



NEW MEXICO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT



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Disclaimer

Protection of Data from Discovery Admission into Evidence

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.”

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds 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 mentioned or addressed in such reports, surveys, schedules, lists, or data.”

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 2024 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) 2023 Statewide Transportation Improvement Program (STIP).

Overall, in New Mexico from the year 2022 to the year 2023, there was a 7.3 percent decrease in fatalities (466 to 432). It should be noted for this report that all 2023 fatality data represents a preliminary estimate of the data since 2023 FARS data was not available. Even though 2023 experienced a small decrease in total fatalities compared to 2022, the five-year moving average for fatalities in 2023 increased from 2019 to 2023. A comparison of values of the five-year moving average indicates an increase of 16.0 percent in 2023 to 440.8 fatalities, compared to 380.0 fatalities in 2019. While the actual count of annual fatalities from 2019 to 2023 showed a slight overall increase (425 to 432), with a large increase in 2021 (483 fatalities). However, the annual rate of fatalities in New Mexico remained approximately the same in the same time period of 2019 to 2023, from 1.530 to 1.532 (preliminary estimate) fatalities per 100 million vehicle miles traveled (VMT).

Suspected serious injuries (A) increased by 8.2 percent from 1,079 to 1,167 during the same reporting period of 2019 to 2023. 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 2019 to 2023 is 1,150.2 to 1,058.0; a decrease of 8.0 percent. The annual rate of serious injuries in New Mexico increased from 2019 to 2023 from 3.885 to 4.137 (preliminary estimate) serious injuries per 100M VMT, or an increase of 6.5 percent.

Annual non-motorized fatalities and suspected serious injuries increased between 2019 to 2023 (preliminary estimate) from 209 to 228, an increase of 9.1 percent and an increase in the five-year moving average of 4.5 percent (203.8 to 213.0).

In the reporting period the Vulnerable Road User Safety Assessment (VRUSA) was completed and submitted to FHWA NM by 11/15/2023. The VRUSA will help guide NMDOT's HSIP and identifies road network segments and intersections and the communities where the department can focus investments to reduce New Mexico's pedestrian fatality rate. In CY 2022 New Mexico had the nation's highest pedestrian fatality rate at 4.4 per 100,000 residents.

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 element for HSIP capacity. In federal fiscal year 2023, the HSIP Coordinator position remains vacant. The HSIP Coordinator position was reclassified this past year to better align the classification with the job duties, and there is currently a selected candidate going through the hiring process. HSIP staffing levels in FFY23 are as follows: 1) there is one full-time position HSIP Geographic Information Systems (GIS) Analyst hired in January FFY23, 2) the vacant HSIP Coordinator position, and 3) the Technical Unit Supervisor, which supports both positions. Until the hiring for the HSIP Coordinator position is complete the Technical Unit Supervisor is fulfilling the HSIP Coordinator duties.

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

Funds are allocated for safety focused projects meeting the data driven safety analysis requirement. Projects seeking HSIP funding are informed by one of the following, the Vulnerable Road User Safety Assessment, a Road Safety Audit, NMDOT Location Study Procedures, a demonstrated safety benefit for a Strategic Highway Safety Plan (SHSP) Emphasis Area.

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 \$7,541,765 was programmed and \$7,541,765 obligated on projects with either TLPA involvement or projects with a tribal aspect for the federal fiscal year (FFY) 2023 reporting period. These two projects varied in scope from general intersection improvements/reconstruction and construction of roundabout.

NMDOT programmed \$4,789,000 to a project with Tribal involvement during the FFY 2023 reporting period. The project control number (CN), as listed in the Statewide Transportation Improvement Program (STIP), is A301088. This Pueblo of Isleta lead project focuses on improvements to the intersection and realignment along the junction of NM 314, NM 45 and NM 317 routes in the Bernalillo County. Key improvements include proving better access management, signage, drainage infrastructure, lighting, and providing better ped/bike facilities.

The second project, this one involving City of Santa Fe as the lead agency, carried a programmed HSIP cost of \$2,752,765. The location of the project is along Agua Fria St. and Cottonwood Drive. The scope includes TLPA design, ROW acquisition and construction of a roundabout at the intersection to improve safety. This project is identifiable by CN S100370.

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

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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 Coordinator/Technical Unit Supervisor
- FHWA-NM Safety Engineer
- STIP Bureau Manager
- Rail Bureau Chief
- The HSIP Coordinator also interacts closely with the three NMDOT Regional Design Centers to coordinate project tracking and oversight needs. In addition, the HSIP Coordinator 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 depend 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 2023 the NMDOT HSIP completed the review of prior year RSAs and a story map showing all the RSAs conducted from 2012-2023 was published on the HSIP webpage. Developing the RSA story map required researching all RSAs and identifying all implementation projects associated with a completed RSA. Of the 39 RSAs funded by NMDOT from 2021-2023, only one RSA from 2016 had not had a project implemented. Staff turnover prevented our ability to figure out if a non-safety coded project was implemented to address any findings of the RSA. NMDOT HSIP is now current on all RSAs and implementation projects.

In FFY23 NMDOT Traffic Technical Support Bureau and the Highway Safety Improvement Program staff teamed up to begin implementation of AASHTOWare Safety. The intention is for AASHTOWare Safety to provide network screening, safety analysis and crash query capabilities for the department. The implementation phase of the AASHTOWare Safety project will end in FFY24 with full deployment for NMDOT staff in late summer FFY24.

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, NMDOT's specific process and procedure information still needs to be added to the HSIP Manual. The HSIP Coordinator position has been vacant and undergoing a human resources position reclassification. The reclassification work is complete and hiring will take place in approximately August/September 2024. The HSIP Coordinator will lead the effort to complete the HSIP Manual. Due to the draft nature of the HSIP Manual, it is not publicly available and a copy of the HSIP Manual was not submitted through the Online Reporting Tool. When the HSIP Coordinator is hired 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.

- HRRR
- Intersection
- Pedestrian Safety
- Vulnerable Road Users
- Other-Data/Analysis

None

Program: HRRR

Date of Program Methodology:9/30/2023

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

Exposure

- Volume

Roadway

- Functional classification
- Other-Qualifies as rural area

What project identification methodology was used for this program?

- Crash frequency
- Other-Functional Classification

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

Program: Intersection

Date of Program Methodology:9/30/2023

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:9/30/2023

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: Vulnerable Road Users

Date of Program Methodology:9/30/2023

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

Exposure

- Other-Equity Criteria

Roadway

- Other-Roadway (urban/rural, roadway) features major/minor

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 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

Program: Other-Data/Analysis

Date of Program Methodology:9/30/2023

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 FY2023, 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
- Other-Vulnerable Road User Safety Assessment

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.

However, in this reporting period, there were no projects that included ITS-related technologies or aspects.

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 this reporting period the DOT completed the Vulnerable Road User Safety Assessment (VRU SA). During the development of the VRU SA, HSM-style analytical methodologies were used.

