NEW MEXICO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2023 ANNUAL REPORT

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23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

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Executive Summary

Crash Trends

The Highway Safety Improvement Program (HSIP) annual report is prepared by the Multimodal Planning and Programs Bureau (MPPB) of the New Mexico Department of Transportation (NMDOT) Planning Division (PD). The 2023 HSIP Annual Report is based on the best and most recently available transportation safety data and information, including projects contained in the Federal Fiscal Year (FFY) 2022 Statewide Transportation Improvement Program (STIP).

Overall, in New Mexico from the year 2021 to the year 2022, there was a 3.3 percent decrease in fatalities (483 to 467). It should be noted for this report that all 2022 fatality data represents a preliminary estimate of the data since FARS data was not available. Even though 2022 experienced a small decrease, the five-year moving average for fatalities in 2022 increased from 2018 to 2022. A comparison of values of the five-year moving average indicates an increase of 16.3 percent in 2022 to 433.0 fatalities, compared to 372.2 fatalities in 2018. While the actual count of fatalities from 2018 to 2022 showed a slight overall increase, with a large increase in 2021, the annual rate of fatalities in New Mexico had a similar slightly increasing trend in the same time period, from 1.370 to 1.633 (preliminary estimate) fatalities per 100 million vehicle miles traveled (VMT) - an increase of 19.2 percent.

Suspected serious injuries (A) increased by 2.1 percent from 1,057 to 1,079 during the same reporting period of 2018 to 2022. Overall, the number of reported serious injuries has a relatively steady declining trend dating back to 2010. The overall reduction in the five-year moving average from 2018 to 2022 is 1,184.2 to 1,029.2; a decrease of 13.1 percent. The annual rate of serious injuries in New Mexico declined from 2018 to 2022 from 4.360 to 3.882 (preliminary estimate) serious injuries per 100M VMT, or a reduction of 10.9 percent.

Annual non-motorized fatalities and suspected serious injuries increased between 2018 to 2022 (preliminary estimate) from 205 to 219, an increase of 6.8 percent and an increase in the five-year moving average of 2.8 percent (201.6 to 207.2).

FY2022 Actions

On February 25, 2022, the 2021 SHSP update process was approved by FHWA-NM. Due to restrictions related to the COVID-19 pandemic, a completely new SHSP development stakeholder process was not possible. Instead, MPPB worked with consultants to update the 2016 plan with new crash data from 2013–2019. The data was used to validate the 10 high-priority Emphasis Areas and the 10 priority Emphasis Areas in the plan. One major distinction in the 2021 SHSP compared to the prior version is the transition from evaluating the number of crashes to evaluating the number of fatalities and injuries. The updated 2021 SHSP guides the HSIP with Emphasis Areas and strategies to improve transportation safety in New Mexico.

Additionally, in this reporting period diagnostic studies were completed for the interstate system, based on the network screening results, to help NMDOT District offices identify the probable cause and possible countermeasures to improve the safety of the top priority interstate locations. A map of geo-tagged data visualizations was provided to show the distribution of crash types, crash severities, and other crash characteristics to help with diagnostics at each location. The results of diagnostics were used to identify possible countermeasures on the top-ranked locations based on the network screening process.

The interstate diagnostics and the update to the SHSP were highlights of the 2022 reporting period. NMDOT is proud of the projects and administration of the HSIP and has made progress in using a data-driven approach to implement the Roadway Safety Management process as outlined in the Highway Safety Manuel (HSM). But, with increasing trends in fatalities from 2017 to 2022 it is clear more can be done and NMDOT will continue to

work the MPOs, Tribal and Local Public Agencies (TLPAs), and all transportation safety stakeholders to improve safety on all New Mexico roadways.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The Highway Safety Improvement Program is administered by the Multimodal Planning and Programs Bureau (MPPB) of the NMDOT Planning Division. The HSIP funds are programmed by the NMDOT Safety Committee, which includes members from engineering, design, STIP, rail, and traffic from within NMDOT and the FHWA-NM Division office safety engineer. The committee oversees project selection and allocation of funds to determine where the funds can be most efficiently utilized to optimize safety performance. The structure of the HSIP is multidisciplinary and in various capacities includes: NMDOT, Tribal and Local Public Agency (TLPA) stakeholders for those jurisdictions developing projects, and FHWA-NM oversight and input as appropriate.

HSIP projects are identified through Road Safety Audits, Network Screening Reports and diagnostics, transportation safety plans and NMDOT's Location Study Procedures. HSIP funding is awarded by the NMDOT Safety Committee; members on this committee are listed for question #8. Most of the projects are NMDOT-lead projects constructing safety infrastructure improvements on NMDOT-owned or -maintained roadways. TLPAs can apply for and be awarded projects by the Safety Committee and have the same data-driven requirements as NMDOT-lead projects. Once TLPA projects are awarded, the projects must be added to the corresponding MPO's TIP and/or to the NMDOT's STIP. NMDOT-lead project designs run through one of the three regional design centers: North Region, Central Region, and South Region. TLPA-lead projects are advertised and awarded for design through consulting design engineers.

Implementation is similar for NMDOT-lead and TLPA-lead projects. Design reviews occur at 30%, 60% and 90% and all federal-aid highway program certifications are required for a project to advance to PS&E. Once PS&E is complete construction funds are obligated in the federal fiscal year corresponding to the year of award for the construction funding. Evaluation of implemented safety infrastructure projects is not systematically taking place. NMDOT continues to build HSIP capacity by increasing the number of positions assigned to the program, but also by providing training and professional development for staff and implementing the HSM Roadway Safety Management Process. However, developing the capacity for detailed project evaluation is an ongoing multiyear process.

Staffing is a key concern for HSIP capacity. The HSIP Coordinator position remains vacant, and the position is currently going through a position reclassification process to better align the position classification with the duties of the position, and, ideally, help attract and retain qualified candidates. HSIP staffing levels in FFY23 are as follows: 1) there is one full-time position HSIP Geographic Information Systems (GIS) Analyst hired mid-year in FFY23, 2) the vacant HSIP Coordinator position, and 3) the Technical Unit Supervisor, which supports both positions. The Technical Unit Supervisor is fulfilling the HSIP Coordinator duties until the position reclassification process is complete and the position is filled.

Where is HSIP staff located within the State DOT?

Other-Multimodal Planning and Programs Bureau

None

How are HSIP funds allocated in a State?

- Other-General Office review and approval from the NMDOT Safety Committee

The allocation process continues to move more towards a competitive-based evaluation process, as there is now the ability to objectively compare segments from the network screening analysis by using a scientific-based performance metric, known as the potential for safety improvement (PSI) metric.

Describe how local and tribal roads are addressed as part of HSIP.

Since all public roadways are eligible for HSIP funding, the NMDOT HSIP program includes tribal and local public agency (TLPA) led road safety projects. A total of $13,083,643.00 was programmed and $12,692,077.13 obligated on four TLPA projects or projects with a tribal aspect for the federal fiscal year (FFY) 2022 reporting period. These projects varied in scope from pedestrian facilities, general intersection improvements, lighting, and road diets.

One of the projects with Tribal involvement carried a programmed HSIP cost of $2,226,400.00. The location of the project is in San Juan County on US-64 at the intersection with Indian Service Route 5031; it stretches from milepost 26.6 to 27.75 (1.15 miles). The major improvement for the project is to provide acceleration and deceleration lanes on US-64 in the eastbound and westbound directions. This project is identifiable by control number (CN) 5101120.

NMDOT also programmed $540,000 to a second project with Tribal involvement during the FFY 2022 reporting period. The project CN, as listed in the Statewide Transportation Improvement Program (STIP), is 9900809. The project's improvement description is listed as installing dynamic message signs on portions of US-70 and US-380. Sections of the project along US-70 through the community of Mescalero located within the Mescalero Apache Reservation.

The third project, this one involving Los Alamos County as the lead agency, carried a programmed HSIP cost of $200,000. The location of the project is NM 502 and Trinity Drive in Los Alamos County, and it stretches 0.55 miles from Oppenheimer to Knecht Street (milepost 0.7 to 1.25). The major improvement for the project is to provide better pedestrian facilities, which includes sidewalks, mid-block pedestrian crossings, and signal upgrades. This project is identifiable by control number (CN) 5101390 and was also included in the 2021 and 2022 Annual Reports.

The final TLPA project has CN S100460 and was programmed for $10,117,243.00 and obligated for $9,105,518.00. The intent is to complete a road diet on Guadalupe Street with non-motorized user improvements (sidewalks, high visibility crosswalks, bike lanes) as well as signage and striping improvements.

In general, the NMDOT Safety Committee reviewed all project applications and prioritized funding independent of project jurisdiction. Proposed HSIP projects on local and tribal maintained roadways were considered in the same manner as proposed projects on NMDOT roads.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Governors Highway Safety Office
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety
- Other-Multimodal Planning and Programs Bureau
- Other-Environmental

None

Describe coordination with internal partners.

