



The New Mexico 2045 Plan

Performance Measures Report
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1. INTRODUCTION

The New Mexico Department of Transportation (NMDOT) is currently updating its Long-Range Statewide Transportation Plan (LRSTP), which will lead to adoption of the New Mexico 2045 *Plan*. The New Mexico 2045 *Plan*, and the process to develop it, will satisfy federal planning requirements, create a new 25-year transportation vision for New Mexico, and provide NMDOT with information, guidance, and direction to support strategic decision-making.

The strategic framework for an LRSTP – the vision, goals, and objectives – both provides a big picture foundation to support plan development activities and establishes direction that can help guide NMDOT’s investment decision-making after the plan is adopted. This report describes the performance measures that provide mechanisms to track performance, plan implementation and progress towards the *New Mexico 2045 Plan* vision, goals, and objectives.

2. STRATEGIC FRAMEWORK

Like many state DOTs, NMDOT tracks performance across several areas. The following section documents the performance measures NMDOT currently tracks and how each aligns with the New Mexico 2045 *Plan* vision, goals, and objectives.

2.1. AGENCY VISION AND GOALS

NMDOT recognizes that multimodal transportation choices invigorate the economy, connect people in small towns and cities, and facilitate transportation of goods and people to other states and nations. NMDOT thus focuses on improving all transportation modes including transit, rail, aviation, active transportation, and highways. In addition, NMDOT has a strengthened commitment to traffic safety, environmental excellence, and complete planning, design, and engineering services. Key elements of the agency’s strategic direction include:

- **Agency Vision** – Set the standard for a safe, reliable, and efficient transportation system.
- **Mission** – Provide a safe and efficient transportation system for the traveling public, while promoting economic development and preserving the environment of New Mexico.
- **Core Values** – Safety, accountability, customer service, integrity, teamwork, and communication.



- **System Vision** – A safe and sustainable multimodal transportation system that supports a robust economy, fosters healthy communities, and protects New Mexico’s environment and cultures.

2.2. NEW MEXICO 2045 PLAN VISION AND GOALS

- **New Mexico 2045 Plan Vision** – A safe, sustainable, and resilient multimodal transportation system that meets New Mexico’s current and future mobility and accessibility needs.
- **New Mexico 2045 Plan Goals:**
 - **Asset Management** – Optimize spending to cost effectively preserve our transportation assets in the best possible condition over the long term
 - **Safety Goal** – Improve safety for all transportation system users
 - **Mobility & Accessibility** – Efficiently and equitably invest in infrastructure and technology to provide reliable multimodal access and connectivity, improve mobility, foster economic growth, and minimize transportation’s contribution to climate change
 - **Program Delivery** – Deliver transportation programs through approaches and processes that improve resiliency, respect New Mexico’s unique cultures, and promote fiscal and environmental stewardship



3. MATERIAL REVIEW

Existing performance measures from other NMDOT plans, New Mexico state government initiatives and reports, and federal requirements align with the direction of the New Mexico 2045 Plan goals and objectives. The use of these measures provides an opportunity to leverage existing data collection and align with other state and department initiatives.

The New Mexico 2045 Plan project team reviewed and considered the following plans:

- **Transportation Asset Management Plan (TAMP) (2019)** – The TAMP provides a framework to assess the condition of pavements and bridges on the state’s Interstates and National Highway System; includes a ten-year financial plan, investment strategies, ten-year projections for asset conditions and defines asset performance targets.
- **New Mexico Freight Plan (2015, updated 2017)** – The freight plan was developed in conjunction with the New Mexico 2040 Plan, the freight plan aligns freight-related policies, strategies, and performance measures with the 2040 Plan goals.
- **The New Mexico 2040 Plan: NMDOT’s Long Range, Multi-Modal Transportation Plan (Current LRSTP) (2015)** – The current 2040 LRSTP was adopted in 2015; it includes NMDOT’s vision, goals, strategies, and performance measures for the future of the state’s multimodal transportation system to 2040.
- **New Mexico Climate Strategy (2019)** – Developed by the New Mexico Interagency Climate Change Task Force, the climate strategy directs multiple New Mexico agencies, including NMDOT, to take specific actions to mitigate greenhouse gas emissions and adapt to climate change.
- **NMDOT Resilience Prioritization Plan (2020)** – This plan outlines a resiliency prioritization methodology for NMDOT and uses examples and preliminary results to illustrate how the methodology would work in practice.
- **New Mexico Bike Plan (2018)** – The New Mexico Bike Plan establishes a vision for the state’s bicycle network and bicycle goals that are consistent with the vision and goals of the current LRSTP.
- **New Mexico Highway Safety Improvement Program Annual Report (HSIP) (2019)** – The HSIP report is an annual update prepared by the Statewide Planning Bureau of the Planning Division. The HSIP is based on the best and most recent available transportation safety data and information, including projects contained in the Federal Fiscal Year (FFY) 2018.
- **NMDOT 2019-2022 Group Tier II Transit Asset Management Plan (2018)** – The Transit Asset Management Plan provides an inventory of transit capital assets and condition assessments for the rural public transportation operators in New Mexico. The plan



estimates the condition of assets and needs for replacement and measures system performance based on the percentage of assets exceeding useful life benchmarks.

