**February 5, 2014**

**NM Highway Safety Improvement Program (HSIP) Safety Project or Program Application Form and Instructions, Federal Fiscal Years 2014, 2015, 2016, and 2017**

**NM HSIP Safety Project/ Program Form**

This application is for requesting, in competition with other agencies, for federal aid HSIP funding for Federal Fiscal Years 2014, 2015, 2016, and/or 2017 for proposed road safety audits, site-specific safety projects, multi-location system wide safety projects, and/or transportation safety programs. See NM HSIP Procedures and Application Instructions following this application form for background information and definitions that describe the HSIP in the State of New Mexico, which is a voluntary program to assist state and local agencies with studying hazardous traffic conditions and funding stand-alone engineering type safety improvements to transportation facilities or non-construction traffic safety enforcement, education, or emergency medical services related programs to reduce risks of future severe crashes on New Mexico’s surface transportation mode network.

Please fill in or check all relevant requested information text boxes below for either a proposed safety project or a proposed safety program. You are encouraged to include any type of supporting evidence documentation such as safety studies, road safety audits, photos, crash data details, vehicular traffic, pedestrian, or bicyclist volume data, or other observations, in addition to the information requested in this form.

**Date:** (fill in) (Click on box and begin typing, the box will expand as needed)

**Contact Information:** Requesting Agency: (fill in) Contact Name: (fill in) Phone: (fill in)

Mail Address: (fill in) Email: (fill in)

**Project/ Program Ownership Lead Agency (check all that apply)**

NMDOT District (fill in) City  (fill in)      County   (fill in)

Tribe (fill in)  Other NMDOT Office (fill in)  Other Public Agency (fill in)

**If local/ tribal lead agency proposed Project/ Program, check location in MPO or RTPO Area:**

Mid-Region (Albuquerque) MPO   El Paso (Sunland Park, Anthony, Chaparral) MPO

Farmington MPO  Mesilla Valley (Las Cruces) MPO  Santa Fe MPO

Southwest NM RTPO (Catron, Grant, Hidalgo and Luna Counties)

South Central NM RTPO (Doña Ana, Sierra, and Socorro Counties)

Southeast NM RTPO (Chaves, Eddy, Lea, Lincoln and Otero Counties)

Eastern Plains COG (De Baca, Curry, and Roosevelt Counties)

Northeast NM RTPO (Guadalupe, Harding, Quay, and Union Counties)

North Central NM RTPO (Colfax, Mora, and San Miguel Counties)

Northern Pueblos RTPO (Los Alamos, Rio Arriba, northern Santa Fe, and Taos Counties)

Mid-Region RTPO (Sandoval, Torrance, and southern Santa Fe Counties)

Northwest NM RTPO (Cibola, McKinley, and San Juan Counties)

**Proposed Project or Proposed Program Information**

Route or roadway name: (fill in) NMDOT District: (fill in)

Termini: (nearest intersecting roadways, If State highway route, include mileposts)

Beginning: (fill in) End: (fill in)

Community Location, City or County (fill in)

**Describe the Current Transportation Hazards or Safety Issues** (fill in)

**Describe the proposed countermeasure solution to be achieved by this proposed project or program or request that a Road Safety Audit be performed** (fill in)

**Total Estimate Cost of Safety Project or Safety Program or Road Safety Audit:** Including estimate costs of these components: Design, Right of Way Acquisition, Utility Relocation, Permits (Environmental or otherwise), Construction (if a project), program operation (if a program) or Road Safety Audit (by itself). Estimate cost rounded off to nearest thousands of dollars ($K):

Design Component: $K (fill in)

Utilities and Permits Component: $K (fill in)

Right of Way Acquisition Component: $K (fill in)

Project Construction Cost Component (if Project): $K (fill in)

Program Operation Cost Component (if Program): $K (fill in)

Road Safety Audit Cost (if requested by itself) (Not to exceed $45K): $K (fill in)

Total Cost: $K (fill in)

**Forecast Federal Fiscal Year of Project Completion or Program Operation**. (fill in)

**Current Average Daily Motor Vehicle, Pedestrian or Bicycle Volume Data**

(List Calendar Year) (Provide data for all approaches to intersection, if applicable) (fill in)

