



## Performance Measure 1 Safety Targets 2024

### Highway Safety Improvement Program

This document outlines the 2024 Safety Targets (PM 1) for New Mexico, as required by the 23 CFR 490. The New Mexico Department of Transportation (NMDOT) Multimodal Planning and Programs Bureau (MPPB) and the Traffic Safety Division (TSD) are responsible for coordinating the setting of PM 1 targets.

#### *Overview of PM 1 Measures*

NMDOT is required to set annual targets for five performance measures:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatality rate: fatalities per 100 million vehicle miles travelled (HMVMT)
4. Serious injury rate: serious injuries per HMVMT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are considered “common measures” and must be identical to the targets established in the Highway Safety Plan (HSP), produced by TSD.

#### *Coordination with Stakeholders*

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs), the HSP team and other stakeholders to set the common measure targets. The remaining two targets were set by the MPPB, using a similar logic and methodology to the common measures.

1. NMDOT staff from the TSD and the MPPB met in spring of 2023 to review preliminary data and discuss methodology. These meetings included the TSD staff responsible for setting and reporting the National Highway Traffic Safety Administration (NHTSA) HSP targets and staff from MPPB responsible for the Federal Highway Administration (FHWA) HSIP targets. Also included were staff from the University of New Mexico (UNM) Geospatial and Population Studies (GPS) Traffic Research Unit, which is under contract maintain the state’s crash database, and consultants that are under contract with MPPB who provide technical support for the HSIP.
2. On May 24, 2023, the NMDOT TSD held a meeting with stakeholders to discuss and adopt the targets required in the (HSP), including the three common measures. Stakeholders included: MPO staff, State of New Mexico agency staff from Department of Health, Regulation and Licensing, Human Services, the courts, UNM, and advocacy groups including Mothers Against Drunk Driving and Safer New Mexico.
3. During summer of 2023, MPPB staff discussed and set the targets for the remaining two measures required by the FHWA HSIP. To set the targets, MPPB staff used a similar logic and methodology discussed at the May 24 stakeholder meeting.
4. On August 15, 2023, 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.
5. On August 31, 2023, MPPB will submit the 2023 HSIP Annual Report to FHWA, which contains the

final targets for the five measures listed above.

6. The MPOs have until February 28, 2024, to formally adopt the NMDOT PM 1 targets or set their own quantifiable targets.

### *Data Methodologies and Assumptions*

In setting the 2024 safety targets, NMDOT and stakeholders did not rely solely on the crash data forecasts. Instead NMDOT used the data in combination with other relevant factors including: the assessment of the potential safety impacts of various strategies and projects, as well as other policy and planning goals. NMDOT worked with UNM to determine methodologies and assumptions for the forecasts used in the target setting process. These are as follows:

- UNM used ‘forecast’ function in Excel, based on 6-years of actual crash data, to obtain projected values for years 2023 and 2024.
- The preliminary Annual VMT for 2022 was provided by the Data Management Bureau of the NMDOT Planning Division.
- VMT from 2017 through 2022, excluding 2020, was used to calculate projected VMT values for 2023 and 2024.
- Crash data for 2022 is preliminary and was provided by UNM.
- The source data table is attached as Appendix A. This data was used in each of the ‘forecast’ functions in Excel to calculate the 2023 and 2024 projections. Appendix A also contains the data that was used to calculate the five-year moving averages.

### *Methodology Changes*

The common measure targets are required to be identical between the Highway Safety Plan, NHTSA and the Highway Safety Improvement Program, FHWA.<sup>1</sup> Changes created by the Infrastructure Investment and Jobs Act (IIJA) resulted in the Highway Safety Plan (HSP) requirement for the plan to cover three years.<sup>2</sup> Additionally, the new rules mandate the NHTSA targets be held steady or show improvement over the three-year period. A waiver was issued by US DOT for calendar year 2024 allowing for the common measure targets to not be identical between the two programs, but NMDOT chose to use the rule change as an opportunity to reevaluate how the targets are set.