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)	\$16,710,804	\$14,203,705	85%
HRRR Special Rule (23 U.S.C. 148(g)(1))	\$1,887,425	\$1,887,424	100%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	\$4,421,429	\$4,421,429	100%
Penalty Funds (23 U.S.C. 154)	\$0	\$0	0%
Penalty Funds (23 U.S.C. 164)	\$2,226,346	\$1,963,193	88.18%
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	\$25,246,004	\$22,475,751	89.03%

None

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

\$7,541,765

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

\$7,541,765

A total of \$7,541,765 is programmed to projects that have local ownership/involvement or have some aspect of Tribal involvement. The two projects are briefly mentioned below.

- An intersection realignment and construction project in Bernalillo County, led by Pueblo of Isleta, has been programmed for \$4,789,000 with CN A301088. It plans to improve and provide variety of pedestrian and bicyclist facilities, access management, lighting, signalization and drainage infrastructure along the intersection of NM 314, NM 45 and NM 317 routes.
- \$2,752,765 is programmed for CN S100370, led by the City of Santa Fe, which focuses on design, ROW

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acquisition and construction of roundabout at the intersection of Agua Fria St. and Cottonwood Drive Santa Fe County.

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

\$3,556,346

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

\$3,169,193

A total of \$3,556,346 is programmed to non-infrastructure safety projects. The CNs for these eight projects are:
· 9900411 · 9900561 · 9900562 · 9900567 · 9900881 · 9900882 · 9901180 · U900700

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.

There are two funding categories shown in question 23 with obligation rates below 100% - the HSIP funds and the Section 164 funds. For the HSIP funding the difference between the programmed amount and the obligated amount is due to actual costs for construction versus the estimated costs. Construction phase funds are obligated based on the actual amounts needed to pay invoices. For a couple of the infrastructure projects in FFY23 the actual amounts obligated for construction were lower than the programmed or estimated amounts.

To overcome this issue in the future, project phase cost estimates need to be as accurate as possible. As construction costs stabilize, this will be more practical. NMDOT is implementing AASHTOWare Safety in FFY24 and this tool will help with scoping of safety projects. However, some variability will exist between the programmed and obligated amounts for HSIP funds because of item cost variation over the life of a project.

The Section 164 funds were the second funding category with a higher programmed amount than obligated amount. The Traffic Safety Division was tracking and programming the Section 164 funds but the contracts the Section 164 fund are multi-year. Inconsistent internal coordination and funding tracking between the Traffic Safety Division and the Planning Division resulted in some of the Section 164 funding not being obligated.

To resolve this issue in the future, meetings have occurred outlining roles and responsibilities for both the Traffic Safety Division and the Planning Division. A clear understanding of how much funding will transfer to NHTSA, how much will stay with HSIP eligibility and how the remaining HSIP eligible Section 164 funds will be tracked has been developed. This enhanced coordination should show results in federal fiscal year 2025.

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 OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Statewide Dust Storm Education Program	Roadside	Roadside - other	1	Data Analysis	\$90000	\$100000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Spot	Inclement Weather	Work with landowners to explore dust control strategies such as livestock/grazing management, vegetation management, and soil stabilization.
New Mexico State Police - Section 164	Miscellaneous	Data analysis	1	TraCS Software	\$950400	\$4122481	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Data Related	Data	Data Improvement
Dona Ana County Sheriff Office	Miscellaneous	Data analysis	1	TraCS Software	\$358943	\$1738826	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Data Related	Data	Data Improvement
Iowa DOT - TraCS Software License	Miscellaneous	Data analysis	1	Data Analysis	\$354600	\$602000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	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	\$33750	\$68500	Penalty Funds (23 U.S.C. 164)	N/A	N/A	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	\$175500	\$375000	Penalty Funds (23 U.S.C. 164)	N/A	N/A	0		State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP
Vulnerable Road User Assessment and new Strategic Highway Safety Plan development	Miscellaneous	Data analysis	1	Data Analysis	\$756000	\$1008000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
NM 314, NM 45 & NM 317 Intersection Improvements & Realignment	Alignment	Horizontal and vertical alignment	0.22	Miles	\$4789000	\$14447442	HSIP (23 U.S.C. 148)	Multiple/Varies	Principal Arterial-Other	5,835	45	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements
NM14/NM 536/FROST RD INTERSECTION IMPROVEMENTS	Intersection geometry	Intersection geometry - other	0.6	Miles	\$3957320	\$9663488	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	8,654	45	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements
NM14/NM 536/FROST RD INTERSECTION IMPROVEMENTS	Intersection geometry	Intersection geometry - other	0.6	Miles	\$1887424	\$9663488	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Minor Arterial	8,654	45	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements
University Ave Multimodal Project	Pedestrians and bicyclists	Pedestrians and bicyclists – other	1.4	Miles	\$4421429	\$26086433	VRU Safety Special Rule (23 U.S.C. 148(g)(3))	Urban	Minor Arterial	5,322	35	State Highway Agency	Spot	Pedestrians	Explicitly include the safety of all road users in the design of transportation projects, including maintenance projects and plans.
Agua Fria St./Cottonwood Drive Intersection	Intersection geometry	Intersection geometry - other	1	Roundabout	\$2752765	\$3220628	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	4,439	25	City Municipal Highway Agency or	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric improvements

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PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST(\$)	TOTAL PROJECT COST(\$)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
I-25 BUSINESS LOOP 11 PHASE 2	Intersection geometry	Intersection geometry - other	2	Roundabout	\$1498620	\$9519412	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	1,196	35-40	State Highway Agency	Spot	Intersections	Reduce the frequency and severity of crashes at signalized intersections by implementing geometric
AASHTOWare Safety Implementation	Miscellaneous	Data analysis	1	Data Analysis	\$450000	\$500000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	Data Analysis	Data	Administration and data analysis for the State's HSIP

The project list for FY2023 was uploaded into the Online Reporting Tool using the Microsoft Excel template. There were many projects that had speed limits, land use/area types, or AADTs that changed throughout the corridor, instead of being one, consistent characteristic throughout the project corridor. For all FY2023 projects listed, the highest AADT value was included for the response.

