtaining health information. The maps and graphs that follow show how the counties within SERTPO's boundaries compare to the rest of the state for adolescents and adults (Health Indicator Report of Obesity: Adult and Adolescent Prevalence).





Source: Behavioral Risk Factor Surveillance System Survey Data, U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, together with New Mexico Department of Health, Injury and Behavioral Epidemiology Bureau.



Source: New Mexico Youth Risk and Resiliency Survey, New Mexico Department of Health and Public Education Department.

As indicated in the graphs above, the obesity rate for Adults in New Mexico is 26.6% as compared to the national percentage of 26.9%. For Adolescent obesity, New Mexico comes in at 12.6% with the national percentage at 13.7%.

Future Conditions. According to the Health Indicator Reports, the State's rate of obesity "continues to climb" and the State percentage is "consistently equal to or slightly below the national median percent of obese adults over the past decade." Regarding adolescent obesity, the Reports also indicate that, with respect to high school students, there is not a significant difference between New Mexico and the rest of the nation.



Key Challenges and Opportunities

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.

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 oftentimes 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

- **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.



Existing Conditions: Transportation System Overview

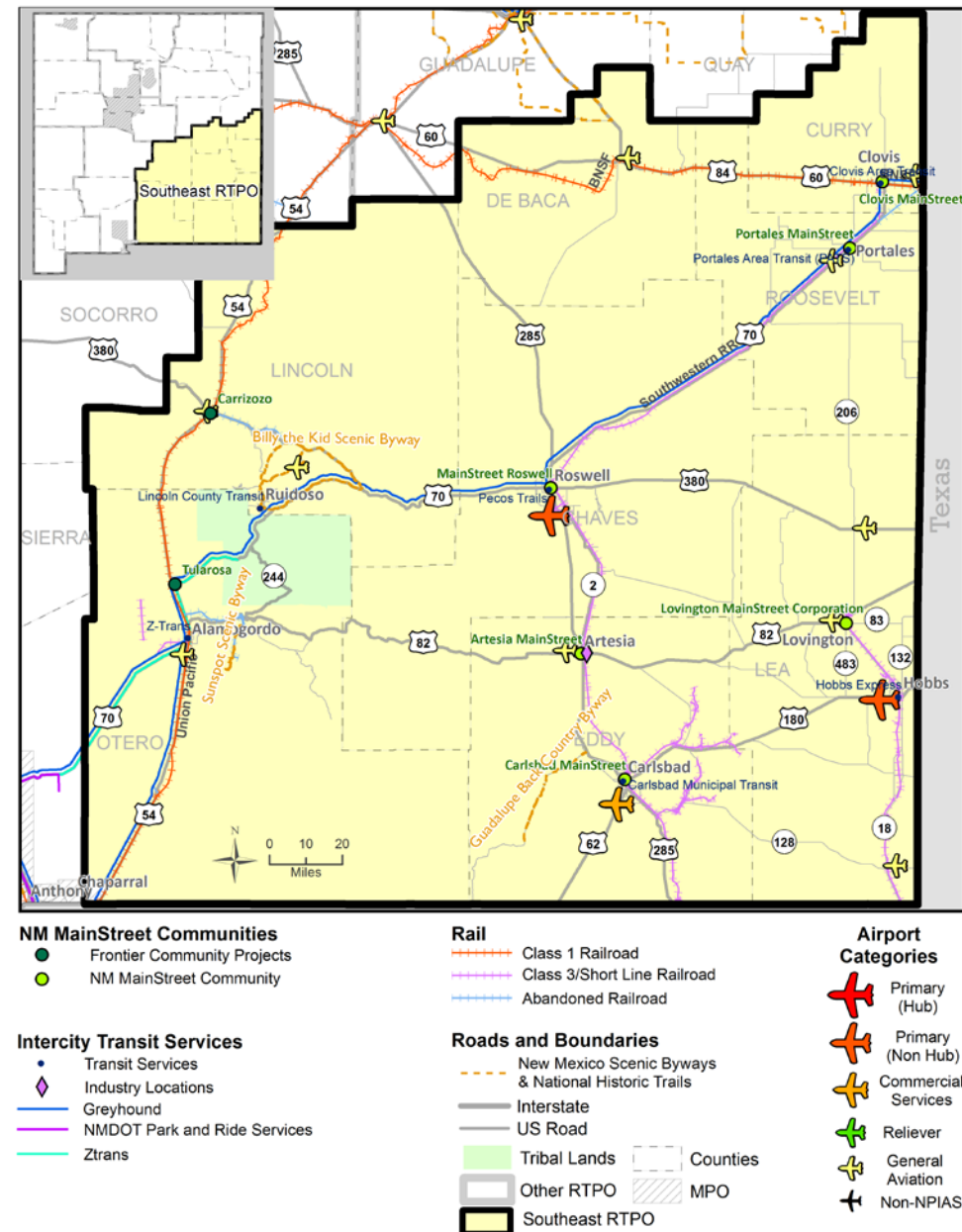
Transportation System Overview

The Southeast region has no Interstates, but has several US routes that connect the region to Texas. Key routes in the region include US 70, US 60, US 54, US 285, US 82, and US 380. Both the Union Pacific and BNSF mainlines cross through the Southeast.

The region's federal aid primary system consists of 4 designations.