**Up to Five Calendar Years of Crash Data:** List relevant crashes that can be reduced or corrected by the proposed safety project or safety program described previously in this application. List crashes by calendar year stratified by severity (fatal (Class K), serious incapacitating injury (Class A), visible injury (Class B), complaint injury (Class C), and property damage only (Class O) crashes). Provide additional descriptions of the characteristics of the crash data, including how the cited crashes are relevant to the designated transportation safety issue.  Crash data is available from multiple local and regional sources. Applicants needing crash data from NMDOT should make a request for such data by location by email to: [crash.records@state.nm.us](mailto:crash.records@state.nm.us). (fill in)

**NM HSIP Safety Project or Program Application Submission Instructions**

To ensure that all RTPOs and MPOs are aware of local government lead agency applications being completed and submitted, all such applications and communications must first go to the appropriate RTPO or MPO for their review and action. RTPOs and MPOs will then forward such applications to the NMDOT General Office. Local government applicants (cities, counties, and tribes) may not submit their applications to the NMDOT General Office nor directly communicate during the safety application submittal period with the NMDOT General Office. All NMDOT offices and other public non-local agencies, may communicate directly and submit applications directly with the NMDOT General Office at all times. Submit applications by email, regular mail, or delivery to this address:

Steve Eagan, Safety Project Engineer

New Mexico Department of Transportation

Traffic Technical Support Bureau, Room 216

PO Box 1149, Santa Fe, NM 87504

E-mail: steve.eagan@state.nm.us

Steve Eagan Office Phone: (505) 476-3545

**NM HSIP Procedures and Application Instructions**

**General Background**

The New Mexico Highway Safety Improvement Program (NM HSIP) is now operating a continuous, year-round process where it is soliciting, receiving, reviewing, and deciding on approval or rejection of applications concerning either proposed engineering type stand-alone transportation safety improvement projects or proposed non-construction safety programs. The fundamental purpose of such safety projects or programs is to reduce the risk of serious injuries or fatalities for any surface transportation mode of travel for any specific location or systems of locations on any public trail, sidewalk, roadway, railroad, or other transit way in the State of New Mexico.

Specifically, the NM HSIP is looking for applications for which action can be taken to achieve programming and obligation for HSIP federal safety funding for the remaining of the current federal FY 2014 and forthcoming federal FY 2015, FY 2016, and FY 2017 program years. The program years correspond to the various metropolitan Transportation Improvement Programs in New Mexico plus the current NM State Transportation Improvement Program (STIP). Approved projects or programs are eligible to use safety funds for funding all components needed for implementation, including right of way acquisition, project development costs (such as environmental clearance), project design, project construction and non-construction safety program operation.

Each application requires an estimate of time to fully implement the project or program, listed as the forecasted federal fiscal year, in order to provide project programming guidance in case the application is approved. Once a project or program application is approved and programmed for implementation in the STIP, the NMDOT reserves the right to cancel the safety funding approval if actual project or program implementation progress does not achieve 80% or more of total implementation to complete the project or operate the program by the forecast federal fiscal year.

Local government lead agency projects must estimate up to six months or even more additional time to accomplish the process of achieving a contract agreement between that tribal/local government agency and NMDOT via the NMDOT Local Government Agreement staff. Time estimate must include all proposed phases of project implementation, including right of way acquisition, design, environmental and utility clearance approvals, and construction.

Federal Highway Administration HSIP regulations require that justification for all HSIP funded safety projects be data driven and evidence based regarding forecasted safety improvements. The most successful proposed engineering type safety projects receiving approval will likely be prioritized based on: crash data showing fatal, incapacitating, or visible injury crash history, or crash data showing evidence of crash history of a particular type that can be corrected by the proposed safety project, or a traffic conflicts study (engineering safety study) with results showing a traffic hazard with the proposed safety project generating countermeasures to reduce the identified traffic hazard.

Submittals from cities, counties, tribal governments, and other local agencies must be sent first to their respective Metropolitan Planning Organization (MPO) or Regional Transportation Planning Organization (RTPO) for initial review, processing, and approval and then have the MPO or RPO submit the safety project applications to the NMDOT General Office for final review and action. The NMDOT General Office will not communicate directly with local governments but only through their respective MPO or RTPO during the safety project or program application solicitation and review phases. All city streets, county roads, and tribal roads, and other local government jurisdiction surface transportation mode facilities, such as trails, are eligible.

All proposed safety projects or non-construction safety programs will be reviewed continuously throughout the program year by the NMDOT General Office, Traffic Technical Support Bureau. Quarterly, these project or program applications will be forwarded to the NM Safety Project Selection Committee for final review and action.

