



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Performance Measure (PM) Targets for Safety (PM1) Federal Fiscal Year 2022 Approved on February 24th, 2022 by the Santa Fe MPO Transportation Policy Board

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation (NMDOT), and the Santa Fe Metropolitan Planning Organization (SFMPPO) for the Santa Fe urbanized area hereby certify that the transportation planning process, the adoption of Performance Measure Targets for Safety (PM1) for Federal Fiscal Year 2022 meets the Performance-Based Planning and Programming (PBPP) requirements established in 23 CFR 450.326(d), 49 CFR 625, and 49 CFR 630. The Santa Fe Metropolitan Planning Organization hereby certifies that the following, attached via Appendix A, Federal Fiscal Year (FFY) 2022 Targets for Safety (PM 1) for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017) hereby approved and adopted on February 24th, 2022. These targets shall be incorporated into the Santa Fe MPO Metropolitan Transportation Plan upon completion of the update to the 2020 – 2045 MTP.

The state is required to set annual targets for five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

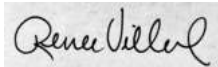
The first three are common measures and must be identical to the targets established for the Highway Safety Program (HSP). The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets.

The Santa Fe MPO also certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) The fiscal constraint required in 23 C.F.R. 450;
- (2) 49 U.S.C. 5323(1), 23 U.S.C. 135, and 23 U.S.C. 450.220;
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- (6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and
- (7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S. C. 7504, 7506(c) and (d). June 12th, 2019

ATTACHMENT A:

NMDOT FFY 2022 PM 1 Targets Report – 6/15/21 “Performance Measure (PM) Target Report 2022”



02/24/22

Renee Villarreal, Chair MPO TPB

Date

Memorandum

To: Farmington MPO
 Santa Fe MPO
 Mesilla Valley MPO
 Mid-Region MPO
 El Paso MPO



Re: Proposed 2022 Safety Targets

From: Jason Coffey
 HSIP Planner
Jason.coffey@state.nm.us
 505-469-7491

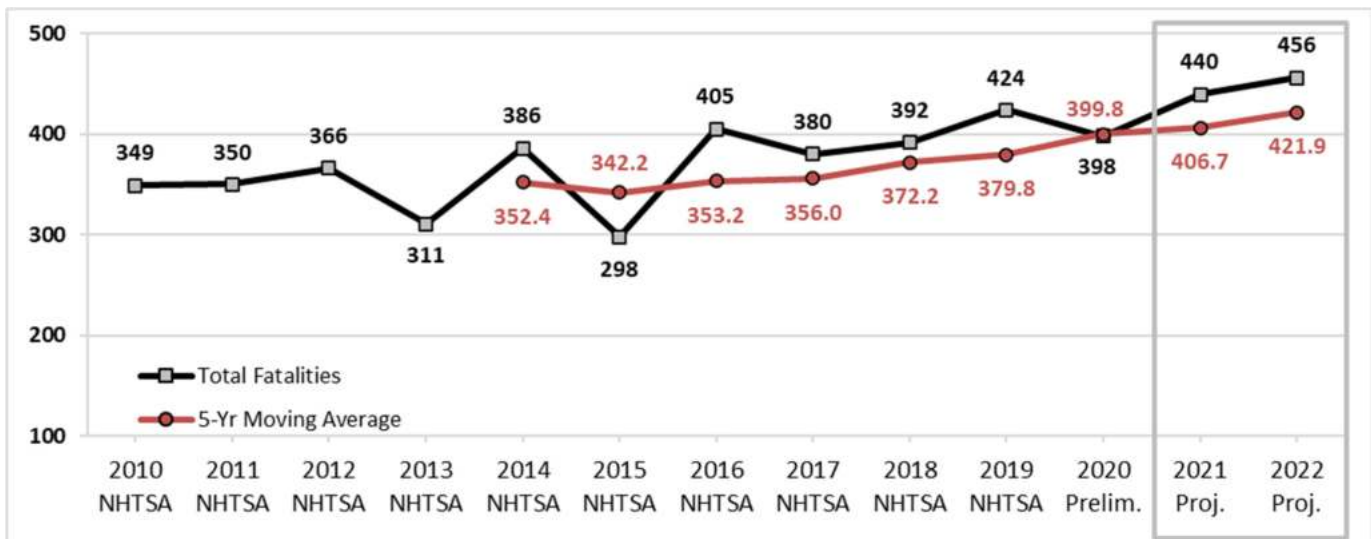
Date: 06/15/2021

As presented at the MPO Quarterly 6/15/21, the target charts are included in this document for review. Generally, the projected 5-year moving average for each measure is the target. However, the 2020 preliminary data shows impact from the COVID-19 public health travel restrictions and NMDOT’s Planning Division is proposing adjusting two of the measures to account for this. In each case where the projected 5-year moving average is not the proposed 2022 target a justification is provided.

