NEW MEXICO

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2017 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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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. 409 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

The Highway Safety Improvement Program (HSIP) report is an annual update prepared by the Statewide Planning Bureau (SPB), housed under the New Mexico Department of Transportation (NMDOT) Asset Management and Planning Division (AMPD). The report is based on the best available data and information collected. To facilitate a transparent stakeholder process, the NMDOT SPB is coordinating with its internal and external safety partners through a comprehensive communication process. The preparation of the Highway Safety Improvement Program (HSIP), Strategic Highway Safety Plan (SHSP), Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP), are also being coordinated to provide consistency of data, integrated safety initiatives, and consistent identification of performance trends and safety performance assessment. This coordinated safety planning effort is allowing NMDOT to direct limited safety dollars to areas with the greatest safety needs and to develop effective goals, safety strategies, and performance targets.

Overall, in New Mexico, from 2012 to 2016 there has been a 9.8% increase in fatalities from 366 to 402. Suspected serious injuries (A) declined by 18.4% from 1,624 to 1,325 during the same reporting period.

With respect to consideration of the five-year rolling fatality average, there has been a slight decrease in the overall trend in fatalities. A comparison of annual values of the five-year rolling average indicates a slight decrease of 1.7% in 2016, when compared with 2012.

For suspected serious injuries (A) there has been a consistent reduction in New Mexico for the past five years (2012 to 2016) from 1624 to 1325, a decrease of 18.4%. Similar decreases in the five-year rolling average for the suspected serious (A) injury rate have been noted.

There has been an increase in non-motorized fatalities and suspected serious injuries from 2012 to 2016 from 157 to 229, an increase of 45.8% and an increase in the five-year rolling average of 20.6%

In 2017, NMDOT continued to make significant progress in successfully programming and obligating HSIP funds, as well as continued implementation of a systematic process for funding and completing a backlog of projects. This included further development of a structured list of Road Safety Audits (RSAs) planned and performed, and a comprehensive and organized process of communication with internal and external project stakeholders.

The updated NM Strategic Highway Safety Plan (SHSP) was approved and distributed to safety stakeholders in March 2017.

In 2016-2017, NMDOT completed the establishment of performance targets for each of the five core performance measures for fatalities, suspected serious injuries (A), fatality rate, suspected serious injury (A) rate, and non-motorized fatalities and suspected serious Injuries (A).

NMDOT initiated an effort to develop an HSIP Manual which is scheduled for completion in early 2018. A pilot effort was initiated to develop a Multi Objective Decision (MODA) Process for the prioritization of current HSIP projects which may be refined in future years.

To more effectively support the NMDOT HSIP program in 2016, the AMPD hired a full-time HSIP Coordinator.

Other accomplishments include continued improvements in crash data reporting and analysis as evidenced by the improved level of detail and quality of data in this year's report. Over the past several years, there has been progress in the location of crashes, an improved ability to identify crash occurrence by functional class and ownership, and the ability to calculate on a statewide basis crash rates to assess trends. Local safety road projects are a key component in the HSIP with $1.5 million obligated for Federal Fiscal Year (FFY) reporting period of 2016. The NMDOT Safety Program is including a more detailed and extensive analysis of safety performance, Emphasis Areas based on the SHSP, and guidance on strategies to reduce fatalities and severe crashes on all roads in New Mexico.

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.

Our HSIP program is currently in a major transitional stage. We are restructuring the program to focus on our worst Safety Performance Measure (SPM) locations. Once the locations exhibiting issues are identified, we will be working with the local entities to perform RSAs and identify treatments to address the issues being observed. We are taking this approach to most acutely focus on our problem areas, in hopes of demonstrating the highest improvement possible.

The structure of the HSIP involves a multidisciplinary and multilevel inclusion of NMDOT and FHWA personnel. The HSIP is monitored by a committee including members from engineering, design, finance, rail, traffic, from within the NMDOT and environmental and safety from the FHWA. The committee oversees project selection and funding allocation to determine where the funds are most efficiently used and where the highest safety improvement can be realized.

Where is HSIP staff located within the State DOT?

Planning

Enter additional comments here to clarify your response for this question or add supporting information.

The HSIP is located in planning within the organizational structure of the NMDOT, however, all the listed groups are heavily involved in the administration and oversight of the HSIP.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process

Enter additional comments here to clarify your response for this question or add supporting information.

New Mexico is currently developing a Multi Objective Decision Analysis (MODA) process. This process prioritizes projects locations that exhibiting poorly performing locations within the Safety Performance Measure (SPM) target areas.

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

Under the NM HSIP program all public roadways are eligible for participation. For the current program (FFY 2016), 8.6% of NM HSIP funds are obligated for local road projects, and 91.4% are obligated for Statewide DOT projects. With the exception of the District let projects, all HSIP projects programmed in the FFY 2016 STIP were approved by the Safety Committee using the previous application process where applications where submitted on a quarterly basis through the MPOs and RTPOs and then reviewed and prioritized by the NMDOT HSIP Committee, regardless of the project location. In other words, proposed HSIP projects on local roads were handled in the same manner as proposed projects on DOT roads. As the MODA process is fully developed and implemented this will continue to be the process in which prospective projects will be identified and constructed.

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

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Districts/Regions
Governors Highway Safety Office
Other-NMDOT Districts

Enter additional comments here to clarify your response for this question or add supporting information.

A goal of the HSIP is to secure buy-in from the respective state transportation district. Consensus is sought between the Safety Committee, local stakeholder and applicable district. The safety committee ensures that the prospective project meets certain criteria to work toward achieving safety targets, local stakeholders must ensure the project is something desired and garners public support and the district ensures that the project fits within the greater transportation and scheduling plans.

Describe coordination with internal partners.

The internal NMDOT Safety Committee meets on a monthly basis to review the HSIP and ensure the program is meeting the goals and objectives of the NMDOT HSIP. The Safety Committee is composed of the following:

- HSIP Coordinator
- State Traffic Engineer
- STIP Coordinator
- Chief Engineer
- Field Operations Division Director
- Program Management Division Director
- Asset Management and Planning Division Director

- Rail Bureau Chief
- Data Management Bureau Chief
- Office of Safety Programs Director
- Representatives from other NMDOT Departments, including Project Oversight Division, Traffic Safety Division and others.

The HSIP Coordinator also coordinates closely with the three (3) regional Design Centers on project tracking and oversight. In addition, the HSIP Coordinator, in overseeing the SHSP, coordinates closely with NMDOT Office of Safety Programs which is responsible for the Highway Safety Plan. The NMDOT representative to the Governor's Highway Safety Commission is the Director of the Highway Safety Office in the Office of Safety Programs.

Identify which external partners are involved with HSIP planning.

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

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

All of the external partners listed in the previous question are involved at some point in the coordination and planning process. From data collection by local law enforcement, data consolidation by academia and data consideration when conducting RSAs. Local community members are also heavily involved in identifying location specific phenomena, lending their expertise and insight to the operational considerations when identifying roadway treatments that will best address the issues identified by the data. It has been found that the local expertise has been invaluable when considering what the issues are occurring resulting in poorly performing SPMs as well as conveying the cultural and contextual behavior that will be best served in tailoring proven counter measures.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

Yes

Describe HSIP program administration practices that have changed since the last reporting period.

The program is in the middle of a transition. The project selection process is changing although full implementation has not been realized. The largest change has come in the project selection process. The

process is moving toward a heavy emphasis on addressing the worst performing locations to realize the largest improvement of the Safety Performance Measures on a statewide basis.

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

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

The NMDOT made significant progress in 2016-2017 to program and obligate HSIP funds and to provide a systematic process for funding a backlog of projects. This includes the development a structured list of RSAs planned and performed, and a more comprehensive and organized process of communication with internal and external stakeholders.

Program Methodology

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

No

Enter additional comments here to clarify your response for this question or add supporting information.

Currently, the manual is being developed, however, completion is anticipated by 2018. This manual will serve as a guide to the HSIP in the coming years. As the project selection, design and construction process is a multiyear endeavor, the realization of fully correlated improvement is not anticipated immediately.

Select the programs that are administered under the HSIP.

Median Barrier
Roadway Departure
Sign Replacement And Improvement

Enter additional comments here to clarify your response for this question or add supporting information.

All the "programs" on the list are aspects of roadway safety that are considered when identifying roadway projects.

Program: Median Barrier

Date of Program Methodology: 1/1/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Fatal and serious injury crashes only	Traffic Volume	Median width Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash rate

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

No

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

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

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 : 70
Ranking based on net benefit : 30

Total Relative Weight : 100

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Roadway Departure

Date of Program Methodology: 1/1/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Volume	Functional classification

What project identification methodology was used for this program? [Check all that apply]

Crash rate

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

No

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

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

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).

Rank of Priority Consideration

Ranking based on B/C : 1

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Sign Replacement And Improvement

2017 New Mexico Highway Safety Improvement Program

Date of Program Methodology: 1/1/2017

What is the justification for this program? [Check all that apply]

FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	**Exposure**	**Roadway**
		Functional classification

What project identification methodology was used for this program? [Check all that apply]

Critical rate

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

No

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

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

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).

Available funding : 1

Enter additional comments here to clarify your response for this question or add supporting information.

What percentage of HSIP funds address systemic improvements?

50

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Cable Median Barriers
Rumble Strips
Install/Improve Signing
Upgrade Guard Rails
Install/Improve Lighting
Other-Install/Improve Pavement Marking and/or Delineation

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Crash data analysis
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
Stakeholder input

Enter additional comments here to clarify your response for this question or add supporting information.

As the program evolves, hotspots will be identified, RSAs will be conducted, countermeasures will be identified through crash data analysis, engineering studies and stakeholder input to identify high benefit to cost countermeasures to address root causes of crashes.

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

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

The HSIP in New Mexico is using considering ITS treatments when identifying projects. Their consideration is mainly applied in secondary crash types and disseminating road condition advisories to the traveling public.

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.

The use is being increased. At this time training is the level of implementation being applied.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

2016

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$20,282,506	$17,418,706	85.88%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$250,000	$250,000	100%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$177,000	$159,300	90%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$20,709,506	$17,828,006	86.09%

Enter additional comments here to clarify your response for this question or add supporting information.

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

$1,705,000

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

$1,489,500

Enter additional comments here to clarify your response for this question or add supporting information.

