2023 Highway Safety Plan

TRAFFIC SAFETY DIVISION

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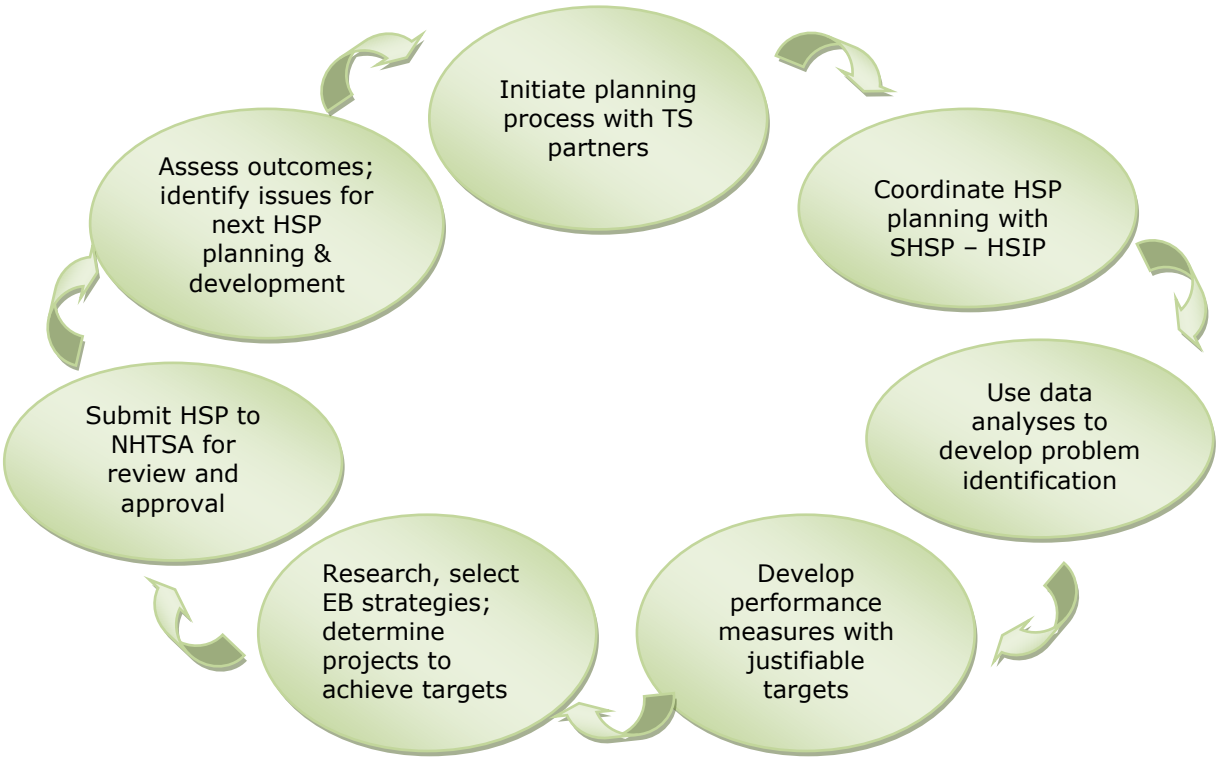
I. Introduction

The Traffic Safety Division of the New Mexico Department of Transportation (NMDOT) has primary responsibility for managing safety programs designed to reduce traffic-related deaths and injuries. The Traffic Safety Division (TSD) partners with the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Safety Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA) and other national and local traffic safety partners to develop and fund statewide and community-level strategies and projects that will have the greatest impact on reducing crashes, fatalities and injuries. These strategies and projects are encompassed in this annual NMDOT/TSD Highway Safety Plan (HSP). The NMDOT also develops a multi-year Strategic Highway Safety Plan that focuses on all surface transportation modes, including highway, rail, transit, bike and pedestrian.

As part of the ongoing process of ensuring coordination between New Mexico's HSP, Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP), TSD staff members participate in the development and updating of these plans. New Mexico's HSP includes National Program Areas identified by NHTSA and FHWA, including Alcohol/Impaired Driving, Occupant Protection, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicyclist Safety, and Traffic Records. The NMDOT/ TSD also provide funds for Media, and Driver Education and Safety projects.

II. Highway Safety Planning Process

The TSD staff works with NHTSA and a group of traffic safety planning participants and partners to identify highway safety needs, establish performance measures and targets, and develop evidence-based countermeasure strategies and projects to address priority areas and achieve the performance targets established for each of the program areas. The following sections provide a description of the processes used in the development of the State's Highway Safety Plan.



Highway Safety Problem Identification Process

1. Meetings and Data Review

The problem identification process was conducted primarily between January and May of 2022, and work on problem identification was a focus of the HSP and other staff meetings. NMDOT/ TSD staff reviewed data from the Fatality Analysis Reporting System (FARS), the annual New Mexico Crash Report and the annual DWI Report produced by the University of New Mexico Traffic Research Unit (UNM/TRU), and the most recent highway data. These reports provide detailed state, county and city level data, data on where and when crashes and fatalities occur, contributing factors in crashes, and who is primarily involved in these incidents. High crash locations are identified by county and city intersections, and rural highway corridors.

As part of the problem identification process, UNM/TRU made a data presentation to the NMDOT/TSD staff and traffic safety partners at its May HSP Meeting with 67 staff and partner attendees. For each NHTSA/GHSA performance measure, ten years of FARS and preliminary State data was presented (2012-2021), along with 2022 and 2023 projected data. The charts included both annual and five-year moving average data. Statewide and county or city rankings data were detailed for a number of measures including: crashes, fatalities (total, rural, urban), alcohol-involved crashes, alcohol-involved fatalities, serious crash injuries, motorcyclist fatalities, pedestrian fatalities and speeding-related fatalities. TRU and TSD staff and traffic safety partners discussed any caveats of the data, and how any such issues could potentially impact the problem identification process.

2. Determining Highest Priorities Based on Problem ID Process

Following the data presentation by the UNM/TRU, TSD staff, traffic safety partners and TRU presenters discussed the implications of the data and determined priorities based on the magnitude and seriousness of the problem, and the consequences of non-intervention. The immediacy of the issues, economic factors, the numbers of individuals affected by the issues, and other relevant factors were discussed and considered as part of the process of determining the highest priorities.

3. Input Solicited from Traffic Safety (TS) Partners

TSD Section Heads and Program Managers meet throughout the year with traffic safety planning participants/ partners, including community partners/ advocates, program stakeholders, and government agency representatives interested or involved in traffic safety issues.

Information from these discussions and reports from Impaired Driving Workgroup and Traffic Records Committee meeting attendees, and subgrantee monitoring meetings was used to help identify issues of concern and local problem areas.

In addition, law enforcement operational plans and reports informed the problem identification process. Operational plans include a presentation of current, localized data analyses that pinpoint times and locations of higher crash rates.

4. Assessments

Recommendations from the June 2021 Traffic Records Assessment are integrated into the 2022 Traffic Records Strategic Plan update. Recommendations from the most recent Impaired Driving and Standard Field Sobriety Testing (SFST) assessments are integrated into the Impaired Driving Plan. Assessment recommendations are used to identify needs, and to develop strategies and projects to improve programs and outcomes.

Recommendations from the 2022 Occupant Protection Program Assessment will be considered for 2023 and 2024.

5. Demographic and Economic Data

At 121,269 square miles, New Mexico is the fifth largest state in the country in land area. It has 33 counties; Los Alamos County is the smallest at 106 square miles, and the largest is Catron at 6,929 square miles.

NM has a 2021 estimated population of 2.1 million; approximately 2/3 of the population lives in the NW quadrant of the state (includes Bernalillo County with 1/3 of the State's population). Another 1/4 of persons live in the SE quadrant; and the remaining live in the NE and SW quadrants of the state. Five counties account for 63 of the state's population (Bernalillo, Doña Ana, Sandoval, San Juan and Santa Fe). One-third of the population lives in rural New Mexico (USDA-Economic Research Service).

According to 2020 data estimates, the largest racial/ ethnic group was Hispanics (49.3%), followed by Anglos (36.8%). NM's American Indian population is one of the largest percentage-wise in the nation at 11 percent. Blacks and Asians make up about 3 percent of the population.

