

# Cotton modular truck permit

How do you help a cotton farmer move his crop from field to market?

All agricultural products are perishable. In the field cotton is picked mechanically from the plant then dumped into modular building machines that compress the loose fibers into block approximately 8 foot wide by 20 foot long. There are special equipped trucks that can load these compressed stacks and transport them to a gin. The gin is where seed and trash is separated from the cotton fibers.

Now and only now can cotton be graded and sold. Cotton is particularly vulnerable to fire and discoloration from rain and snow.

Most all modular trucks are contracted by the gins to transport cotton from the farm. There are gins in the lower Messina valley but in my area of the state the gin is across the state line in Texas. These trucks cross the port of entry 3 or 4 times a day taking a time sensitive crop to market. If they can only get one load permit much of their time is spent setting at port of entry.

The bill I carried asked for a 2 month permit for each truck. This would be adequate time to move field cotton to gin in my area.

That bill failed to be heard in the house there for died in committee. It was a sad day for cotton farmers.

I am one of the one per cent of the population in the United States that grow your food and fiber. My skills in the legislature pails to many of you. I guess my skill set is more suited many hours on tractors or the hours I spend tending my livestock.

# Rural highway conditions

Please give your attention to the photos you were handed. The first photo shows an extension of asphalt of 18' to 24' past the white lane line on the side of the highway. Now look at second and third photos where the white lane line is painting grass off the asphalt.

The other natural occurrence happens with water erosion creating multiple small cuts or valleys next to asphalt. While driving and you pull to the right when meeting another vehicle, you may drive out of the lane and one wheel may be off the highway. I have been a volunteer first responder for many years. I have seen several fatalities where people lost control by driving out of the lane.

What is the solution, well obviously it is to add shoulders to these roads. Please be careful when you're driving and meeting trucks in rural NM. One of my neighbors had a mirror taken off meeting a truck one day.

The other natural occurrence when water runs from asphalt is vegetation growth. This is usually the greenest and most nutritious grasses in the area. The wildlife concentrate there and are particularly dangerous to motorists when grasses are tall. Many collisions occur when motorists startle wildlife at night.

So again use caution when using highways that haven't been recently mowed. NM was blessed with above average precipitation this year during the growing season.

# Rural broadband

My last comments are about broadband and recent changes in DOT policy. New policy is stressing the fact NM constitution has anti donation clause which disallows state to give private business something of value for free.

The NM legislators have made it clear they want the underserved and the non served to have the prosperity broadband brings to them. I think you would agree that in our high poverty state it is in the public interest to insure the cheapest high speed services to rural areas.

New DOT policy would require a permit fee and an annual fee for fiber installation in state right of ways. I understand the permit fee that would cover actual cost associated with the installation. What is unacceptable to me is the restriction to broadband development in areas that will never be profitable to providers.

Many miles are installed with federal grants to rural NM that may pay for initial installation but don't insure a profitable revenue stream.

Do we want to restrict broadband to citizens of NM to supplement DOT?

## Macias, Gerardo

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**From:** Pat Woods <woodspat@aol.com>  
**Sent:** Monday, October 4, 2021 9:09 AM  
**To:** Macias, Gerardo  
**Subject:** [EXT] Fwd: Curry County Roads

Sent from my iPhone

Begin forwarded message:

**From:** Lance Pyle <lpyle@currycounty.org>  
**Date:** October 4, 2021 at 9:06:24 AM MDT  
**To:** woodspat@aol.com  
**Cc:** Eva Woods <woodseva@aol.com>  
**Subject:** Curry County Roads

Good Morning Pat,

The County Road Department budget for fiscal year 21 was \$2,607,175 (not including grants/appropriations) and was not adequate to meet the needs. Of that amount \$366,416 was gasoline tax and \$702,656 was motor vehicle registration revenue; which does not even cover the salaries/benefits for 22 road employees at \$1,135,629. The County transferred over \$1 million to cover operational, supplies, equipment, etc.

The Transportation Project Funding (TPF) along with CAP, COOP, School Bus are very appreciative, but do not cover the needs based on maintaining around 1400 miles County Roads. The County received \$1,153,620 in transportation funds for 2 miles (1 project) and in District 2 only 3 Counties (or 16 entities) received TPF Funding of the 28 Million awarded. The drought and economic development have put more of a burden on our Rural County Roads and additional assistance, is needed.

If you have any additional questions, please let me know.

Thanks,  
Lance A. Pyle  
Curry County Manager  
Cell (575) 799-1405



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← BIYEROG  
← HAYDEN

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CENTERVILLE  
NEW MEXICO  
CEMETERY

MARY ELIZABETH CLAYTON WILLIAMS  
WITH SONS ELI BORDEN AND  
WILLIAM CALVIN CLAYTON AND FAMILIES  
HOMESTEADED THIS AREA IN 1907.

AT THE DEATH OF MARY'S GRANDSON  
IN JUNE OF 1907 SHE GAVE THIS  
PLOT FOR A CEMETERY. IN 1960  
IT WAS DEEDED TO THE COMMUNITY  
BY THE H. E. GEORGE FAMILY.