The programmed amount entered reflects the original estimate during programming. I would like to point out that although the obligated amount is less, it reflects the difference between the Engineer's estimate and the actual obligation as opposed to a project not being constructed. Should these numbers be the same given the

fact that all projects programmed were constructed? In other words if 100% of the programmed projects were obligated should the numbers reflect 100%?

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

$3,015,205

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

$2,330,805

Enter additional comments here to clarify your response for this question or add supporting information.

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%

Enter additional comments here to clarify your response for this question or add supporting information.

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

1. Changing definitions and contradictions to eligibility of funds. Local determinations of eligibility appear to contradict the CFR as well as locally established precedence.

2. Design delivery. Having projects from the next FFY year ready to obligate in cases where current FFY projects are not deliverable

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

Yes

Describe any other aspects of the State's progress in implementing HSIP projects on which the State would like to elaborate.

The NMDOT has hired a full-time HSIP Coordinator since the last reporting period.

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
see attachment									0					

Enter additional comments here to clarify your response for this question or add supporting information.

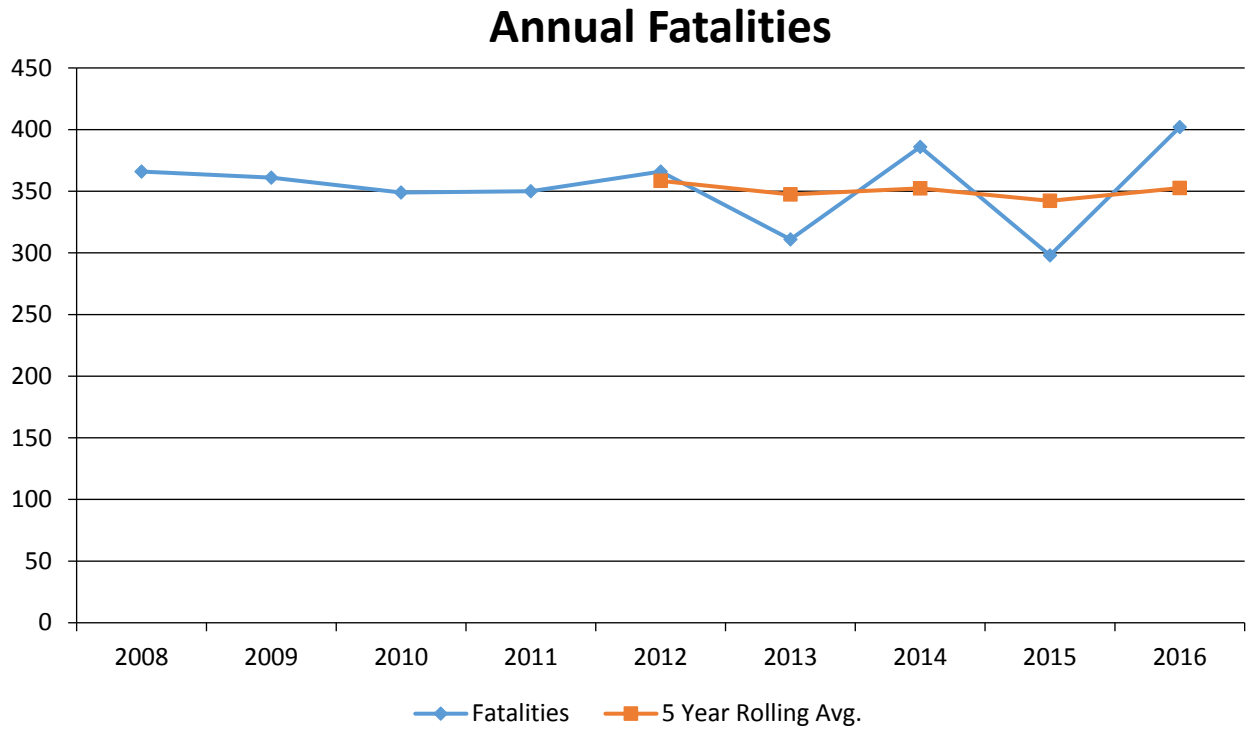
See attachment.