Projected 5-year moving averages were the prior standard method for determining the safety targets. However, 5-year moving averages just follow the current crash trends, and unfortunately the number of fatalities and serious injury crashes has been increasing over the last few years. This led the projected 5-year moving averages to show increasing fatalities and serious injuries at levels NMDOT cannot accept. The targets continue to be 5-year moving averages and to achieve these targets the number of fatalities and serious injuries must decline. So, instead of just following the projections, NMDOT’s HSIP and HSP will both hold steady or show declining targets for fatalities and serious injuries. This change more accurately demonstrates NMDOT’s commitment to improving safety outcomes for all roadway users. NMDOT’s FHWA and NHTSA safety programs, and all the work of the department, commit to using all the tools available to do everything in our power to bring down the number of fatalities and serious injuries on all public roads in New Mexico.

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<sup>1</sup> <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-490/subpart-B/section-490.209>

<sup>2</sup> <https://www.ecfr.gov/current/title-23/chapter-III/part-1300/subpart-B/section-1300.11>

This effort is a government-wide, multidisciplinary effort. Tribal and Local Public Agencies (TLPAs), and State agencies- led by NMDOT, must all work to promote safety culture by centering safety as a primary focus for all transportation projects, initiatives, and programs. We all must work to make safe driving and roadway behavior choices the only acceptable choices. To further these efforts to improve safety outcomes for all transportation system users, the following safety targets were set by NMDOT.