The NMDOT Safety Committee meets quarterly (January, April, July, and October) to review the HSIP and confirm the program is meeting the goals and objectives of the NM SHSP and safety targets. In general, the Safety Committee reviews and approves applications/Award Change requests for HSIP funding and provides a forum for multidisciplinary collaboration for the NMDOT divisions and bureaus involved in safety planning. The Safety Committee is composed of the following voting and advisory members:

Voting members:

· Program Management Division Director

· Planning Division Director

· Modal Division Director

· Roadside Environment Design Manager

· Bicycle, Pedestrian, and Equestrian Coordinator

Advisory members:

· HSIP Planner/Technical Unit Supervisor

· FHWA-NM Safety Engineer

· STIP Bureau Manager

· Rail Bureau Chief

· The HSIP Planner also interacts closely with the three NMDOT Regional Design Centers to coordinate project tracking and oversight needs. In addition, the HSIP Planner liaisons closely with NMDOT Traffic Safety Division (in the Modal Division) which is responsible for the NMDOT Highway Safety Plan (HSP). The Modal Division Director is the NMDOT representative to the Governor's Highway Safety Commission.

Identify which external partners are involved with HSIP planning.

- Academia/University
- FHWA
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency
- Other-Consultants

None

Describe coordination with external partners.

Road Safety Plans depending on the jurisdictions involved at the project location. NMDOT finds local community expertise invaluable when considering safety issues and needs. Local knowledge and community involvement aid in the identification of safety concerns and is vital to the implementation of countermeasures, and identification of context sensitive issues.

Other examples include data collection from local law enforcement and crash data management by the University of New Mexico.

Consultants add support with many tasks, including focusing on scientific, data-driven approaches outlined in the Highway Safety Manual. Consultants also support HSIP reporting and Implementation Plan tasks, review of potential HSIP projects, Road Safety Audits (RSAs), and the development of transportation safety plans.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

In 2022 the NMDOT continued to focus on programming and obligating projects identified by completed RSAs, Transportation Safety Plans, or projects with high Potential for Safety Improvement in the network screening analysis. This is clearing out a backlog of projects and ensuring identified safety improvements are implemented. The NMDOT continues to engage internal and external stakeholders to put in place the tools forming the foundation of a data driven HSIP based off the Roadway Safety Management Process.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

No

We have not submitted a final Manual to FHWA NM. Although it was not performed in this reporting period, in 2021 a consultant completed a task order to submit a draft HSIP Manual outlining best practices for implementing a Roadway Safety Management Process. However, the HSIP Manual is incomplete as NMDOT's specific process and procedure information still needs to be added to the HSIP Manual and plans are to have this effort executed by NMDOT staff. For this reason, the HSIP Manual is not publicly available and a copy of the HSIP Manual was not submitted through the Online Reporting Tool. When the new staff position described in question 3 are filled, the specific HSIP process and procedures can be identified for the completion of the HSIP manual.

Select the programs that are administered under the HSIP.

- Intersection
- Pedestrian Safety
- Other-Lighting
- Other-Rural Roadways
- Other-Data/Analysis

None

Program: Intersection

Date of Program Methodology:9/30/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Fatal and serious injury crashes only

Exposure

- Volume

Roadway

- Roadside features
- Other-Intersection features

What project identification methodology was used for this program?

- Crash frequency
- Other-Crash Severity

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-NMDOT Selection Committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:100
Total Relative Weight:100

None

Program: Pedestrian Safety

Date of Program Methodology:9/30/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- Other-Pedestrian crashes only

Exposure

- Other-None

Roadway

- Median width
- Roadside features
- Other-Intersection features

What project identification methodology was used for this program?

- Crash frequency
- Other-Pedestrian crashes only

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-NMDOT Selection Committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:100
Total Relative Weight:100

None

Program: Other-Lighting

Date of Program Methodology:9/30/2022

What is the justification for this program?

What is the funding approach for this program?

What data types were used in the program methodology?

Crashes	Exposure	Roadway

What project identification methodology was used for this program?

Are local roads (non-state owned and operated) included or addressed in this program?

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

None

Program: Other-Rural Roadways

Date of Program Methodology:9/30/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Other-KAB crashes only

Exposure

- Volume

Roadway

- Other-Qualified as Rural Area

What project identification methodology was used for this program?

- Crash frequency
- Other-KAB crashes only

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-NMDOT Selection Committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:100
Total Relative Weight:100

None

Program: Other-Data/Analysis

Date of Program Methodology:9/30/2022

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes
- Other-KAB Crashes Only

Exposure

- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-NMDOT Safety Committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:100
Total Relative Weight:100

None

What percentage of HSIP funds address systemic improvements?

1

HSIP funds are used to address which of the following systemic improvements?

- Other-None

For FY2022, there were no funds programmed or obligated to address systemic needs. The input of "1%" was inserted into the Online Reporting Tool because an input of "0%" is not accepted.

What process is used to identify potential countermeasures?

- Crash data analysis
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input
- Other-NMDOT Location Study Procedures

None

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

At this time, the HSIP program does consider safety initiatives related to both connected vehicle technologies and ITS technologies. If a project were to be submitted to the Safety Committee with any ITS-related features or connected vehicle features, the project would be considered on the same level as any other safety project.

In this reporting period, there were two projects that included ITS-related technologies or aspects. The CNs for those two ITS projects are 9900809 and E100203.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

As is the case for previous reporting periods, the NMDOT is working towards applying the full cycle of the Roadway Safety Management Process (RSMP) to NMDOT HSIP efforts. In recent years, the NMDOT finished the network screening process for nearly all non-local routes with volume data throughout the state. These analyses are guided by the approaches included in the Highway Safety Manual. Other efforts include diagnosis and countermeasure selection and the NMDOT preparing the data needed to incorporate the next steps of the RSMP.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

None

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$30,188,849	$29,735,386	98.5%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$1,754,347	$1,754,347	100%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$31,943,196	$31,489,733	98.58%

None

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$13,083,643

How much funding is obligated to local or tribal safety projects?

$12,692,078

A total of $13,083,643.00 is programmed to projects that have local ownership/involvement or have some aspect of Tribal involvement. The four projects are briefly mentioned below.

· $200,000.00 programmed for CN 5101390 which focuses on sidewalk, landscape, and mid-block pedestrian crossing improvements. The project also includes signal upgrades and median installations along NM-502/Trinity Drive in Los Alamos County.

· A road diet project has $10,117,243 programmed for CN S100460. It plans to implement a variety of pedestrian and bicyclist improvements, signalized intersection upgrades, and lighting improvements along Guadalupe St. in Santa Fe County.

· $2,226,400 programmed for CN 5101120 which focuses on intersection safety improvements and lighting along US-64/N 5031 Intersection in San Juan County.

· $540,000 is programmed for CN 9900809, which is partially located in the Mescalero Reservation, includes the installation of dynamic message signs throughout the corridor to provide real-time travel information to improve safety during inclement weather, construction, and incident management.

A total of $12,692,078 is obligated to the four projects mentioned in the first part of this question.

· $180,000.00 for CN 5101390

· $9,105,243.00 for CN S100460

· $2,859,973.26 for CN 5101120

· $546,585.87 for CN 9900809

How much funding is programmed to non-infrastructure safety projects?

$3,413,593

How much funding is obligated to non-infrastructure safety projects?

$2,762,836
A total of $3,413,592.95 is programmed to non-infrastructure safety projects. The CNs for these ten projects are: · 6101390 · U900303 · 9900561 · 9900562 (listed twice) · 9900567 · 9900881 · 9900882 · 9900883 · 9900884

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$0

None

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

In some instances, project development and delivery took longer than originally anticipated, which affected timing for obligation of funds. Some of the challenges included in this reporting cycle are cost escalation

caused by inflation and staffing shortages. This is causing projects programmed in previous years to face letting adjustments and some projects have moved out in STIP years to seek additional funding. Limited staffing has hampered the HSIP from liaising with NMDOT Districts and TLPAs to identify candidate projects for funding.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
I-25 BUSINESS LOOP-First phase of construction	Intersection geometry	Intersection geometry - other	0.3	Miles	$4500000	$11500002	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	9,867	40	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements.
I-25 BUSINESS LOOP 11 PHASE 2	Intersection geometry	Intersection geometry - other	0.4	Miles	$3870000	$9519412	HSIP (23 U.S.C. 148)	Urban	Major Collector	9,867	40	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements.
US 64/N 5031 Intersection	Intersection geometry	Intersection geometry - other	1.15	Miles	$2859973	$2638353	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	14,873	60	State Highway Agency	Spot	Intersections	Implement geometric improvements related to vehicle operations.
NM 502/Trinity Drive	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.55	Miles	$180000	$4250000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,741	35	City or Municipal Highway Agency	Spot	Pedestrians and Bicyclists	Install or upgrade traffic/pedestrian signals, refuge islands, and raised medians based on the identified need.
US 550 Game Fence	Roadside	Fencing	3.3	Miles	$1746267	$1000000	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	10,819	65	State Highway Agency	Spot	Animal/Wildlife Involvement	Install fence with gap, warning signs, and climb-out escapes and/or underpasses
I-40/ US 491 Interchange	Interchange design	Interchange design - other	1	Miles	$335586	$1700000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	30,739	65	State Highway Agency	Spot	Pedestrians	Include safe interaction/connectivity of non-motorized modes in planning, design, and construction of transportation facilities.
Dynamic Message Signs through Mescalero	Roadway signs and traffic control	Roadway signs and traffic control - other	33	Miles	$546586	$910000	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	4,781	65	State Highway Agency	Spot	Real-time Driver Information	Present drivers with current roadway conditions and other operational concerns.
NM 404 Widening Project	Roadway	Roadway widening - add lane(s) along segment	7.9	Miles	$5918553	$70041506	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	9,696	65	State Highway Agency	Spot	Roadway Departure	Install proven treatments to reduce the likelihood and/or severity of head-on