- US 54 enters Lincoln County near Corona, then follows the Union Pacific railway southward from Carrizozo, through Tularosa, Alamogordo, and Fort Bliss, continuing on across the state border into Texas;
- US 285 cuts through Lincoln and DeBaca Counties continuing southward through Roswell, Artesia, Carlsbad, and Loving before crossing into Texas;
- US 60 enters the northwestern part of DeBaca County, continues eastward through Fort Sumner and on to Clovis before crossing into Texas;
- US 62 crosses into District 2, from Texas near White City, heading northeasterly to Carlsbad. From Carlsbad, the route travels slightly north and then east through Hobbs, and back over the state border into Texas.

Southeast Transportation System Overview



Roadway System by Tier

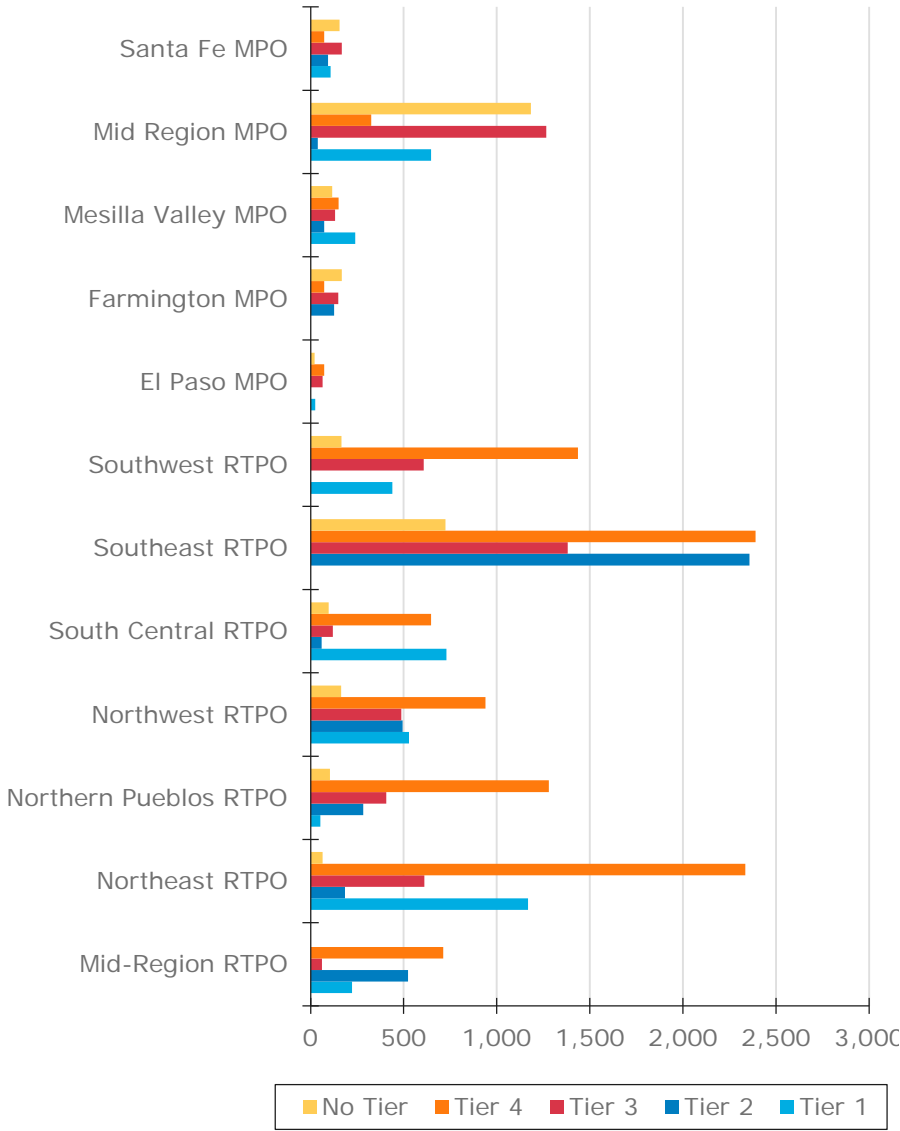
Working in coordination with its partners, NMDOT will use a tiered, multimodal prioritization system to establish performance targets and make resource allocation decisions. The table below defines three to four tiers for each mode that reflect the different levels of importance of different types of transportation facilities and services for moving people and goods. Standards for maintenance and operations reflect the tier structure, with higher tiers having higher condition standards than lower tiers. Tiers shaded in 'gold' will have the highest condition targets. Tiers in 'silver' will have lower performance targets, but still require substantial levels of investment. Tiers in 'bronze' will have the lowest performance targets. Tiers in white are for facilities that are not appropriate for investment. Given the higher performance targets, NMDOT will also make the higher tier facilities and services the primary focus of its capital investment. In the case of transit, NMDOT will prioritize investments on the basis of the *New Mexico State Management Plan for the Administration of Federal Transit Grants*.