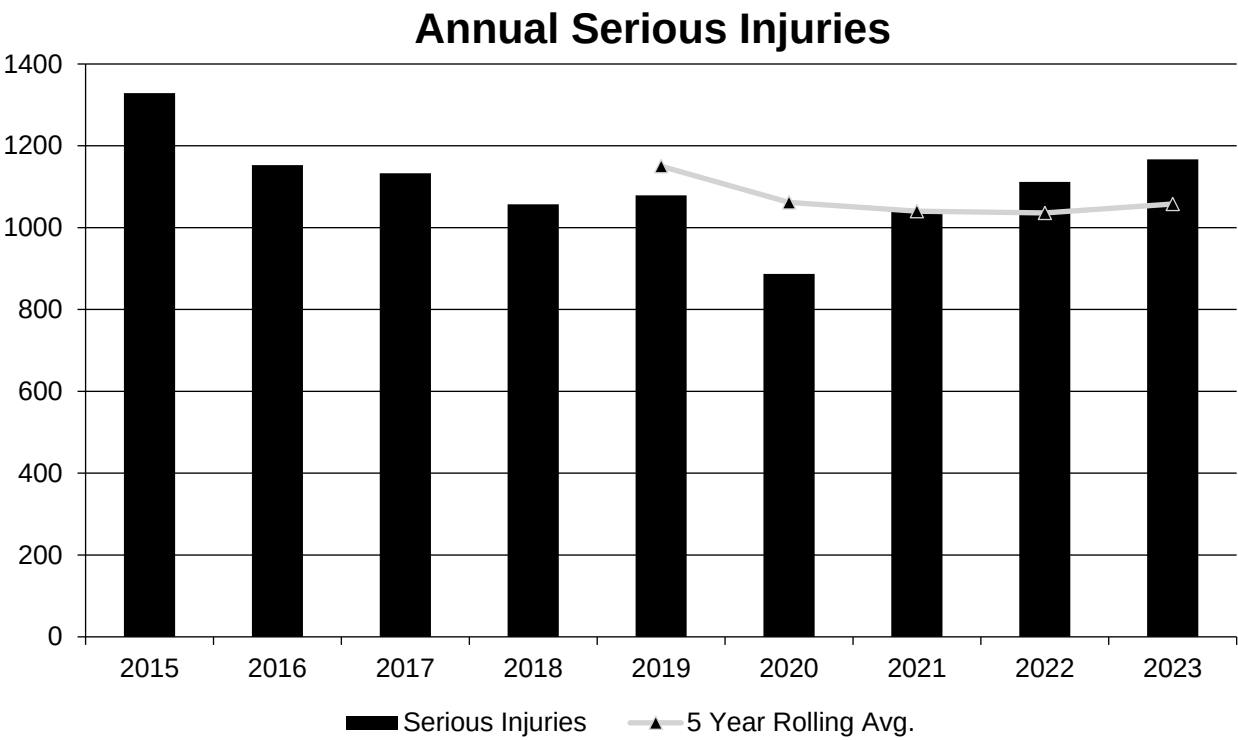
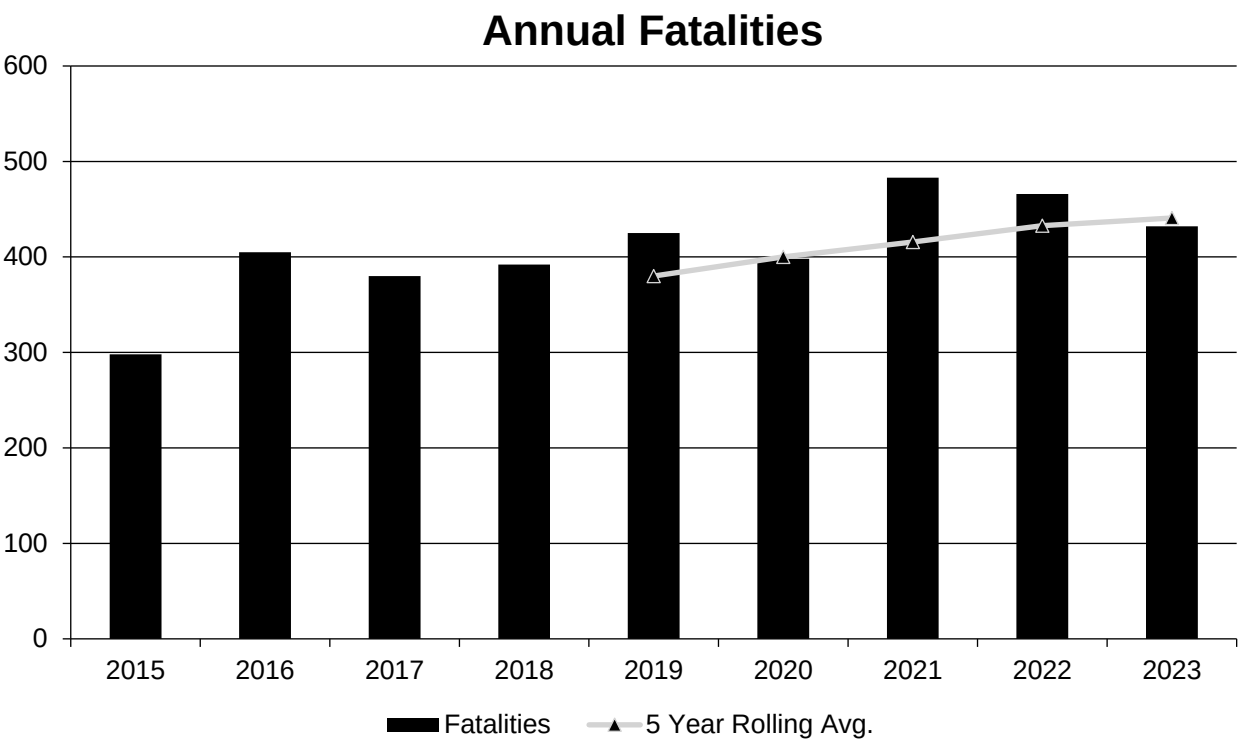
However, the Online Reporting Tool does not accept “Varies” as an answer for AADT inputs. For this reason, the highest AADT observed along the project corridor was listed. If a speed limit had a range throughout the project corridor, the range was inserted (this is a new feature in the 2024 Online Reporting Tool. Similarly, if the land use/area type changed, the “multiple/varies” input was used from the drop-down list provided in the Online Reporting Tool.