The five performance measures are included as well as the VMT. VMT does not require a target but is included for reference. Please contact me if you have questions or comments regarding the proposed targets.

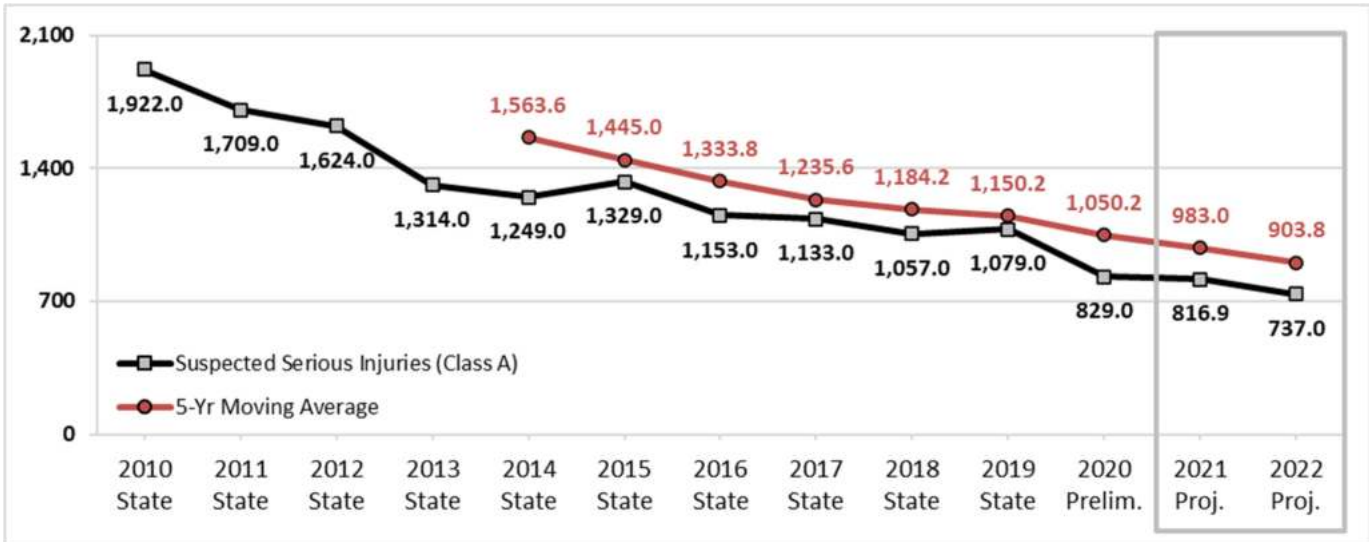
New Mexico Department of Transportation proposed 2022 PM 1 Safety Targets.