- 22.7 percent of NM's total population was under age 18; 18 percent were 65 or older.
- New Mexico's employment rate was 54.1 percent, slightly lower than the national average of 60.2 percent
- Median household income for was $51,945; 18.2 percent of persons were living in poverty
- 27.7 percent of New Mexicans have a bachelor's degree or higher
- 66 percent of New Mexicans speak only English in the home, 34 percent speak a language other than English at home, primarily Spanish

New Mexico has 71,827 miles of public road, 66.6 percent of it rural. Preliminary 2021 data show that on NM roadways, there were 26.8 billion vehicle miles of travel, 59.8 percent were rural miles (16 billion vehicle miles) (HPMS).

State MVD data show that New Mexico has 1,584,124 licensed drivers and 2,613,936 registered vehicles. According to current US Census data, 80.7 percent of NM adults reported that they commute alone to work, 9.4 percent carpool and only 1.1 percent use public transportation.

There are 12 State Police districts in the State, 33 sheriff's offices, 67 municipal law enforcement agencies, 28 Tribal agencies (including BIA), four federal, three military and seven university campus agencies. New Mexico has 39 acute care hospitals, 6 critical access hospitals or medical centers, 8 long-term or rehabilitation centers and one VA medical center. NM has one level-one trauma center at the UNM Hospital, but there are also trauma centers in El Paso and Lubbock that serve some parts of the State.

New Mexico's labor force participation rate (the percentage of the working-age population that's employed or looking for employment) was below the national average as of December 2021 (57% vs. 61.9); however, the annual unemployment rate declined from 8.4% in 2020 to 6.8% in 2021. Nationally, unemployment rates are due to not just job growth, but additionally to individuals leaving the workforce.

Recent University of New Mexico Bureau of Business and Economic Research data indicate that although New Mexico's 'economic recovery may be slower than the rest of the nation,' employment levels are anticipated to 'surpass pre-pandemic levels sometime in 2024.' The oil and gas sectors continue to remain strong in New Mexico, with demand expected to grow throughout 2023 and 2024. Revenues are anticipated to allow for diversification of the State's economy and enhanced support of public services.

Population data: US Census New Mexico 2020 Quick Facts and New Mexico Profile: 2020 American Community Survey 1-yr estimates; USDA-Economic Research Service
Economic data: U.S. Bureau of Labor Statistics; UNM Bureau of Business & Economic Research; Santa Fe Reporter, March 2022

Highway Safety Performance Measures and Target Setting Process

1. Meetings

Staff from NMDOT's Traffic Safety Division and the Statewide Planning Bureau, NM FHWA, and planning and data contractors conducted meetings between March and April 2022 to discuss data processes to be used for assessing performance measures data and to develop PM targets for the HSP, and the common measures for the HSP and HSIP. Target setting for all the measures was conducted between May and June 2022 with TS partners, including NM FHWA staff responsible for developing the HSIP.

The University of New Mexico Traffic Research Unit provided an extensive data review of the NHTSA/ GHSA core and behavioral measures and on other relevant State data at the HSP Data Presentation to Partners webinar in May. Annual data and five-year moving average data were presented for each proposed performance measure. Data charts included final FARS and/or State data for each year 2012–2019, FARS 2020 annual report file (ARF) data or 2020 final State data, and preliminary 2021 State data (2021 behavioral data is final; 2021 alcohol-impaired fatalities data is projected). 2022 and 2023 data are projected based on a linear regression (best fit straight line). 2019 and 2020 fatality rate data use 2019 and 2020 published FARS data (from STSI); the fatality rates for 2021 use preliminary State VMT; 2022-2023 use five-year moving average projected FARS VMT.

In setting the 2023 HSP performance targets, TSD staff and traffic safety partners do not rely solely on the data projections, but use the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects (see below: 3. Other – Review of Relevant Factors). Any variation in the targets from the data projections is detailed in the justification section for each performance measure.

2. Input Solicited from TS Partners

To promote participation by TS partners from around the State, the TSD again conducted a webinar for its May Performance Measures & Target Setting Partner Meeting, with 67 TSD partners and staff attending the meeting.

3. Other - Review of Relevant Factors

Once the high-risk areas/populations, and top priority issues were discussed, NMDOT/TSD program staff and TS partners discussed other issues relevant to establishing targets for the performance measures including: funding; grantee issues; policy or procedures issues; project implementation issues; changes to existing or new relevant statutes resulting from the recent legislative session; and any continued projected impact of high gas prices. Discussions also included the anticipated increases in travel given fewer COVID-19 restrictions, continued increases in speeding and distracted driving behaviors, and the potential traffic safety impact of marijuana legalization in the State.

Evidence-Based Countermeasure Strategies Selection Process

1. Meetings

Between January and May, TSD program and planning staff and TS partners meet during HSP, staff and other meetings to discuss and select evidence-based countermeasure strategies and projects. Participants use both the Countermeasures That Work, 10th Edition, 2020 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008 as reference documents for their discussions.

Within each priority program area, discussions were focused on identifying feasible evidence-based strategies, and on clearly identifying both the target audience and the target areas based on the problem identification process. Discussions were conducted regarding the availability of funds, pertinent laws, public support and any other relevant factors that could impact the ability to implement projects to address identified problems, including available manpower resources.

2. Input Solicited from TS Partners

Throughout the year, TSD Section Heads and Program Management staff conduct sub-grantee and other partner outreach with traffic safety partners via Impaired Driving Task Force meetings, Traffic Records Executive Committee and Coordinating Committee meetings; the Annual LECS and BKLUP Conferences; the Annual May Performance Measures & Target Setting Partner meeting; SFST, DRE and LDWI meetings; Motorcycle Safety Advisory Council meetings; Pedestrian/Bicyclist Safety meetings; and grant monitoring meetings and site visits.

Staff also meet with other traffic safety planning participants/ partners, including community partners/ advocates, program stakeholders, and government agency representatives interested or involved in traffic safety issues. In addition, law enforcement operational plans and sub-grantee reports are used to assist in the problem identification process. Operational plans include a presentation of local current data analyses that pinpoint times and locations of higher crash rates.

3. Determining the Potential Impact of Countermeasure Strategies

In assessing the potential impact of countermeasure strategies selected to address identified problems in each program area, TSD program and planning staff, and TS partners evaluated whether the strategies were linked to the problem identification and the program performance measures and targets. Issues not discussed during the problem identification process, but that are components of the National Priority areas and that have been shown to be successful in addressing traffic safety problems were still considered in the countermeasure strategy and project selection process.

Strategies were assessed as to whether their impact would be direct or indirect. DWI enforcement would be considered to have a direct impact, while the media or educational efforts supporting it would be considered indirect. Both types of strategies are considered important components for addressing identified problems. The breadth of the impact of the strategies were considered - whether the scope of the strategies would be local, regional or statewide. In most cases, a particular strategy by itself is not considered to be comprehensive, but a combination of strategies would be expected to address the identified problem areas, and to achieve the performance measure targets.

4. Identifying funds from all sources

The TSD Director met with program and financial staff to identify available sources of funds and determine available/anticipated funds for each program area and for individual proposed projects. Projections of NHTSA funds for the coming year were based on previous years' appropriations in each program area and anticipated carryover funds. Availability of funds for each of the program areas were assessed based on NHTSA guidelines for the approved uses of each category of funds.

Revenue projections of State funds were based on the previous year's actual expenditure amounts and anticipated carryover funds. Adjustments are made later in the fiscal year once final funding amounts are determined. State funds are used for State-mandated and other projects, as well as for the required percentage match funds.

During the initial project proposal process, program and finance staff determined if the agency or organization requesting TSD funds has access to other funds to conduct the project. Certain agencies

may receive State or other sources of funds for the administration of a project, but they lack the funds for implementing activities that would address the identified traffic safety related issue. The State actively pursues other Federal sources of funds such as from FMCSA and FHWA. The Traffic Records Program particularly works closely with FMCSA and FHWA to fund projects that further the goals of the Statewide Traffic Records Strategic Plan.

