

FMPO POLICY COMMITTEE RESOLUTION NO. 2019-1

TO ADOPT THE FEDERAL FISCAL YEAR (FFY) 2019 SAFETY PERFORMANCE TARGETS FOR THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION (FMPO), AS REQUIRED BY 23 CF4 490, AND IN ACCORDANCE WITH THE FINAL RULE ON THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PUBLISHED MARCH 15, 2016.

WHEREAS, the Farmington MPO is the designated metropolitan planning organization for the cities/town of Aztec, Bloomfield, Farmington, Kirtland, and the urbanized area of San Juan County; and

WHEREAS, the Farmington MPO Policy Committee is the decision-making body for the MPO; and

WHEREAS, the Farmington MPO Technical Committee provides the MPO Policy Committee with technical advice and recommendations, and concurs with this resolution; and

WHEREAS, the Farmington MPO is responsible, with the New Mexico Department of Transportation, for addressing the planning process in accordance with 23 CFR 450.334; and

WHEREAS, the Farmington MPO annually addresses the major issues in the metropolitan planning area; and

WHEREAS, federal regulation 23 CFR Part 490 requires states to set annual targets for five performance measures: 1) Number of Total Fatalities, 2) Number of Serious Injuries, 3) Fatalities per 100 million vehicle miles travelled (VMT), 4) Serious injuries per 100 million VMT; and, 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 Plan (HSIP).

WHEREAS, federal regulations also require metropolitan planning organizations to adopt safety performance targets

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE FARMINGTON METROPOLITAN PLANNING ORGANIZATION (FMPO):

SECTION 1: The NMDOT Safety Targets for the Federal Fiscal Year 2019, as set out in Exhibit A, are hereby adopted as the Safety Targets for the Farmington Metropolitan Planning Organization.

SECTION 2: This resolution will take effect immediately upon its adoption.

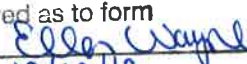
PASSED, APPROVED AND ADOPTED this 24<sup>th</sup> day of January, 2019.



  
Sean Sharer, FMPO Policy Committee Chairman

ATTEST:

  
June Markle, FMPO Administrative Assistant

Legal Department  
Approved as to form  
By   
Date 12/12/18



This document outlines the Federal Fiscal Year (FFY) 2019 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). The New Mexico Department of Transportation (NMDOT) Statewide Planning Bureau (SPB) is responsible for coordinating the setting of PM 3 targets.

### *Overview of PM 3 Measures*

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

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 million vehicle miles travelled (VMT)
4. 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 Plan (HSP).

### *Coordination with Metropolitan Planning Organizations (MPOs)*

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs), the HSP team and other stakeholders to set the targets.

1. Numerous internal meetings took place in winter of 2018 between the NMDOT Statewide Planning Bureau (SPB) and Traffic Safety Division to review and analyze crash data and trends. NMDOT contracts with the University of New Mexico (UNM) to maintain the state's crash database.
2. On March 29, 2018, NMDOT staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
3. On May 22, 2017, the NMDOT Safety Division held a meeting to discuss and adopt the targets required in the HSP. NMDOT Planning Bureau staff and MPO representatives attended.
4. On June 5, 2018, SPB staff presented the final targets to the MPOs at the MPO Quarterly meeting in Farmington. The MPOs agreed to adopt the state targets by resolution prior to the February 27, 2019 deadline.
5. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM1 targets, to the MPOs for review and comments by July 9, 2018. SPB received no comments from the MPOs on this report or the NMDOT PM 1 targets.
6. The MPOs have until February 27, 2019 to adopt the NMDOT PM 1 targets or set their own quantifiable targets.