- **NMDOT Quarterly Performance Report (DFA)** – Prepared by NMDOT for the Department of Finance and Administration and the Legislative Finance Committee, the DFA report is published quarterly and shows NMDOT’s performance results and action plans on existing measures and goals.
- **Federal Highway Administration (FHWA) Performance Measures** – Includes safety (PM1), pavement and bridge condition (PM2), and system performance (PM3) (as applicable to New Mexico). The federal Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act of 2015 created requirements for state DOTs and MPOs to establish measures to carry out the National Highway Performance Program and to develop plans that align with the important national transportation system goal areas.
- **Federal Transit Administration (FTA) Transit Asset Management (TAM) Measures** – Transit Asset Management is a federal requirement for transit providers that use, own, or maintain assets while providing service. The cities of Albuquerque, Santa Fe, Las Cruces, and Farmington, as well as the Rio Metro Regional Transit District, are responsible for their TAM Plans. All other programs are a part of the Statewide Group II TAM Plan mentioned above.



4. DRAFT PERFORMANCE MEASURES

Draft performance measures for the New Mexico 2045 Plan are outlined by goal area and objective. Each draft measure includes the source for the measure if it is derived from a measure used in other federal, state, or department materials. New performance measures are also included.

4.1. ASSET MANAGEMENT



Asset Management – Optimize spending to cost effectively preserve our transportation assets in the best possible condition over the long term

Objective	Performance Measure	Source
Maintain pavement in a state of good repair	Percent of lane miles of pavement in fair or better condition by tier (Interstate/non-interstate/ NHS/non-NHS)	DFA
	Percent of pavement in good condition (Interstate/non-interstate NHS)	PM 2
Maintain bridges in a state of good repair	Percent of pavement in poor condition (Interstate/non-interstate NHS)	PM 2
	Percent of New Mexico DOT bridges in fair or better condition (based on deck area)	DFA
Assess and address system risks to improve resiliency	Percent of NHS bridges by square footage of deck area in good condition	PM 2
	Percent of NHS bridges by square footage of deck area in poor condition	PM 2
Support improvement in the state of good repair for transit assets throughout the state	Percent of revenue vehicles exceeding ULB	FTA TAM Final Rule
	Percent of non-revenue service vehicles exceeding ULB	FTA TAM Final Rule
Maintain applicable runways in the state	Percent of facilities rated under 3.0 on the TERM scale	FTA TAM Final Rule
	Percent of track segments under performance restriction	FTA TAM Final Rule
	Percent of airport runways in satisfactory or better condition	DFA



4.2. SAFETY



Safety– Improve safety for all transportation system users

Objective	Performance Measure	Source
Reduce the number of roadway fatalities	Number of fatalities (statewide, rural, and urban)	PM 1, HSIP, and DFA
Reduce the number of roadway serious injuries	Rate of fatalities per 100 million VMT	PM 1 and HSIP
Reduce the number of nonmotorized fatalities and serious injuries	Number of serious injuries	PM 1
Reduce the number of fatalities and serious injuries in NM DOT roadway work zones	Rate of serious injuries per 100 million VMT	PM 1 and HSIP
Invest in infrastructure and programs that improve pedestrian safety.	Number of non-motorized fatalities and non-motorized serious injuries	PM 1 and HSIP
	Number of employee injuries occurring in work zones	DFA
	Number of pedestrian fatalities	DFA



4.3. MOBILITY AND ACCESSIBILITY



Mobility & Accessibility – *Efficiently and equitably invest in infrastructure and technology to provide reliable multimodal access and connectivity, improve mobility, foster economic growth, and minimize transportation’s contribution to climate change*

Objectives	Performance Measures	Source
<p>Improve mobility and accessibility in strategic corridors.</p> <p>Address bottlenecks identified in the <i>New Mexico Freight Plan</i></p>	Percent of the person-miles traveled on the Interstate that are reliable	PM 3
<p>Facilitate the transition of the fleet to electric vehicles and alternative fuels</p>	Percent of the non-Interstate NHS person-miles traveled that are reliable	PM 3
<p>Expand transportation choice through multimodal investments and complete streets design</p>	Interstate Truck Travel Time Reliability Index	PM 3



4.4. PROGRAM DELIVERY



Program Delivery – Deliver transportation programs through approaches and processes that improve resiliency, respect New Mexico’s unique cultures, and promote fiscal and environmental stewardship

Objectives	Performance Measures	Source
Deliver projects that adhere to local plans and respect New Mexico’s unique cultural resources and community context. Implement projects and programs that reduce negative impacts on the natural environment Deliver projects on-time and within budget	Emission Reductions for PM10 through CMAQ Projects	As reported through the CMAQ Public Access System
	Percent of cost-over-bid amount on highway construction projects	DFA
	Percent of projects completed according to schedule	DFA
	Projects put out for bid as scheduled	DFA