	 Roads	 Freight	 Bus/Rail	 Pedestrian	 Bicycle	 Aviation
Tier						
1	Interstates	Interstates Transcontinental Railroads	Demand for >35 scheduled trips per week in each direction	Urban highway routes ... with population concentrations	High demand on- system routes	Primary commercial airports (e.g., Sunport)
2	Cities 20k+ Demand > 10k High tourist demand destinations	Remainder of priority truck network High demand shortline railroads	Demand for 20-34 scheduled trips per week in each direction	... with pedestrian generating land use	Medium demand on- system routes	Non primary commercial airports
3	Cities 10k+ Demand > 5k Rest of NHS Tourist destinations	Remainder of active short line railroads, regionally significant freight network	Demand for 5-19 scheduled trips per week in each direction	... all other segments	Low demand on- system routes	Reliever airports
4	All others	Abandoned railroads	Demand for 1-4 trips per week in each direction	Non-urban highways, no ped accommodation	Routes that appropriately prohibit bicycles	General aviation airports
<div> <div></div> "Gold Standard" Highest performance targets </div> <div> <div></div> "Silver Standard" Mid-level performance targets </div> <div> <div></div> "Bronze Standard" Lowest performance targets </div> <div> <div></div> Not appropriate for investment </div>						

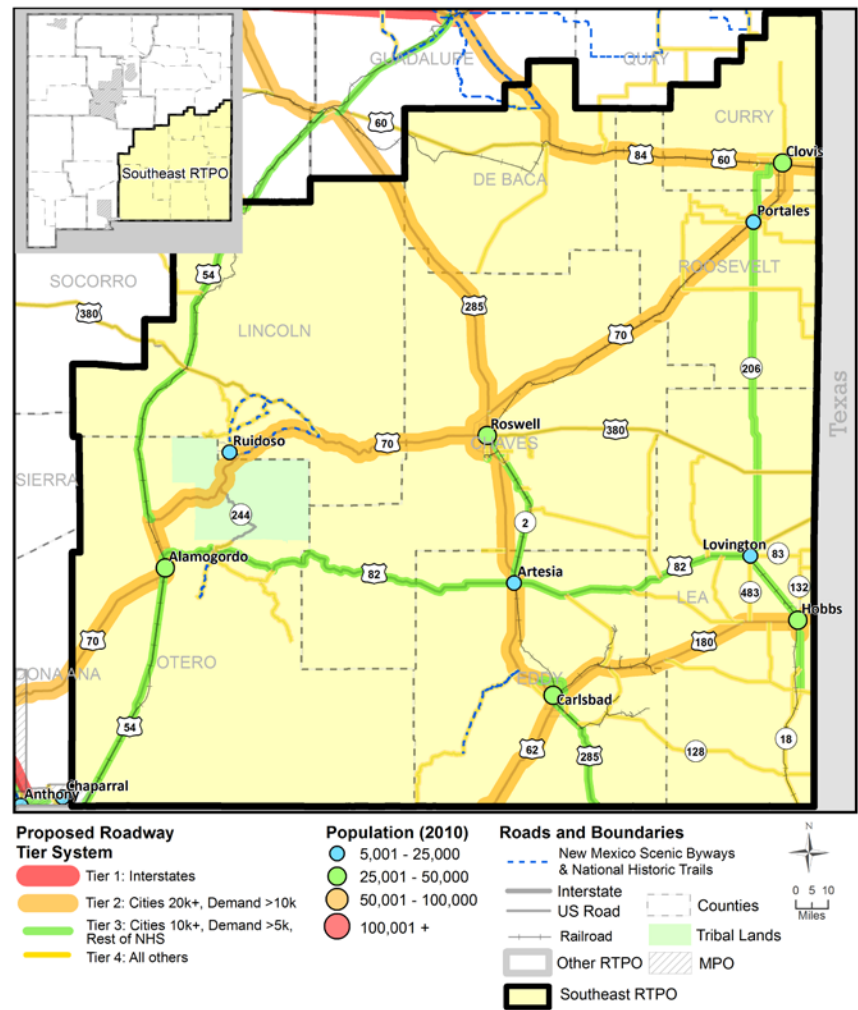
*Note: Bus/Rail, Pedestrian, and Bicycle tiers are preliminary and will be updated.