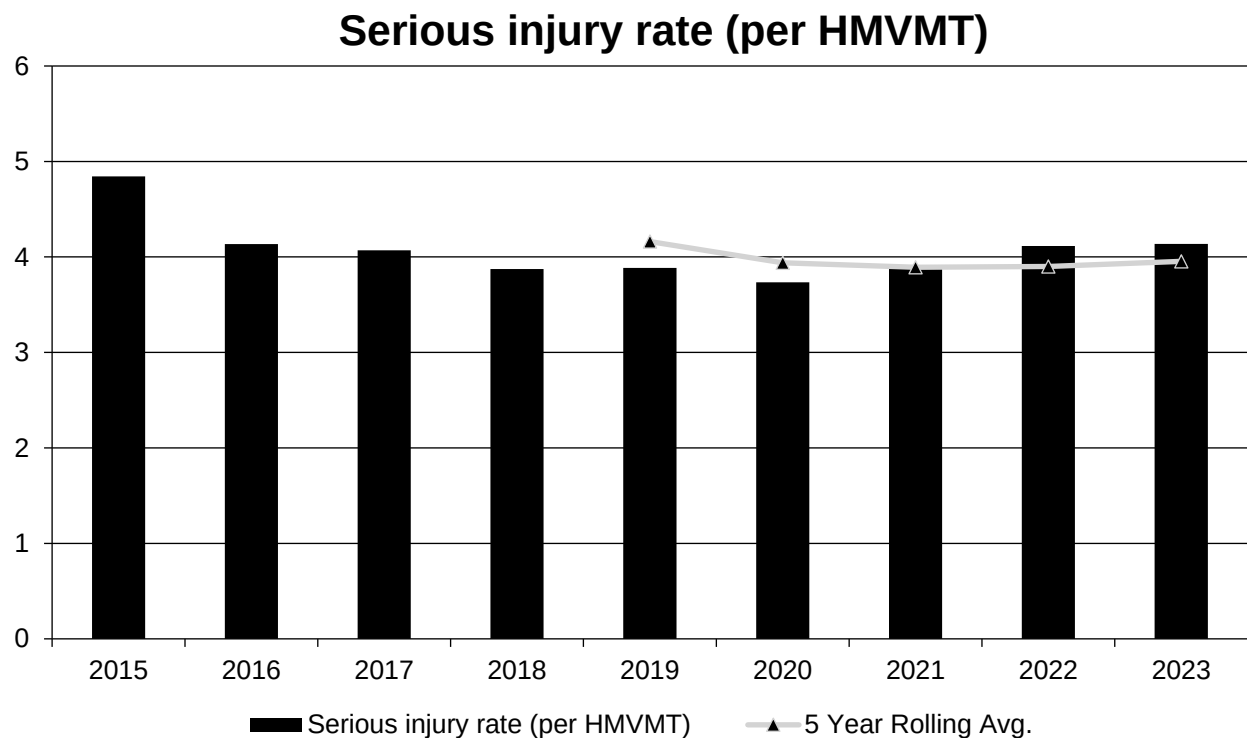
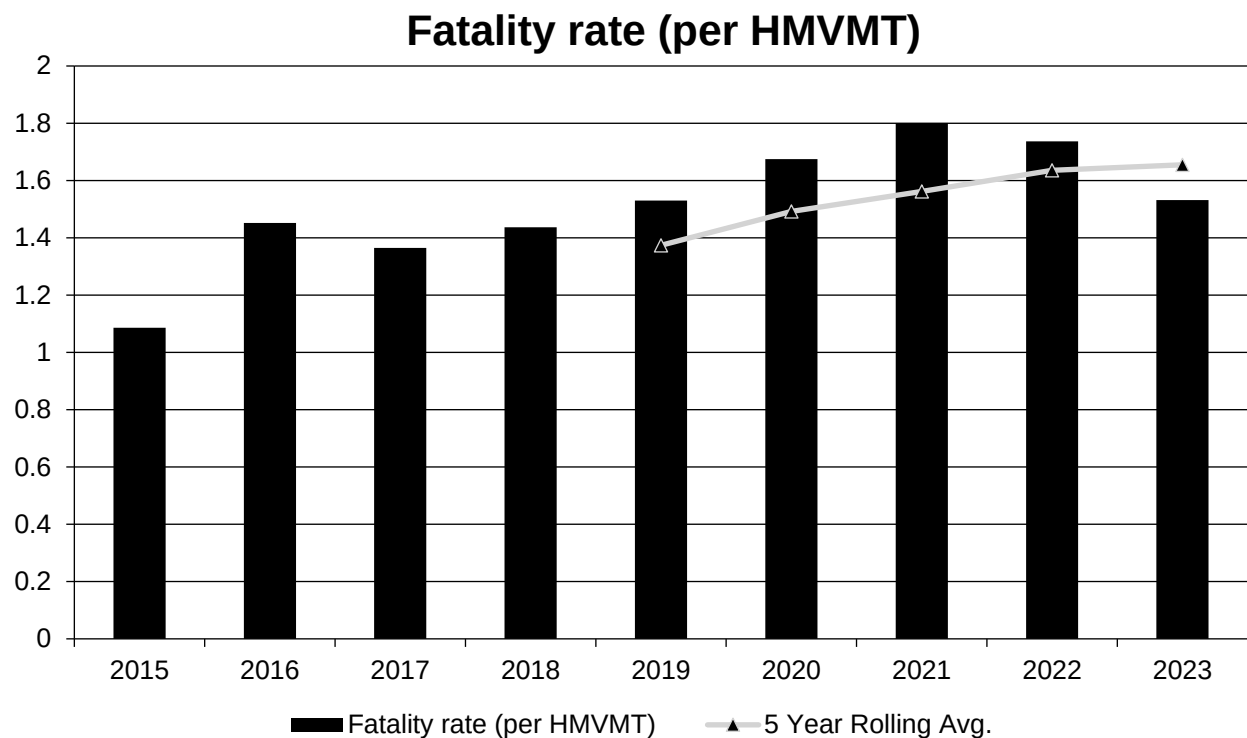
Safety Performance

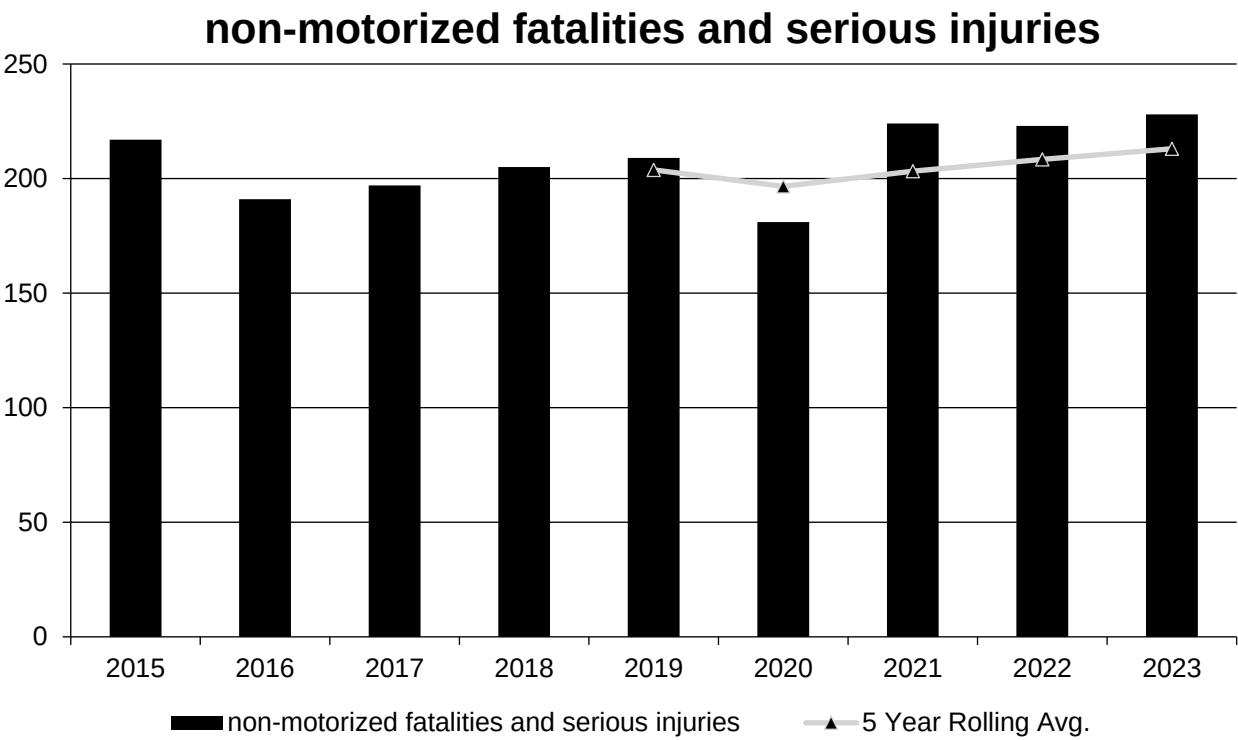
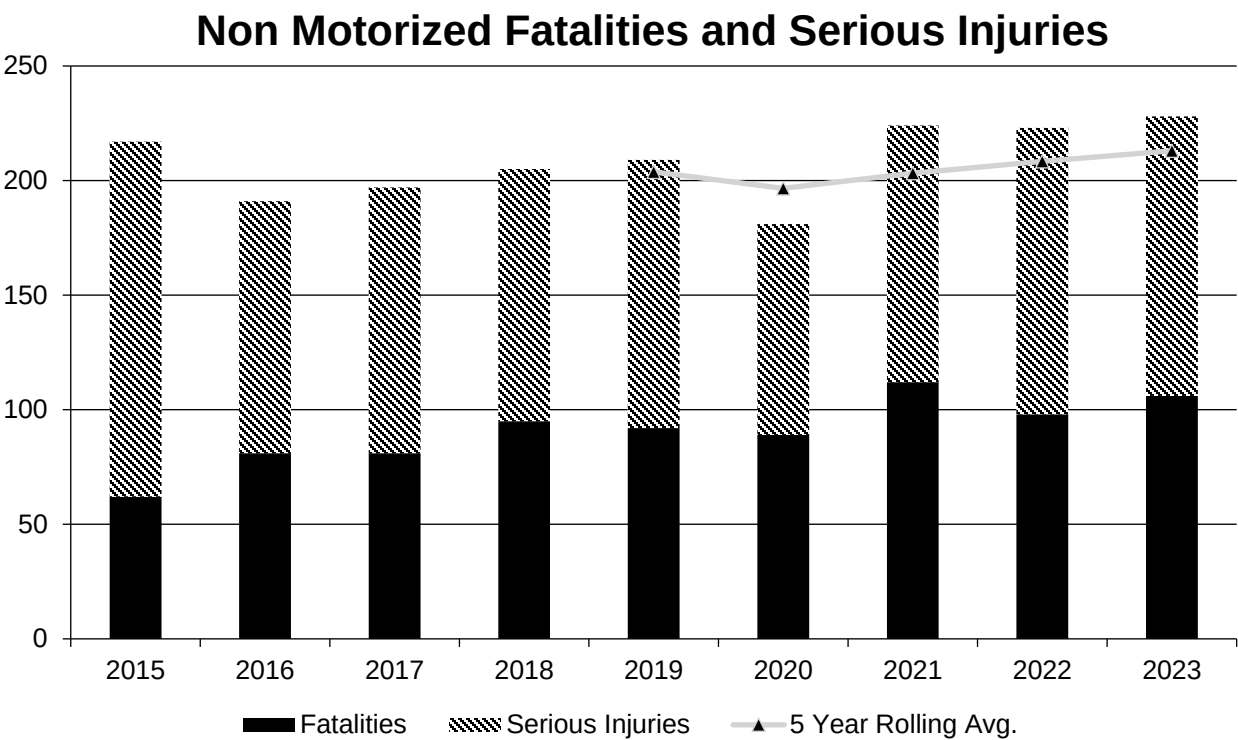
General Highway Safety Trends