Decisions whether to recommend approval or denial of applications will be made at quarterly meetings of the NM Safety Project Selection Committee. The members of the committee are:

NMDOT Deputy Secretary for Programs and Infrastructure

NMDOT Chief Engineer

NMDOT Director, Planning and Safety Division

NMDOT State Traffic Engineer

The five MPOs Group, Rotating Quarterly, One Representative

The nine RTPOs Group, Rotating Quarterly, One Representative

The six NMDOT District Traffic Engineers Group, Rotating Quarterly, One Representative

Non-voting Advisory Member: NMDOT Safety Project Engineer

Non-voting Advisory Member: FHWA NM Division, Pavement and Safety Engineer

Each of the agency groups listed above can decide amongst themselves who the rotating representative should be for each upcoming quarterly committee meeting. The initial quarterly dates and times for the NM Safety Project Selection Committee to meet will be beginning at 9 AM at the General Office of the NMDOT in Santa Fe on the following dates:

Friday, May 2, 2014

Friday, August 1, 2014

Friday, November 7, 2014

Friday, February 6, 2015

Members of the committee whose offices are not located in Santa Fe will be afforded the opportunity to participate remotely from their office via speaker phone at the meeting room location. For received applications whose review and response is critical in order to accomplish quick project implementation, emergency conference meetings of the NM Safety Project Selection Committee conducted either by telephone or by email message conversations can be called at any time to quickly review and take actions on such applications.

**Use of the Road Safety Audit in the NM HSIP**

The NM HSIP will now accept direct applications requesting funding for a road safety audit (RSA) where the submitting agency believes there is a significant transportation hazard or safety issue at a specific location or group of locations within their jurisdiction. However, typically in such scenarios, there is a lack of relevant crash history or lack of other evidence data collected, to determine what type of safety countermeasures could be proposed and implemented. So a RSA Report can provide the required evidence possibly to determine such an appropriate countermeasure.

An application for an RSA excludes any applications for a proposed project or program to address the same locations of the transportation hazard or safety issue in question. The NM HSIP is now budgeting for a significant increase in the number of such RSAs to be conducted annually throughout New Mexico, but generally capping the maximum cost of each RSA to be $45,000 or less.

If such an application is approved by both the NM Safety Project Selection Committee and concurred for funding by FHWA, then the NMDOT General Office Traffic Technical Support Bureau will contract with a consultant to perform a RSA at the location(s) cited in the safety project application in cooperation with staff and stakeholders from the application requesting agency, NMDOT, and the community of the location. The purpose of such RSAs would be to reach a conclusion where a proposed safety countermeasure project or safety program could be conceptually described, including a rough estimate of the total cost to implement such a proposed safety project or program.

Each RSA set of results will be published in a report. It is recognized that the conclusion of the RSA could be that no such project or program can be recommended that could significantly address the safety issues in a manner that is feasible. Or the RSA report might only suggest a proposed safety countermeasure project or program that is not desirable by the agency having jurisdiction of the transportation facilities in question, and thus no follow-up proposed project or program would be recommended.

From the RSA results the lead agency in combination with other stakeholders and the NMDOT General Office, Traffic Technical Support Bureau may jointly decide what would most likely be an acceptable safety improvement project or program whose conceptual description will be documented in another copy of this NM HSIP Safety Project/ Program Application Form, including all agreed upon work improvement types to be implemented and the overall estimate cost and time period required. Upon review and concurrence by FHWA of this decision, project programming and implementation would begin immediately. However, as was stated above, some RSA results may not generate a jointly agreed upon proposed safety project, and, thus, no new safety project would be developed.

Also, the NMDOT General Office, Traffic Technical Support Bureau may choose to perform an RSA or other special safety studies on its own initiative.

**Approved Proposed Safety Project or Program Programming and Implementation**

All “yes” decisions made by the NM Safety Project Selection Committee concerning received safety project applications are subject to review and concurrence by the Federal Highway Administration, NM Division Office. All approved safety projects are then programmed for the appropriate forecast year of complete implementation in metropolitan TIPs and the STIP. The typical federal to non-federal funding match ratio for a HSIP funded project or program is 90% Federal and 10% non-federal. The NMDOT provides for the non-federal match for all federal HSIP funded projects. Consequently, any tribal/local government lead agency funded HSIP safety project or program eventually provides 100% reimbursement to that tribal/local government for the implementation of that project or program. Any tribal/local government lead agency which is the lead agency to develop and construct an approved safety project, must then begin the process to achieve a contract agreement between that tribal/local government agency and NMDOT, via the NMDOT Local Government Agreement Unit, which is now managed by Dolores Gallegos, Director of the Programs and Infrastructure Finance Division. Her contact information is: Dolores.Gallegos@state.nm.us and Phone: 505-827-5515.