Total Lane Miles by Tier



Roadway System by Tier

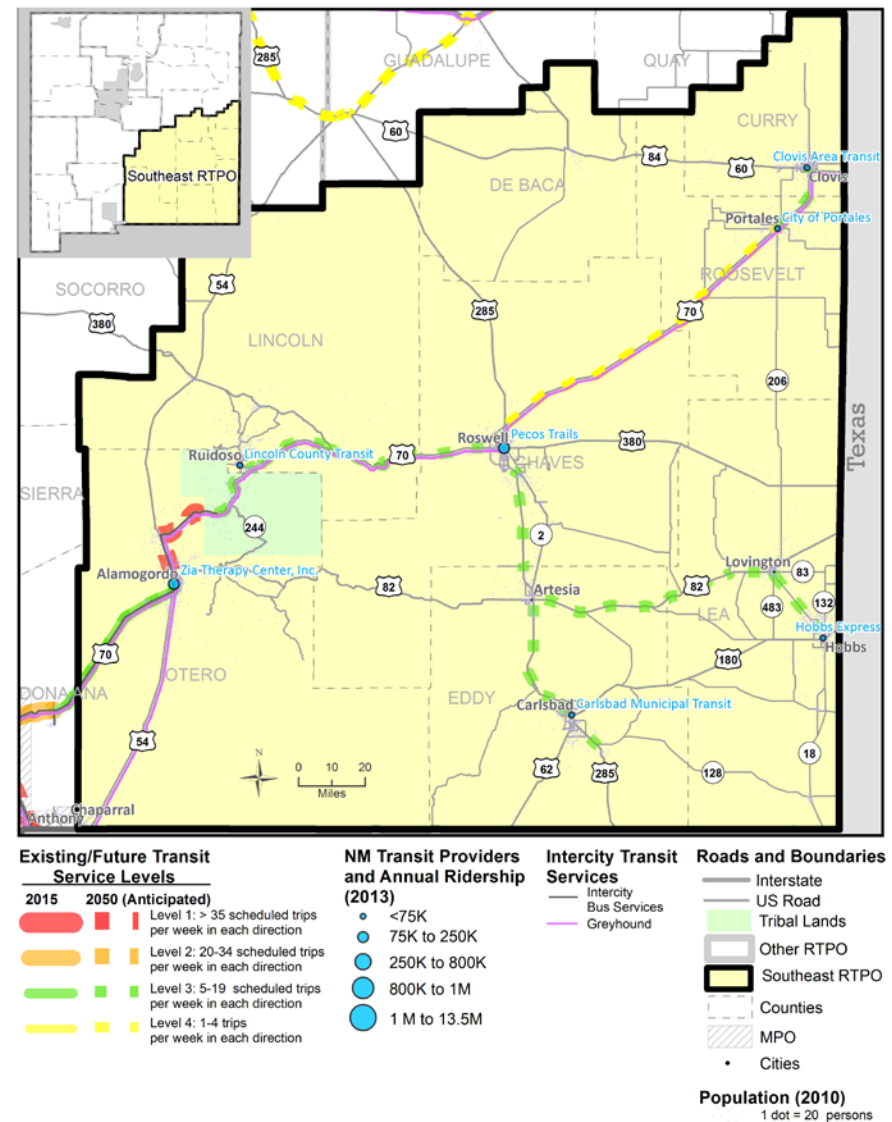


Transit Service

There are seven primary transit providers in the Southeast. These are listed below, including current ridership estimates. The map at the right presents the level of intercity transit service in trips per week.

- City of Roswell – Pecos Trails (215,847)
- City of Clovis – Clovis Area Transit (65,180)
- City of Carlsbad – Municipal Transit (52,404)
- City of Hobbs – Hobbs Express (43,203)
- City of Ruidoso Downs- Lincoln County Transit (29,873)
- Zia Therapy Center, Inc (Z-Trans) – Otero (115,265)
- City of Portales (19,959)

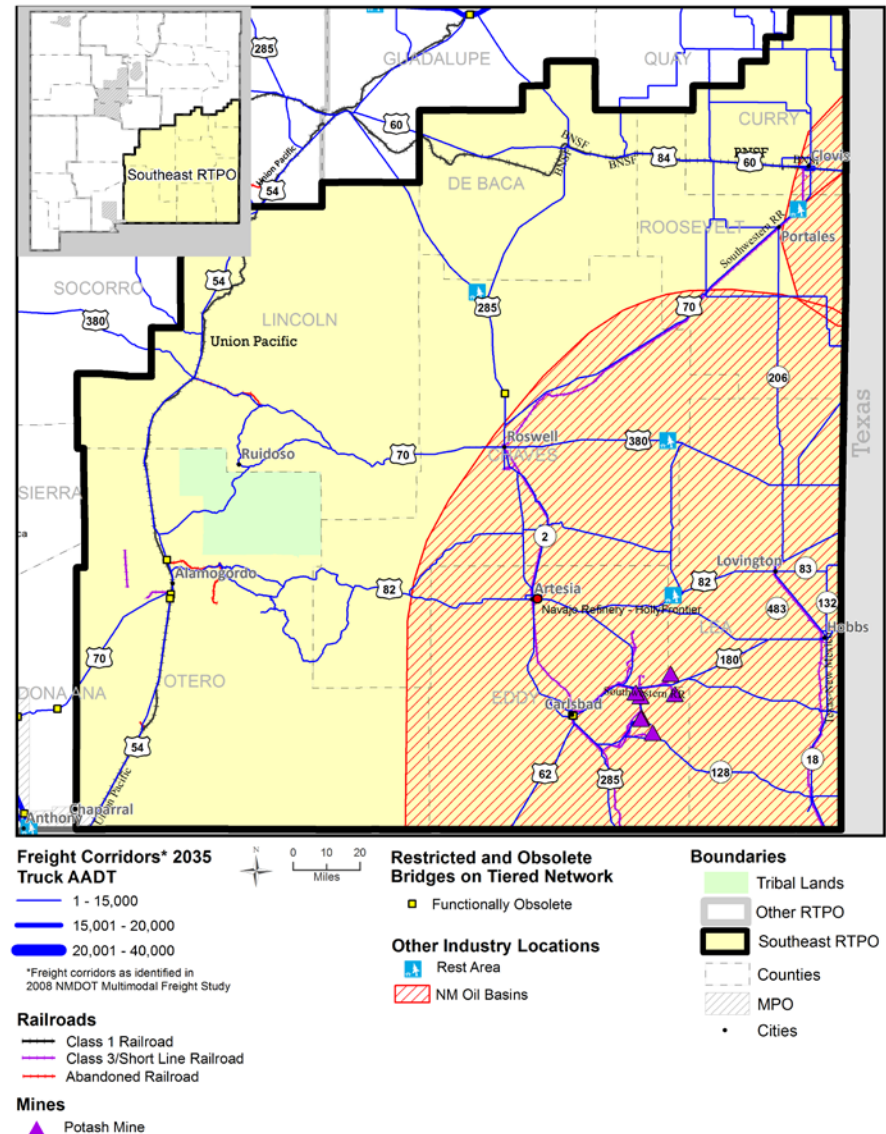
Transit by Level of Service



Freight

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. The map at the right presents the level of truck traffic in the Southeast, as well as identifying some of the major freight generation issues.

Freight Movement





Vision for the Future: Regional Goals, Objectives, and Performance Measures



Our 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 Policy Committee meeting process and through a variety of other venues (see Appendix A: Public Involvement Process). 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.

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 A. 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 multimodal 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.