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

PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	298	405	380	392	425	398	483	466	432
Serious Injuries	1,329	1,153	1,133	1,057	1,079	887	1,045	1,112	1,167
Fatality rate (per HMVMT)	1.086	1.452	1.365	1.437	1.530	1.675	1.801	1.737	1.532
Serious injury rate (per HMVMT)	4.844	4.135	4.070	3.873	3.885	3.734	3.896	4.114	4.137
Number non-motorized fatalities	62	81	81	95	92	89	112	98	106
Number of non-motorized serious injuries	155	110	116	110	117	92	112	125	122
non-motorized fatalities and serious injuries	217	191	197	205	209	181	224	223	228







Updates for the count of fatalities and serious injuries in 2021 and 2022 occurred in the summer 2024 effort. This is due to the data changing from preliminary to finalized, hence, some minor changes in the values are observed.

2024 New Mexico Highway Safety Improvement Program

- The value for the 2021 A-injuries has changed since the summer of 2023. It was previously listed as 1,044 and has been changed to 1,045.
- The value for the 2021 A-Injury rate has changed since the summer of 2023. It was previously listed as 3.892 and has been changed to 3.896.
- The value for the 2021 non-motorized fatalities has changed since the summer of 2023. It was previously listed as 108 and has been changed to 112.
- The value for the 2021 non-motorized serious injuries has changed since the summer of 2023. It was previously listed as 114 and has been changed to 112.
- The value for the 2021 non-motorized fatalities and serious injuries has changed since the summer of 2023. It was previously listed as 222 and has been changed to 224.
- The value for the 2022 fatalities has changed since the summer of 2023. It was previously listed as 467 and has been changed to 466.
- The value for the 2022 serious injuries has changed since the summer of 2023. It was previously listed as 1079 and has been changed to 1112.
- The value for the 2022 fatality rate has changed since the summer of 2023. It was previously listed as 1.735 and has been changed to 1.737.
- The value for the 2022 A-Injury rate has changed since the summer of 2023. It was previously listed as 4.009 and has been changed to 4.144.
- The value for the 2022 non-motorized serious injuries has changed since the summer of 2023. It was previously listed as 121 and has been changed to 125.
- The value for the 2022 non-motorized fatalities and serious injuries has been changed since the summer of 2023. It was previously listed as 219 and has been updated to 223.
- The data used for 2023 is provisional.

Describe fatality data source.

FARS

The source for the 2023 fatality values is the NMDOT crash dataset prepared by UNM. FARS does not have 2023. FARS is the source for all other fatality data except for the year 2023.

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

Year 2023

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	71.8	103.6	1.52	2.19
Rural Principal Arterial (RPA) - Other Freeways and Expressways	0.2	0	0	0
Rural Principal Arterial (RPA) - Other	51.6	96.8	1.45	2.71
Rural Minor Arterial	36.2	68.6	2.15	4.08
Rural Minor Collector	9.8	15.8	2.42	3.84
Rural Major Collector	40.4	80.6	2.5	4.98
Rural Local Road or Street	24.4	47.6	0.62	1.22
Urban Principal Arterial (UPA) - Interstate	35	68.4	1.28	2.46
Urban Principal Arterial (UPA) - Other Freeways and Expressways	0.8	3.8	0.75	3.56
Urban Principal Arterial (UPA) - Other	101	309.6	2.55	7.76
Urban Minor Arterial	29.6	95.4	1.7	5.43
Urban Minor Collector	3.6	10.2	1.54	4.27
Urban Major Collector	14	59.8	1.43	6.08
Urban Local Road or Street	14.6	64.8	1.66	7.32

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Year 2023

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	289.6	582.4	1.7	3.41
County Highway Agency	32	79.4	1.06	2.63
Town or Township Highway Agency	0	0.6	0	25.34
City or Municipal Highway Agency	95.8	334.4	2.06	7.12
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)	2	7	0.31	1.13
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	9.2	9	1.07	1.07

Updates for the count of fatalities and serious injuries in 2021 and 2022 occurred in the summer 2024 effort. This is due to the data changing from preliminary to finalized, hence, some minor changes in the functional class and ownership values are observed.