Participants in the Highway Safety Planning Process

- NMDOT Traffic Safety Division (TSD) Director; TSD Program and Project Managers
- NHTSA – Region 6 Administrator and Region 6 Program Manager
- NMDOT Planning and Safety Division; Traffic Technical Support Bureau; Roadway; Engineering
- NM Department of Public Safety; State, city, county, tribal law enforcement agencies
- Federal Highway Administration, New Mexico; Federal Motor Carrier Safety Administration
- Bureau of Indian Affairs; Various Tribes
- Dept of Finance and Administration: Local Government DWI Program
- State Motor Vehicle Division
- NM Department of Health - Scientific Labs Division, Injury and Behavioral Epidemiology; EMS
- Administrative Office of the Courts; Bernalillo County Metro Court
- Office of the Attorney General; Traffic Safety Resource Prosecutors; State JOL
- Regulation and Licensing Department – Alcoholic Beverage Control Division
- MPOs, Mid-Region Councils of Government
- University of New Mexico – Geospatial and Population Studies Traffic Research Unit; Center for Injury Prevention Research and Education; Scientific Labs Division; Transportation Safety Center
- Safer New Mexico Now, Law enforcement liaisons
- Preusser Research Group, Inc.
- New Mexico DREs; LE Training Contractors, DWI Coordinators
- RK Venture; Marketing Solutions; NM Broadcasters Association
- Mothers Against Drunk Driving
- TSD Planner/ Technical Writer

f. Description and Analysis of Overall Highway Safety Problems

Data from UNM/TRU 2020 NM Traffic Crash Report and 2020 NM DWI Report; 2020 State data are final

Overall Crashes/ Fatalities/ Injuries

In 2020, there were 365 fatal crashes, 10,910 injury crashes and 25,280 property damage only crashes on New Mexico roadways. While total crashes were the lowest in the past five years, the percentage of fatal crashes among all crashes was the highest in the past five years at 1 percent. The percentage of Injury and property damage crashes stayed about the same as in 2019. The estimated 2020 total human capital cost of the 36,555 crashes in New Mexico was $1.5 billion.

2020 crashes involved 85,742 persons, a 28 percent reduction from 2019, with 398 killed and 15,545 injured. Compared to 2019, there were 27 fewer suspected serious injuries and 709 fewer suspected minor injuries.

The most prevalent contributing factors in all crashes were driver inattention (19.2%), failure to yield (6.0%), other improper driving (4.8%) and following too closely (4.5%). The top contributing factors in fatal crashes were driver inattention (11.9%) alcohol involvement (11.8%) drug involvement (11.6%), excessive speed (10.2%)/speed too fast for conditions (2.3%), other improper driving (6.1%) and drove left of center (5.1%).

The most prevalent contributing factors in fatalities were alcohol/drug involved (12%/12.2%), followed by excessive speed (10.8%)/speed too fast for conditions (2.6%), driver inattention (11.7%), other improper driving (6.6%), and drove left of center (5.5%).

The most prevalent contributing factors in suspected serious injuries were driver inattention (16.5%), excessive speed (9.6%)/speed too fast for conditions (3.3%), other improper driving (8.4%), alcohol involved (6.9%) and failure to yield (6.3%).

The ratio of males to females in crashes was 1.3; the ratio of male to female crash fatalities was 2.1.

In 2020, 39.1 percent of all people in crashes were 15 to 34, while being 27.8 percent of licensed drivers. They were 34 percent of those killed in crashes and 43.9 percent of those seriously injured. The other high-risk group was aged 35-39 with 9.5 percent killed and 10 percent seriously injured.

The teen (15-19) driver crash rate (per 1,000 NM licensed teen drivers) fell from 130.5 in 2019 to 98.7 in 2020, and is at its lowest level in the past five years (the highest rate for this age group in the past five years was in 2018 at 132.9). The young adult (20-24) driver crash rate fell from 81.1 in 2019 to 61.4 in 2020 and is also at its lowest level in the past five years (highest rate was 81.1 in 2019).

In 2020, total crashes were highest on Fridays between noon and 6 p.m., followed by Mondays and Thursdays 3 p.m. and 6 p.m.; fatal crashes were highest on Saturdays and Tuesdays. Alcohol-involved crashes were highest on Thursdays through Saturdays from 8 p.m. through midnight. Fatal alcohol-involved crashes were highest from 6 p.m. through midnight.

Holidays with the highest rate of crashes per day included: Halloween (107.0), Presidents' Day (94.6), New Year's (93.3), Indigenous Peoples' Day (92.9), and Labor Day (88.9). Holidays with the highest rate of alcohol-involved crashes were Halloween (13.0), New Year's (12.7) and Memorial Day (9.7).

Bernalillo, Doña Ana, Santa Fe, Sandoval, San Juan, Lea, and Eddy counties had 71.5 percent of all the State's crashes. Bernalillo County, with 32.4 percent of the State's population had 38.4 percent of all crashes. Bernalillo, Chaves, Curry, Doña Ana and Valencia counties had the highest crash rates per 100M vehicle miles traveled (among counties with at least 180 crashes per 100M VMT).

The top counties for crash fatalities and serious injuries were Bernalillo, Santa Fe, San Juan, McKinley, Doña Ana and Rio Arriba. These six counties accounted for 56.3 percent of all fatalities and 56.4 percent of suspected serious injuries in crashes.

The cities of Albuquerque, Las Cruces, Santa Fe, Farmington, Rio Rancho, Hobbs, Roswell and Carlsbad had the highest number of total crashes in 2020. Taos, Española, Las Cruces, Los Lunas, Gallup, Carlsbad, Albuquerque and Farmington had the highest crash rates per 1,000 city residents.

Cities with the highest number of fatal crashes were Albuquerque (101), Santa Fe (13), Las Cruces (9), Gallup (7), and Roswell (7).

Overall, the majority of crashes occurred on urban roadways (76.7% down from 79.7% in 2019). The majority of crash fatalities also occurred on urban roadways (46.0% up from 42.1% in 2019). Of the 8,523 crashes on rural roadways, 6,664 (78.2%) were on rural non-interstate roads and 1,859 (21.8%) were on rural interstate roads. Of the 215 crash fatalities on rural roadways, 166 (77.2%) were on rural non-interstate roads and 49 (22.8%) were on rural interstate roads.

Alcohol-involved Crashes/ Fatalities/ Injuries

In 2020, there were 2,020 alcohol-involved* crashes (down by 9.7% from 2019, the lowest since 2013); 145 alcohol-involved fatalities (down from 175 in 2019 and the lowest in 5 years) and 158 alcohol-involved serious injuries (down from 167 in 2019); 36.7 percent of all fatal crashes were alcohol-involved (down from 40.4% in 2019). Alcohol-involved fatal crashes fell by 10.1 percent compared to 2019 and fatalities fell by17.1 percent.

In 2020, 82.4 percent of all motorcyclists (driver/passenger) in crashes were injured or killed, up from 76.1 percent in 2019; 91.9 percent of all pedestrians in crashes were injured or killed, up from 91.4 percent in 2019; and 86.1 percent of all bicyclists in crashes were injured or killed, down from 90.4 percent in 2019.

In 2020, counties with the highest number of alcohol-involved crashes were Bernalillo (613, down from 714 in 2019); Doña Ana (199, down from 200 in 2019); San Juan (157, down from 188 in 2019); Santa Fe (144, down from 194 in 2019); and McKinley (127, down from 146 in 2019). These five counties accounted for 61.4 percent of all alcohol-involved crashes.

Counties with the highest number of alcohol-involved fatal crashes were Bernalillo (35, 26.1% of State total), San Juan (14; 10.4%), Santa Fe (12; 9.0%), McKinley (9; 6.7%) and Doña Ana (8; 6.0%). These five counties accounted for 58.2 percent of all alcohol-involved fatal crashes.

Cities with the highest number of alcohol-involved crashes were Albuquerque (575; down from 675 in 2019); Las Cruces (112, down from 111 in 2019); Santa Fe (81, down from 116 in 2019); Farmington (73, down from 100 in 2019); and Gallup (65, down from 94 in 2019).