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
															crashes on multilane roadways.
Guadalupe St. Reconstruction Road Diet	Pedestrians and bicyclists	Pedestrians and bicyclists – other	0.679	Miles	$9105518	$10709444	HSIP (23 U.S.C. 148)	Urban	Local Road or Street	9,752	35	City or Municipal Highway Agency	Spot	Pedestrians	Install traffic calming for road sections and intersections, such as road diets.
Planning RSA On-Call	Miscellaneous	Data analysis	1	Data Analysis	$672903	$672903	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
New Mexico State Police - Section 164	Miscellaneous	Data analysis	1	Data Analysis	$854153	$854153	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Dona Ana County Sheriff Office	Miscellaneous	Data analysis	1	Data Analysis	$45000	$45000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Dona Ana County Sheriff Office	Miscellaneous	Data analysis	1	Data Analysis	$135000	$135000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Iowa DOT - TraCS Software License	Miscellaneous	Data analysis	1	Data Analysis	$80370	$80370	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Statewide Traffic Safety	Miscellaneous	Data analysis	1	Data Analysis	$9192	$9192	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Statewide Traffic Safety	Miscellaneous	Data analysis	1	Data Analysis	$54000	$54000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Statewide Traffic Safety	Miscellaneous	Data analysis	1	Data Analysis	$522632	$522632	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Statewide Traffic Safety	Miscellaneous	Data analysis	1	Data Analysis	$54000	$54000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0	0	State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP

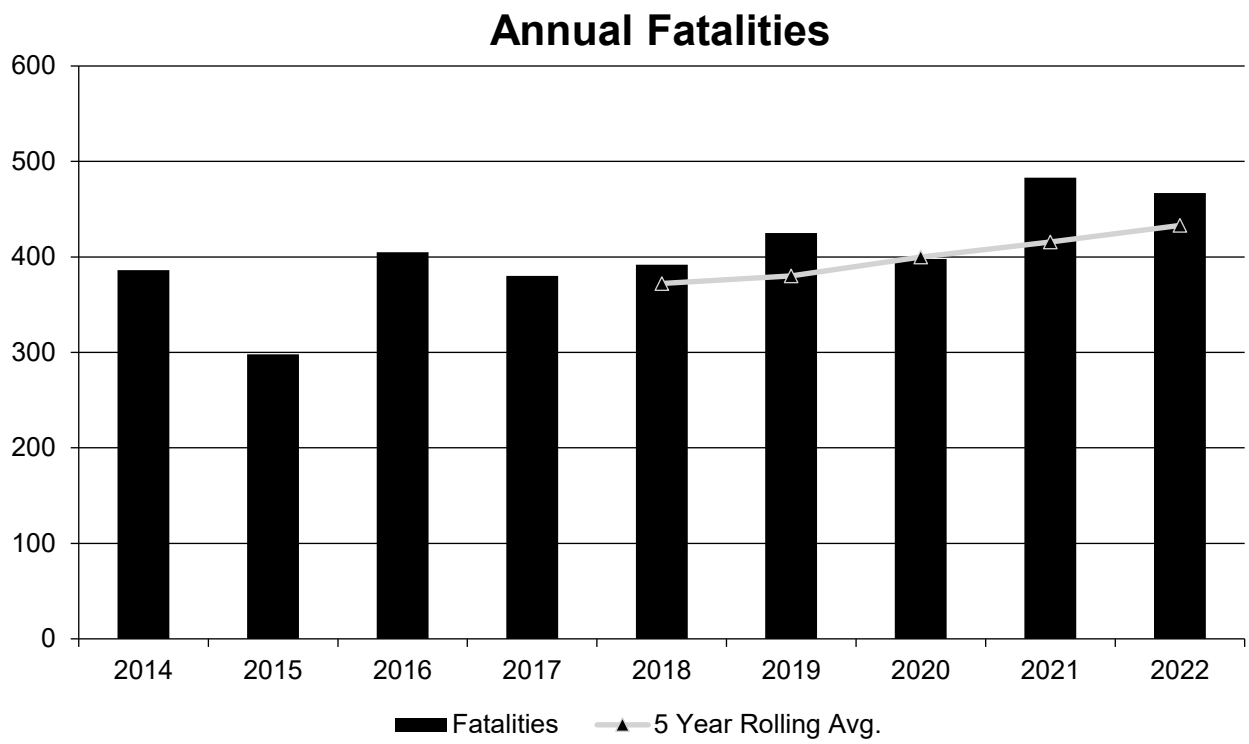
The project list for FY2022 was uploaded into the Online Reporting Tool using the Microsoft Excel template. For all FY2022 projects listed, the highest speed limit and AADT value was included for the response. There were many projects that had speed limits or AADTs that changed throughout the corridor, instead of being one, consistent speed limit throughout. However, the Online Reporting Tool does not accept “Varies” or “45-55MPH” as an answer. For this reason, the highest speed limit and AADT observed along the project corridor was listed.