### *Data Methodologies and Assumptions*

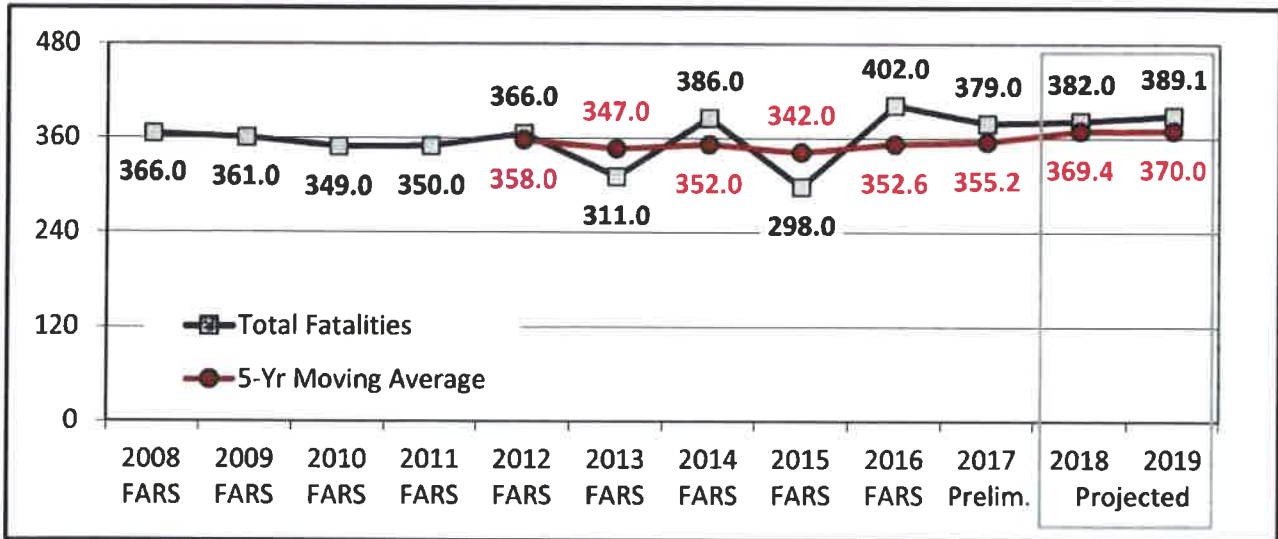
In setting the FFY2019 safety performance targets, NMDOT and stakeholders did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. NMDOT worked with UNM to determine methodologies and assumptions required to set the targets. These are as follows:

- NMDOT uses Excel to plot a linear best fit line based on 5-years of actual data to project for future years.
- Vehicle Miles Travelled (VMT) - the Annual VMT estimate for 2017 assumes a 2.1% increase over the 2016 VMT. The calculation is  $278.09 * 1.021 = 283.93$  annual 100 Million VMT for 2017, where:

- 278.09 is the 2016 annual VMT in units of 100M VMT.
- 1.021 is the preliminary 2.1% increase in VMT recommended by NMDOT from 2016 to 2017.
- Crash Data - 2016 is finalized, 2017 is preliminary.