**NMDOT PM 1 (Safety) 2024 Targets**

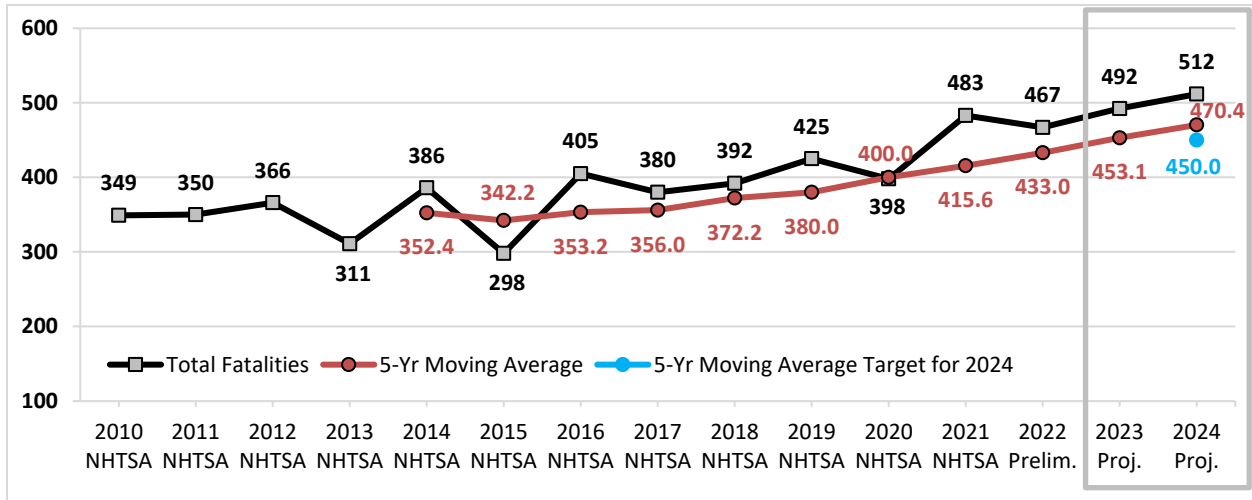


Figure 1 Total Fatalities

**NMDOT 2024 Target for Total Fatalities: 450.0**

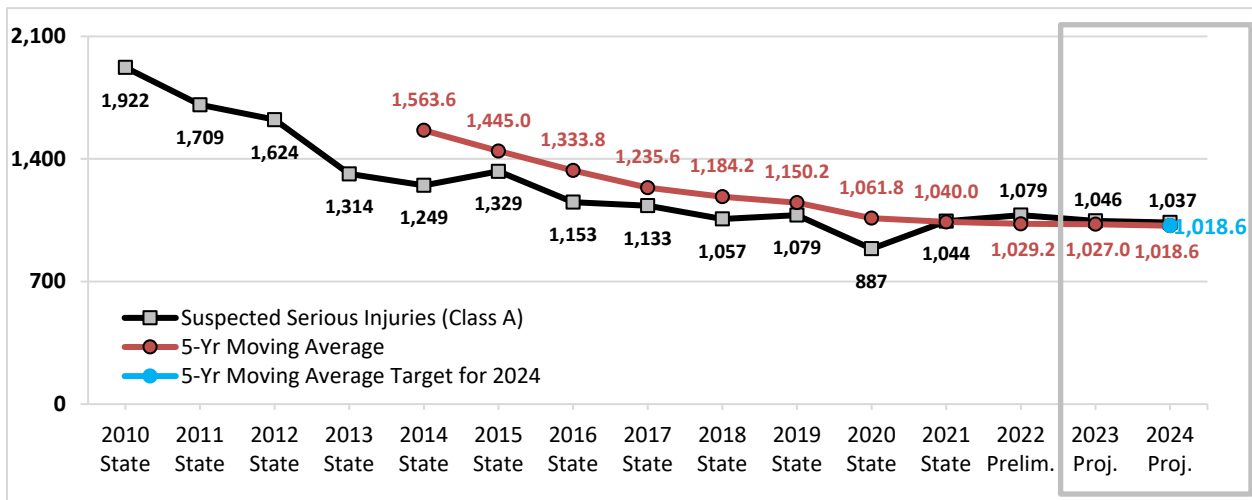


Figure 2 Total Serious Injuries

**NMDOT 2024 Target for Serious Injuries: 