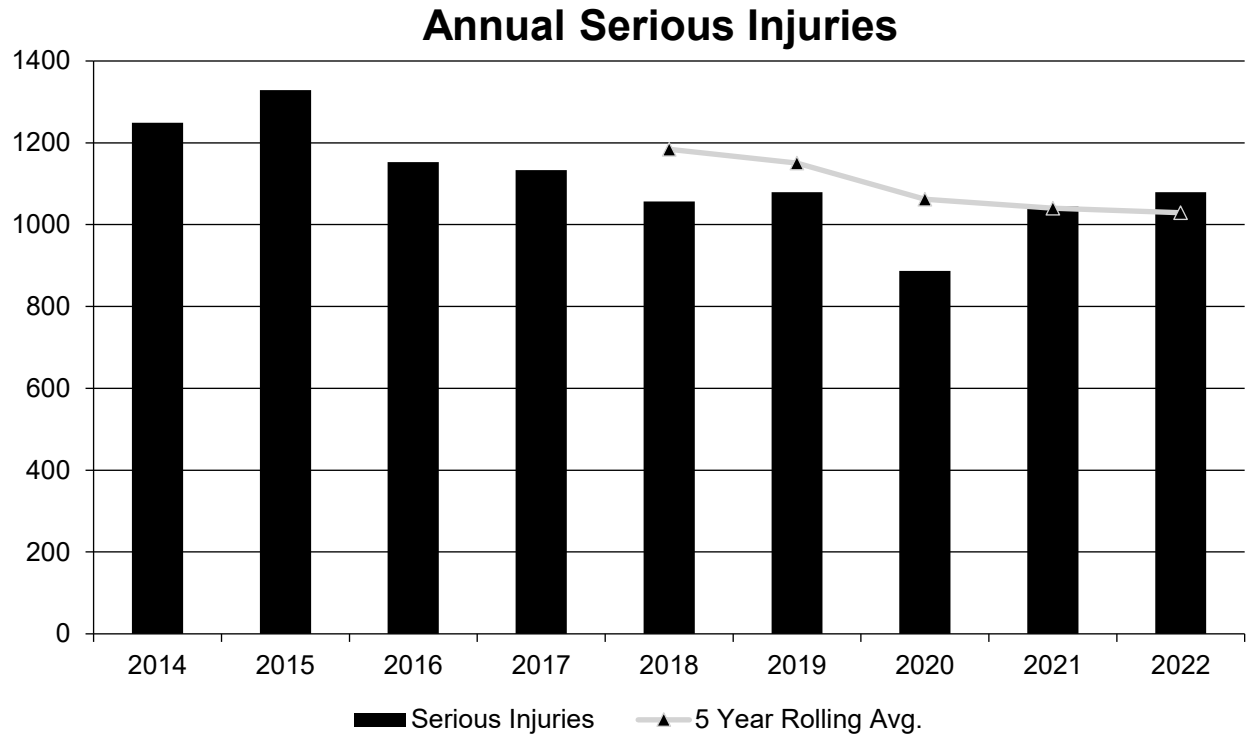
Safety Performance

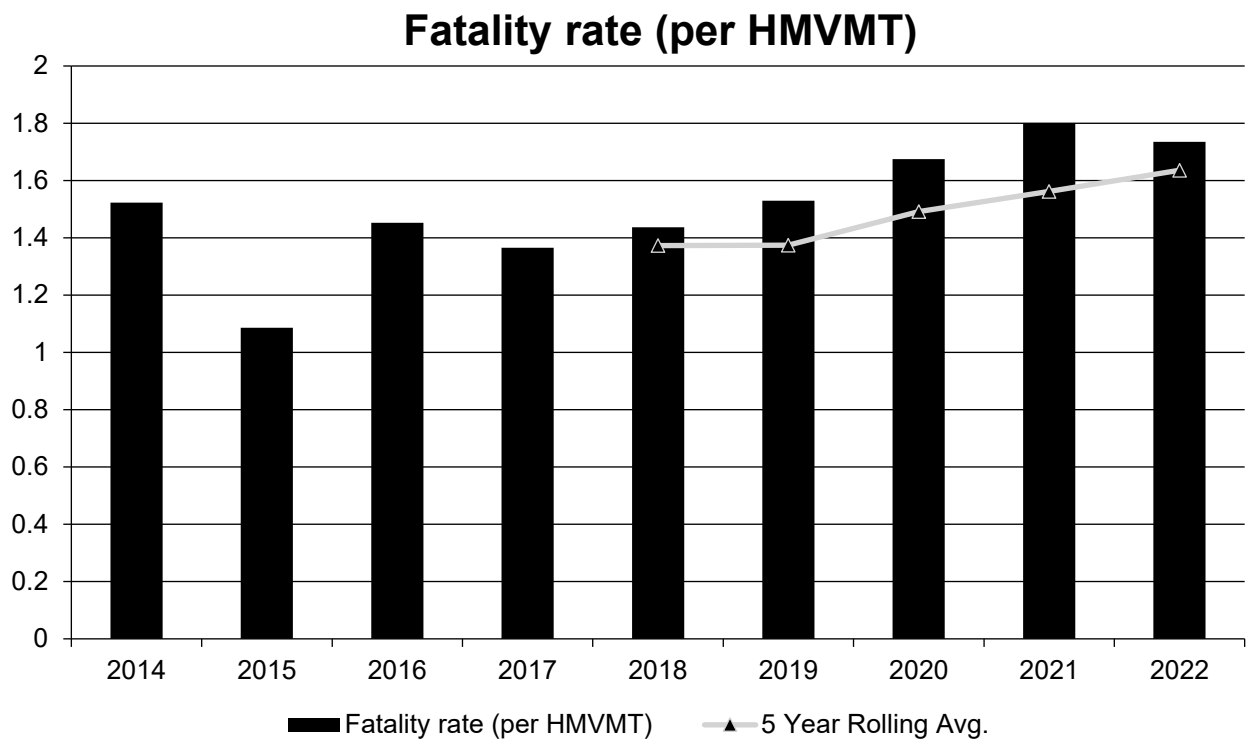
General Highway Safety Trends

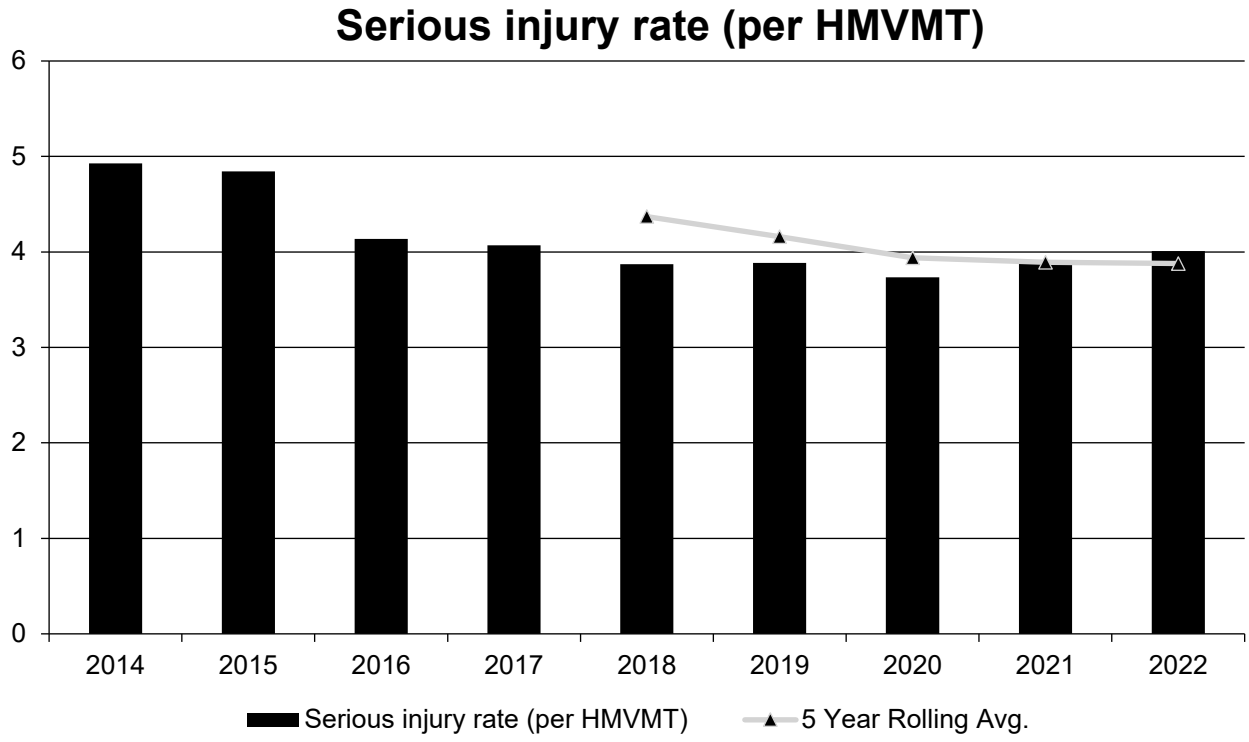
Present data showing the general highway safety trends in the State for the past five years.

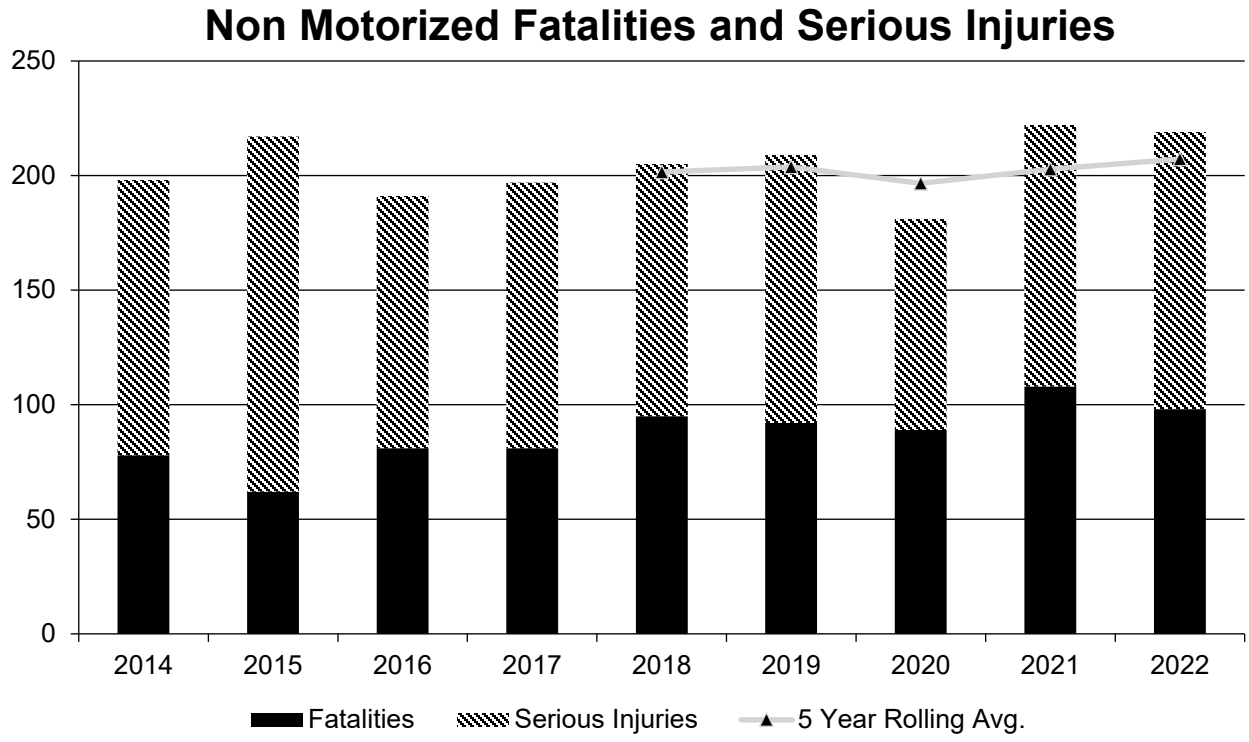
PERFORMANCE MEASURES	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatalities	386	298	405	380	392	425	398	483	467
Serious Injuries	1,249	1,329	1,153	1,133	1,057	1,079	887	1,044	1,079
Fatality rate (per HMVMT)	1.523	1.086	1.452	1.365	1.437	1.530	1.675	1.801	1.735
Serious injury rate (per HMVMT)	4.928	4.844	4.135	4.070	3.873	3.885	3.734	3.892	4.009
Number non-motorized fatalities	78	62	81	81	95	92	89	108	98
Number of non-motorized serious injuries	120	155	110	116	110	117	92	114	121
non-motorized fatalities and serious injuries	198	217	191	197	205	209	181	222	219

