



Santa Fe Metropolitan Planning Organization



MPO SELF-CERTIFICATION

Performance Measure (PM) Targets for Safety (PM1) Federal Fiscal Year 2025

Approved on September 26th, 2024 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 2025 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) 2025 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 September 26, 2025. These targets shall be incorporated into the Santa Fe MPO Metropolitan Transportation Plan upon completion of the update to the 2025 – 2050 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 2025 PM 1 Targets Report – “Performance Measure (PM) Target Report - PM1 2025 Safety Targets”


Justin Greene (Oct 1, 2024 09:43 MDT)

Oct 1, 2024

Justin Greene, Chair MPO TPB

Date



Performance Measure 1 Safety Targets 2025

Highway Safety Improvement Program

This document outlines the 2025 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 HM VMT
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

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.

TSD’s 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 23, 2024, MPPB will submit 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, 2024, to formally adopt the NMDOT PM 1 targets or set their own quantifiable targets.

Data Methodologies and Assumptions

In setting the 2025 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 determined methodologies and assumptions for the forecasts used in the target setting process, which are listed in the bullets below:

- The 'forecast.linear' function was used in Excel, based on 6-years of actual crash data, to obtain projected values for years 2024 and 2025.
- The preliminary Annual VMT for 2023 was provided by the Data Management Bureau of the NMDOT Planning Division.
- VMT from 2018 through 2023, excluding 2020, was used to calculate projected VMT values for 2024 and 2025.
- Crash data for 2023 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.linear' functions in Excel to calculate the 2024 and 2025 projections. Appendix A also contains the data that was used to calculate the five-year moving averages.