1. Number of total fatalities



Target for 2022: 421.9 Fatalities

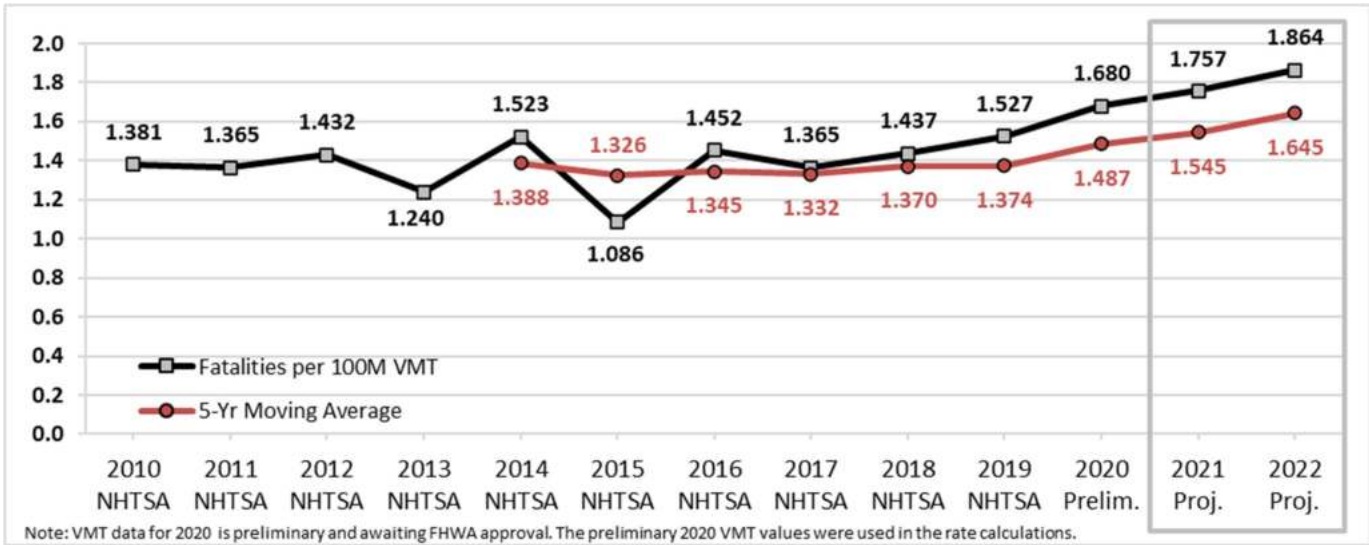
2. Number of total serious injuries



Target for 2022: Limit the increase to the targets set in the 2021 PM Targets Report to 1,030.5 A-Injuries

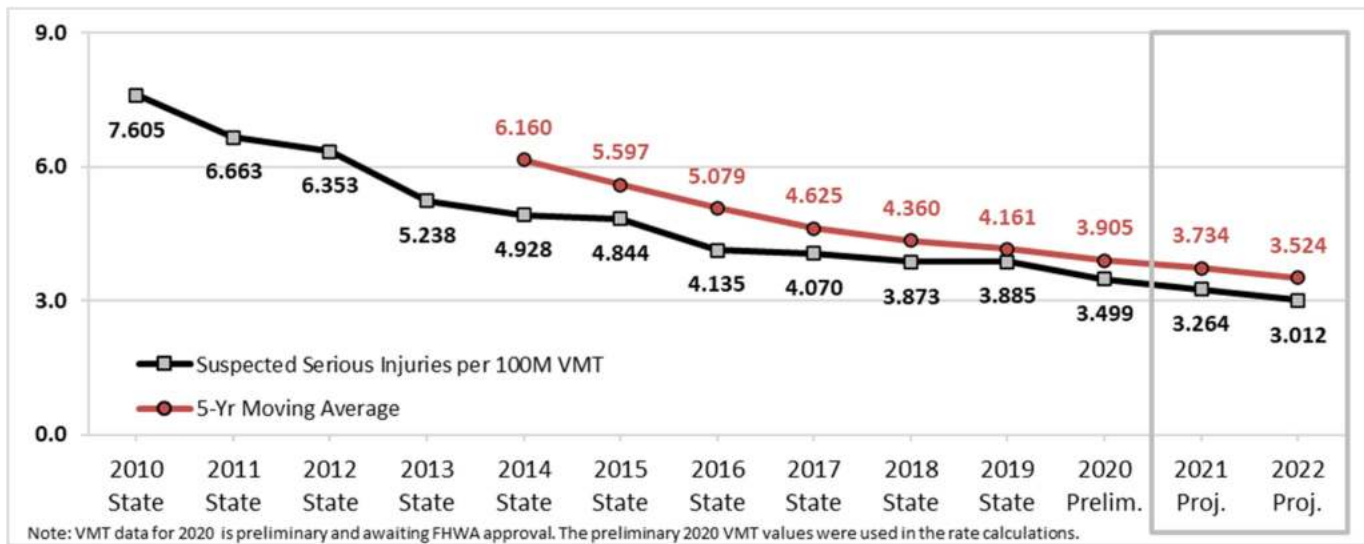
Justification: Preliminary suspected serious injury numbers show a decrease of roughly 23% from 2019 to 2020. This can partially be attributed to lower VMT in 2020, due to the COVID-19 pandemic. In order to adjust to these fluctuations, we will use the targets that were set in the summer of 2020, prior to any COVID-19 considerations and impacts.