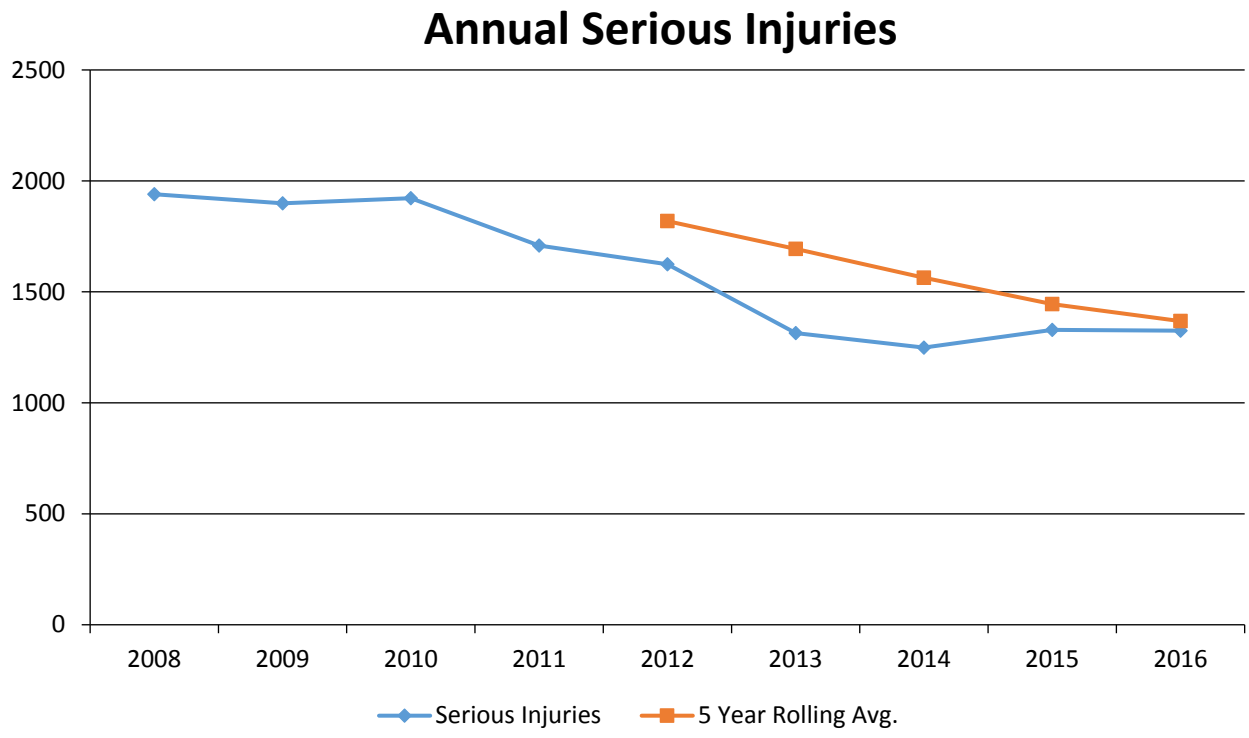
Safety Performance

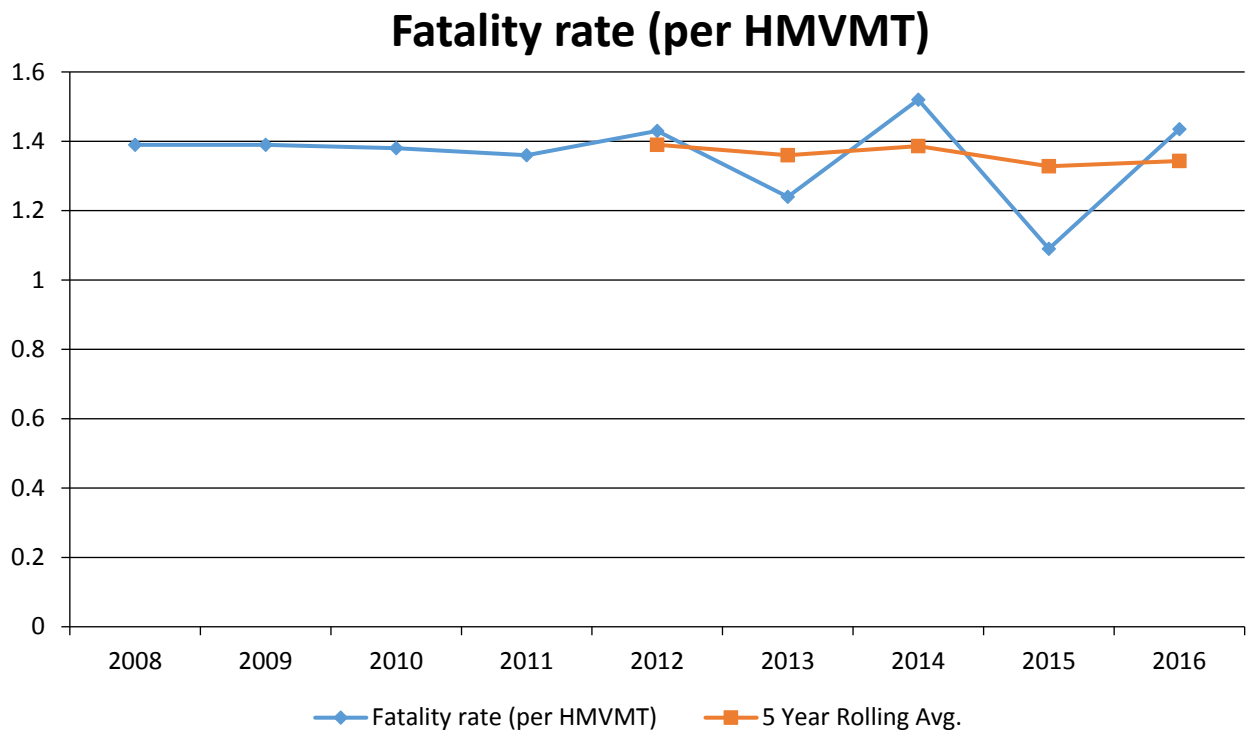
General Highway Safety Trends

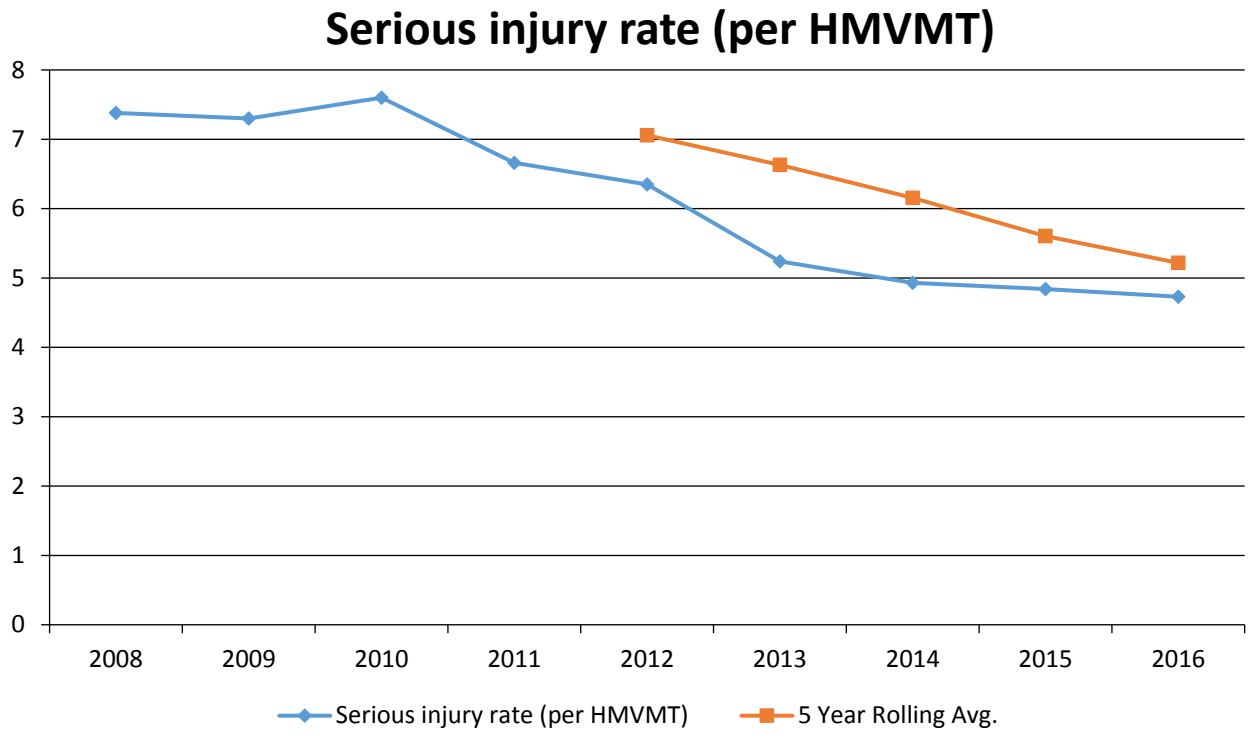
Present data showing the general highway safety trends in the State for the past five years.

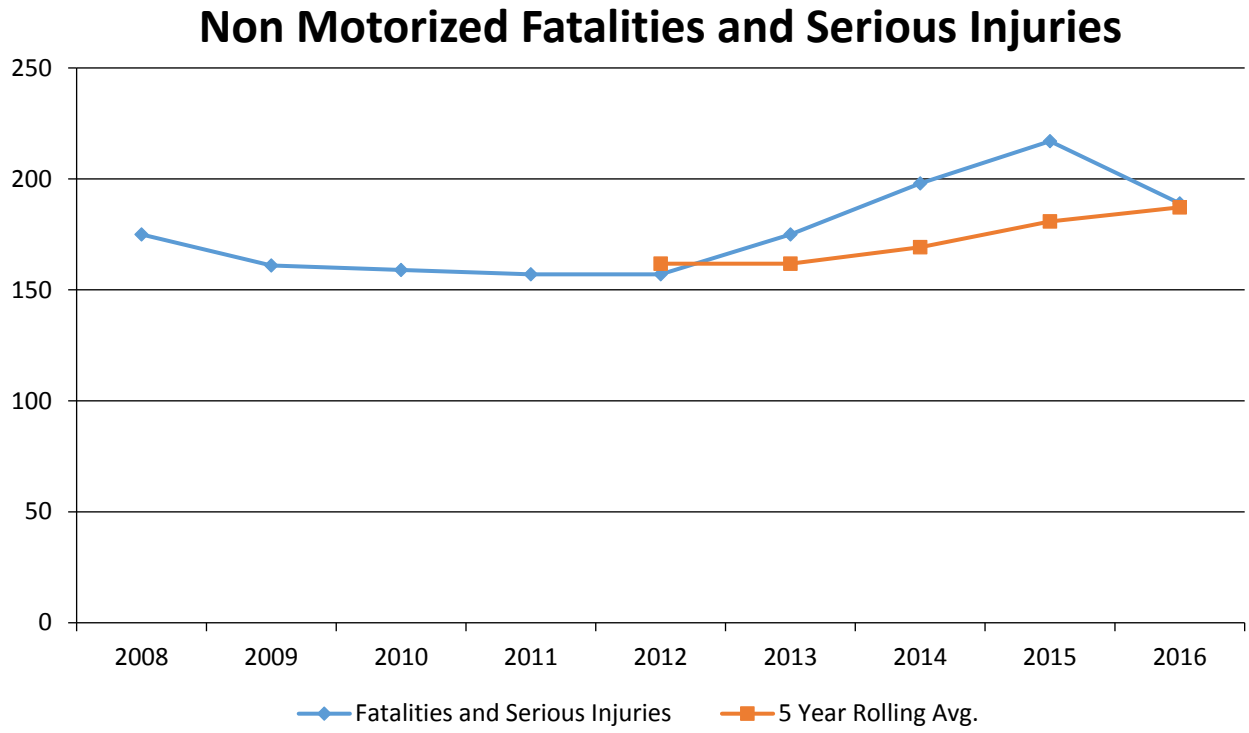
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	366	361	349	350	366	311	386	298	402
Serious Injuries	1,940	1,899	1,922	1,709	1,624	1,314	1,249	1,329	1,325
Fatality rate (per HMVMT)	1.390	1.390	1.380	1.360	1.430	1.240	1.520	1.090	1.435
Serious injury rate (per HMVMT)	7.380	7.300	7.600	6.660	6.350	5.240	4.930	4.840	4.730
Number non-motorized fatalities	46	43	41	44	68	55	80	61	80
Number of non-motorized serious injuries	129	118	118	113	89	120	118	156	109
non-motorized fatalities and serious injuries	175	161	159	157	157	175	198	217	189

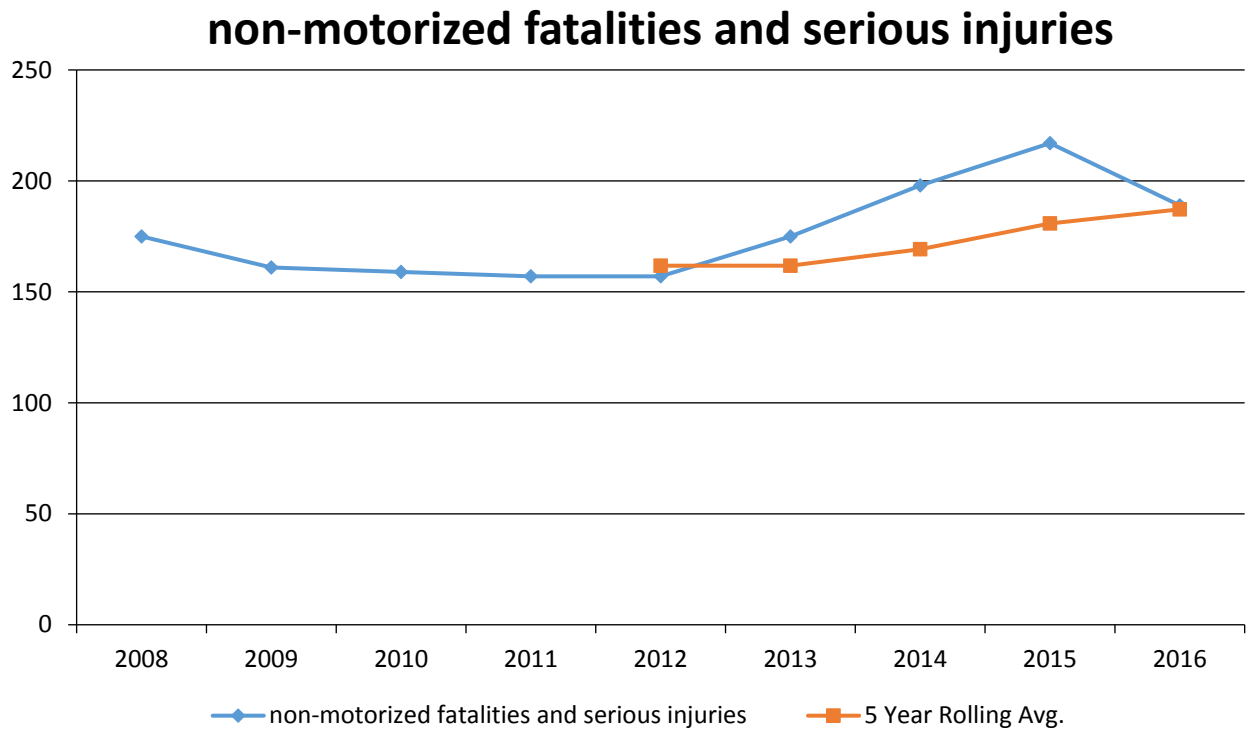

Annual Fatalities
450
400
350
300
250
200
150
100
50
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
2500
2000
1500
1000
500
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
8
7
6
5
4
3
2
1
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.





Enter additional comments here to clarify your response for this question or add supporting information.

Data Source: Fatalities FARS Query (2008-2015): Person Type: (5) Pedestrian, (6) Bicyclist, (7) Other cyclist, and (8) Persons on Personal Conveyances.