1,018.6**

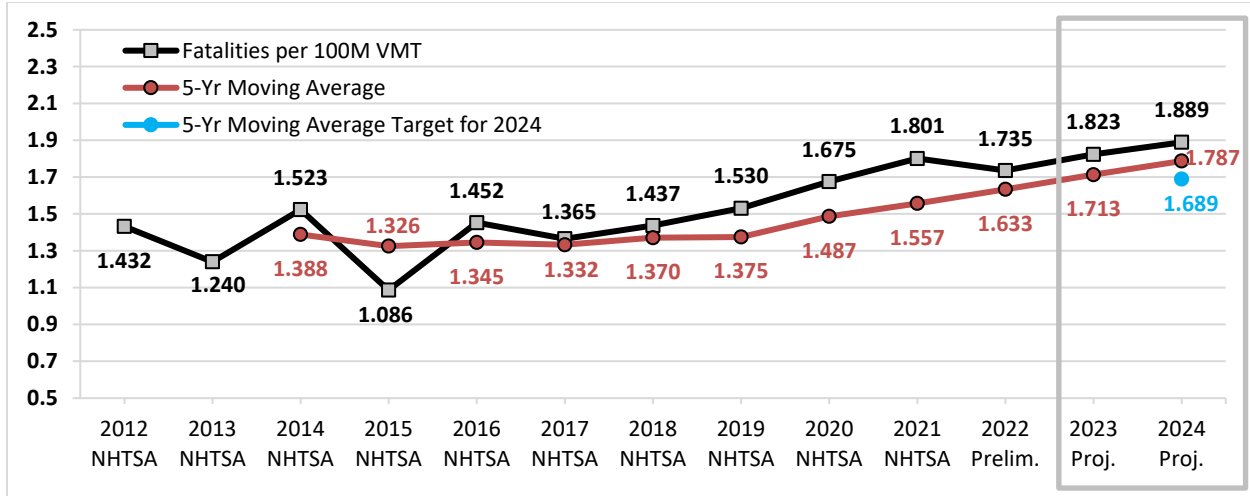


Figure 3 Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

**NMDOT 2024 Target for Rate of Fatalities: 1.689**

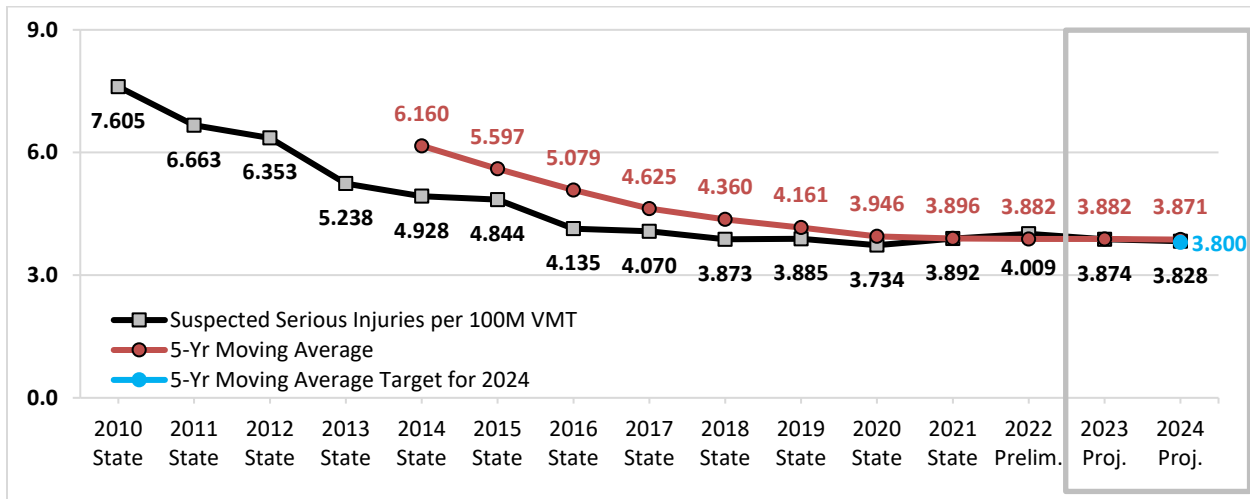


Figure 4 Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)