Cities with the highest number of alcohol-involved fatal crashes were Albuquerque (33, down from 43 in 2019); Gallup (5, up from 4 in 2019); Las Cruces (4, down from 5 in 2019); Farmington (4, up from 2 in 2019); and Santa Fe (3, down from 4 in 2019). Cities with the highest alcohol-involved fatal crashes per 10,000 city residents were Gallup (2.4) and Española (2.0).

In 2020, 70.8 percent of all alcohol-involved crashes were on urban roadways; 25 percent were on rural non-interstate roads; and 4.2 percent were on rural interstate roads. Alcohol-involved fatal crashes occurred mostly on rural non-interstate roads (46.3%) and on urban roads (44.0%), while only 9.7% occurred on rural interstate roadways.

The ratio of males to females in alcohol-involved crashes was 1.7. The ratio of males to females killed in alcohol-involved crashes was 2.4. Those aged 20-29 were 29.9 percent of all persons in alcohol-involved crashes.

Occupant Protection Crashes/ Fatalities/ Injuries

Overall unrestrained occupant fatalities increased by 12.8 percent in 2020 from 2019. The percentage of unbelted passenger-vehicle occupant fatalities was about 144 times the percentage of belted passenger-vehicle occupant fatalities.

In 2020, 76.0 percent of persons in passenger vehicle crashes reported using a seat belt compared to 78.9 in 2019 and 81.5 in 2018. This data may be unreliable as seat belt use data was missing on 22.6 percent of crash reports in 2020 and on 20.1 percent in 2019. Some persons involved in a crash may report wearing a seat belt to avoid a citation.

Most unrestrained occupant fatalities (50.3%) and serious injuries (59.3%) occurred on rural non-interstate roads; 37.7 percent of unrestrained fatalities and 31.9 percent of serious injuries occurred on urban roadways.

Motorcycle Crashes/ Fatalities/ Injuries

In 2020, 82.4 percent of motorcyclists (drivers and passengers) in crashes were injured or killed, compared to 76.9 percent in 2019. Motorcyclist fatalities fell by 16.4 percent from 2019. Serious injuries remained at about the same level (12%). Of all motorcyclists in crashes, 4.7 percent were killed, while 0.5 percent of all people in crashes were killed.

In 2020, 27 of 46 (58.7%) were unhelmeted fatalities compared to 69.5 percent in 2019.

Alcohol/drug involved was the most prevalent factor in motorcycle fatal crashes (29%), followed by excessive speed/speed too fast for conditions (26%).

Pedestrian/ Bicyclist Crashes/ Fatalities/ Injuries

In 2020, pedestrian crashes were 157 fewer than in 2019, but were the same percentage of overall crashes (1.3%).

There were 81 pedestrian fatalities (2 fewer than in 2019) and 66 pedestrians with serious injuries (29 fewer than in 2019). Pedestrian fatalities were 20.4 percent of all traffic fatalities, up from 19.5 percent in 2019.

In pedestrian alcohol-involved crashes, 90.9 percent involved a pedestrian under the influence of alcohol (up from 86.4% in 2018). Of 83 pedestrian fatalities, 48 of the pedestrians were under the influence of alcohol (57.8%).

There were 266 bicyclists in crashes in 2020, 108 fewer than in 2019, and bicyclist crashes were at their lowest level in at least the past five years. At 8, there was one fewer bicyclist fatality in 2020 than 2019; serious injuries were up by 3 from 2019, at 26.

In 2020, 29.7 percent of pedestrians and 12.8 percent of bicyclists in crashes were killed or seriously injured.

Identified Focus Areas

High-Risk Locations: Bernalillo, Doña Ana, Santa Fe, San Juan, Sandoval, Eddy, Lea, McKinley, Rio Arriba, Chaves and Curry counties; Cities of Albuquerque, Santa Fe, Las Cruces, Gallup, Roswell, Farmington, Rio Rancho, Hobbs, Carlsbad.

Crashes/Fatalities/Serious Injuries: Urban roadways; Non-interstate rural roadways

High-Risk Activities: Impaired Driving; Distracted/Improper Driving; Speeding; Unbelted

High-Risk Persons: Alcohol/Drug-Impaired Motorists/Pedestrians/Bicyclists; Unrestrained Vehicle Occupants; Males Drivers; Teens and Young Drivers aged 20-24

Solicitation of Proposals and Project Selection Processes

Once countermeasures for identified problems or issues were determined, TSD staff used three project solicitation methods. The primary method is an annual review of ongoing law enforcement projects with State, local and tribal governments. These multi-year contracts go through a renewal process to determine progress towards achieving goals and to update operational plans and budgets. Only those projects making measurable progress towards State and local goals are selected to continue.

For new projects, TSD directly solicits proposals from interested traffic safety partners or posts requests for proposals on the NMDOT website. Project proposals include three major parts: project administrative information, the project description including a problem identification statement supported by data, and budget information. Once proposals are received, the TSD Director and program managers discuss the proposals and score them based on merit and proposed costs.

Projects selected for funding directly address identified problems or prevention issues. Proposed projects must include performance measures designed to demonstrate how the project will have a positive impact on reducing traffic safety-related crashes, fatalities or injuries. Other factors considered in the project selection process are the availability of funds, restricted use of National Priority area funds, and the need to develop a comprehensive and balanced traffic safety program.

State agencies and other organizations interested in traffic safety issues may propose projects to TSD at any time throughout the year, however they are encouraged to submit project proposals to TSD before July 1 for funding in that Federal fiscal year. Proposals, if received after July 1, are used by the TSD in the development of the State HSP for the following Federal fiscal year. If after July 1, a project proposal was submitted with a request that it be funded in the current fiscal year; the TSD may consider the request based on project merit, and available time and budget. All proposed projects must adhere to the State procurement process.

Information and Data Sources Consulted

Federal : Fatality Analysis Reporting System (FARS); NHTSA Countermeasures That Work, 10th Edition 2020; Transportation Research Board's National Cooperative Highway Research Program Report 622, Effectiveness of Behavioral Highway Safety Countermeasures; NHTSA Traffic Safety Performance Measures for States and Federal Agencies; FMCSA and FHWA traffic-related statistics; US Census Bureau population statistics; US Bureau of Labor Statistics; USDA-Economic Research Service.

Crash Data System: The NMDOT contracts with the University of New Mexico (UNM) Traffic Research Unit (TRU) to manage the statewide database, including report processing, filing, storage, and reporting functions. Activities are ongoing related to updating the data entry system, to include the ability to accept electronic data. Crash data is derived from police reports submitted on the uniform crash report form (electronic or paper) used by all New Mexico law enforcement agencies. The State also maintains its own fatality tracking system to facilitate access to the most current fatality statistics.

Crash and Fatality Reports: Using data analysis and data linkage techniques, the UNM TRU combines crash records, highway data, driver records, geographic information and census data to produce annual statewide crash and DWI reports. UNM TRU makes available, via its website, monthly statewide, county and NMDOT district fatality data; annual community crash profile reports; and State, county and community crash maps. In addition, special topic reports related to pedalcyclists, motorcyclists, heavy vehicles, and pedestrians are maintained on the website. End user can also make special requests for crash data via ad hoc queries.
https://gps.unm.edu/tru/crash-reports/crash-statistics

Driver and Vehicle Data Systems: The State Motor Vehicle Division (MVD) Tapestry driver and vehicle database system executes field edit and validation checks to ensure accurate data, captures vehicle brand information and brand history from other states, flags stolen vehicles, and performs real-time checks between Tapestry and a variety of other systems, such as the problem driver pointer system and the commercial driver licensing system.

New or renewal vehicle registrations have a readable barcode so law enforcement can electronically capture vehicle registration data on crash reports, traffic citations and other related reports, thus increasing the accuracy of this data. In addition, the MVD electronically transmits scanned images of traffic citations and other court documents to the Administrative Office of the Courts to reduce delays and increase data accuracy.

The State of New Mexico participates in the Performance and Registration Information Systems Management (PRISM) to improve the safety of commercial vehicles and transport, and to reduce the number of commercial vehicle crashes.