The calendar year 2023 had 432 fatalities and 1,167 A-Injuries, which occurred on roadways with a variety of ownership types and functional classification. However, there were many fatal and A-Injury crashes that were lacking spatial details (Lat/Long or X/Y coordinates) but 5 fatalities and 12 A-Injuries from 2023 were not assigned to any of the 14 ownership fields or any of the 14 functional classifications available for this question even after multi-level crash assignment. However, it should be noted that 2023 data is still preliminary at the time of doing this analysis and potential update to this question can be expected next year.

2024 New Mexico Highway Safety Improvement Program

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 and Functional Classification portion of question 32 do not always sum to the number of fatalities and A-Injuries that actually occurred in the state.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:445.0

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 2025 fatalities, this trendline indicated a positive slope. NMDOT HSIP and stakeholders decided to set a target that was lower than the projected value for 2025. This common measure safety performance target matches the Highway Safety Plan target.

Number of Serious Injuries:1010.0

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 2025 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 2025. This common measure safety performance target matches the Highway Safety Plan target.

Fatality Rate:1.644

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 2025 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 2025. This common measure safety performance target matches the Highway Safety Plan target.

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 2025 behaved similar to that of the serious injuries trendline, showing a relatively flat slope (neither positive nor negative slope). In keeping with the DOT's commitment to improving safety outcomes, the direction from DOT leadership was to hold the targets steady from 2024, which results in a target lower than the projected value for 2025.

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 2025 non-motorized fatalities and serious injuries, the trendline indicated a relatively slight increase in the sum of non-motorized fatalities and serious injuries. In keeping with the DOT's commitment to improving safety outcomes, the direction from DOT leadership was to hold the targets steady from 2024, which results in a target lower than the projected value for 2025.

None

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

NMDOT executive staff provided direction for the 2025 Highway Safety Improvement Program (HSIP) common measure targets to match the three targets shown in the 2024-2026 Highway Safety Plan. For the rate of serious injuries and the number of non-motorized fatalities and serious injuries, executive staff determined to hold these two targets steady from 2024.

The NMDOT Traffic Safety Division's (TSD) HSP is in the second year of the three-year cycle, so the HSP targets, including the common measure targets, are already set for 2025. Only the 2025 Safety Targets for the Highway Safety Improvement Program need to be set. Therefore, the 2025 Safety Targets stakeholder coordination involved fewer groups than in prior years. The annual data stakeholders meeting to review the crash data was not held due to the HSP targets being set for 2025 and staffing vacancies in TSD. The HSIP team presented target scenarios to the MPOs at the June 18, 2024 MPO Quarterly meeting.

1. NMDOT staff from the MPPB met with the MPOs on June 18, 2024 and showed a possible scenario for how the target could be set. The June 18, 2024 meeting included a broad discussion with MPOs about the targets.
2. From late July through early August 2024, MPPB staff considered the scenarios provided to the MPOs in June and sought input from the NMDOT Special Director for Target Zero. MPPB integrated this input into the PM 1 targets.
3. On August 15, 2024, the MPPB sent the draft PM 1 target report, containing targets for all five measures listed above, to the NMDOT Secretary, NMDOT Safety Committee and MPOs for final review and comment.
4. On August 29, 2024, MPPB submitted the 2024 HSIP Annual Report to FHWA, which contains the final targets for the five measures listed above.
5. The MPOs have until February 28, 2025, to formally adopt the NMDOT PM 1 targets or set their own quantifiable targets.

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 2023 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.

2024 New Mexico Highway Safety Improvement Program

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	446.6	440.8
Number of Serious Injuries	995.4	1058.0
Fatality Rate	1.695	1.655
Serious Injury Rate	3.801	3.953
Non-Motorized Fatalities and Serious Injuries	199.4	213.0

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:

- Number of Total Fatalities
- Number of Serious Injuries
- Fatalities per 100 million vehicle miles travelled (VMT) or fatality rate
- Serious Injuries per 100 million VMT or serious injury rate
- 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 2023 forecast target for fatalities was 446.6 and the actual five-year moving average for 2023 (based on preliminary NMDOT data) is 440.8 – this target was met. The actual 2023 value compared to the forecast target in 2023 was a decrease of 1.3 percent. The percent change equation used is $[(\text{new value} - \text{old value}) / \text{old value}]$. This is a very small decrease, 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 2023 forecast target for total serious injuries was 995.4 and the actual five-year moving average for 2023 (based on preliminary NMDOT data) is 1,058.0 – this target was not met. The actual value for 2023 compared to the forecast target for 2023 is slightly higher, experiencing an increase of 6.3 percent. However, since 2013, New Mexico has experienced a consistent but 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 2023 forecast target for the rate of fatalities was 1.695 and the actual five-year moving average for 2023 (based on preliminary NMDOT data) is 1.655 – this target was met. The actual value for 2023 compared to the forecasted target for 2023 experienced a decrease of 2.4 percent. This decrease, to some extent, can be attributed to a relatively slight decrease in fatalities in 2023 and a relatively consistent statewide VMT number value.
4. Serious Injuries per 100 million VMT or serious injury rate. The 2023 forecast target for the rate of serious injuries was 3.801 and the actual five-year moving average for 2023 (based on preliminary NMDOT data) was 3.953 – this target was not met. The actual value for 2023 compared to the forecasted target for 2023 was an increase of 4.2 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 2023 and a relatively steady number for statewide VMT.

2024 New Mexico Highway Safety Improvement Program

5. Number of Non-motorized Fatalities and Serious Injuries. The 2023 forecast target for number of non-motorized fatalities and serious injuries was 199.4 and the actual five-year moving average for 2023 (based on preliminary NMDOT data) is 213.0 – this target was not met. The actual five-year moving average value for 2023 compared to the forecast target for 2023 is a sizeable increase of 6.8 percent.

Applicability of Special Rules

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

Yes

The HRRR special rule does apply to New Mexico for this reporting period. The CN for this project is A301442, where it includes intersection improvements with a reconfiguration of a roundabout to decrease conflicts and increase safety. There are \$1,887,424 HRRR funds obligated in FY23.

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

Yes

The VRU special rule determination was applicable to FY2023. The CN for this project is LC00290, which is located on University Avenue as a multimodal roadway improvement project. The obligated FY2023 cost is \$4,421,429.

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	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	45	51	41	41	48	58	53
Number of Older Driver and Pedestrian Serious Injuries	101	90	107	55	83	87	105

At the time of populating this report (August 2024), the 2023 crash data was not listed on FARS. The NMDOT dataset prepared by UNM was used for calculating the 2023 fatality and A-injuries numbers for older pedestrians and older drivers.

Since completing the 2023 Annual Report, the dataset for 2021 and 2022 crashes prepared by UNM has been updated/finalized.

- This resulted in the number for older driver and pedestrian fatalities in 2021 changing from 49 to 48.
- This resulted in the number for older driver and pedestrian serious injuries in 2021 changing from 82 to 83.
- This resulted in the number for older driver and pedestrian fatalities in 2022 changing from 56 to 58.
- This resulted in the number for older driver and pedestrian serious injuries in 2022 changing from 88 to 87.

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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 decreased in 2022 and 2023 and by this measure the NMDOT HSIP has shown some success. However, the DOT 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

The options from the checkboxes are expanded upon below.

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.

One major effort for NMDOT to increase awareness in this reporting period would be the Vulnerable Roadway User Safety Assessment.