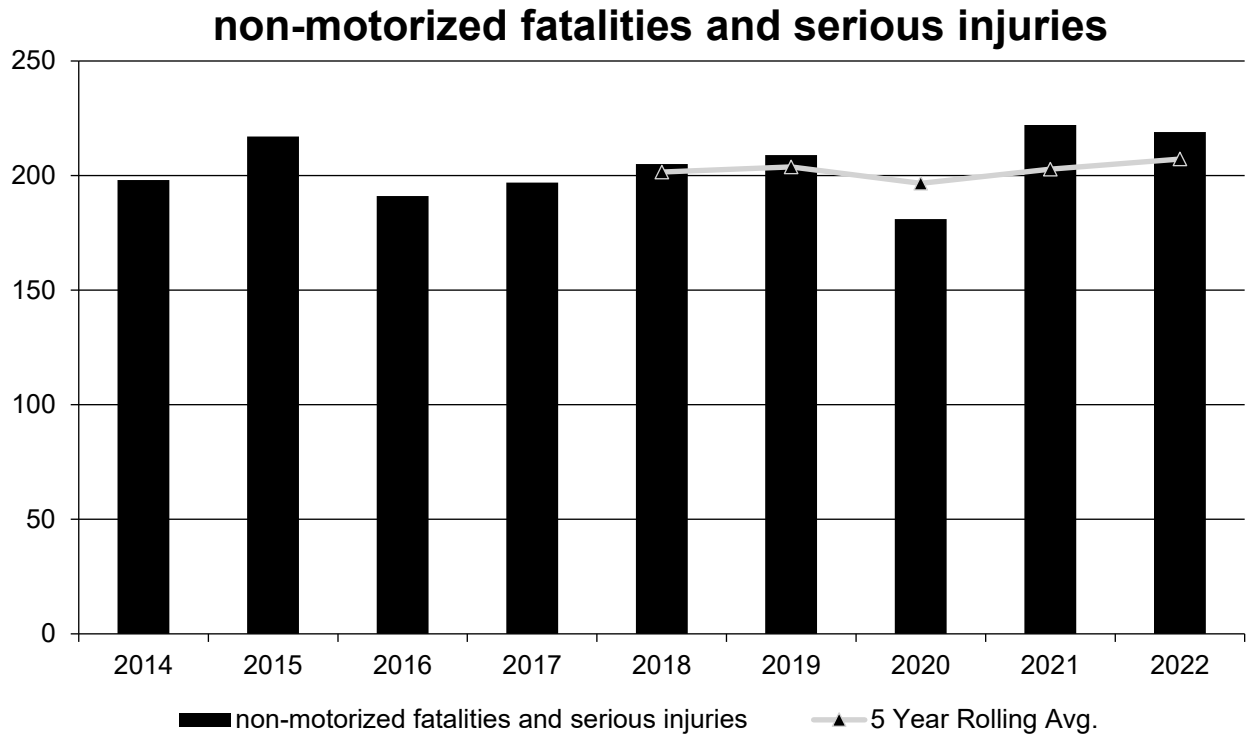

Annual Fatalities
600
500
400
300
200
100
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1400
1200
1000
800
600
400
200
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
2
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
6
5
4
3
2
1
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Serious injury rate (per HMVMT)
5 Year Rolling Avg.





· The value for the 2021 fatalities has changed since the summer of 2022. It was previously listed as 479 and has been changed to 483.

· The value for the 2021 fatality rate has changed since the summer of 2022. It was previously listed as 1.786 and has been changed to 1.801.

· The value for the 2021 A-Injuries has changed since the summer of 2022. It was previously listed as 996 and has been changed to 1044.

· The value for the 2021 A-Injury rate changed since the summer of 2022. It was previously listed as 3.714 and has been changed to 3.892.

· The value for the 2021 non-motorized serious injuries has changed since the summer of 2022. It was previously listed as 108 and has been changed to 114.

· The value for the 2021 non-motorized fatalities and serious injuries has changed since the summer of 2022. It was previously listed as 216 and has been changed to 222.

· The data used for 2022 is provisional.

Describe fatality data source.

FARS

The source for the 2022 fatality values is the NMDOT crash dataset prepared by UNM. FARS does not have 2021 or 2022 fatality data published at the time of filling out this report, so the UNM dataset was used as a supplement. All other fatality data is based on FARS.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2022

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	67.6	94.8	1.45	2.04
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0	0	0	0
Rural Principal Arterial (RPA) - Other	56.8	108.8	1.53	2.95
Rural Minor Arterial	37.2	65.2	2.15	3.79
Rural Minor Collector	9	14.6	2.14	3.52
Rural Major Collector	42.4	76	2.63	4.73
Rural Local Road or Street	23.6	58.8	0.58	1.46
Urban Principal Arterial (UPA) - Interstate	32.8	68.8	1.18	2.45

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Urban Principal Arterial (UPA) - Other Freeways and Expressways	0.8	2.2	0.73	2.06
Urban Principal Arterial (UPA) - Other	85.6	253.8	2.3	6.9
Urban Minor Arterial	26.6	82.6	1.63	5.16
Urban Minor Collector	3	7.4	1.32	3.29
Urban Major Collector	13.8	52.6	1.47	5.58
Urban Local Road or Street	17.6	93.4	2.12	11.55

Year 2022

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	275.4	525.8	1.64	3.12
County Highway Agency	36	101.6	1.21	3.42
Town or Township Highway Agency	0	0.2	0	15.25
City or Municipal Highway Agency	93.4	334	1.98	7.02
State Park, Forest, or Reservation Agency	0	0	0	0
Local Park, Forest or Reservation Agency	0	0	0	0
Other State Agency	0	0	0	0
Other Local Agency	0	0	0	0
Private (Other than Railroad)	1.2	4.4	0.19	0.76
Railroad	0	0	0	0
State Toll Authority	0	0	0	0
Local Toll Authority	0	0	0	0
Other Public Instrumentality (e.g. Airport, School, University)	0	0	0	0
Indian Tribe Nation	8.6	6.8	1.03	0.82

The calendar year 2022 had 448 fatalities and 1,079 A-Injuries, which occurred on roadways with a variety of ownership types. However, 3 fatalities and 14 A-Injuries from 2022 were not assigned to any of the ownership's fields available for this question. The ownership fields that are present in New Mexico but not available for this question include: US Forest Service, Bureau of Land Management, and Other. For this reason, the sum of fatalities and A-Injuries used to calculate the 5-year moving average for the Ownership portion of question 32 do not always sum to the number of fatalities and A-Injuries that occurred in the state.

Provide additional discussion related to general highway safety trends.

See inputs in the comments section for each performance target in Question #34.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2024 Targets *

Number of Fatalities:450.0

Describe the basis for established target, including how it supports SHSP goals.

The method used in prior years to establish a target for fatalities was based on a mathematical approach that projected a value from a 5-year moving average trendline. For the calendar year 2024 fatalities, this trendline indicated a positive slope. NMDOT HSIP and stakeholders decided to set a target that was lower than the projected value for 2024.

Number of Serious Injuries:1018.6

Describe the basis for established target, including how it supports SHSP goals.

The method used in prior years to establish a target for serious injuries was based on a mathematical approach that projected a value from a 5-year moving average trendline. For the calendar year 2024 serious injuries, this trendline indicated a relatively flat slope (neither positive nor negative slope). NMDOT HSIP and stakeholders decided to set a target that was lower than the projected value for 2024.

Fatality Rate:1.689

Describe the basis for established target, including how it supports SHSP goals.

The method used in prior years to establish a target for fatality rate was based on a mathematical approach that projected a value from a 5-year moving average trendline. For the calendar year 2024 fatality rate, this trendline indicated an increase in the rate of fatalities, which NMDOT HSIP and stakeholders found unacceptable. Due to this, the group decided to set a target that was lower than the projection for 2024.

Serious Injury Rate:3.800

Describe the basis for established target, including how it supports SHSP goals.

The method used in prior years to establish a target for rate of serious injuries was based on a mathematical approach that projected a value from a 5-year moving average trendline. The trendline for rate of serious injuries in the calendar year 2024 behaved similar to that of the serious injuries trendline, showing a relatively flat slope (neither positive nor negative slope). NMDOT HSIP and stakeholders decided to set a target that was lower than the projected value for 2024.

Total Number of Non-Motorized Fatalities and Serious Injuries:200.0

Describe the basis for established target, including how it supports SHSP goals.

The method used in prior years to establish a target for rate of serious injuries was based on a mathematical approach that projected a value from a 5-year moving average trendline. For the calendar year 2024 non-motorized fatalities and serious injuries, the trendline indicated a relatively slight increase in the sum of non-

motorized fatalities and serious injuries. Due to this small increase, NMDOT HSIP and stakeholders decided to set a target that was lower than the projected value for 2024.

The three common measure targets (fatalities, serious injuries, and fatalities rate) are required to be identical between the Highway Safety Plan, NHTSA and the Highway Safety Improvement Program. Changes created by the Infrastructure Investment and Jobs Act (IIJA) resulted in the Highway Safety Plan (HSP) requirement of the plan to cover three years. Additionally, the new rules mandate the NHTSA targets be held steady or show improvement over the three-year period. A waiver was issued by US DOT for calendar year 2024 allowing for the common measure targets to not be identical between the two programs, and NMDOT HSIP is taking advantage of that waiver for this performance period. However, for this performance period, both the HSP and HSIP decided to re-evaluate how the targets are set.

In prior years, projected 5-year moving averages were the standard method for determining the safety targets. However, 5-year moving averages purely follow the crash trends, and unfortunately the number of fatalities and serious injury crashes has been increasing over the last few years in New Mexico. This led the projected 5-year moving averages to show increasing fatalities and serious injuries at levels the DOT could not accept. The targets continue to be 5-year moving averages and to achieve these targets the number of fatalities and serious injuries must decline.

Instead of following the projections, which are increasing, NMDOT's HSIP and HSP both show declining targets for the three common measure targets included in the Annual Report. This change more accurately demonstrates NMDOT's commitment to improving safety outcomes for all roadway users. NMDOT's FHWA and NHTSA safety programs, and all the work of the department, commit to using all the tools available to do everything in our power to bring down the number of fatalities and serious injuries on all public roads in New Mexico. NMDOT HSIP intended to have the common measure targets match between the HSP and HSIP, however NHTSA required an adjustment to the HSP targets to meet the IIJA requirements and this change did not allow sufficient time for the HSIP to engage a stakeholder process to adjust the HSIP targets.