Roadway Data System: The NMDOT provides information on roadway usage, vehicle miles traveled, speed monitoring and road characteristics. The State uses an Esri* Roads and Highways database as its official Linear Referencing System. This system is an All Roads Network of Linear Referenced Data (ARNOLD) compliant database that includes the national highway system, state-owned and maintained roads, local roads and federal roads. NMDOT has geospatial representation on 71,827 miles of roadway. ***Environmental Systems Research Institute

Other Data/ Information Sources: GHSA Guidance for Developing Highway Safety Plans, May 2020 update; NM Seat Belt Observation surveys, Attitude and Awareness Survey on Highway Safety Issues in New Mexico (via MVD customer surveys), NM Impaired Driving and Traffic Records Assessments, statewide injury surveillance system, program/project sub-grantee reports, NM State Police and local law enforcement data and operational plans, UNM Bureau of Business & Economic Research; and statewide or local assessments.

Outcomes from Coordination of the HSP, Data Collection, and Information Systems with State's Strategic Highway Safety Plan

NMDOT staff involved with coordination among the HSP, the SHSP and the HSIP participated in planning and development meetings for the 2021 SHSP update, including those focused on data collection, problem identification and information systems. Participants in the development and implementation of the HSP, SHSP and HSIP reviewed roadway, crash, fatality, serious injury, and other traffic and traffic safety related data to assist in the identification of high priority issues and strategies, and to determine performance measure targets.

High-Priority Emphasis Areas include: Roadway Departure; Distracted Driving; Impaired Driving; Speeding/Aggressive Driving; No Use of Safety Restraints; Motorcycle Involvement; Pedestrian Involvement; Tribal Lands; Younger Driver Involvement; and Intersection Related.

Staff from the Traffic Safety and Planning Divisions, NM FHWA, and data and planning contractors held meetings in 2022 to coordinate the development of common measure targets for the FFY23 HSP and the annual HSIP Performance Measure Target Report to FHWA. Twelve years of annual and five-year moving average data was reviewed for each of the common measures, including 2012-2019 final FARS or State data, preliminary 2020 FARS data and/or final 2020 State data, preliminary 2021 State data and projected data for 2022 and 2023. Participants discussed any factors that would support selection of alternative targets. Participants then came to agreement on 2023 performance targets for the three common measures for the HSP and HSIP.

III. Performance Report

Performance outcome data for all NHTSA required measures are based on 5-year rolling averages, except speeding fatalities and seatbelt use percentage which are based on one-year data. CM=common outcome measure; OM=outcome measure; B=behavioral measure; S=State measure *N/A=not available

	Performance Outcome Measures	2019 Baseline	2022 HSP Target	2022 Projected Data	Difference (Projected vs. 2022 Target)	Status
CM-1	Limit the Increase - Total Fatalities	379.8	421.9 (5 yr)	430.6	+8.7	In Progress
CM-2	Reduce Serious Injuries	1150.2	1030.5 (5 yr)	990.3	-40.2	In Progress
CM-3	Limit the Increase - Fatality Rate	1.374	1.645 (5 yr)	1.626	-0.019	In Progress
OM-4	Limit the Increase - Unrestrained Occupant Fatalities	108	119 (5 yr)	131	+12	In Progress
OM-5	Reduce Alcohol-impaired Fatalities	114	131 (5 yr)	126	-5	In Progress
OM-6	Limit the Increase – Speeding-related Fatalities	156	166 (1 yr)	181	+15	In Progress
OM-7	Limit the Increase Motorcyclist Fatalities	48	53 (5 yr)	51	-2	In Progress
OM-8	Limit the Increase Unhelmeted MC Fatalities	25	32 (5 yr)	31	-1	In Progress
OM-9	Limit the Increase - Under-21 Drivers in Fatal Crashes	48	55 (5 yr)	56	+1	In Progress
OM-10	Limit the Increase - Pedestrian Fatalities	74	87 (5 yr)	89	+2	In Progress
OM-11	Reduce - Bicyclist Fatalities	7	10 (5 yr)	9	-1	In Progress
		2020 Baseline	**2022 HSP Target**	**2022 Projected Data**	**Projected vs. 2022 Target**	**Status**
B-1	Limit Decrease – Seat Belt Use Percent	91.8	90.5 (1 yr)	90.1	-0.4	In Progress

State Measures

	Performance Measure	2022 HSP Target	2022 Data	State Data vs. 2022 Target	Status
S-1	Maintain A&A Survey Respondents Reporting Hearing/ Seeing TS Safety Messaging	80% (1 yr)	86%	+6%	Achieved & Exceeded
S-2	Fatalities in Distracted Driving Crashes	157 (5 yr)	167	+10	In Progress

	TR Performance Measure 4/1/2020-3/31/2021 to 4/1/2021-3/31/2022	2022 HSP Target	2022 State Data	State Data vs. 2022 Target	Status
S-3	Increase the number of crash reports received from agencies using TraCS that have crash coordinates filled in from 33.9% in 4/1/2020 to 3/31/2021 to 36% from 4/1/2021 to 3/31/2022.	36% completed crash coordinates	39.7% completed crash coordinates	3.7% crash coordinate completions above target	Achieved & Exceeded
S-4	Increase the number of data elements provided for end-user crash data requests from 313 in 4/1/2020 to 3/31/2021 to 380 from 4/1/2021 to 3/31/2022.	380 data elements provided	412 data elements provided	Add'l 32 elements of 2022 target	Achieved & Exceeded

Activity Measures

	FFY20	FFY21*
Number of seat belt citations issued during grant-funded enforcement activities	7,071	7,455
Number of impaired driving arrests made during grant-funded enforcement activities	1,889	1,532
Number of speeding citations issued during grant-funded enforcement activities	38,947	35,828

*Law enforcement traffic safety activity continued to be impacted in FFY21 by COVID-19 restrictions and statewide public health orders

IV. Performance Plan
NHTSA CORE MEASURES

Performance measure baselines are based on 2016-2020 FARS final or ARF (annual report file) data or on final State data. Seat belt use baseline is based on final State data. Performance targets are based on final 2019 FARS data, 2020 FARS ARF data or on 2019 & 2020 final State data, and 2021 preliminary or projected State data. The 2021 behavioral measure data is final. Given COVID-19 related low vehicle miles traveled, 2020 VMT are excluded from 2022 and 2023 projections of VMT; however, 2020 rates are included in 5-year moving average calculations. All 2022 & 2023 projections are based on a linear regression (best fit straight line).

When analyzed using population or vehicle miles traveled, both the New Mexico and national crash rates decreased abruptly in 2020. When analyzed using vehicle miles traveled, both the New Mexico and national crash fatality rate increased in 2020. Although fatalities decreased in New Mexico, an even larger decrease in vehicle volume on roadways in 2020 caused the fatality rate to rise (2020 Annual Report/UNM). As the 2020 and 2021 data affect the 2022 and 2023 projections, the State takes these anomalous years into consideration and may select more realistic targets based the levels of crash report data in 2020 and 2021. Data charts are on pages 82-85.

C1: Total Traffic Fatalities – Common Measure

Baseline Value:	400.0	Baseline Years:	2016-2020
Target Value:	446.6	Target Years:	2019-2023

Justification: Five-year average fatalities rose by 13 percent between 2016 and 2020. 2021 preliminary data indicate a 20 percent increase in fatalities in 2021, with 2022 and 2023 projected increases at similar levels. The State has determined to set the five-year average projection of 446.6 as the 2023 target.

C2: Total Suspected Serious Injuries – Common Measure

Baseline Value:	1,061.8	Baseline Years:	2016-2020
Target Value:	995.4	Target Years:	2019-2023

Justification: The methodology used to project the 5-year moving average number of suspected serious injuries for 2023 resulted in a target of 953.5, a 10 percent decrease from the previous year's target, and a larger decrease than in the years since 2016. Therefore, the State has determined a target of 995.4 to be more in-line with the anticipated decrease in the 5-year moving average of suspected serious injuries for 2023.

C3: Fatalities per 100M VMT – Common Measure

Baseline Value:	1.487	Baseline Years:	2016-2020
Target Value:	1.695	Target Years:	2019-2023

Rural	Target Value:	1.525	Target Years:	2019-2023
Urban	Target Value:	1.929	Target Years:	2019-2023

Justification: The five-year average fatality rate rose by 10.6 percent between 2016 and 2020, but is projected to increase by 23.4 percent between 2019 and 2023. Given ongoing fluctuations in fatalities and VMT, the State has determined to set the five-year average projection of 1.695 as the 2023 target.