2017 New Mexico Highway Safety Improvement Program
Data Source: (NMDOT) Non-motorized fatalities and suspected serious injury (A) Federal Fiscal Year 2018 Safety Targets Technical Memorandum dated August 2, 2017:

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

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

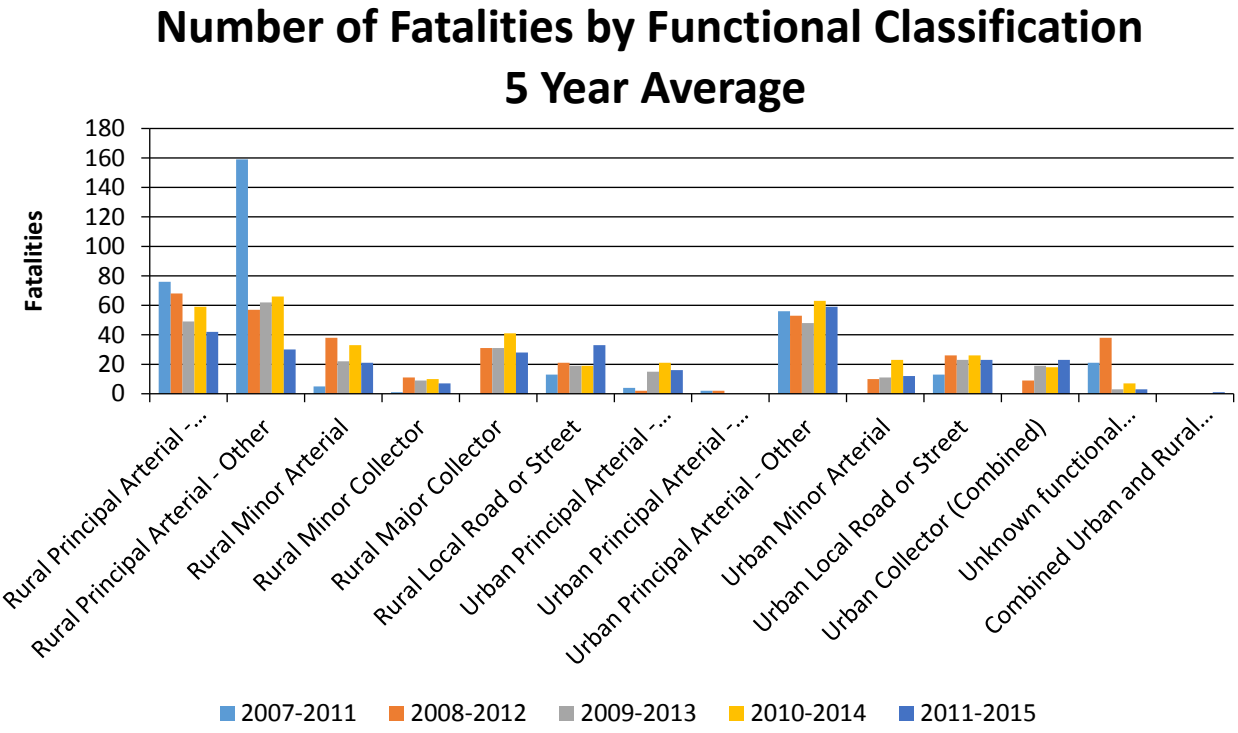
Year 2015

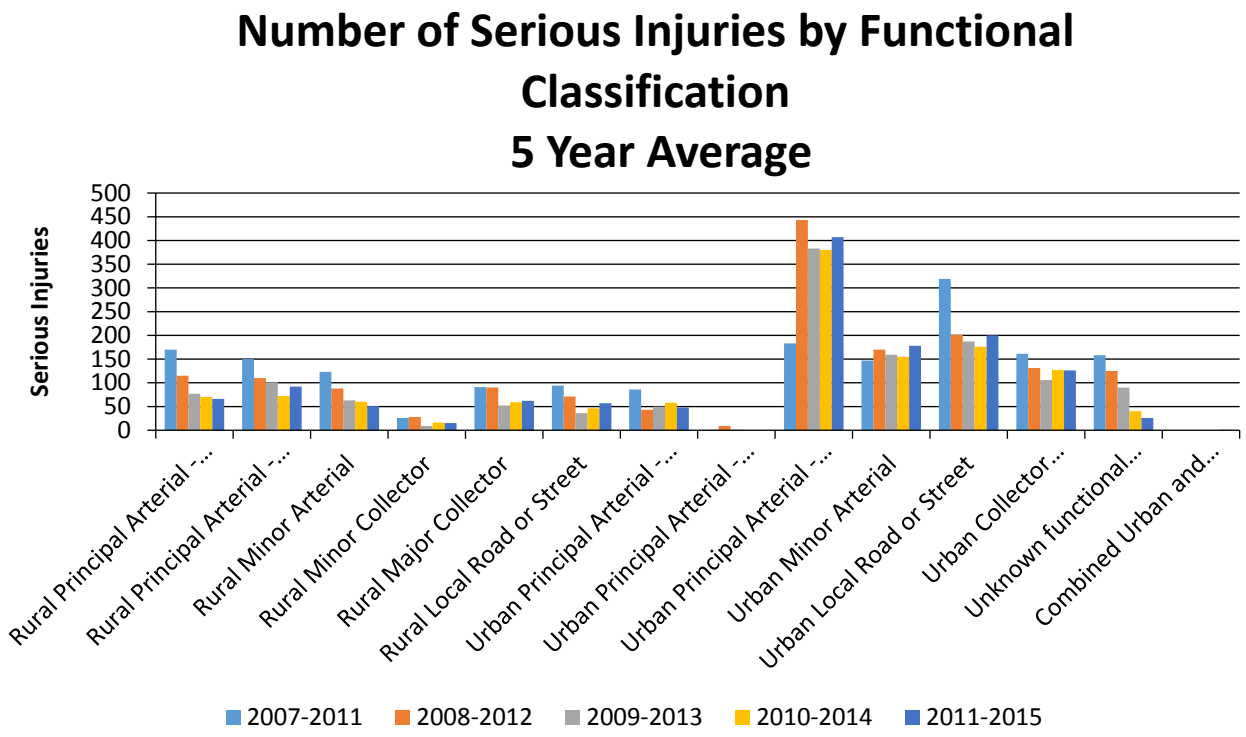
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	42	66	0.96	1.5
Rural Principal Arterial - Other Freeways and Expressways				
Rural Principal Arterial - Other	30	92	0.87	2.67
Rural Minor Arterial	21	51	1.24	3.02
Rural Minor Collector	7	15	1.22	2.62
Rural Major Collector	28	62	1.7	3.76
Rural Local Road or Street	33	57	0.87	1.51
Urban Principal Arterial - Interstate	16	48	0.61	1.83
Urban Principal Arterial - Other Freeways and Expressways	0	0		
Urban Principal Arterial - Other	59	407	1.45	9.99
Urban Minor Arterial	12	178	0.63	9.32
Urban Minor Collector				
Urban Major Collector				
Urban Local Road or Street	23	200	1.3	11.34
Urban Collector (Combined)	23	126	1.59	8.71
Unknown functional classification	3	26		

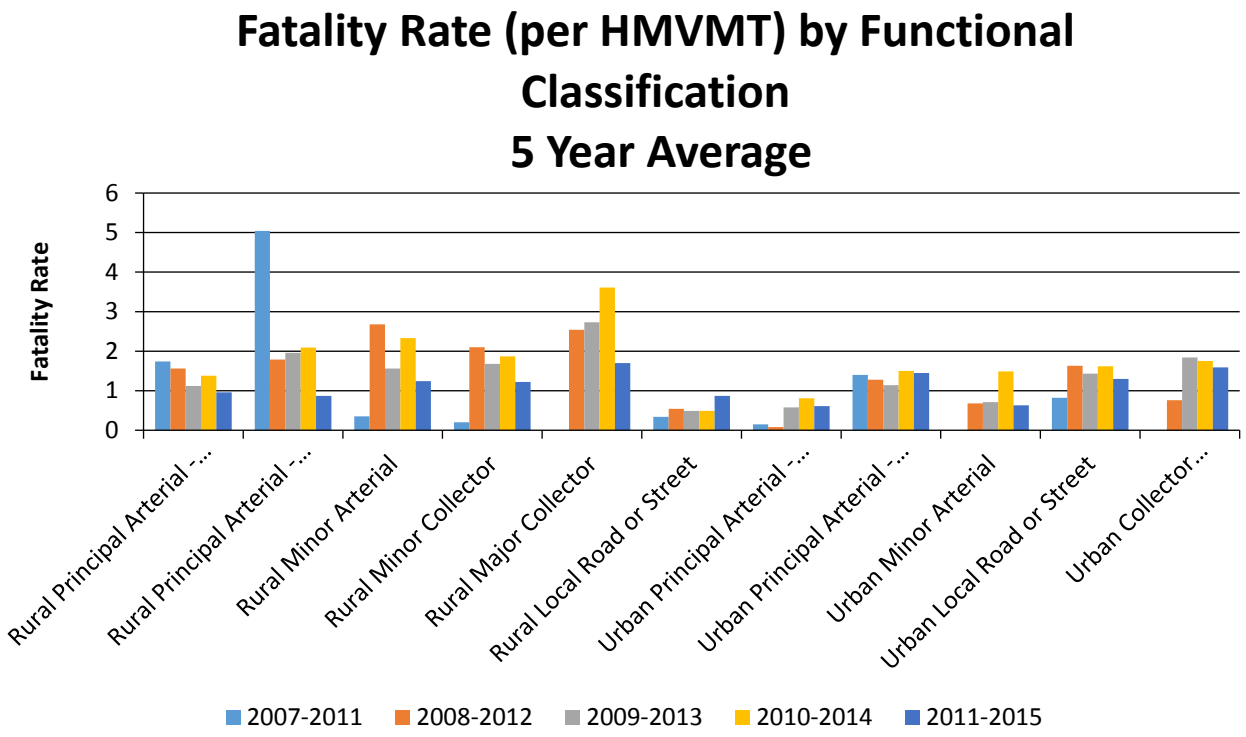
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Combined Urban and Rural Pricipal Arterial(Other Expressways)	1	1		