2024 New Mexico Highway Safety Improvement Program

3. Policy change includes encouraging the adoption of Vision Zero, Target Zero, 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 that 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 and how it will be structured and administered. This decision-making is needed to finalize the HSIP Manual which will document the HSIP processes and procedures.

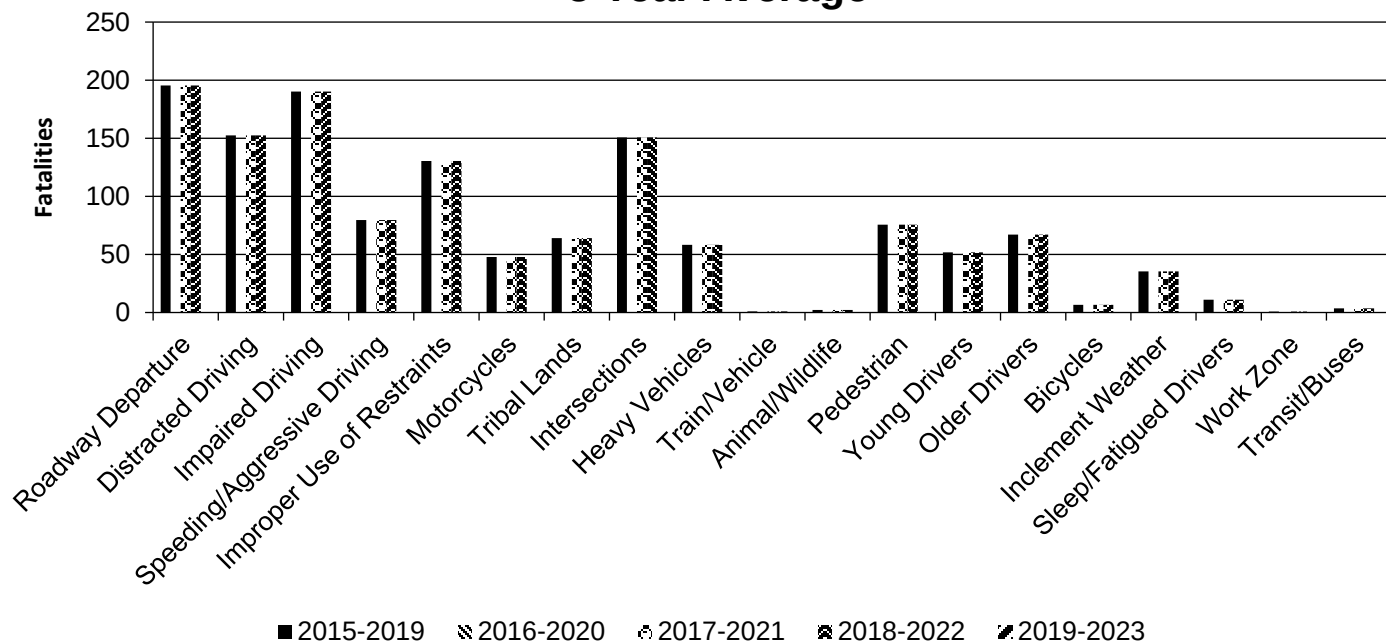
Effectiveness of Groupings or Similar Types of Improvements

Present and describe trends in SHSP emphasis area performance measures.

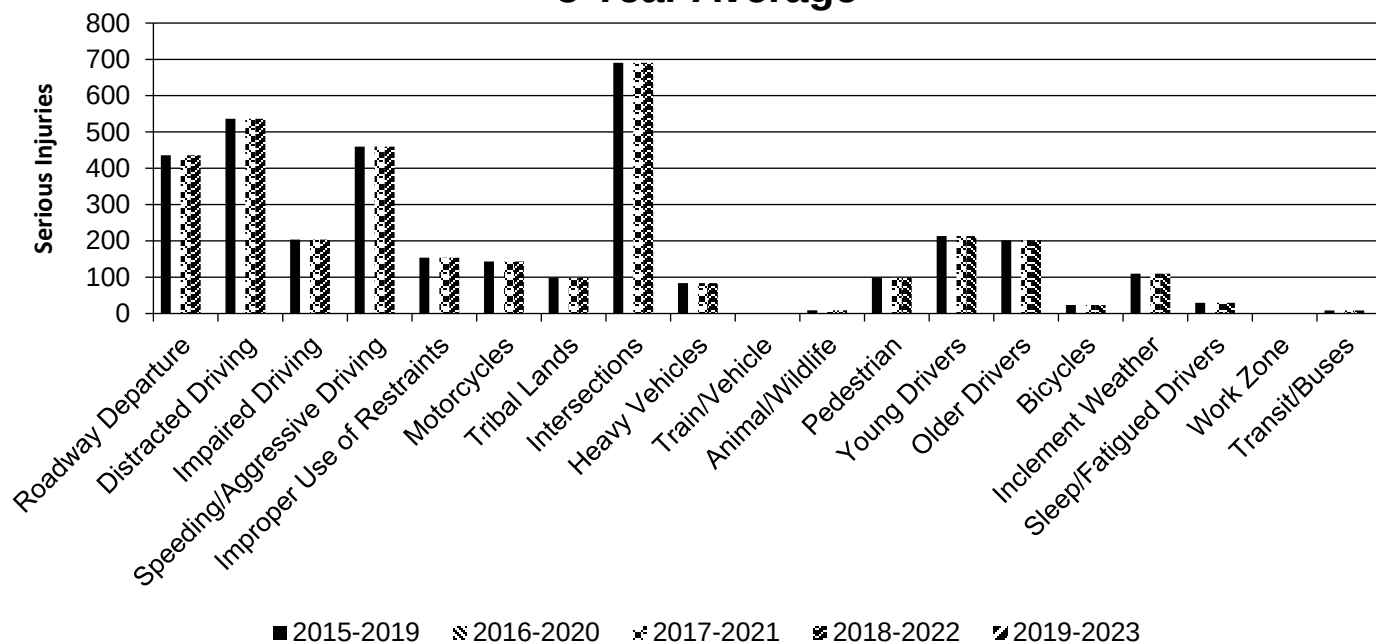
Year 2022

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
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