NMDOT PM 1 (Safety) 2025 Targets

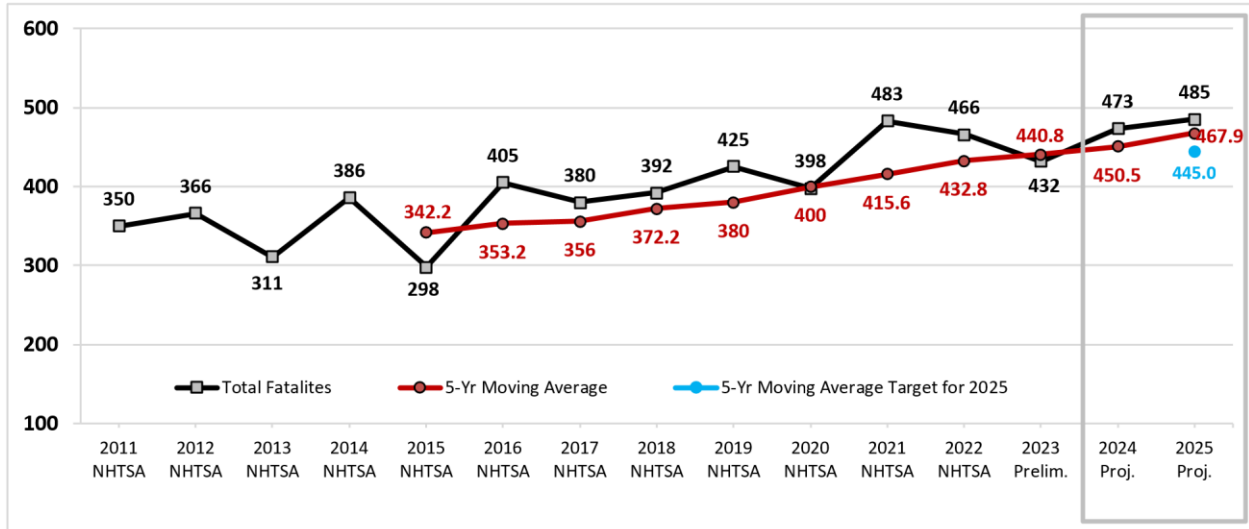


Figure 1 Total Fatalities

NMDOT 2025 Target for Total Fatalities: **445.0**

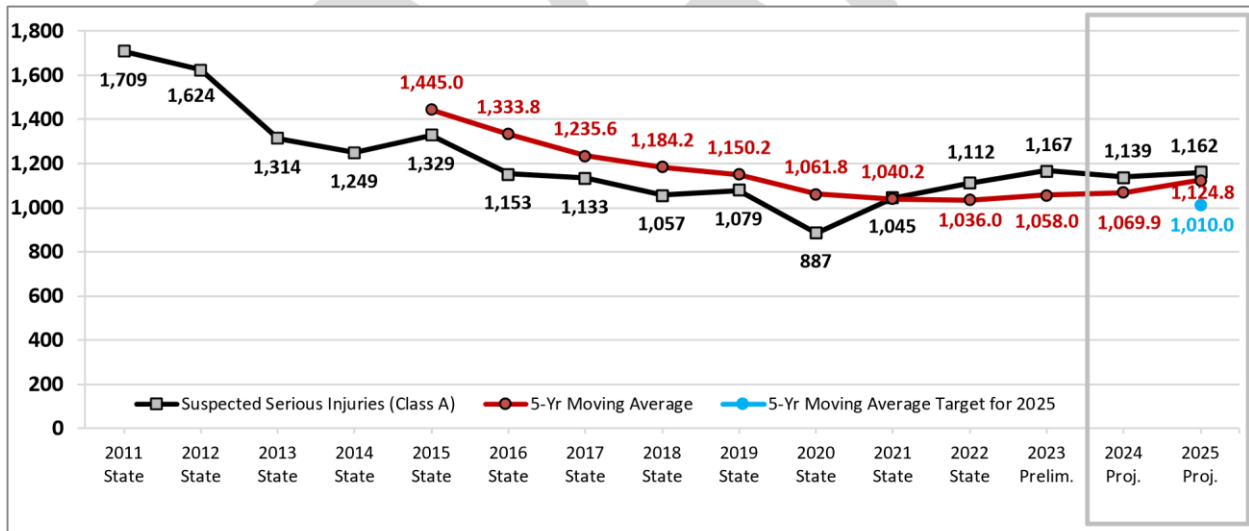


Figure 2 Total Serious Injuries

NMDOT 2025 Target for Serious Injuries: **1,010.0**

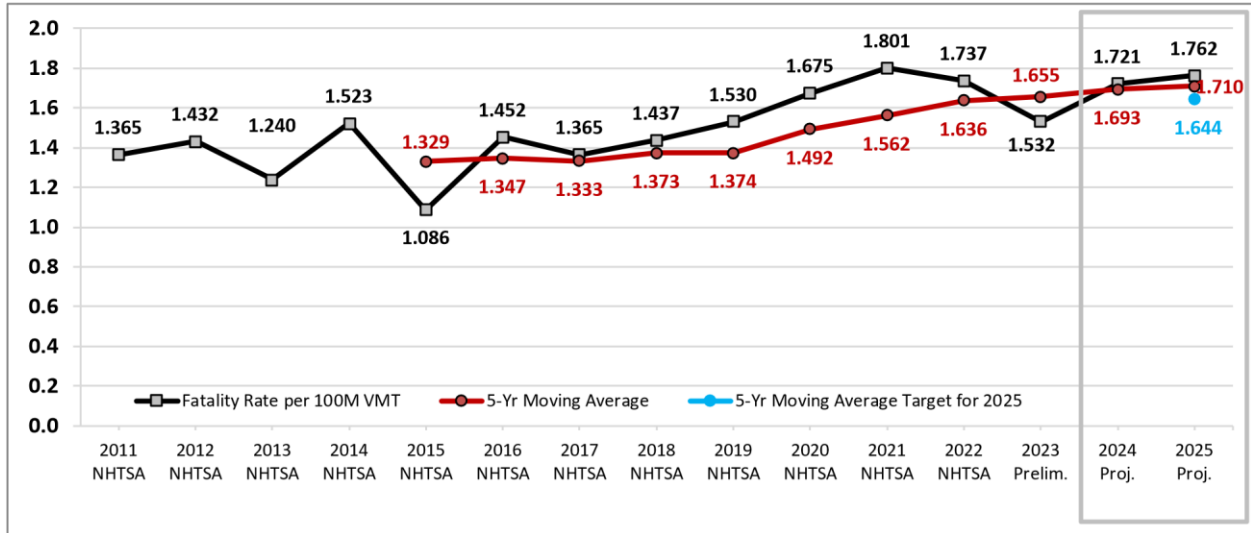


Figure 3 Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2025 Target for Rate of Fatalities: 1.644