This effort is an "all hands," multidisciplinary effort. Aligning with SHSP direction, coordination is required between Tribal and Local Public Agencies (TLPAs) and State agencies (led by NMDOT). This collaboration aims to promote safety culture by centering safety as a primary focus for all transportation projects, initiatives, and programs. We all must work to make safe driving and roadway behavior choices the only acceptable choices. To further these efforts to improve safety outcomes for all transportation system users the following three common measure safety targets were originally agreed upon by NMDOT's HSP and HSIP in May 2023, though the HSP targets were ultimately changed for these measures due to NHTSA requirements. The remaining 2 HSIP targets for Rate of Serious Injuries and Number of Non-Motorized Fatalities and Serious Injuries were set by the NMDOT HSIP team, following the agreed-upon methodology. All targets were set and/or shared with New Mexico's five Metropolitan Planning Organization's for their review and comment.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

As has been done annually every spring, a meeting was hosted by NMDOT Traffic Safety Division to set the three common measure HSP targets for the upcoming year. This meeting occurred on May 24th, 2023, and included stakeholders where the focus was to discuss and review the data and adopt the targets. HSIP is using the targets agreed to at this meeting. MPPB staff provided a memo to the MPOs describing the methodology and all five targets and requesting comments.

Does the State want to report additional optional targets?

No

Consistent with the SHSP, the NMDOT will continue to focus on reducing fatalities and serious injuries in New Mexico, with consideration of guidance provided by the FHWA and federal legislation.

Describe progress toward meeting the State's 2022 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	421.9	433.0
Number of Serious Injuries	1030.5	1029.2
Fatality Rate	1.645	1.636
Serious Injury Rate	3.824	3.879
Non-Motorized Fatalities and Serious Injuries	190.6	207.2

NMDOT's safety targets were established based on a series of meetings with the Multimodal Planning and Programs Bureau and other stakeholders. The state set annual targets for five performance measures listed below:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 million vehicle miles travelled (VMT) or fatality rate
4. Serious Injuries per 100 million VMT or serious injury rate
5. Number of Non-motorized Fatalities and Serious Injuries

Progress, in terms of meeting the forecasted targets, is described below. The measure used to describe progress is the Five-Year Moving Average.

1. Number of Total Fatalities. The 2022 forecast target for fatalities was 421.9 and the actual Five-Year Moving Average for 2022 (based on preliminary NMDOT data) is 433.0 The actual 2022 value compared to the forecast target in 2021 was an increase of 2.6 percent. The percent change equation used is [(new value – old value) / old value]. This is a very small increase, showing that the forecasted value was relatively consistent with what has occurred statewide. For this forecasting period, NMDOT used a linear best fit model of crash data as the primary tool to plot data for future years and this does not consider travel changes.
2. Number of Serious Injuries. The 2022 forecast target for total serious injuries was 1,030.5 and the actual Five-Year Moving Average for 2022 (based on preliminary NMDOT data) is 1,029.2. The actual value for 2022 compared to the forecast target for 2022 is nearly identical. Since 2013, New Mexico has experienced a slightly negative slope of the line representing the Five-Year Moving Average number of serious injuries.
3. Fatalities per 100 million vehicle miles travelled (VMT) or fatality rate. The 2022 forecast target for the rate of fatalities was 1.645 and the actual Five-Year Moving Average for 2022 (based on preliminary NMDOT data) is 1.636. The actual value for 2022 compared to the forecasted target for 2022 experienced a decrease of 0.7 percent. This decrease, to some extent, can be attributed to a relatively slight decrease in fatalities in 2022 and a relatively consistent statewide VMT number value.
4. Serious Injuries per 100 million VMT or serious injury rate. The 2022 forecast target for the rate of serious injuries was 3.824 and the actual Five-Year Moving Average for 2022 (based on preliminary NMDOT data) was 3.879. The actual value for 2022 compared to the forecasted target for 2022 was an

increase of 1.5 percent. This increase in serious injury rate again should not be overshadowed by the very positive trend that continues for total serious injuries in New Mexico. But the small increase can potentially be attributed to an increase in the number of serious injuries in 2022 and a relatively steady number for statewide VMT.

5. Number of Non-motorized Fatalities and Serious Injuries. The 2022 forecast target for number of non-motorized fatalities and serious injuries was 190.6 and the actual Five-Year Moving Average for 2022 (based on preliminary NMDOT data) is 207.2. The actual Five-Year Moving Average value for 2022 compared to the forecast target for 2022 is a sizeable increase of 8.7 percent.

Applicability of Special Rules

Does the VRU Safety Special Rule apply to the State for this reporting period?

No

The VRU special rule determination was not applicable to FY2022.

Does the HRRR special rule apply to the State for this reporting period?

No

The HRRR special rule does not apply to New Mexico for this reporting period.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022
Number of Older Driver and Pedestrian Fatalities	44	45	51	41	41	49	56
Number of Older Driver and Pedestrian Serious Injuries	83	101	90	107	55	82	88

At the time of populating this report (late August), the 2021 and 2022 crash data was not listed on FARS. The NMDOT dataset prepared by UNM was used for calculating the 2021 and 2022 fatality and A-injuries numbers for older pedestrians and older drivers.

Since completing the 2022 Annual Report, the dataset for 2020 crashes prepared by UNM has been finalized. This resulted in the number for older driver and pedestrian serious injuries changing from 54 to 55.

There is a conflict between the FARS and UNM datasets for the number of older pedestrian fatalities for 2020. FARS shows 7 while the UNM dataset shows 8. The number shown in FARS is listed in the table for Question 39.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries

None

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

The number of fatalities has risen for the past two years and by this measure the NMDOT HSIP needs to continue to work to integrate the Safe System Approach into the project identification and scoping process. All projects need to be safety projects. The HSIP is working on several efforts to implement tools for safety data analysis, focus on vulnerable road user safety and create a new SHSP. These efforts will help position NMDOT to make project identification and scoping decisions in alignment with SHSP emphasis areas.

The efforts described are ongoing but demonstrate a long-term commitment to improving transportation safety outcomes. The crash data analytical tools being implemented will provide an opportunity to focus in on specific crash types and contributing factors. This, in turn, allows for project level evaluations of the effectiveness of the projects on the targeted crash types and factors.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- HSIP Obligations
- Increased awareness of safety and data-driven process
- Policy change
- Other-Development of improved HSIP internal and external procedures

1. HSIP obligation rates help to demonstrate the continuing improvements to program effectiveness. Getting as much HSIP funding obligated to safety improvement projects as possible is one way to show the program is working towards increasing the number of safe trips statewide.

2. Increasing awareness of safety issues, like the pedestrian fatality rate, helps to communicate the importance of individual behavior and choice, while also highlighting the need to push for infrastructure improvements. Promoting safety issues raises awareness and helps to promote and develop stronger safety culture in New Mexico. To be most effective in allocating safety funds NMDOT continues to build capacity for data-driven decision making. By following the data and promoting awareness of the safety issues highlighted in the data – especially the network screening analysis results and pedestrian safety challenges - NMDOT is cultivating safety culture by linking individual choices to safety outcomes.

Two major efforts for NMDOT that will help to increase awareness in the next reporting period would be the Vulnerable Roadway User Safety Assessment and the development of a new Strategic Highway Safety Plan.

3. Policy change includes encouraging the adoption of Vision Zero, Towards Zero Deaths, Safe Streets for All, and Complete Streets policies at the state and local level. As more local jurisdictions adopt or consider policies

like Vision Zero and Complete Streets, it demonstrates the improving safety culture in New Mexico. When these policies are adopted, it shows the work NMDOT does to promote safety culture is having a positive impact.

4. Other-Development of improved HSIP internal and external procedures include the updating of the NMDOT HSIP RSA Guidebook to improve consistency in the reports and ensure NM specific context elements are included. The guidebook is focused more on practitioners and consultants and the hope is the updated RSA Guidebook will encourage more NMDOT led and non-NMDOT led RSAs. NMDOT continues to build HSIP capacity for data analysis and when more staffing resources are available more work can take place to define the HSIP will be structure and administration procedures over the next 5 to 10 years. This decision making is needed to finalize the HSIP Manual to document the processes and procedures required of all HSIP applicants.