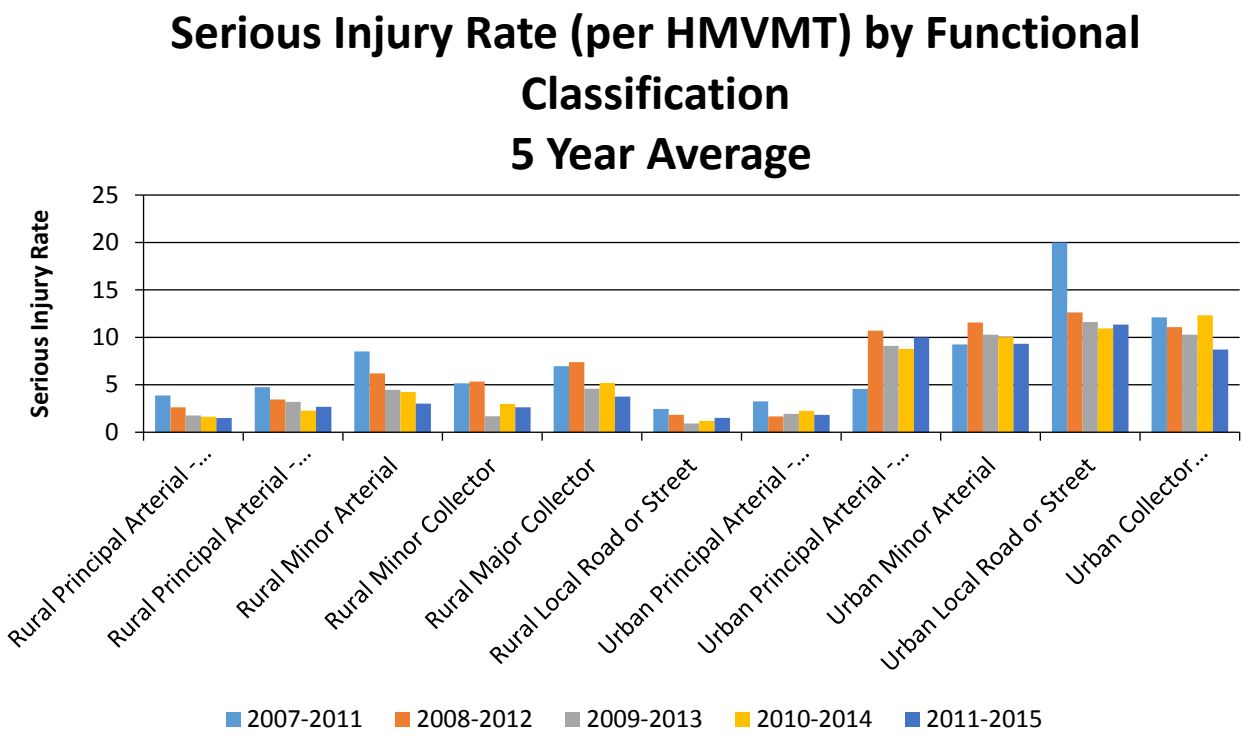
Year 2015

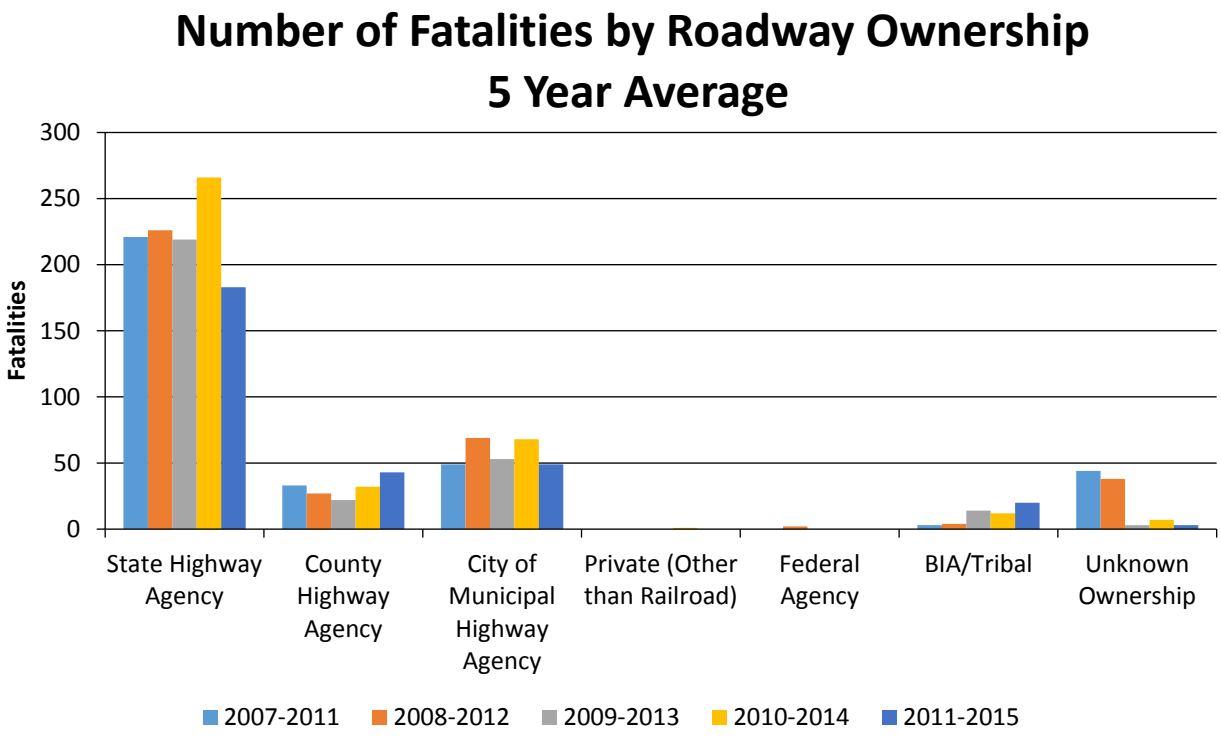
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	183	565	1.12	3.45
County Highway Agency	43	123	0.92	2.63
Town or Township Highway Agency				
City of Municipal Highway Agency	49	602	0.93	11.37
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				
Federal Agency		1		
BIA/Tribal	20	12	3.3	1.98
Unknown Ownership	3	26		

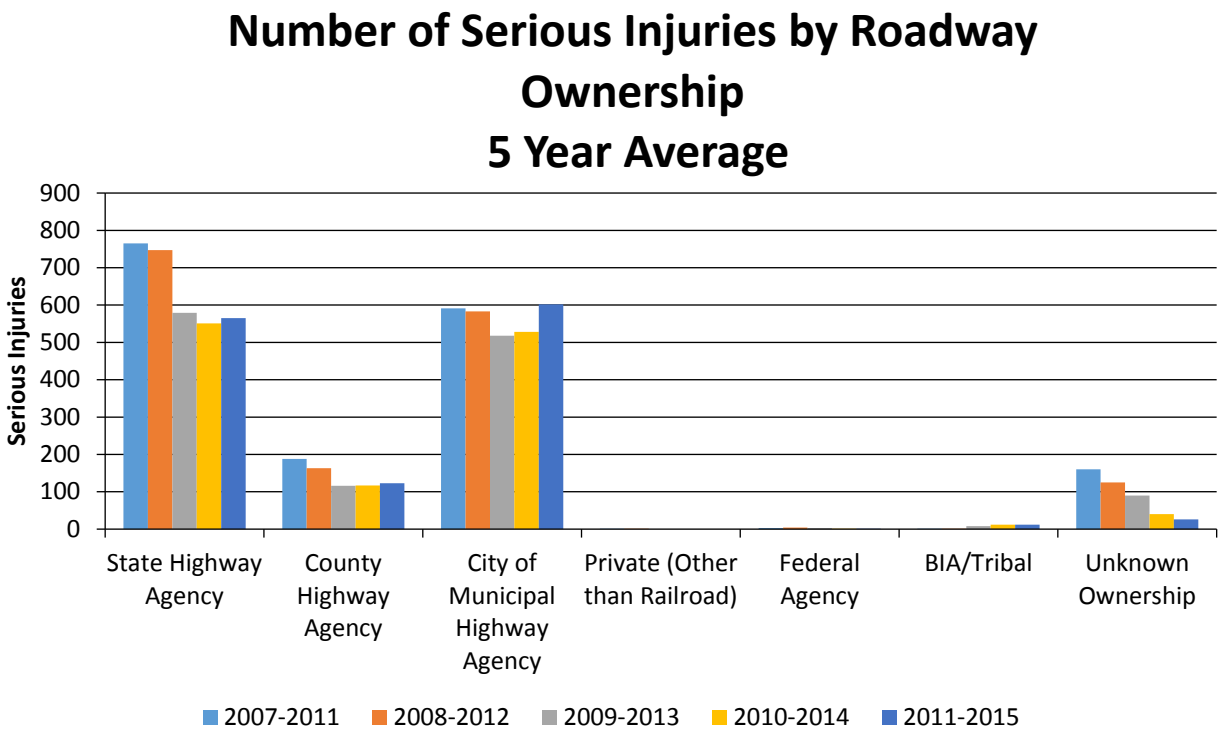

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
180
160
140
120
100
80
60
40
20
0
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Local Road or Street
Urban Collector (Combined)
Unknown functional...
Combined Urban and Rural...
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015

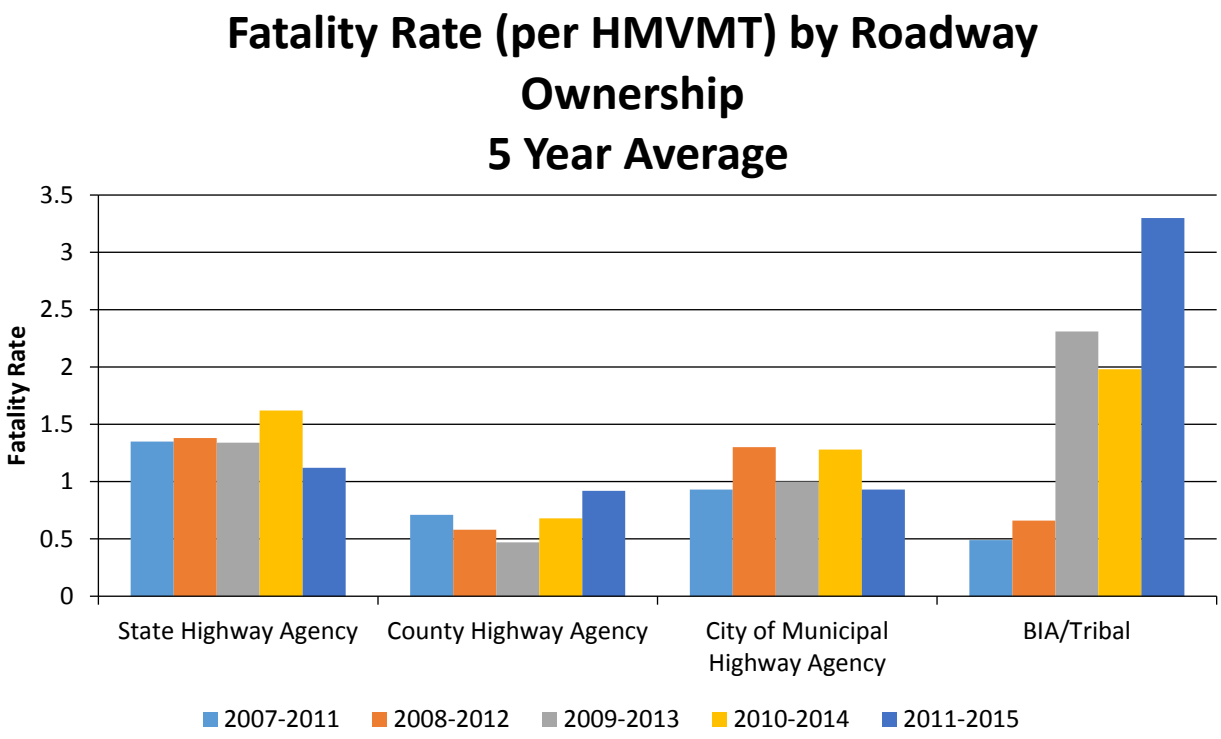

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
500
450
400
350
300
250
200
150
100
50
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Local Road or Street
Urban Collector...
Unknown functional...
Combined Urban and...
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015