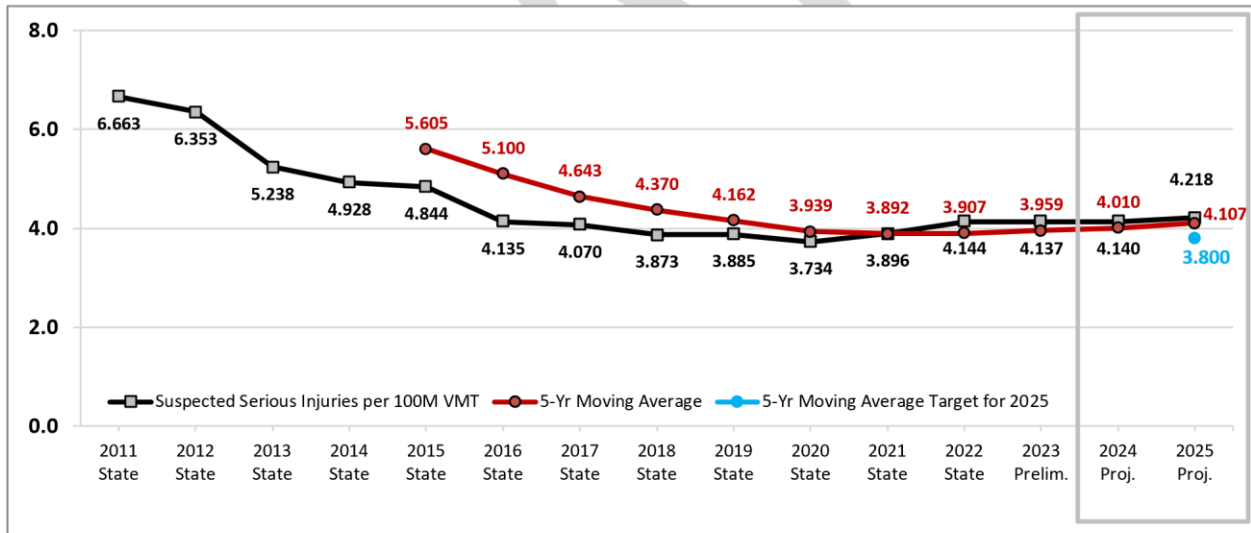


Figure 4 Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2025 Target for Rate of Serious Injuries: 3.800

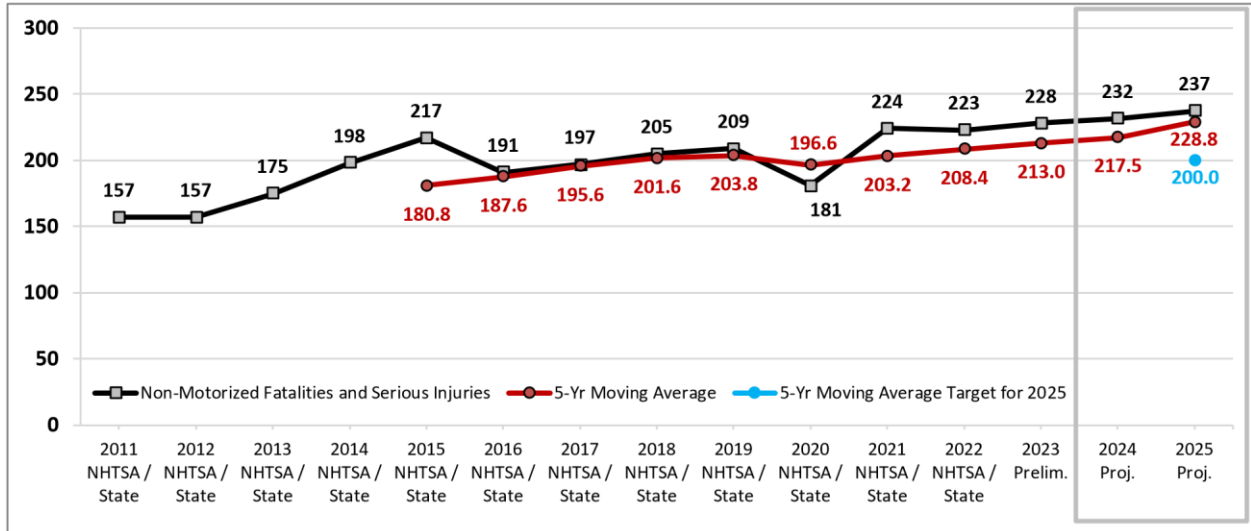


Figure 5 Total Non-Motorized Fatalities and Serious Injuries

NMDOT 2025 Target for Number of Non-motorized Fatalities and Serious Injuries: 200.0