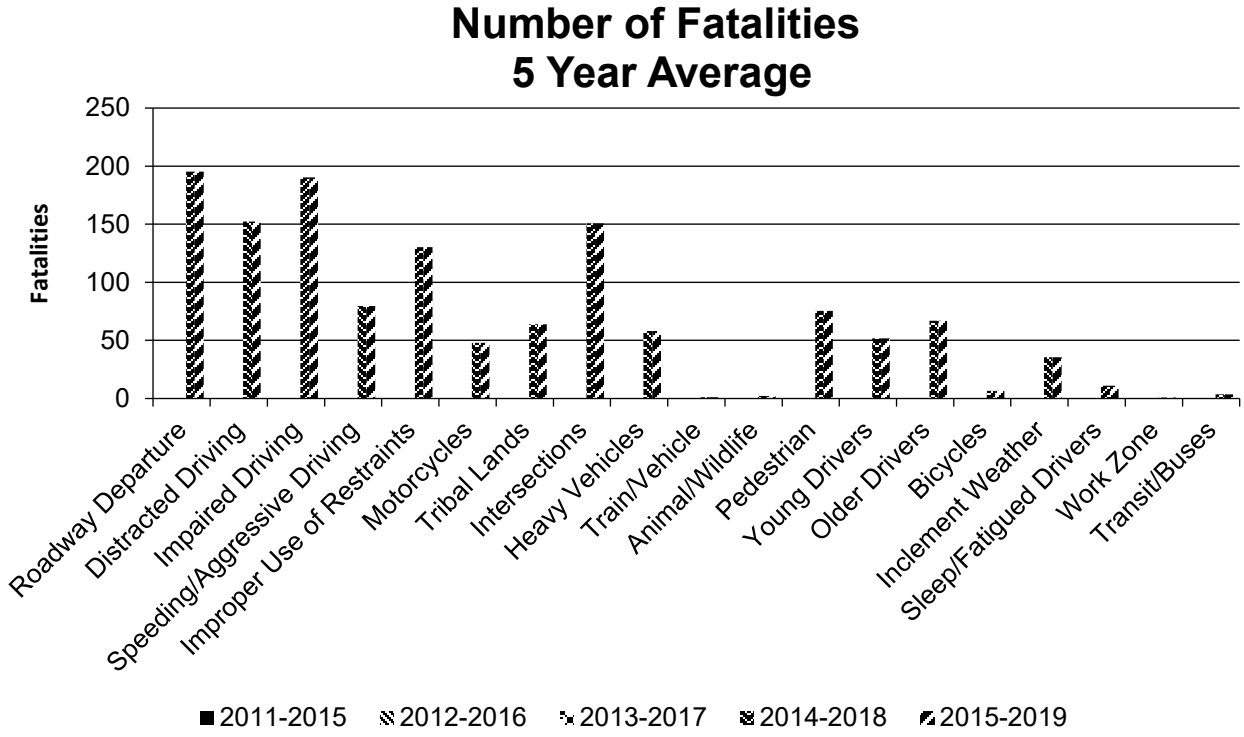
Effectiveness of Groupings or Similar Types of Improvements

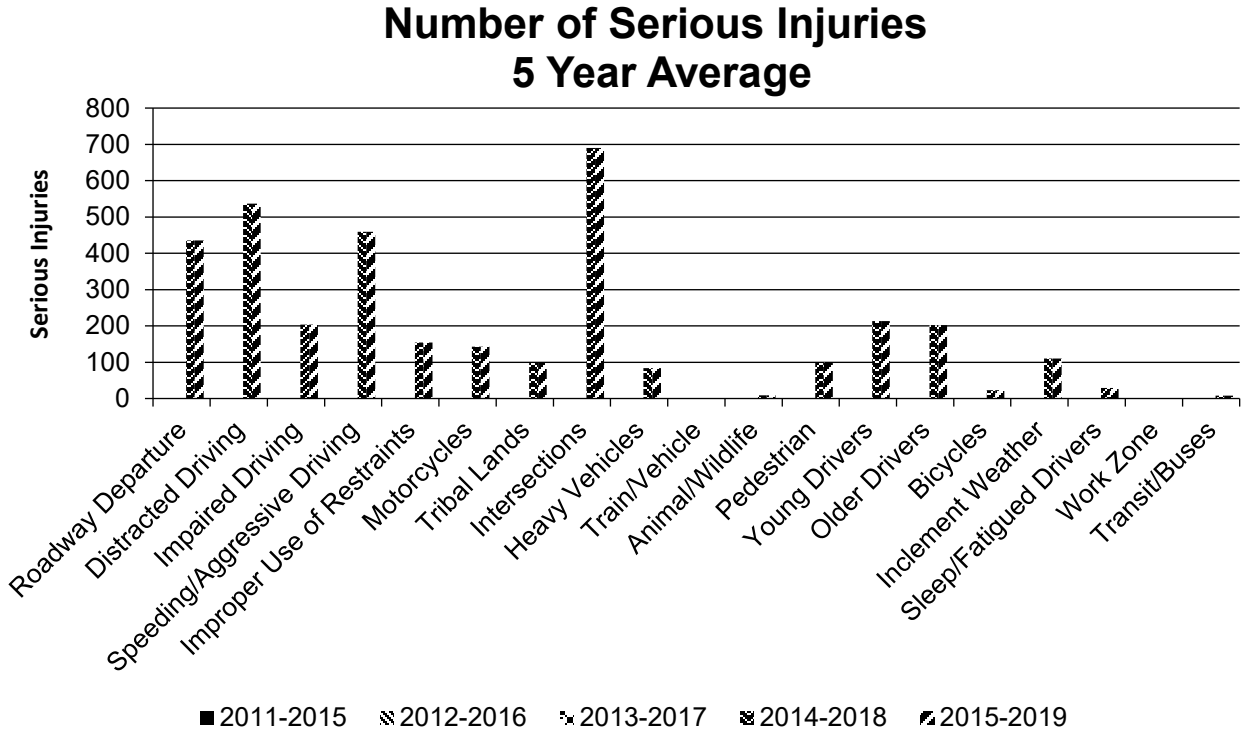
Present and describe trends in SHSP emphasis area performance measures.