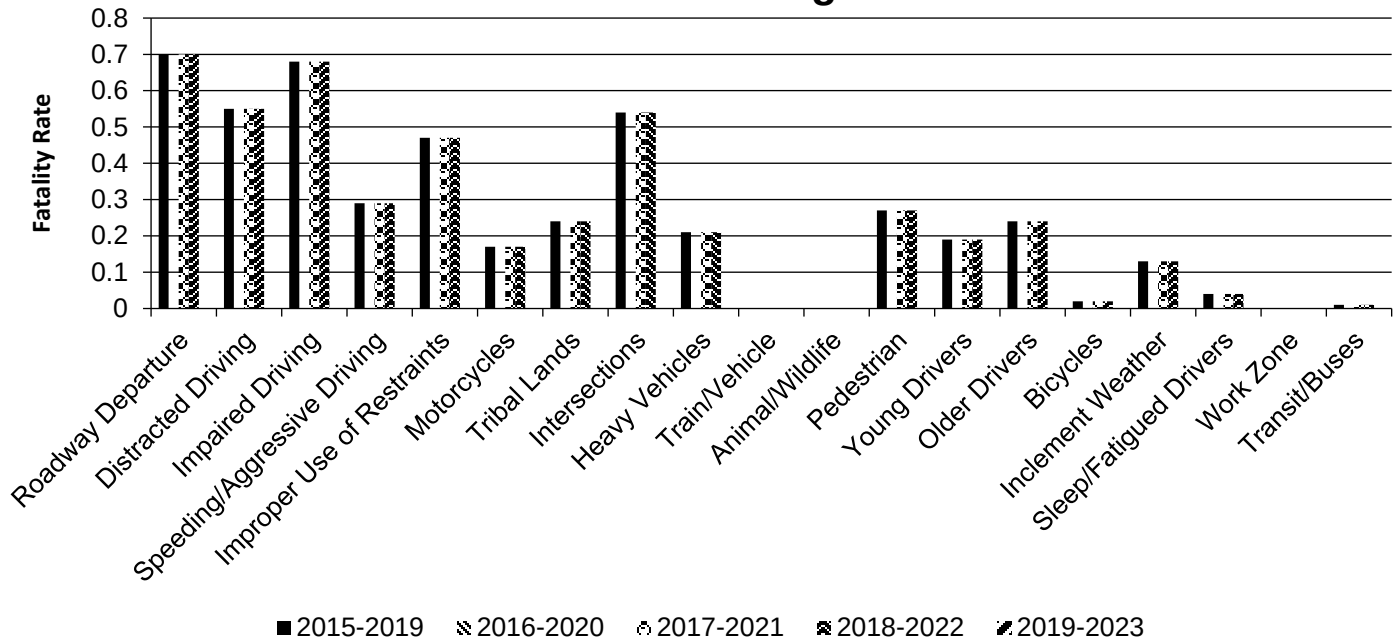
Number of Fatalities 5 Year Average



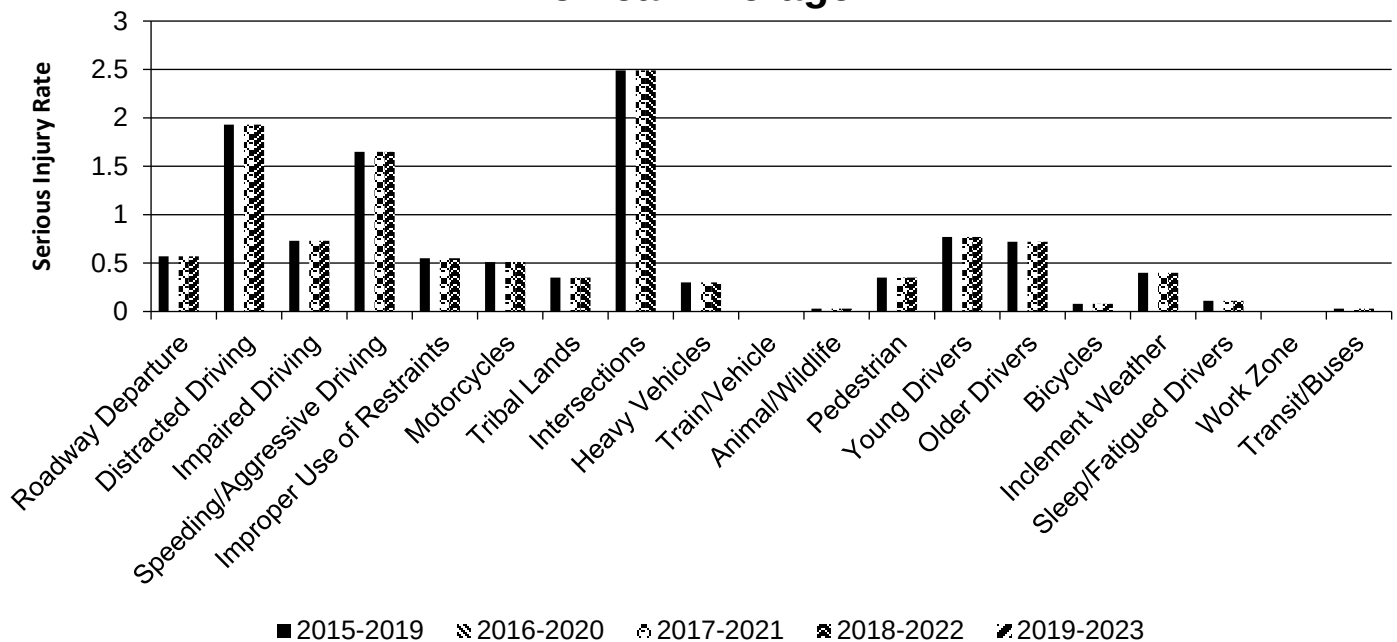
Number of Serious Injuries 5 Year Average



Fatality Rate (per HMVMT) 5 Year Average



Serious Injury Rate (per HMVMT) 5 Year Average



The 2023 HSIP Annual Report data is used for the 2024 HSIP Annual Report. The data table above uses 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 2024 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 2024, which should be ready for the 2025 Annual Reporting effort.

2024 New Mexico Highway Safety Improvement Program

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).

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 its next SHSP update?

2025

The SHSP was updated in 2021, but NMDOT has awarded a contract to a consultant to launch a new SHSP + Target Zero development process in FFY 2023. That contract is underway and has completed the initial VRU Assessment and then has slowly transitioned to the redevelopment of the SHSP + Target Zero efforts.

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]			0.1	0.1						
	Location Identifier for Road 1 Crossing Point (122) [112]			0.1	0.1						
	Location Identifier for Road 2 Crossing Point (123) [113]			0.1	0.1						
	Intersection/Junction Geometry (126) [116]			0.1	0.1						
	Intersection/Junction Traffic Control (131) [131]			0.1	0.1						
	AADT for Each Intersecting Road (79) [81]			1	1						
	AADT Year (80) [82]			1	1						
	Unique Approach Identifier (139) [129]			0.1	0.1						
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	0.33	0.33	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. The NMDOT is currently upgrading to ArcPRO and migrating its data to this system. As part of this project the upgraded Roads and Highways database will also incorporate the MIRE FDE’s as feature classes in the schema.

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 approximately 12,000 miles of New Mexico’s total road mileage of 72,285.290 miles. As such the NMDOT stands very well on MIRE roadway segment data on the non-local roads.

Current Projects:

1. The NMDOT is currently populating intersection/interchange data. We currently have a contract in place to help complete the data and provide processes for updating.
2. NMDOT’s Roadway Inventory Program is currently updating the Ownership of many NMDOT’s roads. We have updated County Roads, State Owned, and Federal agency owned roads (except for DOI). NMDOT will be updating city and DOI/Pueblo roads in 2025.
3. A Data Dictionary that includes the MIRE FDE definitions can be found on the NMDOT website.
4. NMDOT will be starting an updated Surface type project encompassing all roads in New Mexico regardless of ownership and functional system. This project is anticipated to start 2025.
5. The NMDOT has contracted for a full asset collection on all state owned and federal aid system roads. Assets collected include MIRE FDEs. This will be a LiDAR collection and started in 2023 and is scheduled to be completed Spring 2025.

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.