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APPENDIX A – SOURCE DATA USED FOR CALCULATIONS

Performance Measure	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Fatalities*	350	366	311	386	298	405	380	392	425	398	483	466	432	473	485
Serious Injuries**	1,709	1,624	1,314	1,249	1,329	1,153	1,133	1,057	1,079	887	1,045	1,112	1,167	1,139	1,162
HMVMT***	256.50	255.62	250.86	253.47	274.35	278.86	278.36	272.88	277.72	237.56	268.23	268.31	282.07	275.04	275.39
Fatality Rate (per HMVMT)	1.365	1.432	1.240	1.523	1.086	1.452	1.365	1.437	1.530	1.675	1.801	1.737	1.532	1.721	1.762
Serious injury rate (per HMVMT)	6.663	6.353	5.238	4.928	4.844	4.135	4.070	3.873	3.885	3.734	3.896	4.144	4.137	4.140	4.218
Number of non-motorized fatalities*	46	68	55	80	61	81	81	95	92	89	112	98	106	108	111
Number of non-motorized serious injuries**	111	89	120	118	156	110	116	110	117	92	112	125	122	123	126
Number of non-motorized fatalities and serious injuries****	157	157	175	198	217	191	197	205	209	181	224	223	228	232	237
Fatalities 5YMA start @2015					342.2	353.2	356	372.2	380	400	415.6	432.8	440.8	450.5	467.9
Serious Injuries 5YMA start @2015					1,445.0	1,333.8	1,235.6	1,184.2	1,150.2	1,061.8	1,040.2	1,036.0	1,058.0	1,069.9	1,124.8
Fatality Rate (per HMVMT) 5YMA					1.329	1.347	1.333	1.373	1.374	1.492	1.562	1.636	1.655	1.693	1.710
Serious Injury Rate (per HMVMT) 5YMA					5.605	5.100	4.643	4.370	4.162	3.939	3.892	3.907	3.959	4.010	4.107
Number of non-motorized fatalities 5YMA					62	69	71.6	79.6	82	87.6	93.8	97.2	99.4	102.7	107.1
Number of non-motorized serious injuries 5YMA					118.8	118.6	124	122	121.8	109	109.4	111.2	113.6	114.9	121.8
Non-motorized fatalities and serious injuries 5YMA					180.8	187.6	195.6	201.6	203.8	196.6	203.2	208.4	213	217.5	228.8
HMVMT 5YMA					258.16	262.632	267.18	271.58	276.43	269.08	266.95	264.94	266.78	266.24	273.81
Fatalities 2025 Target 5YMA															445.0
Serious Injuries 2025 Target 5YMA															1010.0
Fatality rate (per HMVMT) 2025 Target 5YMA															1.644
Serious injury rate (per HMVMT) 2025 Target 5YMA															3.800
Non-Motorized fatalities and serious injuries 2025 Target 5YMA															200.0

*Source: Data for 2011-2022 fatalities is from NHTSA FARS: <https://cdan.dot.gov/query>

**Source: Data for 2011-2020 serious injuries is from previous summer 2023 target setting effort file "PM_Targets_TrendsGraphs_20230810"

Source: VMT data from 2011-2022 is from FHWA: (replace four-digit year to desired calendar year in link): <https://www.fhwa.dot.gov/policyinformation/statistics/2022/vm2.cfm> *Non-motorized definition per FHWA: pedalcyclists, pedestrians, other cyclists, or person on personal conveyance.

2023 crash data is preliminary and originates from latest NMDOT data file "2023_CrashData_AllFiles_DR2578_NMCrash23" received on 7/2/2024

2021 and 2022 serious injury data is from latest NMDOT data file shared by NMDOT on 7/2/2024 named "DR2253_NMCrashes"

2024 and 2025 fatality/serious injury data are based on forecasts using 2018-2023 data, using "forecast.linear" Excel function. 2024 and 2025 VMT forecasts excluded 2020.