Summary of Goals, Priorities, and Strategies

Goal Area	Regional Working Group Priorities	RWG Strategies	State Strategies
Operate with Transparency and Accountability			<ul style="list-style-type: none"> • 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.
Improve safety and public health for all system users	<ul style="list-style-type: none"> • Improve recreational opportunities. • Safe Routes to School. • Promote active transportation. • Safe fire-evacuation routes. • Improve safety with energy efficient highway and street lighting • Increase law enforcement personnel for speeding, distracted driving, DWI/DUI stops, commercial vehicle inspections and related issues • Encourage driver education from Texas (and Arizona) to New Mexico • Improve driver safety training for public and private sector • Improve and/or install safety improvements for bus stops • Ensure cell phone service for all driver emergencies 	<ul style="list-style-type: none"> • 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. • Law Enforcement. Increase law enforcement personnel to perform those duties that promote safety. • Active transportation. Provide safe routes and recreational opportunities with active transportation options. 	<ul style="list-style-type: none"> • Data driven process. Develop a transportation-related data for data-driven processes.



Goal Area	Regional Working Group Priorities	RWG Strategies	State Strategies
Preserve and maintain the transportation system over the long term	<ul style="list-style-type: none">• Improve/maintain rail structure to include the development of a rail plan and increasing rail spurs, developing commercial rail stops• Develop rail service, east and west• Maintain/design roadways to support all modes of transportation.• Improve quality of roadways (longer term).• Improved highway infrastructure (pavement, shoulders, widen).• Four lane busiest highways impacted by oil, gas and energy in southeastern New Mexico• Implement more safety improvements on highways with turning, passing, acceleration and deceleration lanes• Promote systematic safety upgrades• Improve and/or construct truck relief routes/bypasses for larger communities• Improve highway cleanup and beautification	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• Asset Management. Support the development of the State and local asset management plans.



Goal Area	Regional Working Group Priorities	RWG Strategies	State Strategies
Enhance multimodal mobility, connectivity, and accessibility	<ul style="list-style-type: none"> • Connectivity between all modes of transportation. • Develop and improve regions trail systems. • Freight and passenger rail system improvement. • Designated freight corridors in southeastern NM. • Designate safety corridors in the region • Dedicated bike lanes. • Smart Streets approach. • Efficient mass transit. • Build system to support/attract economic development. • Improve ADA access. • Establish public transit routes to neighboring rural communities • Promote residential sidewalk improvements 	<ul style="list-style-type: none"> • Connectivity. Promote connectivity between all modes of transportation. • Accessibility. Improve accessibility and ensure ADA compliance. • Mobility. Focus on keeping roadways free from congestion and mobile. • Economic Development. Use the Smart Street approach and the Freight corridor designation to promote economic development. 	<ul style="list-style-type: none"> • Land Use. Coordinate with municipal and county governments on land use. • Aging Population. Coordinate with others agencies for the benefit of the aging population.
Respect New Mexico's culture, history, environment and quality of life	<ul style="list-style-type: none"> • Support Scenic Byways. • Expand recreational trails/recreational tourism. • Balance growth and local identity. • Avoid disproportionate impacts to rural communities. 	<ul style="list-style-type: none"> • Scenic Byways. Bring awareness to and support existing Scenic Byways and pursue a process for establishing new Byways. • Recreational Tourism. Improve and expand recreational trails. • Culture & History. Ensure that the region's culture and history is preserved amidst future development and ensure rural communities are included. 	<ul style="list-style-type: none"> • Cultural Corridors. Integrate our transportation systems with the region's cultural and historical heritage/sites.



Goal 1: Operate with Transparency and Accountability

Key Priorities Raised in Working Group

Both Regional Working Group (RWG) and State Strategies are listed below. The RWG reviewed the State strategies and applied those section(s) they felt were relevant to the region.

- **Partnerships.** Continue existing and create new partnerships with transportation stakeholders. *NMDOT Strategy 2*
- **Access to high-quality data and information.** Ensure the general public has access to transportation-related data. *NMDOT Strategy 4*

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 via the Internet.

Performance Measures

- Idea: Use SMART performance measure: http://en.wikipedia.org/wiki/SMART_criteria



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


Key Priorities Raised in Working Group

Both Regional Working Group (RWG) and State Strategies are listed below. The RWG reviewed the State strategies and applied those section(s) they felt were relevant to the region.

- **Safety - Emergency Preparedness.** Focus on emergency services by bringing awareness to safe evacuation routes and improving roadway cell phone networking. *RWG Strategy*
- **Safety - Infrastructure.** Implement highway/street lighting and bus stop improvements. *RWG Strategy*
- **Education and Training.** Increase and improve driver and traffic education.
- **Law Enforcement.** Support the increase of law enforcement personnel, including Motor Transportation Police, to perform those duties that promote safety. *RWG Strategy*
- **Active transportation.** Provide safe routes and recreational opportunities with active transportation options. *RWG Strategy*
- **Data-driven process.** Develop transportation-related data for data-driven processes. *NMDOT Strategy 1*

RTPO Action Items

- **Safety - Emergency Preparedness.** Coordinate emergency management planning with SERTPO planning processes (e.g., local and state governments, Homeland Security).
- **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.
- **Safety - Infrastructure.** Encourage MainStreet organizations to include public transit representation during design phases.
- **Education and Training.** Channel safety campaigns, to include safety training and awareness for the general public, through SERTPO.
- **Education and Training.** Channel local traffic enforcement training, with an emphasis on data collection and reporting, through SERTPO.
- **Law Enforcement.** Consider funding opportunities that will support traffic law enforcement programs (i.e., NMHSIP).

