



State of New Mexico  
House of Representatives  
Santa Fe

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Office of the Secretary of Transportation  
2023-2024 Multimodal Project Discretionary  
Grant Opportunity (MPDG)  
RE: U. A. 380 Safety Improvements

Dear Grant Reviewers,

I am writing this letter to support the use of MPDG funds to make much-needed safety improvements to U. A. 380 on the stretch of highway that runs east out of Roswell through Latun to the Texas-New Mexico state line. This stretch of U. A. 380 is in the top three worst roads in our state, and we have the data to prove it.

Chaves, Eddy and Lea counties make up just 9% of the state's population but, to our dismay, we have 11.5% of the state's highway deaths. This is unacceptable.

Oil and gas production and agricultural commodities are the life blood of this area, and our contributions to the state's general fund budget at almost

50% makes me question why this highway has reached the point of deterioration beyond repair.

This road is crucial for transporting oil and gas from this basin to other parts of our nation to fuel America's economy.

Our farmers and ranchers rely on this corridor to be able to market their livestock and crops such as alfalfa, corn, wheat, chile, pecans, cotton and peanuts.

This major artery also serves dedicated school bus routes, rural mail delivery, and those people seeking medical treatment, whether by ambulance service or private vehicle, at other venues. In addition, this is a leading point of entry for tourists coming into our state for hiking, fishing and swimming at Bottomless Lakes State Park, visiting Bitter Lakes National Wildlife Refuge, touring Roswell's UFO and alien museum, or traveling on to Ruidoso for snow skiing or to watch horse racing.

The diversity of all the drivers who travel the rural two-lane U.S. 380 east of Roswell face the

possibility of traffic snarls, impatient drivers attempting unsafe lane changes, delays in travel time and even the chance of a vehicle accident. It's time to be pro-active!

The proposed Highway 380 construction improvements align with National Roadway Safety Strategy and the Department of Transportation's commitment to take "substantial comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadway."

Our proposal to improve U. S. Hwy. 380 by adding passing lanes every 7 to 10 miles while improving the pavement conditions will greatly increase safety outcomes and change this corridor into a means of safely connecting communities, facilitate the flow of commerce, and provide safe passage for locals and visitors alike.

Let's work together to obtain the funding for this project, and let this vision become a reality.

Sincerely,

Candy Spence Ezzell