C4: Unrestrained Vehicle Occupant Fatalities

Baseline Value	117	Baseline Years	2016-2020
Target Value	139	Target Years	2019-2023

Justification: Five-year unrestrained occupant fatalities rose by 11.6 percent between 2016 and 2020, and projected five-year data indicate a further 18.5 percent rise in 2023. The State has set the five-year average projection of 138.6 as the 2023 target. The State will continue to support its BKLUP enforcement and awareness campaign and its participation in the National CIOT in an effort to reduce these fatalities. The State requested and participated in an Occupant Protection Assessment in May of 2022 to obtain guidance from NHTSA to improve our OP programs and reduce unrestrained crashes and fatalities.

C5: Alcohol-impaired Fatalities

Baseline Value	120	Baseline Years	2016-2020
Target Value	131	Target Years	2019-2023

Justification: Five-year alcohol-impaired fatalities rose by 13.4 percent between 2016 and 2020, with continued, but with a smaller increase projected between 2020 and 2023. The State has determined to set the five-year average projection of 131.2 as the 2023 target. The State's ENDWI and participation in the National Drive Sober or Get Pulled Over enforcement and media will continue to focus on areas of the State that have higher incidents of alcohol-involved crashes, fatalities and injuries, and among high-risk groups such as young male drivers, motorcyclists and pedestrians.

C6: Speeding-related Fatalities

Baseline Value	147	Baseline Years	2016-2020
Target Value	174	Target Years	2019-2023

Justification: Five-year speeding-related fatalities rose by 12.7 percent between 2016 and 2020, and continue to show an upward trend into 2023. During the peak COVID-19 period (2020-2021), speeding-related fatalities increased by 15.6 percent, and were 38.6 percent of all crash fatalities in 2021. Given the projected continued rise in these fatalities, the State has determined to set the five-year average projection of 174.2 as the 2023 target.

C7: Motorcyclist Fatalities

Baseline Value	46	Baseline Years	2020
Target Value	54	Target Years	2023

Justification: Annual motorcyclist fatalities rose from 47 in 2016 to 53 in 2017 and to 55 in 2019 before falling to 46 in 2020. Preliminary data indicate a large rise to 55 in 2021 and projected data show fatalities staying at this level into 2023. As gas prices are anticipated to remain high for some time, and motorcycle travel expected to increase, as evidenced by recent increases in motorcycle sales, the State has determined to set the annual projected target of 54.

C8: Unhelmeted Motorcyclist Fatalities

Baseline Value	27	Baseline Years	2016-2020
Target Value	34	Target Years	2019-2023

Justification: Between 2016 and 2020, year-to-year, unhelmeted fatalities averaged from 47 percent to 66 percent of total motorcyclist fatalities. Given the anticipated increase in motorcyclist travel between 2021 and 2023, the State has determined to set the projected five-year average target of 34. (65% of average projected motorcyclist fatalities).

C9: Under-21 Drivers in Fatal Crashes

Baseline Value	52	Baseline Years	2016-2020
Target Value	60	Target Years	2019-2023

Justification: Five-year average under-21 drivers in fatal crashes have risen steadily from 42 in 2016 to 52 in 2020. Preliminary 2021 and projected data indicate continued increases into 2023; therefore the State has determined to set the five-year average projection of 60 as the 2023 target.

C10: Pedestrian Fatalities

Baseline Value	79	Baseline Years	2016-2020
Target Value	93	Target Years	2019-2023

Justification: Annual pedestrian fatalities remained in the 74 to 83 range from 2016 to 2020; however 2021 preliminary data indicate a high of 103 fatalities (a 30% increase from 2020), and projected data for 2023 show the number of fatalities remaining at 103. Five-year average data indicate a 26 percent increase in these fatalities, and the State has determined to set the five-year average projection of 93 as the 2023 target.

C11: Bicyclist Fatalities

Baseline Value	7	Baseline Years	2016-2020
Target Value	9	Target Years	2019-2023

Justification: Bicyclist fatalities rose from 4 in 2016 to a high of 11 in 2018, then down to 8 in 2020. Preliminary data indicate a reduction to 6 fatalities in 2021, but projections indicate a rise to higher levels close to those in 2018. Given these fluctuations, the State has determined to set the five-year average projection of 9 as the 2023 target.

B1: Seat Belt Use Percentage

Baseline Value	89.6%	Baseline Year	2021
Target Value	90.1%	Target Year	2023

Justification: The State anticipates being able to increase its seat belt use to at least 90 percent in 2023 and although projections indicate 89.8 percent use in 2023, the State has determined to set the 2023 target at 90.1 percent observed use. Until 2021, New Mexico's observed seat belt use percentage had remained above 90 percent since 2011.

STATE MEASURES

Traffic Records

Crash Database - Completeness
Increase the number of reportable crash reports received using the new uniform crash report form vs. older uniform crash report forms from an estimated 66% from 4/1/2021 to 3/31/2022 to 68% from 4/1/2022 to 3/31/2023.

Justification: The older uniform crash report forms used by some non-TraCS agencies are less MMUCC compliant and do not collect all the necessary data elements. As the State increases the number of agencies using TraCS, it will result in more complete crash reports.

Crash Database – Completeness, Accuracy and Timeliness
Increase the percentage of reportable crash reports transferred directly from TraCS to the State crash database from 63% from 4/1/2021 to 3/31/2022 to 65% from 4/1/2022 to 3/31/2023.

Justification: Direct electronic data transfer of crash reports via TraCS will increase the completeness and accuracy of crash data as TraCS has validation checks that help the officer fill out the form with valid values, and requires that officers complete critical data elements in the form. Timeliness is also improved as crash reports sent via TraCS are received by NMDOT sooner than hardcopy (paper) forms.

Police Traffic Services
Reduce the number of fatalities in distracted driving crashes from 155 in 2020 to 172 by December 31, 2023. (State) (5-year averages)

Justification: Five-year average data indicate the State can anticipate a higher average number of fatalities in distracted driving crashes in 2022 from 2019, and the State has determined to set the five-year projection of 172 as the 2023 target.

Public Information
Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information campaign messages/slogans at or above 80 percent in 2023. (State annual data)

Planning and Administration
Develop and submit the NMDOT/ TSD Highway Safety Plan, the NMDOT/ TSD Annual Report and all grant applications in a timely manner, per their submittal dates. (State) (Annual)

Submit a draw-down through the NHTSA grants tracking system on a monthly basis. (State) (Annual)

V. Program Area Problem ID, EB Strategies, Projects and Funding

Alcohol/Impaired Driving Program Plan

New Mexico's Traffic Safety Division (TSD) utilizes a performance-based, evidenced-based, data-driven enforcement program designed to influence impaired driving behavior and reduce impaired driving (alcohol and drug) crashes, fatalities and injuries. Impaired driving enforcement operations involve State, city, county and tribal law enforcement agencies and are coordinated with high-visibility media and public awareness activities. The TSD manages and provides funding for numerous programs and projects focused on individual and multi-agency DWI enforcement and intervention efforts, and on comprehensive awareness and prevention activities.

In 2021, New Mexico passed legislation legalizing production, distribution, sale and consumption of cannabis by persons age 21 or older. In response to this legislation, NMDOT's traffic safety's resource prosecutors, the State Drug Recognition Coordinator and other members of the DWI Workgroup will coordinate efforts to monitor the impact on the rates of impaired driving.