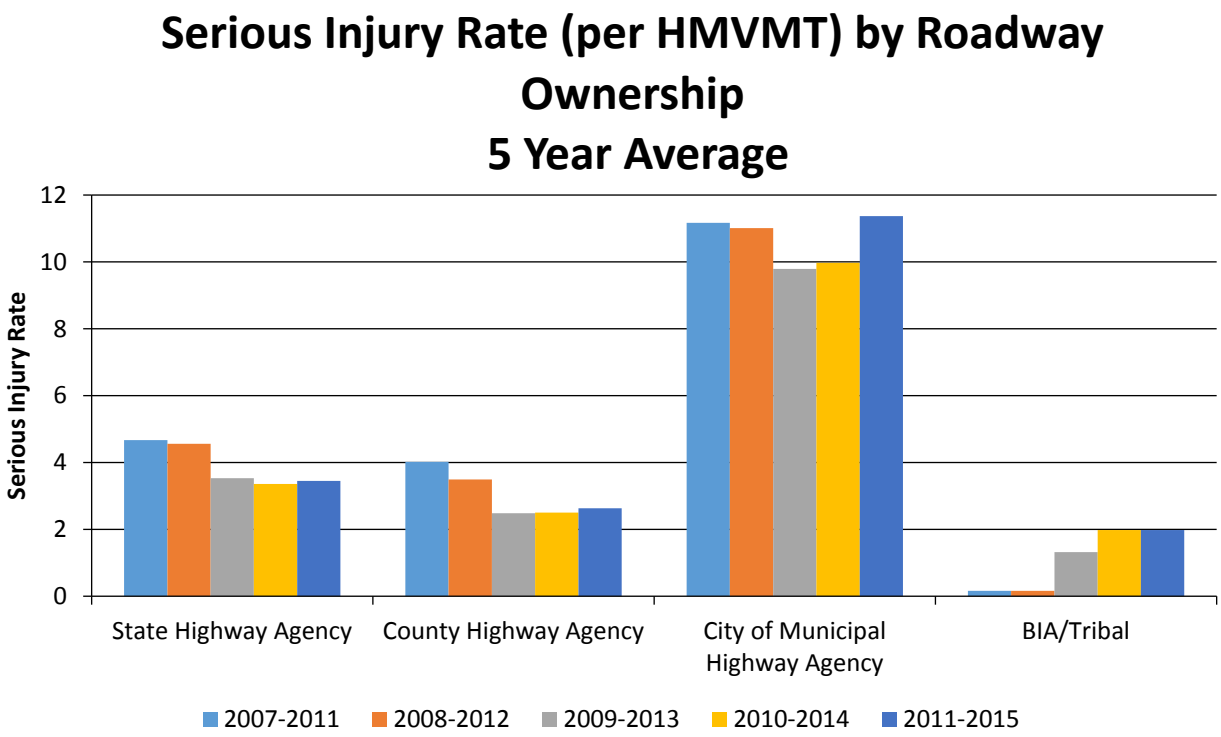

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
6
5
4
3
2
1
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Local Road or Street
Urban Collector...
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
25
20
15
10
5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Local Road or Street
Urban Collector...
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
300
250
200
150
100
50
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
Private (Other than Railroad)
Federal Agency
BIA/Tribal
Unknown Ownership
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
900
800
700
600
500
400
300
200
100
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
Private (Other than Railroad)
Federal Agency
BIA/Tribal
Unknown Ownership
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
3.5
3
2.5
2
1.5
1
0.5
0
State Highway Agency
County Highway Agency
City of Municipal Highway Agency
BIA/Tribal
2007-2011
2008-2012
2009-2013
2010-2014
2011-2015



Enter additional comments here to clarify your response for this question or add supporting information.

*** Blank or "0" cells indicate Not Applicable.**
Fatality and Serious Injury by Functional Classification notes:

1. Source: New Mexico Department of Transportation 2011 to 2015 Crash Data received June 30, 2017 (2012-215) and June 21, 2016 (2011). Arnold roadway data received June 2016.

1. Urban Collector is a combined total from Urban Minor and Urban Major Collectors.

1. Disclaimer: Results of the analyses are based on crash received from the New Mexico Department of Transportation. The data was used "as is" for analysis purposes and should be interpreted accordingly.

1. Source for Vehicle Miles Traveled (VMT) data used to calculate the fatality rate by Roadway Functional Classification: Highway Performance Monitoring System (HPMS)/FHWA Office of Policy and statistics website: http://www.fhwa.dot.gov/policyinformation/statistics/

Fatality and Serious Injury by Roadway Ownership notes:

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities 369.0

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

Five-year average fatalities fell by 7 percent between 2011 and 2015, but are expected to rise in 2016 based on preliminary data. January through May 2017 data show a slight decline from the first 5 months of 2016, but the May 2017 data are very preliminary and are expected to rise. The 5- year trend line indicates an increase of 6.4 percent from 2015 to 2018, and the State has determined this to be an achievable target for 2018.

Number of Serious Injuries 1056.0

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

Five-year average serious injuries fell by 22.8 percent between 2011 and 2015. The State anticipates a continued reduction in serious injuries and considers the projected reduction to 1,219.4 an achievable target for 2018.

Fatality Rate 1.299

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

Although fatalities are expected to increase in 2018 from 2015, the State determines that the projected 2018 5-year fatality rate is an achievable target. Five-year average 2018 projections for urban and rural fatality rates are determined to be achievable targets.

Serious Injury Rate 3.590

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

Five-year serious injuries fell by 27.3% between 2011 and 2015. The State anticipates a continued reduction in serious injuries and considered the projected reduction to 3.59 an achievable target by 2018.

Total Number of Non-Motorized Fatalities and Serious Injuries 257.0

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

Although fatalities are expected to increase in 2018 from 2015, the State determined

that the projected number of 228 non-motorized fatalities and serious injuries in 2018 is an achievable target.

Enter additional comments here to clarify your response for this question or add supporting information.

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

Annually there is a day long workshop presenting the past performance, current trends - nationally/statewide/locally, cultural trends nationally/statewide/locally as well as different entities sharing experiences to determine the goals of the state in setting safety for the coming year.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

The NMDOT will keep our mission focused on the requirements set forth by the FHWA. Until such time the NMDOT feels comfortable with its performance and can expend the program without maintaining the performance of its core mission, the approach will maintain its focused approach.

Applicability of Special Rules

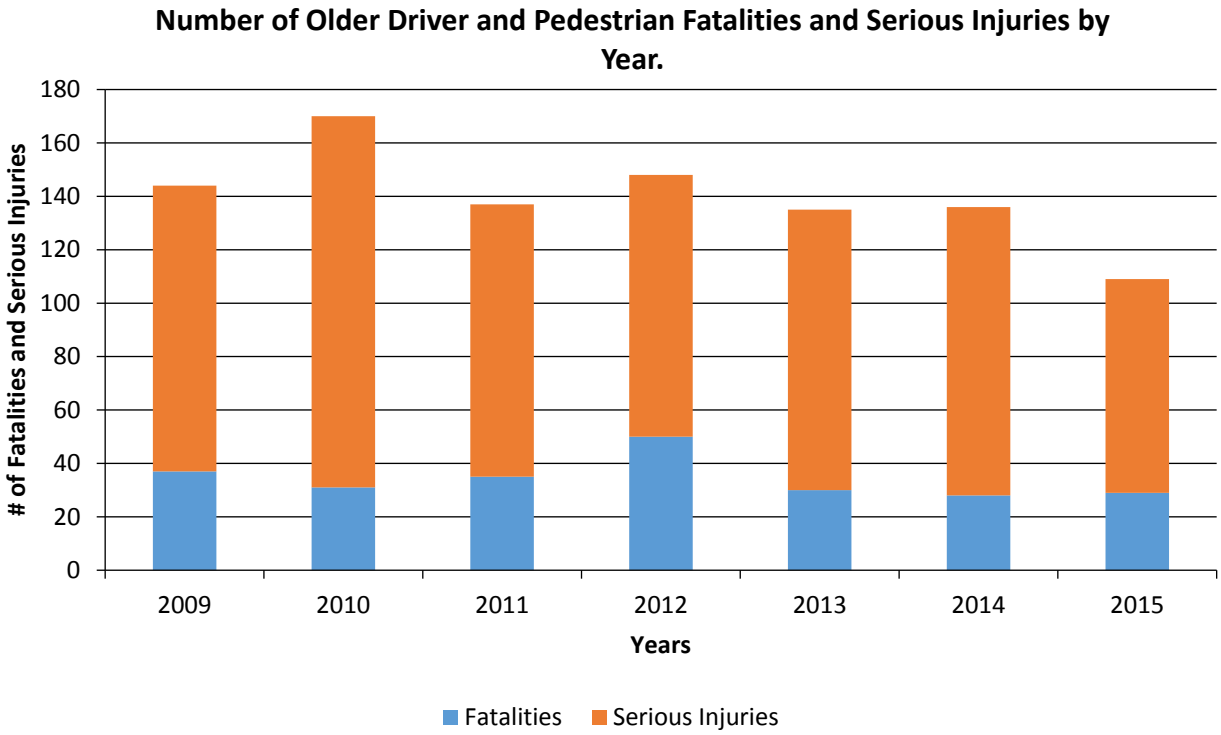
Does the HRRR special rule apply to the State for this reporting period?

No

Enter additional comments here to clarify your response for this question or add supporting information.