- 
- **Active transportation.** Encourage the SERTPO Committees to give higher ranking for multimodal options (Roadway).
 - **Active transportation.** Encourage participation with Trail programs and offer suggestions to NMDOT as necessary.
 - **Active transportation.** Support Prescription Trails (DOH) by encouraging communities to develop prescription trails – share information and/or provide links.
 - **Active transportation.** Encourage the development and implementation of zoning laws to include pedestrian/bicycle facilities.
 - **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).

Performance Measures

- Idea: Use SMART performance measure: http://en.wikipedia.org/wiki/SMART_criteria



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

Key Priorities Raised in Working Group

Both Regional Working Group (RWG) and State Strategies are listed below. The RWG reviewed the State strategies and applied those section(s) they felt were relevant to the region.

- | | |
|--|-------------------------|
| ■ Rail Infrastructure. Improve, maintain and develop rail infrastructure for a growing economic base. | <i>RWG Strategy</i> |
| ■ Roadway Infrastructure. Improve quality and functionality of roadways by improving infrastructure and implementing safety improvements for all modes of transportation. | <i>RWG Strategy</i> |
| ■ Asset Management. Support the development of the State and local asset management plans. | <i>NMDOT Strategy 1</i> |

RTPO Action Items

- **Rail Infrastructure.** Encourage rail stakeholders to participate with SERTPO planning processes.
- **Roadway Infrastructure.** Encourage funding application to Roadway, TIGER or similar programs.
- **Roadway Infrastructure.** Pursue and promote roadway and safety training within the region for all modes of transportation (like design, features, etc.).
- **Roadway Infrastructure.** Provide access to training online (e.g., links to FHWA/etc., region-wide videos, webinars, etc.).
- **Roadway Infrastructure.** Support coordination between local governments and the NMDOT District office for all transportation projects.
- **Roadway Infrastructure.** Pursue opportunities for assistance to local governments for roadway assessments.
- **Asset Management.** Assist local governments in their asset management planning.

Performance Measures

- Idea: Use SMART performance measure: http://en.wikipedia.org/wiki/SMART_criteria



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

Key Priorities Raised in Working Group

Both Regional Working Group (RWG) and State Strategies are listed below. The RWG reviewed the State strategies and applied those section(s) they felt were relevant to the region.

- **Connectivity.** Promote connectivity between all modes of transportation. *RWG Strategy*
- **Accessibility.** Improve accessibility and ensure ADA compliance. *RWG Strategy*
- **Economic Development.** Use the Smart Street approach and the Freight corridor Designations to promote economic development. *RWG Strategy*
- **Land Use.** Coordinate with municipal and county governments on land use. *NMDOT Strategy 3*
- **Aging Population.** Coordinate with other agencies for the benefit of the aging population. *NMDOT Strategy 4*

RTPO Action Items

- **Connectivity – Public Transit.** Support transit stakeholders in their pursuit of establishing RTD(s).
- **Economic Development.** Encourage SERTPO Committees to consider factoring in points in Roadway criteria/scoring for projects within a corridor designation.
- **Economic Development.** Bring awareness to the region's freight corridor designations.
- **Aging Population.** Foster a partnership with New Mexico Area Agency on Aging.
- **Land Use.** Encourage coordination with local governments for land use information.
- **Land Use.** Refer/share information with local governments for NMDOT permitting information.

Performance Measures

- Idea: Use SMART performance measure: http://en.wikipedia.org/wiki/SMART_criteria

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

Key Priorities Raised in Working Group

Both Regional Working Group (RWG) and State Strategies are listed below. The RWG reviewed the State strategies and applied those section(s) they felt were relevant to the region.

- **Scenic Byways.** Bring awareness to and support existing Scenic Byways and pursue a process for establishing new Byways. *RWG Strategy*
- **Recreational Tourism.** Improve and expand recreational trails. *RWG Strategy*
- **Culture & History.** Ensure that the region's culture and history is preserved amidst future development and ensure rural communities are included. *RWG Strategy*
- **Cultural Corridors.** Integrate our transportation systems with the region's cultural and historical heritage/sites. *NMDOT Strategy 4*

RTPO Action Items

- **Scenic Byways.** Promote all Scenic Byways to local governments and the public.
- **Scenic Byways.** Pursue any Scenic Byway training.
- **Recreational Tourism.** Pursue trail training and trail funding.
- **Culture and History.** Assist communities in identifying and pursuing historic site recognition in their area.
- **Culture and History.** Encourage a region's culture and history in zoning and land use.
- **Cultural Corridors.** Encourage culture and history in the marketing of transportation systems.



Fort Stanton

Performance Measures

- Idea: Use SMART performance measure: http://en.wikipedia.org/wiki/SMART_criteria



Next Steps: Action Items and Accountability



Plan Implementation

The Southeast RTPO met on June 16, 2015, with NMDOT presenting the Draft NMTP and the SERTPO Program Manager presenting its RTP, giving SERTPO members and the public the opportunity to review and comment on any section of the Plans. On August 26, 2015, SERTPO met in a public meeting, reviewed any comments/revisions to the Draft, and approved its Regional Transportation Plan.