New Mexico's comprehensive set of DWI laws include:

Ignition Interlocks - Alcohol

- *Mandated ignition interlock installed on every vehicle driven by a convicted first or subsequent DWI offender*
- *Vehicle operators who disconnect or otherwise tamper with a mandated interlock are subject to the same penalties as those for driving while revoked for DWI*
- *Out-of-state drivers who apply for a NM license are eligible only for an interlock license, according to the same schedule as NM DWI offenders*
- *All convicted DWI offenders must obtain an ignition interlock license:*
  - ✓ *First conviction: One year*
  - ✓ *Second conviction: Two years*
  - ✓ *Third conviction: Three years*
  - ✓ *Fourth or Subsequent conviction: Life, subject to a five-year review in the District Court*

License Revocation – Alcohol and/or Drugs

- *Administrative license revocation is six months to one year for drivers aged 21 and over; revocation for one year for all under-21 drivers regardless of whether or not they have been previously convicted*
- *Automatic one-year license revocation for refusing to take a BAC test*
- *High-BAC sanctions (aggravated DWI) and open container laws*

Mandatory Jail Time – Alcohol and/or Drugs

- *Mandatory jail time of at least 7 days when convicted of driving under the influence and person's privilege to drive was revoked*
- *Mandatory jail time for 2nd and subsequent DWI convictions*

Screening and Treatment – Alcohol and/or Drugs

- *Mandatory screening for all convicted DWI offenders*
- *Treatment mandated for all second and subsequent DWI offenders based on screening results*

DWI Workgroup Authority and Basis for Operation of the Task Force

I. Program Management and Strategic Planning

Task Forces or Commissions

New Mexico's DWI Workgroup is co-chaired by the NMDOT and the Department of Public Safety. The Workgroup is comprised of multiple agency staff of management level or above and of other advocates interested in working together to fight DWI. Member affiliations include law enforcement, criminal justice, prosecution, adjudication, probation, driver licensing, ignition interlock, data and traffic records, treatment and rehabilitation, public health, prevention, and public outreach and communications.

The Workgroup plan to meet quarterly in FFY 2023 to share information on their programs and projects, review relevant assessment recommendations and data, and discuss strategies aimed at reducing alcohol/impaired driving-related traffic crashes, fatalities and injuries on New Mexico's public roadways.

DWI WORKGROUP MEMBERSHIP

Department/Agency	*Title*	*Name*	*Affiliation*
Administrative Hearings Office	Chief Hearing Officer	Brian VanDenzen	Judiciary
Administrative Office of the Courts	NM Senior Statewide Program Manager for Problem Solving Courts	Robert Mitchell	Judiciary
Administrative Office of the Courts	AOC Judicial Information Division	Suzanne Winsor	Judiciary
Administrative Office of the Courts	Director	Jason Clack	Judiciary
Attorney General Office	Traffic Safety Resource Prosecutor (TSRP)	Brett Barnes	Prosecutor
Attorney General Office	TSRP – Administrative Hearings	Vacant	Prosecutor
Bernalillo County Metro Court	Court Executive Officer	Robert Padilla	Judiciary
Boys & Girls Clubs of America	Lead Director, Government Relations	Joyce Glasscock or designee	Advocate
BRV Consulting	New Mexico State DRE Coordinator	Timothy McCarson	Local
Bureau of Indian Affairs	Highway Safety Director	Lawrence Robertson	Federal
Chiefs of Police Association	Farmington PD	Steve Hebbe	Local
Corrections Department	Cabinet Secretary	Alisha Tafoya Lucero	Executive
County DWI Affiliate – Lea County	Chair	Kelly Livingston	Local
Dept of Finance and Administration	Local DWI Bureau Chief	Julie Krupcale	State
Department of Health	Alcohol Epidemiologist	Vacant	State
Department of Health (EMS)	Bureau Chief	Kyle Thornton	State
Department of Health (SLD)	Scientific Laboratory Division Director	Samuel Kleinman	State
Department of Public Safety	Chief of Police	Tim Johnson	Executive
Department of Transportation	Traffic Safety Division Director	Jeff Barela	Executive
Department of Transportation	Executive Manager, Modal Divisions	Franklin Garcia	Executive
Department of Transportation	Tribal Liaison	Ron Shutiva	Executive
Department of Transportation	Communications Director	Marisa Maez	Executive
Department of Transportation	Planning Bureau Chief	Jessica Griffin	Roadway
Department of Transportation	Acting Traffic Records Bureau Staff Manager	Roberta Vasquez	State
Department of Transportation	Port of Entry Program Manager	Vacant	State
Department of Transportation	Impaired Driving, Enforcement and Occupant Protection Staff Manager	Kimberly Wildharber	State
Department of Transportation	Program Manager, Ignition Interlock	Esteban Trujillo	State
DWI Resource Center	Executive Director	Linda Atkinson	Advocate
Federal Highway Administration	Safety Engineer	Luis Melgoza	Federal
Human Service Department (BHSD)	Statewide Epidemiology Outcomes Workgroup	Vacant	Executive
Marketing Solutions	President	Laura Garcia	Media
Mothers Against Drunk Driving	Program Director	Lindsey Valdez	Advocate

NHTSA	Regional Program Manager	Barbara Penny	Federal
NM Administrative Office of DAs	Director	Henry Valdez	Prosecutor
Pricehall Research Inc.	Director	Ilene Hall	Planning
R.K. Venture	Director	Richard Kuhn	Media
Regulation and Licensing Department	Alcohol and Gaming Division Director	Andrew Vallejos	Executive
Safer New Mexico Now	Chief Executive Officer	Lisa Kelloff	Advocate
Safer New Mexico Now	Law Enforcement Liaison	Karl Wiese	Enforcement
Santa Fe County	Santa Fe County DWI Coordinator	Chanelle Delgado	Local
Sheriff's Association	Cibola County Sheriff's Department	Tony Mace	Local
Southwest Training Consultants LLC	SFST Coordinator	Kevin Bruno	Enforcement
State JOL	State JOL	Kevin Fitzwater	Judiciary
Taxation and Revenue Department	MVD - DWI Compliance	Crystal Ornelas	State
Taxation and Revenue Department	Motor Vehicle Division Bureau Chief	Tomas Glover	Executive
University of New Mexico (TRU)	Director	Robert Rhatigan	Executive

Program Area Problem Identification

Data from UNM/TRU 2020 NM Traffic Crash Report and 2020 NM DWI Report; 2020 State data are final

In 2020, alcohol-involved crashes were 5.5 percent of all crashes, up from 4.6 percent in 2019. There were 145 alcohol-involved crash fatalities in 2020, down from 175 in 2019, and these fatalities were at their lowest level in the last five years. Alcohol-involved crash fatalities accounted for 36.4 percent of all crash fatalities, down from 41.2 in 2019. Of persons in alcohol-involved crashes in 2020, 3.4 percent were killed (down from 3.5% in 2019) and 3.8 percent were seriously injured (up from 3.4 in 2019).

The rate of alcohol-involved crash fatalities in 2020 (per population) was at its lowest in the past five years.

There were 1,431 alcohol-involved crashes and 65 fatalities on urban roads; 504 alcohol-involved crashes and 66 fatalities on rural non-interstate roads; and 85 alcohol-involved crashes and 14 fatalities on rural interstate roads in 2020. Alcohol-involved urban crashes occurred predominantly in dark lighted (42.8%) or daylight (31.7%) conditions. Most rural interstate and rural non-interstate alcohol-involved crashes occurred in dark-not lighted conditions (56.5%; 46.0%).

While the State's largest county, Bernalillo (32% of NM population), accounted for the highest percentage of 2020 alcohol-involved fatal crashes (26.1%), San Juan County, with 5.9 percent of the State's population, accounted for 10.4 percent of all alcohol-involved fatal crashes; Santa Fe County, with 7.2 percent of the State's population, accounted for 9.0 percent; and McKinley County with 3.4 percent of the population accounted for 6.7 percent, and Doña Ana County, with 10.5 percent of the State's population, accounted for 6.0 percent.

Counties with the highest alcohol-involved crashes (per 10,000 county residents) were Guadalupe (23.4, up from 18.6 in 2019); McKinley (17.9, down from 20.5 in 2019); Union (17.4, up from 4.9 in 2019); Cibola (16.3, down from 17.6 in 2019), and Taos (13.8, down from 11.9 in 2019). The Statewide rate was 9.6.

Counties with the highest alcohol-involved fatal crashes (per 10,000 county residents) were Union (5.0, up from 0.0 in 2019); Guadalupe (4.7, up from 0.0 in 2019); Hidalgo (2.4, up from 0.0 in 2019); Taos (2.1, up from 0.9 in 2019); and Colfax (1.7, up from 0.8 in 2019). The Statewide rate was 0.6.