3. Fatality rate



Target for 2022: 1.645 Fatalities per HMVMT

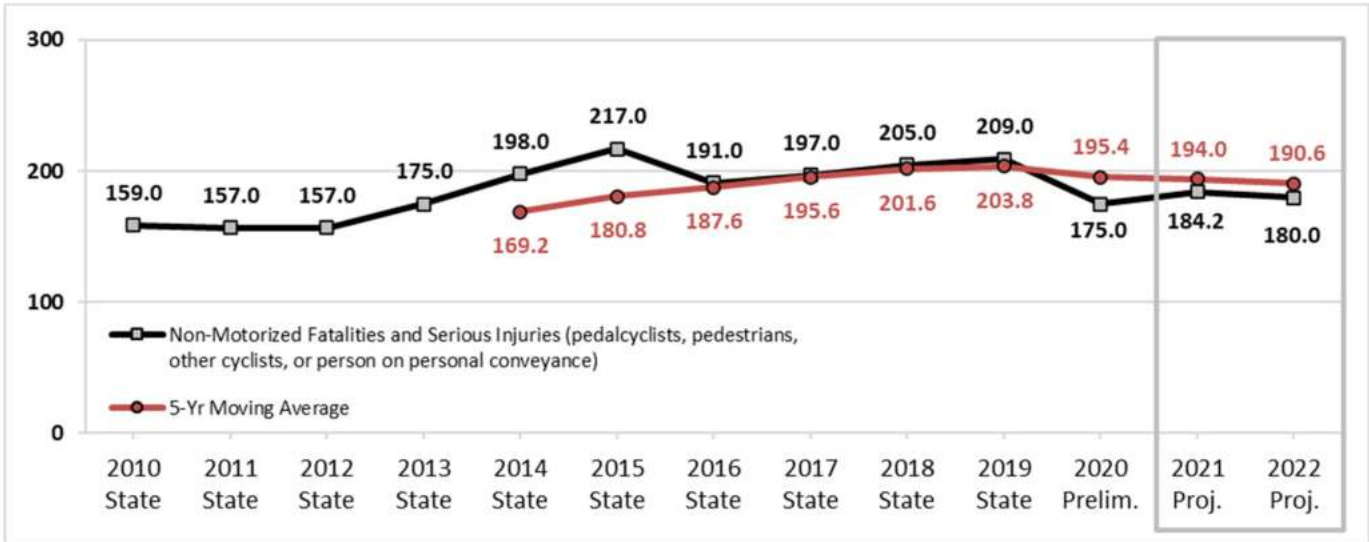
4. Serious injury rate



Target for 2022: Limit the increase to the targets set in the 2021 PM Targets Report to 3.824 A-Injuries per HMVMT

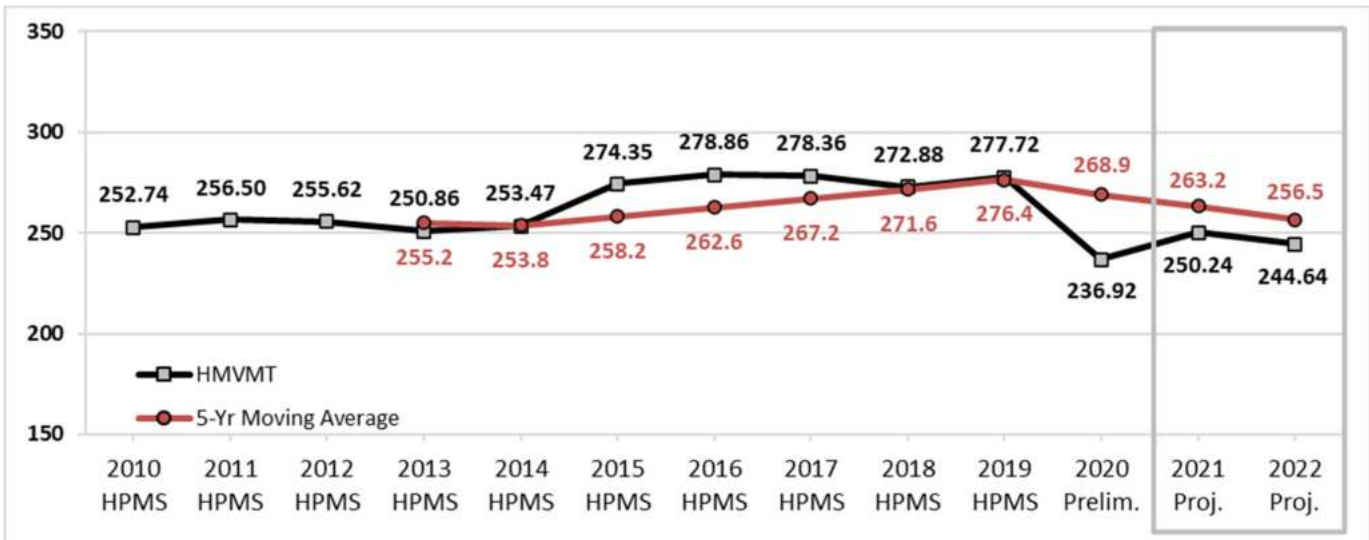
Justification: Preliminary VMT numbers show a decrease of roughly 15% from 2019 to 2020. This can partially be attributed to the COVID-19 pandemic. In order to adjust to these fluctuations, we will use the targets that were set in the summer of 2020, prior to any COVID-19 considerations and impacts.

5. Number of non-motorized fatalities and serious injuries



Target for 2022: 190.6 non-motorized fatalities and suspected serious injuries

VMT-no target required.



No target needed for the VMT.
 Note: We are using the projected VMT values (not average values) for 2021 and 2022.
 2021 VMT is a projection of 2015 through 2020.
 2022 VMT is a projection of 2015 through 2021.