See this NMDOT web link for details concerning boiler plate contract requirements for approved and programmed federal – aid projects: <http://dot.state.nm.us/content/dam/nmdot/Plans_Specs_Estimates/Federal_Projects_Boiler_Plate.pdf>

There is no longer any maximum allowed cost for a proposed safety project. However federal HSIP guidelines generally disallow proposed safety projects that are significantly composed of constructing drainage facilities, grade separations, bridges, culverts, paving unpaved roads, reconstructing paved roads, rehabilitation or pavement overlay of paved roads, and repairing pavement distresses. Proposed projects that are typically considered maintenance work to repair or replace existing deteriorated facilities with restored condition facilities of the same general characteristics are also not eligible for HSIP funds. Also generally disallowed are constructing additional through travel lanes or intersection channelization, or traffic signals primarily for purposes of capacity improvements to reduce traffic congestion.

**Funding Goals to Promote Submission of Proposed Safety Projects by Local Governments**

The following portions of the HSIP federal safety funds (including the non-federal match) allocated for New Mexico for any given Federal Fiscal Year are now designated as goals for funding cities, counties and, tribes as lead agencies for safety projects or programs. However, these are goals only, and they are neither pre-set allocations, nor pre-set limitations of potentially successful funded safety projects or programs that might be selected for any given area of New Mexico. Any local government or groups of local governments in any MPO or RTPO area may submit as many applications as they wish for any estimated costs as they wish without limitation. The NM Safety Project Selection Committee has full discretion and is not constrained by any of the goals listed below in determining which applications should be selected.

The following amounts are the funding goals for Federal Fiscal Year 2015.

**MPO Total: $5,691,000**

10 % Mesilla Valley MPO: $ 569,100

10 % Farmington MPO: $ 569,100

35 % Santa Fe MPO: $1,991,850

35 % ABQ MRCOG MPO: $1,991,850

10% El Paso MPO (Sunland Park, Anthony, Chaparral) $ 569,100

**RTPO Total: $3,135,870**

Southwest NM RTPO $348,430 (Catron, Grant, Hidalgo and Luna Counties)

South Central NM RTPO $348,430 (Doña Ana, Sierra, and Socorro Counties)

Southeast NM RTPO $348,430 (Chaves, Eddy, Lea, Lincoln and Otero Counties)

Eastern Plains COG $348,430 (De Baca, Curry, and Roosevelt Counties)

Northeast NM RTPO $348,430 (Guadalupe, Harding, Quay, and Union Counties)

North Central NM RTPO $348,430 (Colfax, Mora, and San Miguel Counties)

Northern Pueblos RTPO $348,430 (Los Alamos, Rio Arriba, northern Santa Fe, and Taos Counties)

Mid-Region RTPO $348,430 (Sandoval, Torrance, and southern Santa Fe Counties)

Northwest NM RTPO $348,430 (Cibola, McKinley, and San Juan Counties)

**Combined total MPO/RTPO: $8,826,870**

MPOs and RPTOs, at their own discretion, may develop their own procedures for requesting, reviewing and ranking proposed HSIP Safety projects or programs in their respective areas. However, the NM Safety Project Selection Committee still retains the final decision-making authority over the final status of all submitted applications. Sponsoring agencies are allowed to submit phased applications, for example, requesting FFY14 funds for design and FFY15 funds for construction, or phasing construction over two years. As part of submitting any application for proposed HSIP Safety projects or programs, all local/ tribal government lead agency applicants are required to consult with their MPO or RTPO to ensure project eligibility, by submitting the application to the respective MPO/RPO, before the respective MPO/RPTO decides whether or not to forward it to the General Office of NMDOT.

If the NM Safety Project Selection Committee approves and FHWA responds with a concurrence decision, the project programming and implementation stage begins by programming the safety project as an amendment to the appropriate TIP and STIP. Each selected project’s lead agency will be responsible for ensuring that such concurred projects are finally entered into the appropriate TIP and STIP through the STIP Policies and Procedures. If later there are any proposed amendments to the programmed safety project or a request for additional HSIP safety funds to properly implement the project, the MPO or RTPO or project lead agency shall make a formal request to the STIP Scheduling Engineer in the STIP Management Unit for such additional funds. This shall include a revised up-to-date total project cost estimate and written justification for the proposed amendment.