**NMDOT PM 1 Targets**

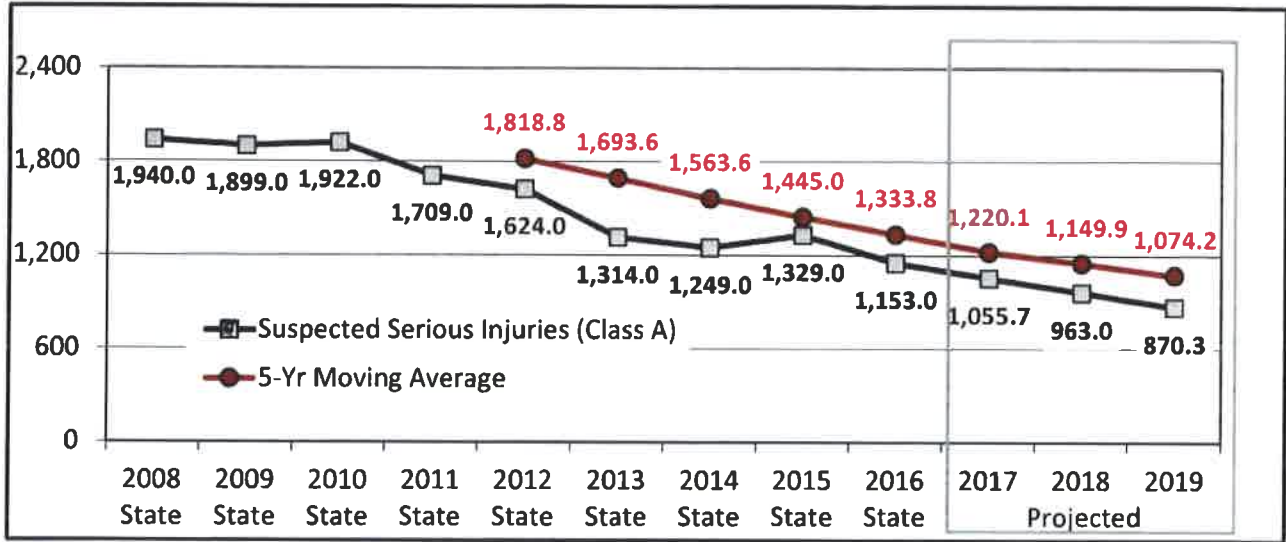
**1) Number of Total Fatalities**



**NMDOT Target Statement:** Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)

**NMDOT Justification:** Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5-year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.