**NMDOT 2024 Target for Rate of Serious Injuries: 3.800**

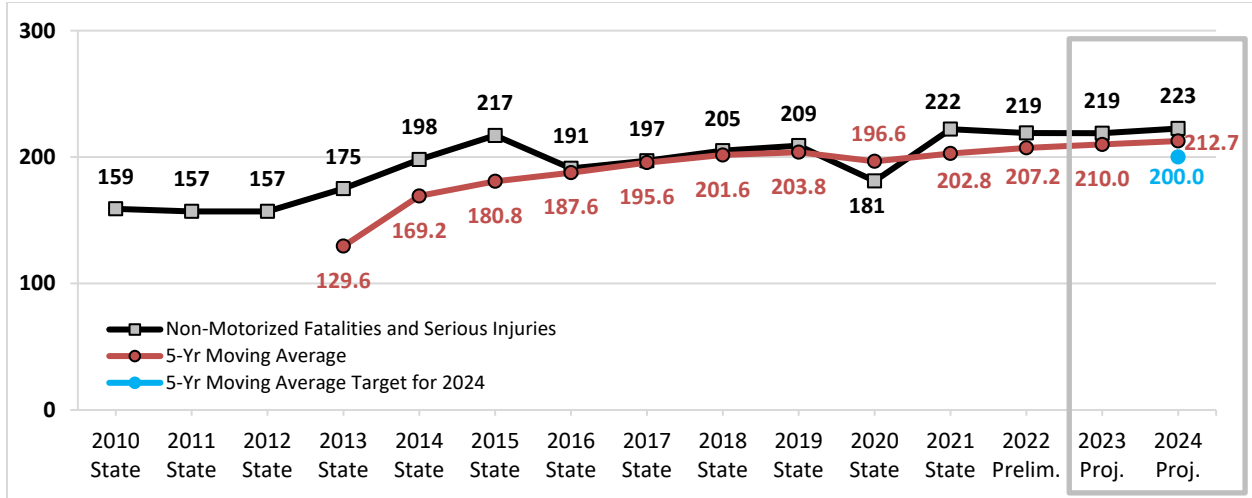


Figure 5 Total Non-Motorized Fatalities and Serious Injuries

**NMDOT 2024 Target for Number of Non-motorized Fatalities and Serious Injuries: 200.0**

Appendix A – Source Data Used for Calculations

Performance Measure	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities*	349	350	366	311	386	298	405	380	392	425	398	483	467	492	512
Serious Injuries**	1,922	1,709	1,624	1,314	1,249	1,329	1,153	1,133	1,057	1,079	887	1,044	1,079	1,046	1,037
HMVMT†	252.74	256.50	255.62	250.86	253.47	274.35	278.86	278.36	272.88	277.72	237.56	268.23	269.11	270.00	270.89
Fatality rate (per HMVMT)	1.381	1.365	1.432	1.240	1.523	1.086	1.452	1.365	1.437	1.530	1.675	1.801	1.735	1.823	1.889
Serious injury rate (per HMVMT)	7.605	6.663	6.353	5.238	4.928	4.844	4.135	4.070	3.873	3.885	3.734	3.892	4.009	3.874	3.828
Number non-motorized fatalities***	41	46	68	55	78	62	81	81	95	92	89	108			
Number of non-motorized serious injuries**	118	111	89	120	120	155	110	116	110	117	92	114			
Non-motorized fatalities and serious injuries****	159	157	157	175	198	217	191	197	205	209	181	222	219.0	218.8	222.6
Fatalities 5YMA start @2014					352.4	342.2	353.2	356.0	372.2	380.0	400.0	415.6	433.0	453.1	470.4
Serious Injuries 5YMA start @2014					1563.6	1445.0	1333.8	1235.6	1184.2	1150.2	1061.8	1040.0	1029.2	1027.0	1018.6
Fatality rate (per HMVMT) 5YMA start @2014					1.388	1.326	1.345	1.332	1.370	1.375	1.487	1.557	1.633	1.713	1.787
Serious injury rate (per HMVMT) 5YMA start @2014					6.160	5.597	5.079	4.625	4.360	4.161	3.946	3.896	3.882	3.882	3.871
Number non-motorized fatalities 5YMA					57.6	61.8	68.8	71.4	79.4	82.2	88	93	77	58	39
Number of non-motorized serious injuries 5YMA					111.6	119.0	118.8	124.2	122.2	121.6	109	110	87	65	41
Non-motorized fatalities and serious injuries 5YMA				129.6	169.2	180.8	187.6	195.6	201.6	203.8	196.6	202.8	207.2	210.0	212.7
HMVMT 5YMA				255.2	253.8	258.2	262.6	267.2	271.6	276.4	269.1	267.0	265.1	263.8	261.2

\*Source: 2009-2020 is from NHTSA: <https://cdan.nhtsa.gov/SASStoredProcess/guest>.

\*\*Source: Dataset for 2013 to 2020 that was received from NMDOT on 4/27/2021.

\*\*\*Source: 2009-2020 is from <https://www-fars.nhtsa.dot.gov/People/PeopleAllVictims.aspx> & see images on "FARS\_Screenshots" sheet in this XLS file for additional non-motorized fatality information.

\*\*\*\*Non-motorized definition per FHWA: pedalcyclists, pedestrians, other cyclists, or person on personal conveyance.

†HMVMT source (change four-digit year to desired calendar year in link): <https://www.fhwa.dot.gov/policyinformation/statistics/2021/vm2.cfm>

2022 crash data is preliminary and originates from 5/30/2023 PDF titled "HSP-2023May30\_Common Measure Targets" shared by UNM (Jessica Bloom)

The VMT for 2023 and 2024 are the forecasted values of the following five years: 2016-2019, 2021. The VMT for 2020 has been excluded from the forecast to obtain 2023 and 2024 VMT values.

Indicates a 'forecast' function was used in Excel to generate projections for 2023/2024