Types of HSIP safety project awards allowed are infrastructure type standalone projects, infrastructure type system wide type projects in compliance with the NM HSIP Procedures, non-infrastructure funding of driver/ pedestrian/ bicyclist behavior modification (enforcement and education related) programs, professional services for safety studies (including acquiring transportation safety analysis computer software, and professional services to conduct road safety audits. Proposed projects can be site-specific in nature, or they can be multiple locations, system wide type proposed projects. All proposed projects, regardless of type, will be subject to the same project selection process. There will be no categories of proposed safety improvements that will receive automatic project approval.

The keys to success in HSIP project or program selection will be:

1. employing a data driven project selection process that focuses on traffic fatalities and serious injuries;
2. studying the site and crash records for problem identification and contributing factors;
3. applying a full range of countermeasures proven effective in reducing crashes and tailored to specific highway types or conditions, and
4. Focusing on lower cost solutions that will enable more sites and/or mileage that can be treated with the available funds.

**Improvement/Countermeasure Compliance with NM Strategic Highway Safety Plan (Comprehensive Transportation Safety Plan)**

All proposed safety projects must be classified as in compliance with one of the emphasis areas listed in the NM Comprehensive Transportation Safety Plan (NM CTSP) or its forthcoming replacement document, the Year 2014 Update of the New Mexico Strategic Highway Safety Plan (SHSP). For details on the NM CTSP and its latest amendments see these links:

<http://www.dot.state.nm.us/content/dam/nmdot/Traffic_Safety/NMComprehensiveTransportationSafetyPlan.pdf>

<http://www.dot.state.nm.us/content/dam/nmdot/Traffic_Safety/NMCTSPAmendments.pdf>

The most likely NM CTSP emphasis areas and strategies within those emphasis areas for which infrastructure type safety projects may be proposed and approved are listed below.

**Intersection Safety Emphasis Area**

Intersection lighting

Intersection-related pavement markings

Intersection-related warning and regulatory signs

Roundabouts

Signalizing an unsignalized intersection

Warning flashing signals on approaches to intersections

Intersection relocation to reduce hazards of potential traffic collisions

Enhanced crosswalk pavement markings and signs to reduce pedestrian crashes

Install signs, sidewalks, curb and gutter, median refuges, pedestrian detectors, and other devices to reduce pedestrian crashes

Urban travel lane bus stop relocation to reduce vehicle queuing in intersection

Improved geometry of horizontal curves

Upgrade existing traffic signal devices

Channelizing intersections

Construct acceleration and deceleration lanes at intersections

Install upgraded crossing signals, gates, pavement markings, signs, crossing surface, and lighting at highway-railroad at-grade crossings

Establish clear sight triangles at intersections to improve driver sight distance

New generation pedestrian count-down signals at pedestrian crosswalks or intersections

Install fencing to control pedestrian access and to separate pedestrians from vehicular traffic

Construct relatively low construction cost pedestrian crossing grade separations for relatively high pedestrian traffic volume benefit.

Other countermeasure strategies not listed above.

**Reducing Lane Departure Crashes Emphasis Area**

Route guide, warning, and regulatory pavement markings, including centerlines, edge lines, stop lines, passing/ no passing zones

Route guide, warning, and regulatory signs

Shoulder guardrail to shield roadside steep side slope lane departure crashes

Chevrons

Delineators

Cable median barriers

Concrete median barriers

Guardrail median barriers and/or attenuation devices

Roadway lighting, (on non-intersection sections)

Longitudinal shoulder rumble strips on rural high-speed roads with four feet or wider shoulders

Fencing to reduce wild life and livestock animal hits in rural areas

Improved geometry or realignment of horizontal curves and vertical curves

Cut back overhanging vegetation in roadside obstructing travel lanes

Cut back vegetation in roadside to reduce severity of lane departure fixed object crashes

Cut back vegetation in roadside to increase visibility and avoidance of animals in roadside to reduce animal hit crashes

Re-grade eroded unpaved shoulders to eliminate travel lane pavement drop off

Overlay paved shoulders to eliminate higher level paved travel lane drop off to lower level paved shoulder

Striping centerlines of poorly maintained rural paved county roads and tribal roads to reduce likelihood of head-on crashes and lane departure crashes

Widen roadside clear zones, by removing, delineating, shielding or relocating fixed objects or other hazardous objects, such as utility poles

Other countermeasure strategies not listed above.