Summary of Action Items

Action Item	Owner
Goal 1: Operate with Transparency and Accountability	
Encourage additional transportation stakeholder participation	<ul style="list-style-type: none">• Local Governments• SERTPO
Develop transportation-related data, within RTPO's resources, and make the information available via the Internet.	<ul style="list-style-type: none">• SERTPO
Goal 2: Improve Safety and Public Health for All System Users	
Coordinate emergency management planning with SERTPO planning processes.	<ul style="list-style-type: none">• Local & State Government• SERTPO
Identify safety corridors and gaps that need safety improvements and encourage funding application to cover those gaps.	<ul style="list-style-type: none">• Local Governments• SERTPO
Encourage funding application for bus stop/shelter structure improvements.	<ul style="list-style-type: none">• Local Governments• SERTPO
Encourage MainStreet organizations to include public transit representation during design phases.	<ul style="list-style-type: none">• Local Governments• SERTPO• MainStreet Organizations
Channel safety campaigns, to include safety training and awareness for the general public, through SERTPO.	<ul style="list-style-type: none">• Law Enforcement Agencies• Local Governments• NMDOT• SERTPO



Action Item	Owner
Channel local traffic enforcement training, with an emphasis on data collection and reporting, through SERTPO.	<ul style="list-style-type: none"> Local Governments NMDOT SERTPO
Consider funding opportunities that will support traffic law enforcement programs.	<ul style="list-style-type: none"> SERTPO
Encourage the SERTPO Committees to give higher ranking for multimodal options.	<ul style="list-style-type: none"> SERTPO
Encourage participation with Trail programs and offer suggestions to NMDOT as necessary.	<ul style="list-style-type: none"> Local Governments SERTPO
Support Prescription Trails (DOH) by encouraging communities to develop prescription trails –share information and/or provide links.	<ul style="list-style-type: none"> Local Governments SERTPO
Encourage the development and implementation of zoning laws to include pedestrian/bicycle facilities.	<ul style="list-style-type: none"> Local Governments NMDOT SERTPO
Pursue RTPO development of programs, within its resources, for the collection, management and sharing of traffic data.	<ul style="list-style-type: none"> SERTPO
Goal 3: Preserve and Maintain Our Transportation System for the Long Term	
Encourage rail stakeholders to participate with RTPO planning processes.	<ul style="list-style-type: none"> Local Governments SERTPO Rail Companies
Encourage funding application to Roadway, TIGER or similar programs.	<ul style="list-style-type: none"> Local Governments NMDOT SERTPO
Pursue and promote roadway and safety training within the region for all modes of transportation.	<ul style="list-style-type: none"> Local Governments NMDOT SERTPO
Provide access to training (online).	<ul style="list-style-type: none"> SERTPO
Support coordination between local governments and the NMDOT District office for all transportation projects.	<ul style="list-style-type: none"> Local Governments NMDOT SERTPO



Action Item	Owner
Assist local governments in their asset management planning.	<ul style="list-style-type: none"> NMDOT SERTPO SNMEDD/EPCOG
Goal 4: Provide Multimodal Access and Connectivity for Community Prosperity and Health	
Support transit stakeholders in their pursuit of establishing RTD(s).	<ul style="list-style-type: none"> Local Governments NMDOT SERTPO
Encourage SERTPO to consider factoring in points in Roadway criteria/scoring for projects within a corridor designation.	<ul style="list-style-type: none"> Local Governments SERTPO
Bring awareness to the region's freight corridor designations.	<ul style="list-style-type: none"> Local Governments SERTPO
Foster a partnership with New Mexico Area Agency on Aging.	<ul style="list-style-type: none"> SERTPO
Encourage coordination with local governments for land use information.	<ul style="list-style-type: none"> SERTPO SNMEDD/EPCOG
Refer/share information with local governments for NMDOT permitting information.	<ul style="list-style-type: none"> SERTPO
Goal 5: Respect New Mexico's Cultures, Environment, History, and Quality of Life	
Promote all Scenic Byways to local governments and the public.	<ul style="list-style-type: none"> Local Governments SERTPO
Pursue any Scenic Byway training.	<ul style="list-style-type: none"> SERTPO
Pursue trail training and trail funding.	<ul style="list-style-type: none"> Local Governments SERTPO
Assist communities in identifying and pursuing historic site recognition in their area.	<ul style="list-style-type: none"> SERTPO
Encourage a region's culture and history in zoning and land use.	<ul style="list-style-type: none"> New Mexico Historic Preservation SERTPO
Encourage culture and history in the marketing of transportation systems.	<ul style="list-style-type: none"> Local Governments SERTPO



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.



Appendix: A

Public Involvement Process

Overview of 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.