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

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	37	31	35	50	30	28	29
Number of Older Driver and Pedestrian Serious Injuries	107	139	102	98	105	108	80



Enter additional comments here to clarify your response for this question or add supporting information.

Older Driver and Older Pedestrian Data Query Process and Sources

1. Older driver fatalities were obtained from FARS; K Injury Severity, Age 65+, Person Type: Driver of motorized transport
2. Older pedestrian fatalities were obtained from FARS: K Injury Severity, Age 65+, Person Type: Pedestrian
3. Older driver serious (A) injuries were obtained from NMDOT Crash Database: Vehicle File dated August 28, 2015 (2009-2011), Vehicle File dated June 21, 2016 (2012-2014), and Vehicle File dated June 30, 2017 (2015): **Driver Age** 65+, **Vehicle Type**=Passenger Car, Pick-up, Semi, Bus, Motorcycle, Other, Van/Four-wheel Drive, and Unknown vehicle type; **Driver Injury** = A
4. Older pedestrian serious (A) injuries were obtained from NMDOT Crash Database: Vehicle File dated August 28, 2015 (2009-2011), Vehicle File dated June 21, 2016 (2012-2014), and Vehicle File dated June 30, 2017 (2015): **Driver Age** 65+, **Vehicle Type**=Pedestrian, **Driver Injury** = A

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Change in fatalities and serious injuries

Enter additional comments here to clarify your response for this question or add supporting information.

A reduction in Safety Performance Measures (SPM) would be considered a positive development. An increase may warrant and increased focus on the SPM(s) that increased from previous years.

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

The overall trends for total fatalities and suspected serious injuries have been in decline in New Mexico. In 2015, the most recent year for finalized data, although the total number of crashes increased the rates and totals saw significant declines.

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

Policy change
Increased awareness of safety and data-driven process
HSIP Obligations

Enter additional comments here to clarify your response for this question or add supporting information.

Obligation has increased significantly over the course of previous reporting periods. Steps taken include a focus on systemic projects to streamline the process. Design delays played a significant role in impeding project delivery and focusing on treatments that addressed network improvements through price agreement projects helped. Now a full-time HSIP coordinator has been hired to bring the program back to focus on location focused projects to improve Safety Performance Measures. This shift has been a result of the data driven analysis and personnel resources geared toward finding locations exhibiting rates above statewide averages in their respective functional classifications.

Are there any significant programmatic changes that have occurred since the last reporting period?

No

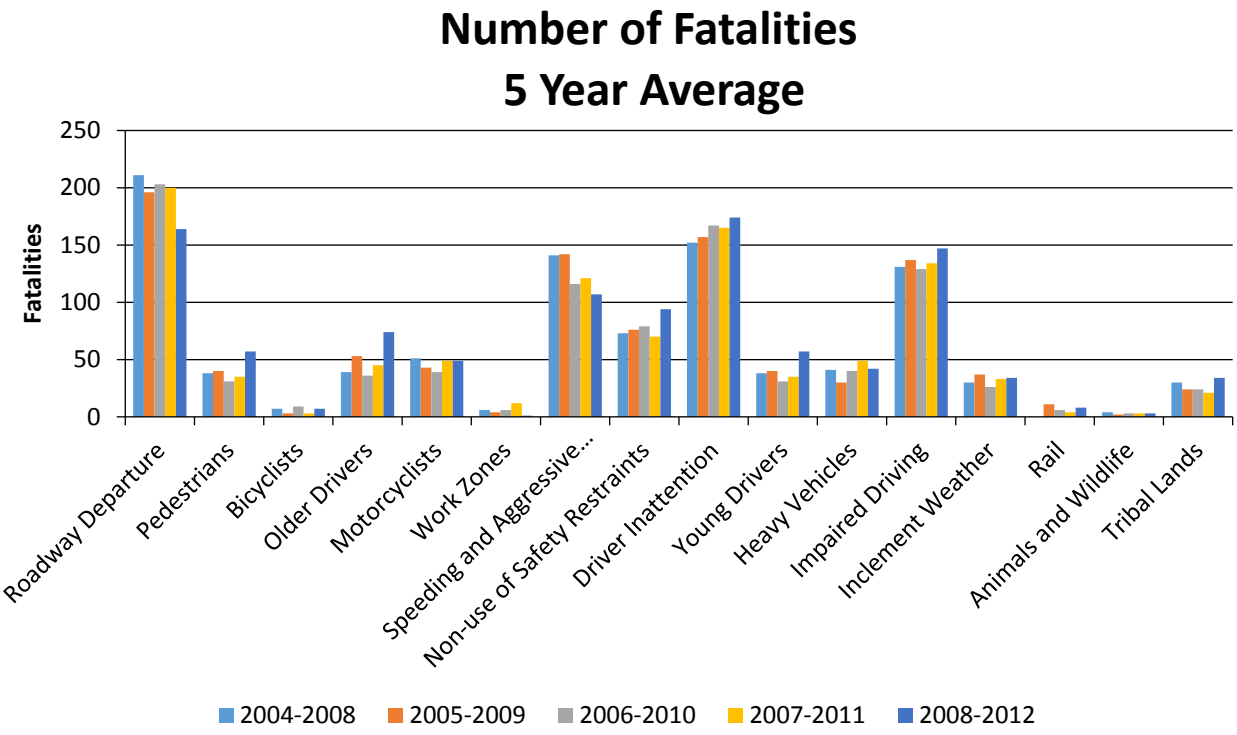
Effectiveness of Groupings or Similar Types of Improvements

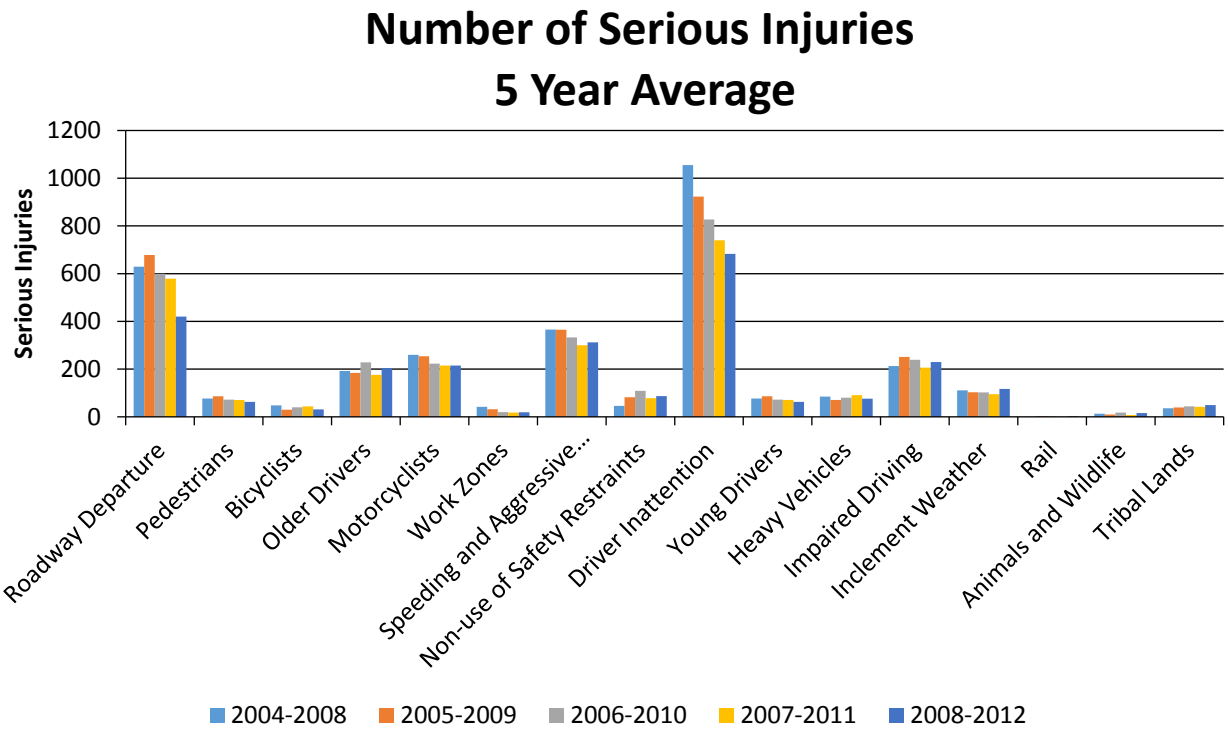
Present and describe trends in SHSP emphasis area performance measures.