**Special Road Users Emphasis Area: Pedestrian/ Bicycle/ Equestrian/ Elderly Drivers/ Motorcycles**

Install signing and striping with enhanced visual conspicuity for elder drivers with deteriorated eyesight

Install crosswalks with signal systems oriented for elder pedestrians who are slower speed walkers

Install signing and striping for bicycle routes and lanes to reduce bicyclist involved crashes

Construct bicycle-pedestrian trails to reduce pedestrian and bicyclist involved crashes

Fencing to reduce equestrian hits

Enhanced crosswalk pavement markings and signing to reduce pedestrian involved crashes

Install signs, sidewalks, curb and gutter, median refuges, pedestrian detectors, and other devices to reduce pedestrian involved crashes

New generation pedestrian count-down signals at pedestrian crosswalks or intersections

Install fencing to prevent pedestrian trespassing and to separate pedestrians from vehicular traffic

Construct relatively low construction cost pedestrian crossing grade separations for relatively high pedestrian traffic volume benefit

Other countermeasure strategies not listed above.

**Reduce Wrong Way Crashes on Multi-Lane Highways Emphasis Area**

Develop and Implement Wrong Way Driving Countermeasures for Interstates And Four Lane Divided Highways Strategy to Reduce Wrong Way Crashes

**Reduce Secondary Crashes on Major Inter-Regional Commuter Routes Emphasis Area**

Develop and Implement ITS Plan and Countermeasures for The Reduction Of Secondary Crashes On Interstates And Major Commuter Routes

**System wide Multiple Location Safety Project Applications**

System wide multiple location type safety project applications proposing one of the designated proven safety countermeasures listed below will be accepted without specific relevant crash data at the subject multiple locations. If cost estimates for such applications seem reasonable, such proposed system wide safety projects will be recommended by NMDOT to FHWA to receive the highest priority for concurrence within funding program constraints.

The following are the currently adopted set of system wide engineering type safety countermeasures.

* Replace old generation “Walk/ Don’t Walk” pedestrian signal heads with current generation “Countdown” pedestrian heads at all existing signalized intersections in the subject community to reduce pedestrian related crashes.
* Install longitudinal shoulder rumble strips on 45 MPH or greater speed limit rural highwaypaved shoulders of sufficient width and condition.
* Install median barriers systems on narrow medians of rural multilane high speed limit highway sections.
* Install enhanced signs and markings on freeway exit ramps to reduce wrong-way travel crashes on freeways.
* Install improved six-inch wide striping on lane/shoulder line on state highways statewide, replacing existing narrower four-inch striping.
* Install ITS type improvements on one of the select regional work trip commuter highway corridors listed below to reduce secondary crashes.

1. Las Cruces and El Paso Commuting Areas
   1. I-10, from Deming to Anthony
   2. I-25, from I-10, Las Cruces to Radium Springs
   3. US 70, from I-25, Las Cruces to White Sands Missile Range
2. Albuquerque and Santa Fe Commuting Areas
   1. I-25, from Belen to Las Vegas
   2. I-40, from Grants to Moriarty
   3. US 84-285, from I-25, Santa Fe to Espanola
   4. NM 502, from NM 501, Los Alamos to US 84-285, Pojoaque

**Non-Construction Programs**

Non-construction (Enforcement, Education, and Emergency Medical Services) safety programs that comply with the NM CTSP (or the forthcoming Year 2014 Update of the NM SHSP) are also eligible for HSIP Safety funds. Sample safety programs that would comply include: upgraded roadway safety analysis computer software for a public agency, funding overtime labor costs for law enforcement agency to provide enhanced field enforcement on the jurisdiction’s roadway network of the vehicle traffic code, funding driver education programs, funding vehicle occupant safety education programs, funding public media traffic safety education programs to urge better driver, bicyclist, and pedestrian behavior to reduce crashes. Typically, proposed safety programs that would be good candidates for approval would be similar in format to those funded by federal National Highway Traffic Safety Administration (NHTSA) funds which, in New Mexico, are primarily administered by the NMDOT Traffic Safety Division.

**Contingency Plan for Developing Acceptable Safety Projects and Programs**

If insufficient acceptable proposed safety projects and programs are submitted for approval by the public agencies throughout NM to completely use up all of the annual HSIP federal funds allocated by the Federal Highway Administration to the State of New Mexico, the NM HSIP staff that administer this program are authorized to take the initiative to develop, achieve approval from the NM Safety Project Selection Committee, and achieve concurrence from the FHWA NM Division Office for any additional safety projects or programs they deem necessary and impose on the jurisdiction where such a project or program occurs that such jurisdiction will be required to implement such project or program and be responsible for the maintenance or operation of such project or program for the projected life of the project or program.