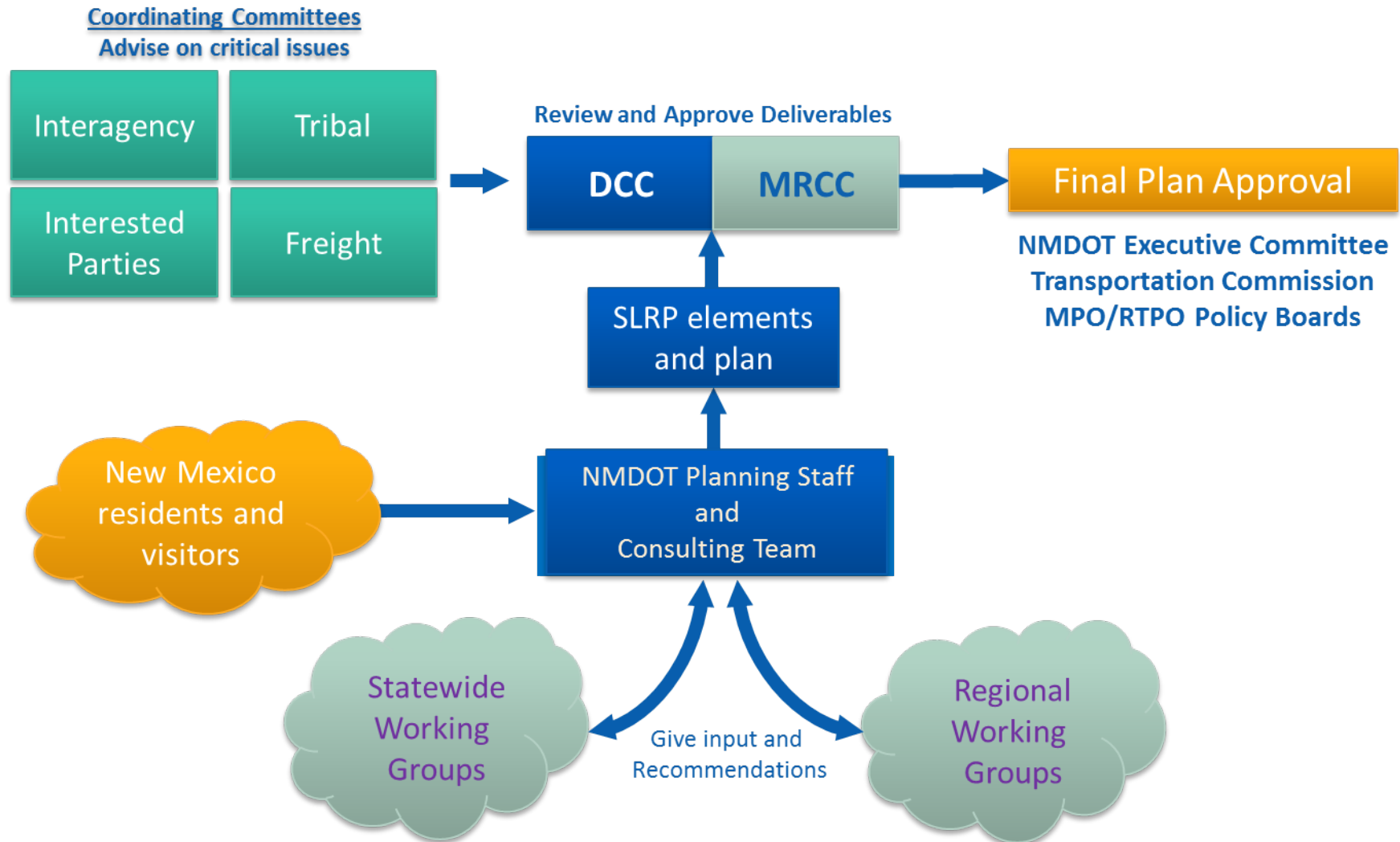




On a regional level, SNMEDD/SERTPO also participated with information stations at the SafetyFest conference in Hobbs, New Mexico and the Eastern New Mexico State Fair, held at the Chaves County Fairgrounds in Roswell, New Mexico. Public comments were collected on the NMTP/RTP. Presentation was made by 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. EPCOG/SERTPO participated with presentation to the Eastern Plains Council of Governments Board of Directors.

The overall organization of the stakeholder involvement process is diagramed on the next page.

NMTP Stakeholder Process





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, Wootton 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.
 - 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



RWG Meeting at the Roswell Public Library, March 2014



RWG Members in Breakout Sessions, March 2014

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).

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



Synthesis of Common Themes

- Need to insure comprehensive planning takes place to incorporate other related issues.
- Need to insure 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 RTPPO, 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.



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.



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.



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
- SNMEDD & EPCOG Board of Directors Meetings

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.

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

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, MainStreet (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



New Mexico Municipal League Annual Conference, August 2014



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.

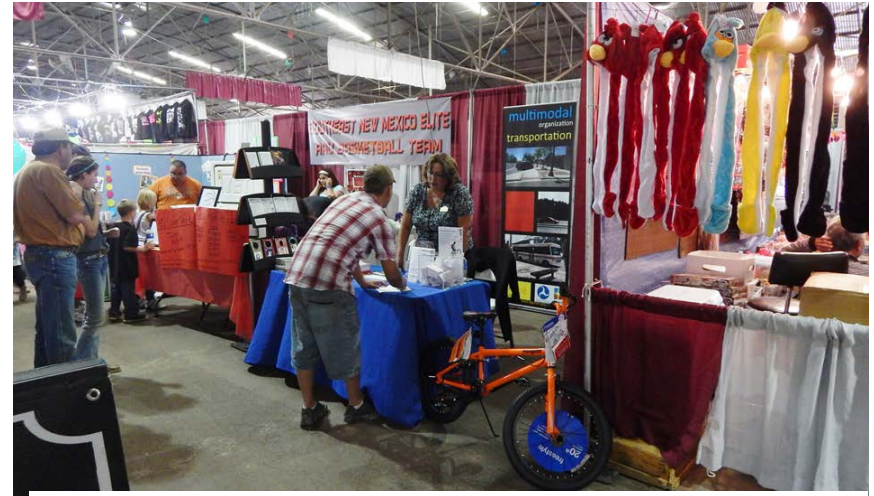
Further, comments referenced emergency road repairs brought on by recent flooding; US 82 four-lane recommendation; recommendation of widened and improved shoulders of NM 2 and Refinery Road; NM 529, NM 128 and NM 31 recommended improvements; Tatum city streets, US 285, generally, and from Carlsbad to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



Eastern New Mexico State Fair, September/October 2014



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 RTP 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 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



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