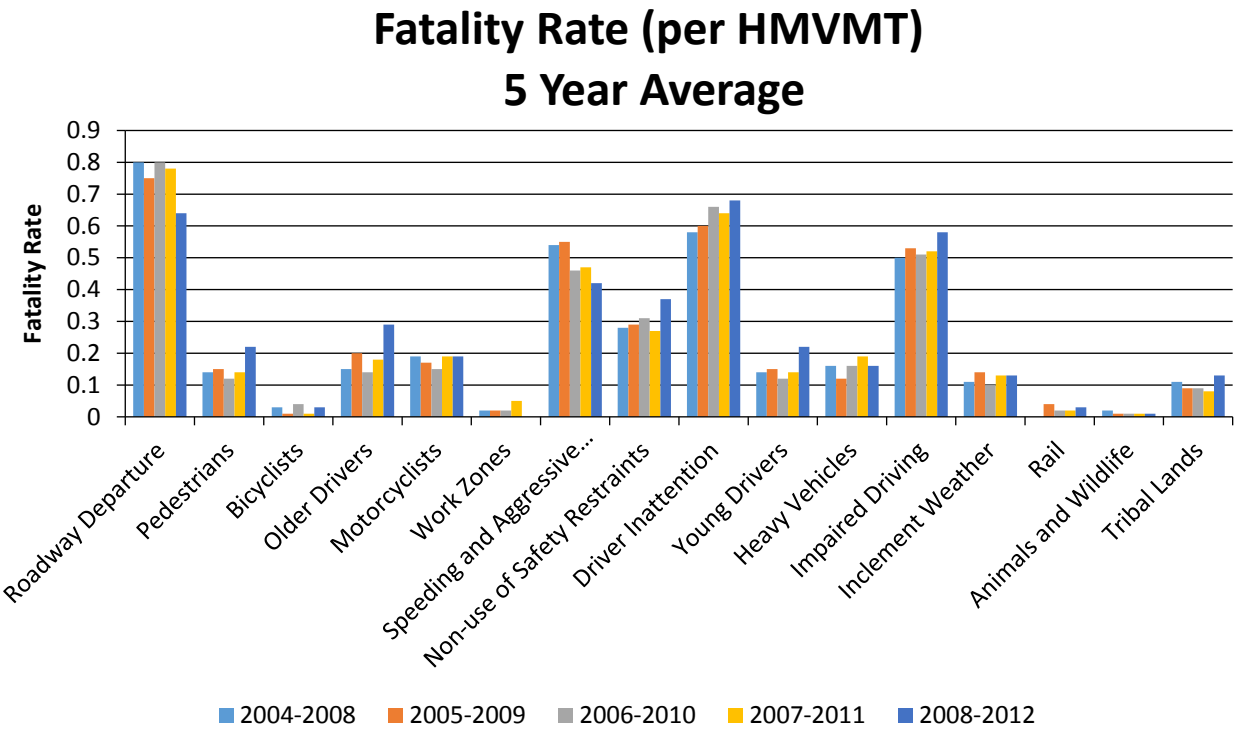
Year 2012

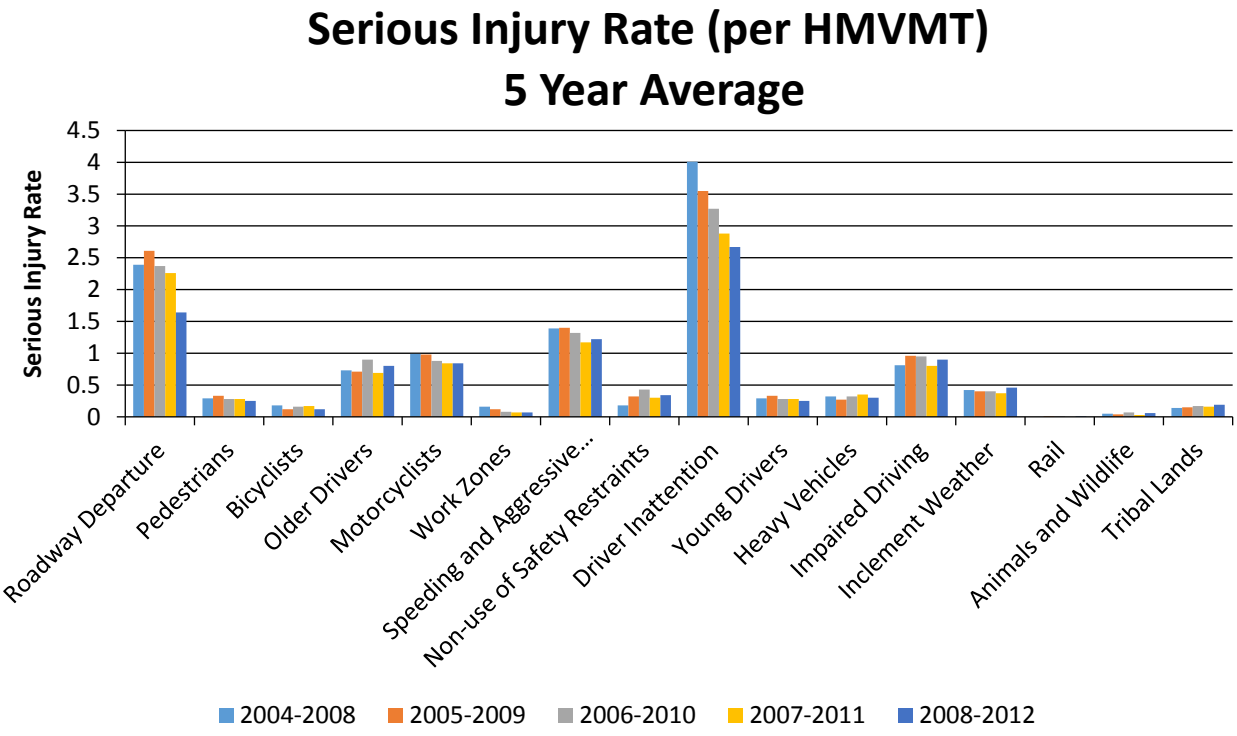
2017 New Mexico Highway Safety Improvement Program

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)	Other 1	Other 2	Other 3
Roadway Departure	Multiple	164	420	0.64	1.64			
Pedestrians	Vehicle/pedestrian	57	63	0.22	0.25			
Bicyclists	Vehicle/bicycle	7	31	0.03	0.12			
Older Drivers	Multiple	74	204	0.29	0.8			
Motorcyclists	Multiple	49	215	0.19	0.84			
Work Zones	Multiple	1	19	0	0.07			
Speeding and Aggressive Driving	Multiple	107	312	0.42	1.22			
Non-use of Safety Restraints	Multiple	94	87	0.37	0.34			
Driver Inattention	Multiple	174	683	0.68	2.67			
Young Drivers	Multiple	57	63	0.22	0.25			
Heavy Vehicles	Multiple	42	76	0.16	0.3			
Impaired Driving	Multiple	147	230	0.58	0.9			
Inclement Weather	Multiple	34	117	0.13	0.46			
Rail	Crossings and Train-Pedestrians	8	3	0.03	0.01			
Animals and Wildlife	Vehicle/animal	3	16	0.01	0.06			
Tribal Lands	Multiple	34	49	0.13	0.19			


Number of Fatalities
5 Year Average
Fatalities
250
200
150
100
50
0
Roadway Departure
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Speeding and Aggressive...
Non-use of Safety Restraints
Driver Inattention
Young Drivers
Heavy Vehicles
Impaired Driving
Inclement Weather
Rail
Animals and Wildlife
Tribal Lands
2004-2008
2005-2009
2006-2010
2007-2011
2008-2012


Number of Serious Injuries
5 Year Average
Serious Injuries
1200
1000
800
600
400
200
0
Roadway Departure
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
Speeding and Aggressive...
Non-use of Safety Restraints
Driver Inattention
Young Drivers
Heavy Vehicles
Impaired Driving
Inclement Weather
Rail
Animals and Wildlife
Tribal Lands
2004-2008
2005-2009
2006-2010
2007-2011
2008-2012





Enter additional comments here to clarify your response for this question or add supporting information.

Source: New Mexico Strategic Highway Safety Plan (March 2017)

2017 New Mexico Highway Safety Improvement Program
Data are shown as annual values and not as five-year rolling averages.

Data are reported for Years 2008-2012.

Data shown are fatal and serious injury crashes (class A).

The Driver Inattention emphasis area includes distracted driving and sleepy/fatigued driving crashes.

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

No

Enter additional comments here to clarify your response for this question or add supporting information.
Although counter measure evaluations have not occurred since the most recent reporting period, project and countermeasure evaluations are anticipated in future years.

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
nothing evaluated														

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

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

03/01/2017

What are the years being covered by the current SHSP?

From: 2017 To: 2021

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

2021

Enter additional comments here to clarify your response for this question or add supporting information.

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

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	1	1					1	0.5	1	0.5
Route Number (8)	0.99	0.1								
Route/Street Name (9)	0.99	0.1								
Federal Aid/Route Type (21)	1	1								
Rural/Urban Designation (20)	1	1					1	1		
Surface Type (23)	0.95	0.95					0.95	0		
Begin Point Segment Descriptor (10)	0.99	0.99					1	0.5	0.99	0.5
End Point Segment Descriptor (11)	0.99	0.99					1	0.5	0.99	0.5
Segment Length (13)	0.99	0.99								
Direction of Inventory (18)	1	1								
Functional Class (19)	1	1					1	1	1	1
Median Type (54)	0.99	0.97								

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
Access Control (22)	0.99	0.97								
One/Two Way Operations (91)	0.99	0.99								
Number of Through Lanes (31)	0.99	0.99					0.99	0.85		
Average Annual Daily Traffic (79)	1	1					1	1		
AADT Year (80)	1	1								
Type of Governmental Ownership (4)	0.99	0.8					1	0.2	1	0.2
INTERSECTION										
Unique Junction Identifier (120)			0	0						
Location Identifier for Road 1 Crossing Point (122)			0	0						
Location Identifier for Road 2 Crossing Point (123)			0	0						
Intersection/Junction Geometry (126)			0	0						
Intersection/Junction Traffic Control (131)			0	0						
AADT for Each Intersecting Road (79)			0.8	0.8						
AADT Year (80)			1	1						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					1	1				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					1	1				
Location Identifier for Roadway at Ending Ramp Terminal (201)					1	1				
Ramp Length (187)					1	1				
Roadway Type at Beginning of Ramp Terminal (195)					1	1				

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 Type at End Ramp Terminal (199)					1	1				
Interchange Type (182)					0	0				
Ramp AADT (191)					1	1				
Year of Ramp AADT (192)					1	1				
Functional Class (19)					1	1				
Type of Governmental Ownership (4)					1	1				
Totals (Average Percent Complete):	**0.99**	**0.88**	**0.23**	**0.23**	**0.91**	**0.91**	**0.99**	**0.62**	**1.00**	**0.54**

Enter additional comments here to clarify your response for this question or add supporting information.

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.

The NMDOT has made great strides towards fulfilling the FHWA's requirements due in 2026. MIRE data collection will continue through HSIP funding to collect the required data. The NMDOT is working with consultants to create dynamic collection and maintenance systems to collect and update as infrastructure around the state evolves and improves.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	"Code A" or "Class A injury"	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	"Code A" or "Class A injury"	Yes	Any injury other than fatal that results in one or more of the following: [See Attributes]	Yes	*Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood *Broken or distorted extremity (arm or leg) *Crush injuries *Suspected skull, chest, or abdominal injury other than bruises or minor lacerations *Significant burns (second and third degree burns over 10% or more of the body) *Unconsciousness when taken from the crash scene *Paralysis	Yes

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Database	"Code A" or "Class A injury"	Yes	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	"Code A" or "Class A injury"	Yes	Any injury other than fatal that results in one or more of the following:[See Attributes]	Yes	? Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood ? Broken or distorted extremity (arm or leg) ? Crush injuries ? Suspected skull, chest, or abdominal injury other than bruises or minor lacerations ? Significant burns (second and third degree burns over 10% or more of the body) ? Unconsciousness when taken from the crash scene ? Paralysis	Yes

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?
No

When does the State plan to complete it’s next HSIP program assessment.

2017

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

Project Implementation:

HSIP 2017 Obligated Project List (FFY 2016) 08.31.17 .xlsm

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.