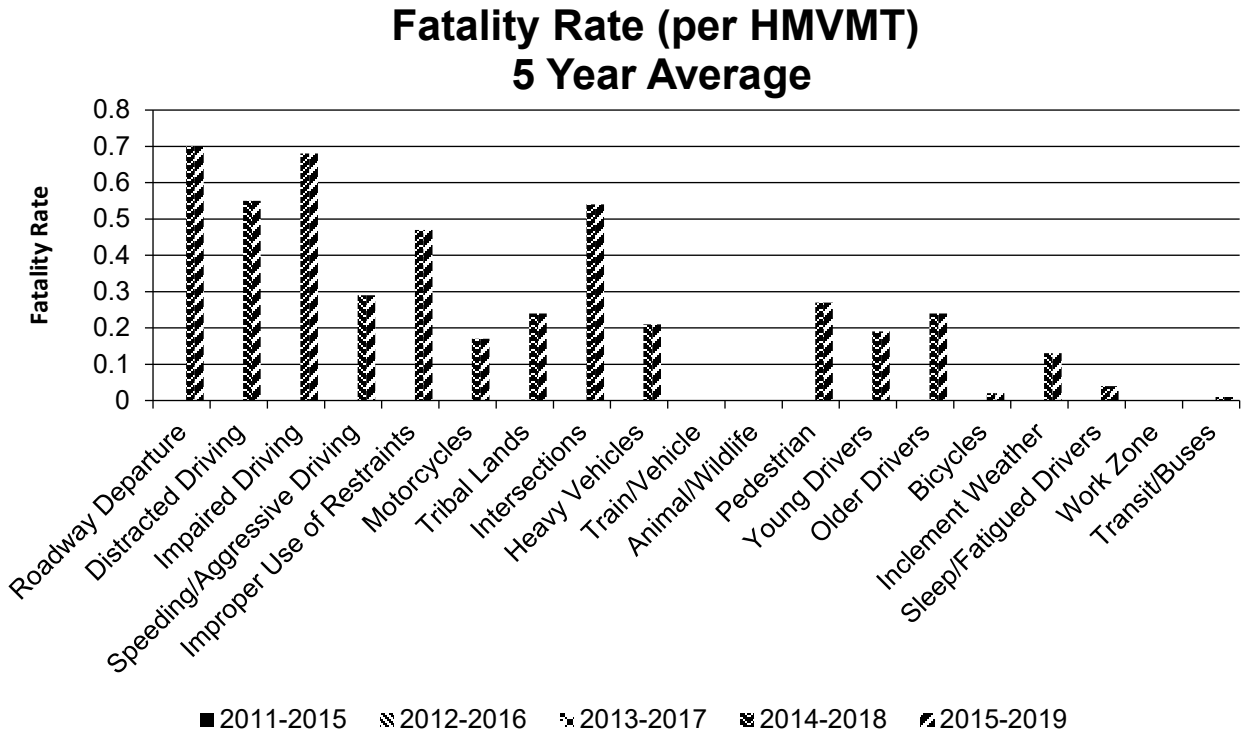
Year 2019

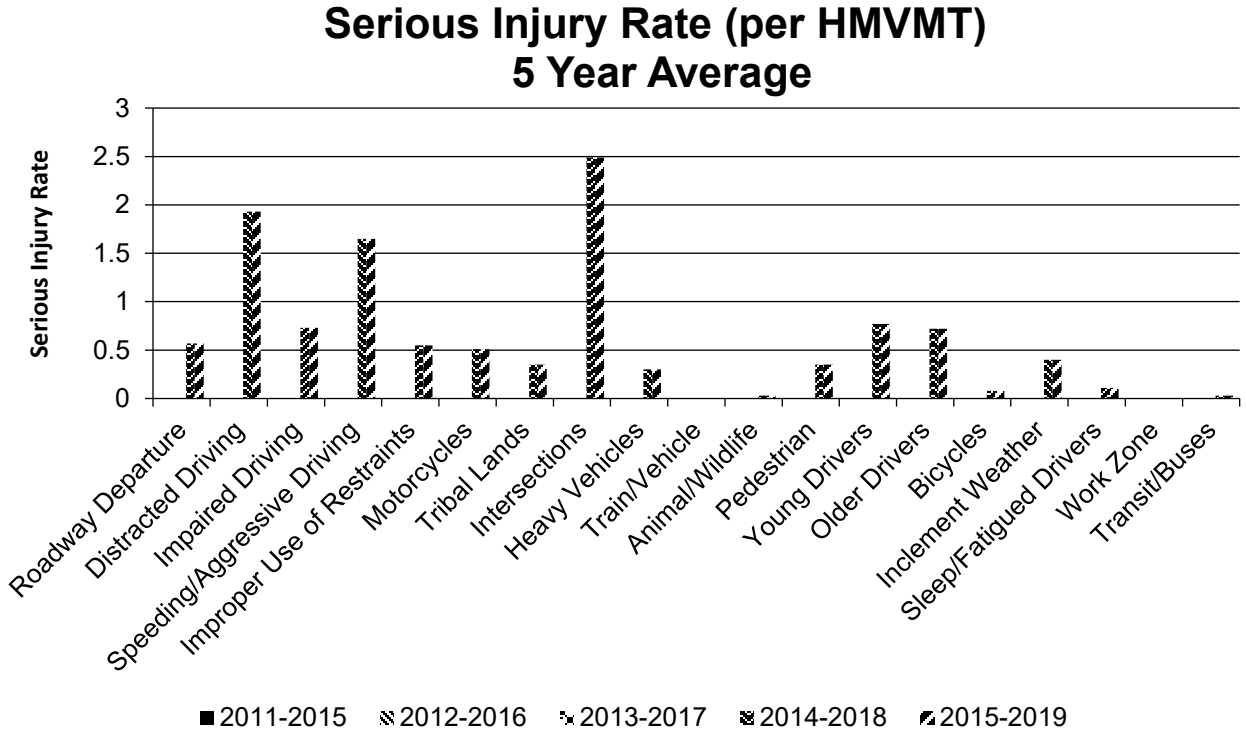
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Roadway Departure	Run-off-road	195.4	435.8	0.7	0.57
Distracted Driving	All	152.4	536.4	0.55	1.93
Impaired Driving	All	190.2	203.4	0.68	0.73
Speeding/Aggressive Driving	Speed-related	79.6	459.6	0.29	1.65
Improper Use of Restraints	All	130.4	153.8	0.47	0.55
Motorcycles	All	47.8	143	0.17	0.51
Tribal Lands	All	64	98.2	0.24	0.35
Intersections	Intersections	150.6	690.4	0.54	2.49
Heavy Vehicles	Truck-related	58.2	83.6	0.21	0.3
Train/Vehicle	Other (define)	1	0.6	0	0
Animal/Wildlife	Vehicle/animal	2.2	9	0	0.03
Pedestrian	Vehicle/pedestrian	75.6	98.4	0.27	0.35
Young Drivers	All	51.8	213.4	0.19	0.77
Older Drivers	All	67	201.4	0.24	0.72
Bicycles	Vehicle/bicycle	6.6	23.2	0.02	0.08
Inclement Weather	All	35.4	109.8	0.13	0.4

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Sleep/Fatigued Drivers	All	11	29.4	0.04	0.11
Work Zone	All	0.8	1.2	0	0
Transit/Buses	All	3.6	8.2	0.01	0.03


Number of Fatalities
5 Year Average
Fatalities
250
200
150
100
50
0
Roadway Departure
Distracted Driving
Impaired Driving
Speeding/Aggressive Driving
Improper Use of Restraints
Motorcycles
Tribal Lands
Intersections
Heavy Vehicles
Train/Vehicle
Animal/Wildlife
Pedestrian
Young Drivers
Older Drivers
Bicycles
Inclement Weather
Sleep/Fatigued Drivers
Work Zone
Transit/Buses
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019


Number of Serious Injuries
5 Year Average
Serious Injuries
800
700
600
500
400
300
200
100
0
Roadway Departure
Distracted Driving
Impaired Driving
Speeding/Aggressive Driving
Improper Use of Restraints
Motorcycles
Tribal Lands
Intersections
Heavy Vehicles
Train/Vehicle
Animal/Wildlife
Pedestrian
Young Drivers
Older Drivers
Bicycles
Inclement Weather
Sleep/Fatigued Drivers
Work Zone
Transit/Buses
2011-2015
2012-2016
2013-2017
2014-2018
2015-2019





The 2022 HSIP Annual Report data is used for the 2023 HSIP Annual Report - both HSIP Annual Reports use Emphasis Area data from the current 2021 New Mexico Strategic Highway Safety Plan. Emphasis Area data/trends have not been analyzed in the summer of 2023 due to the significant effort required. NMDOT intends to update the Emphasis Area trends as part of the SHSP update scheduled for kick-off in late calendar year 2023, which may be ready for the 2024 Annual Reporting effort.

The numbers shared in the table above are five-year moving average for 2019 from the current SHSP (considers fatalities and A-Injuries from 2015-2019).

For the Train/Vehicle emphasis area the targeted crash type is listed as "Other (define)". For this emphasis area the actual targeted crash type would be "Trains".

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

None

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

None evaluated.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

01/25/2022

What are the years being covered by the current SHSP?

From: 2022 To: 2026

When does the State anticipate completing it's next SHSP update?

2024

The SHSP was updated in 2021, but NMDOT has awarded a contract to a consultant to launch a new SHSP development process in FFY 2023. That contract is underway and starts with VRU Assessment and then will transition the SHSP redevelopment once the VRU Assessment is completed in November 2023.

The crash data years 2013 through 2019 are represented in the current 2021 New Mexico SHSP.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	1	1					1	1	1	1
	Route Number (8) [8]	1	0.99								
	Route/Street Name (9) [9]	0.99	0.99								
	Federal Aid/Route Type (21) [21]	1	1								
	Rural/Urban Designation (20) [20]	1	1					1	1		
	Surface Type (23) [24]	0.95	0.95					0.95	0.8		
	Begin Point Segment Descriptor (10) [10]	1	1					1	1	1	1
	End Point Segment Descriptor (11) [11]	1	1					1	1	1	1
	Segment Length (13) [13]	1	1								
	Direction of Inventory (18) [18]	1	1								

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Functional Class (19) [19]	1	1					1	1	1	1
	Median Type (54) [55]	0.8	0.5								
	Access Control (22) [23]	1	1								
	One/Two Way Operations (91) [93]	1	1								
	Number of Through Lanes (31) [32]	1	1					0.99	0.85		
	Average Annual Daily Traffic (79) [81]	1	1					1	1		
	AADT Year (80) [82]	1	1								
	Type of Governmental Ownership (4) [4]	1	0.1					1	0.2	1	0.2
INTERSECTION	Unique Junction Identifier (120) [110]										
	Location Identifier for Road 1 Crossing Point (122) [112]										
	Location Identifier for Road 2 Crossing Point (123) [113]										
	Intersection/Junction Geometry (126) [116]										
	Intersection/Junction Traffic Control (131) [131]										
	AADT for Each Intersecting Road (79) [81]			0.8	0.8						
	AADT Year (80) [82]			1	1						
	Unique Approach Identifier (139) [129]										
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					1	1				

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Location Identifier for Roadway at Beginning of Ramp Terminal (197) [187]					1	1				
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					1	1				
	Ramp Length (187) [177]					1	1				
	Roadway Type at Beginning of Ramp Terminal (195) [185]					1	1				
	Roadway Type at End Ramp Terminal (199) [189]					1	1				
	Interchange Type (182) [172]					1	1				
	Ramp AADT (191) [181]					1	1				
	Year of Ramp AADT (192) [182]					1	1				
	Functional Class (19) [19]					1	1				
	Type of Governmental Ownership (4) [4]					1	1				
Totals (Average Percent Complete):		**0.99**	**0.92**	**0.23**	**0.23**	**1.00**	**1.00**	**0.99**	**0.87**	**1.00**	**0.84**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

None

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

Overview:

The NMDOT has an Advanced Linear Referencing System using Esri's Roads and Highways database platform. When developing this system, the NMDOT incorporated many of the MIRE FDE's as feature classes in the schema. This new database is known as the Roadway Inventory System (RIS). Although the current schema was based on MIRE 1.0, NMDOT's database is agile enough to update features as necessary.

The NMDOT has a very robust data collection process on all of the State-Owned routes as well as non-State-owned roads that are on the Federal Aid System. This accounts for 12,321 miles of New Mexico's total road mileage of 71,827 miles. As such the NMDOT stands very well on MIRE roadway segment data on the non-local roads.

2023 New Mexico Highway Safety Improvement Program

Current Projects:

1. In 2019 the NMDOT joined FHWA's pooled fund study "Applications of Enterprise Geographic Information Systems for Transportation (AEGIST)." This is a six-year study with multiple components. One of the deliverables from this pooled fund study is the creation of an "Intersection Module." This module will be able to take all of the intersection data and create a table of at least eight intersection features as required for safety analysis. The implementation of the module in New Mexico is currently scheduled to start in early 2024.

2. NMDOT's Roadway Inventory Program is currently updating the Ownership of many NMDOT's roads focusing on County owned and federally owned roads. 2020 marks the first time that FHWA has provided a geodatabase of Federally owned roads to the states. This effort is on-going.

3. A Data Dictionary that includes the MIRE FDE definitions is currently under development and will be added to NMDOT's public facing website. Initial deployment is expected in 2024.

4. The NMDOT initiated a project in 2020 to update route number based on various data sources for FARS compliance. This project aids in compliance with MIRE Route Number (MIRE FDE 8).

5. The NMDOT initiated a domain change for the Surface Type feature class to combine both HPMS and MIRE data elements. This change is currently being evaluated.

6. NMDOT continues to evaluate the Median Type (MIRE FDE 55) and Median Barrier Presence type (MIRE 57) for MIRE and HPMS reporting congruencies. This effort is ongoing.

7. The NMDOT has contracted for a full asset collection on all state owned and federal aid system roads. This will be a LiDAR collection and should start September 2023.

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.