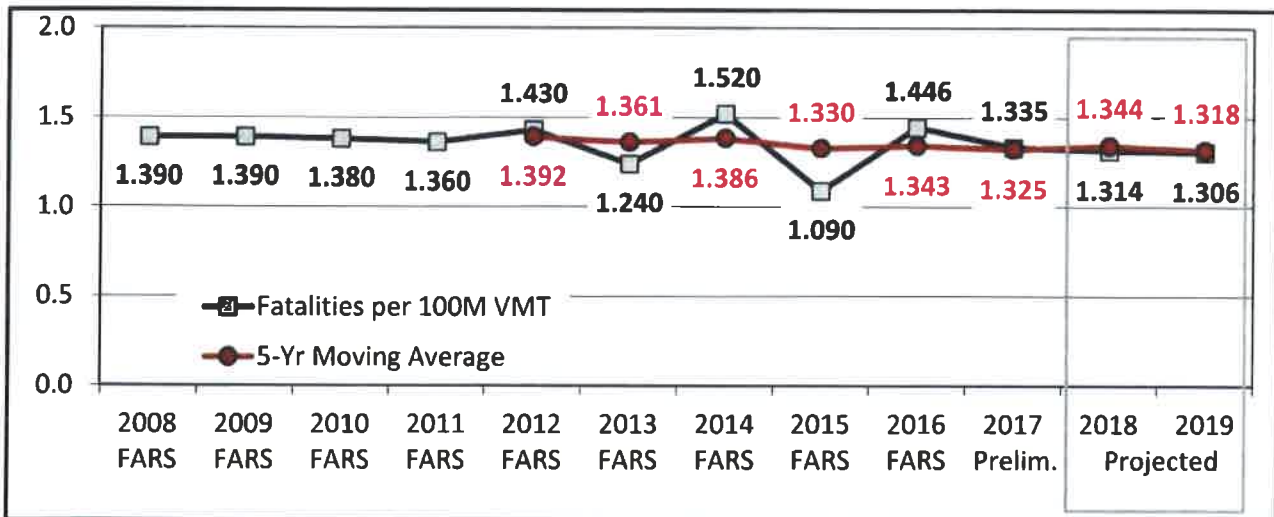
2) Number of Serious Injuries



**NMDOT Target Statement:** Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

**NMDOT Justification:** Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

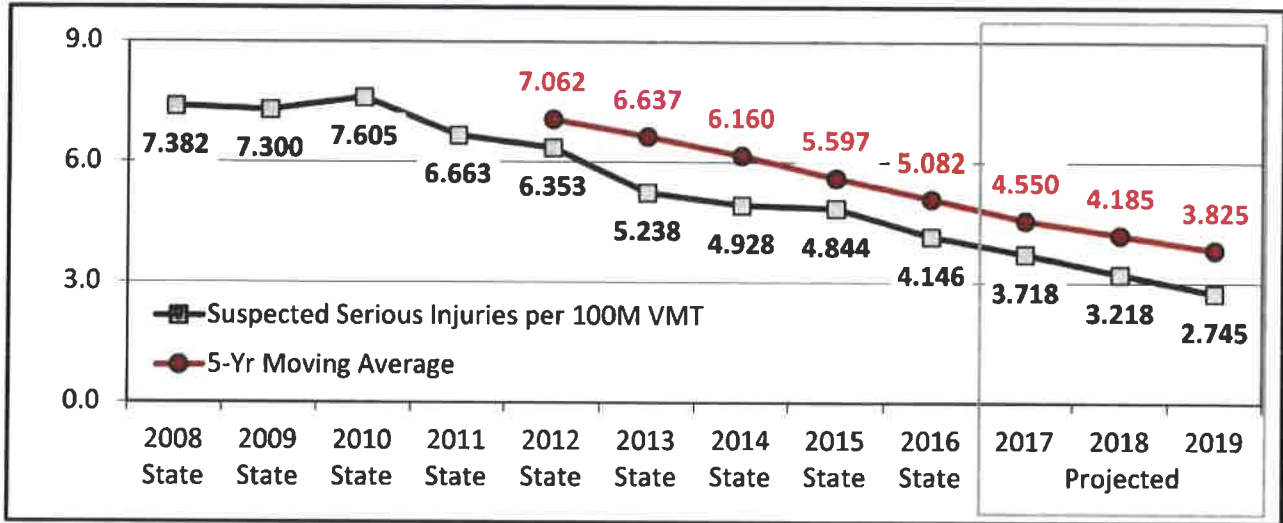
3) Fatalities per 100M VMT



**NMDOT Target Statement:** Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

**NMDOT Justification:** Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.

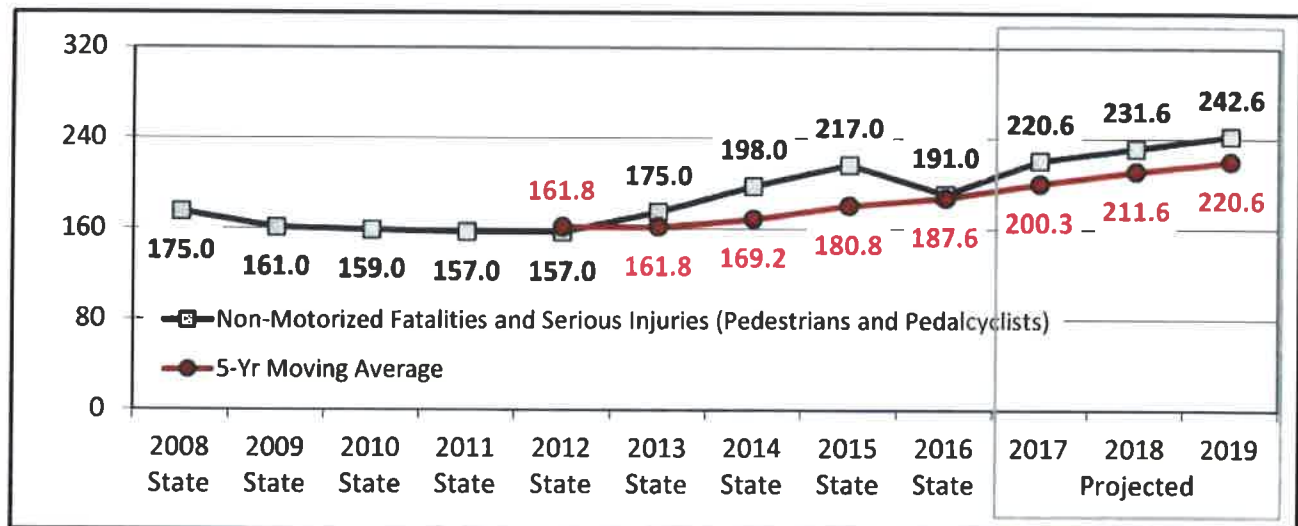
4) Serious Injuries per 100 VMT



**NMDOT Target Statement:** Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

**NMDOT Justification:** Five-year average serious injury rates are projected to continue falling, and the State has determined the 2019 five-year average projection to be an achievable target.

5) Number of Non-motorized Fatalities and Serious Injuries



**NMDOT Target Statement:** Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

**NMDOT Justification:** Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.