Counties with the highest alcohol-involved crashes (per 100M VMT) were Chaves (13.6, up from 11.6 in 2019), Bernalillo (12.3, down from 12.5 in 2019), Taos (12.1, up from 9.1 in 2019), Valencia (10.8, up from 8.2 in 2019), Rio Arriba (10.7, up from 8.6 in 2019), Doña Ana (10.6, up from 9.2 in 2019), and McKinley (10.4, up from 10.3 in 2019). The Statewide rate was 8.5.

Counties with the highest alcohol-involved fatal crashes (per 100M VMT) were Taos (1.9, up from 0.7 in 2019), Union (1.6, up from 0.0 in 2019), Rio Arriba (1.4, up from 1.1 in 2019), San Miguel (1.0, up from 0.4 in 2019), San Juan (0.8, same in 2019), Santa Fe (0.8, up from 0.3 in 2019), and Curry (0.8, up from 0.2 in 2019). The Statewide rate was 0.6.

Cities with the highest alcohol-involved crashes (per 10,000 city residents) were Gallup (30.6, down from 43.7 in 2019); Taos (20.4, down from 23.6 in 2019); Farmington (16.5, down from 22.5 in 2019); Carlsbad (15.5, down from 16.4 in 2019); and Los Lunas (14.1, up from 5.6 in 2019). The 2020 Statewide rate was 9.6.

Cities with the highest alcohol-involved fatal crashes (per 10,000 city residents) were Gallup (2.4, up from 1.9 in 2019); Española (2.0, up from 0.1 in 2019); Farmington (0.9, up from 0.5 in 2019); Clovis (0.8, up from 0.0 in 2019); and Albuquerque (0.6, down from 0.8 in 2019). The 2020 Statewide rate was 0.6.

Cities that have seen the highest increases in alcohol-involved crashes over the past five years (2016 vs. 2020) are Hobbs (24 vs. 48), Carlsbad (25 vs. 46), Roswell (32 vs. 54), and Los Lunas (14 vs. 23).

The number of alcohol-involved NM resident teen drivers in crashes increased from 97 in 2018, to 121 in 2019, and to140 in 2020. The number of alcohol-involved NM resident teen drivers in fatal crashes increased from 1 in 2018, to 7 in 2019, and to 10 in 2020. The rate of alcohol-involved teen drivers in crashes (per 10,000 licensed NM teen drivers) was 17.4 in 2018, 21.6 in 2019, and rose to 26.5 in 2020.

The number of alcohol-involved male teen drivers in crashes rose to 106 in 2020 from 87 in 2019 and 72 in 2018, and was the highest since 2012. The alcohol-involved male-to-female teen driver ratio was 3.12 in 2020, up from 2.56 in 2019.

The crash rate of NM resident alcohol-involved young adult drivers (per 10,000 licensed 20-24 young adult drivers) fell from 37.1 in 2019 to 35 in 2020. The number of young adult drivers killed in an alcohol-involved crash fell from 29 in 2019 to 19 in 2020 (from 3.7% to 2.7%).

Male young adult drivers were 2.3 times as likely as female young adult drivers to be in an alcohol-involved crash.

Drivers aged 20-39 were 50.2 percent of NM resident alcohol-involved drivers in crashes in 2020 compared to 64.6 percent in 2019.

In 2020, most alcohol-involved crashes (65.7%) occurred on Thursdays, Fridays, Saturdays and Sundays, with Saturday being the day with the highest number of alcohol-involved crashes (401;19.9%). Most alcohol-involved fatal crashes occurred Thursdays – Sundays with Saturday being the day with the highest number of alcohol-involved fatal crashes (26; 19.4%).

The peak time period for alcohol-involved crashes was from 6 p.m. to 3 a.m.; 47 percent of all alcohol-involved crashes occurred between 6 p.m. and midnight.

In DWI arrests where BAC levels were known, 90 percent had levels above .08 g/dl; 57.2 percent had BAC levels of .16 and above. In 2020, 30.3 percent of persons refused to take a BAC test, up from 29.0 percent in 2019 and up from 21.5 percent from 2011.

In 2020, there were 8,233 DWI arrests, 2,392 fewer than in 2019, and the lowest number in at least the past five years. Of the 8,233 DWI arrests, 22.4 percent were in Bernalillo County, 12.9 percent in San Juan County, 8.8 percent in Doña Ana County, 7.6 percent in Santa Fe County; and 7.2 percent in McKinley County. The city of Albuquerque had the highest percentage of DWI arrests (22.6%), followed by Santa Fe (5.6%), Las Cruces (5.7%), Farmington (5.1%) and Rio Rancho (4.1%).

Of the 2020 DWI arrests, 48 percent resulted in a conviction; 7 percent resulted in dismissals, and 45 percent were awaiting disposition as of December 2021.

Drug-involved** fatal crashes were 29.9 percent of all drug-involved crashes in 2020, up from 21.3 percent in 2019; 19.6 percent of all crash fatalities in 2020 were drug-involved up from 12.2 percent in 2019. 2020 data indicate there were 140 drug-positive*** fatalities in crashes, up from 132 in 2019; preliminary 2021 data are showing 166 drug-positive fatalities, an 18.6 percent increase from 2020.

** An alcohol-involved crash is a crash in which the State uniform crash report indicated that: 1) a DWI citation was issued, 2) alcohol was a contributing factor, or 3) a person in control of a vehicle (including a pedestrian or bicyclist) was suspected of being under the influence of alcohol. Alcohol-involved crashes involve one or more alcohol-involved drivers.*

***A drug-involved crash is a crash in which the State uniform crash report indicated that: 1) drug involvement was a contributing factor to the crash, or 2) a person in control of a vehicle (including a pedestrian or pedalcyclist) was suspected of being under the influence of drugs or medication.*

****A drug-positive fatality is when a driver, passenger, motorcyclist, pedestrian or bicyclist fatality tested drug-positive, but it is not a measure of impairment. Drug types tested: cannabinoids, stimulants, narcotics and depressants.*

Identified Focus Areas

High-Risk Locations: ***Counties*** - Bernalillo; San Juan; Santa Fe; McKinley; Guadalupe; McKinley; Union; Cibola; Taos; Chaves; Bernalillo; Doña Ana

Cities – Hobbs; Carlsbad; Roswell; Los Lunas; Gallup; Farmington; Taos; Española; Clovis

Roadways - Urban Roads; Rural Non-Interstates

High-Risk Demographic: Teen males; Males 20-39

High-Risk Times/ Conditions: Friday-Sunday; 6 p.m. to 3 a.m.; Dark conditions

Performance Measure Targets

NHTSA C5: Alcohol-impaired Fatalities

2016-2020 Baseline	120	2019-2023 Target	131

STATE: Public Information

Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information messages/slogans at or above 80 percent in 2023.

Rationale for Selected Countermeasure Strategies

Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 10th Edition, 2020 and the Transportation Research Board's National Cooperative Highway Research Program Report 622. Chosen countermeasures are evidence-based and have been shown to be effective strategies for reducing impaired driving crashes and the incidence of DWI. Strategies are based primarily on high-visibility and sustained enforcement combined with law enforcement training, communications and outreach, and support of the judiciary.

The following strategies encompass the NMDOT's primary impaired driving countermeasures and align with Safety Emphasis Areas detailed in NMDOT's Strategic Highway Safety Plan (SHSP).

Strategy – High Visibility Sustained Enforcement and Training

The NMDOT/TSD manages a performance-based, evidence-based, data-driven enforcement program designed to influence impaired driving behavior. Enforcement of DWI laws is essential for reducing crashes, fatalities and injuries due to impaired driving. Many New Mexico law enforcement agencies continue to experience high rates of turn-over and find it challenging to maintain an optimal number of law enforcement officers for their jurisdictions. Given this situation, it can be difficult for agencies to commit their limited officer resources to work overtime on TSD grant-funded enforcement activities. TSD high-visibility enforcement

projects utilizing both Federal and State funds resulted in 1.532 DWI arrests in FFY21, a reduction of 18.9 percent from FFY20.

Three TSD-funded law enforcement liaisons provide technical assistance and critical support to grant-funded law enforcement agencies to ensure their on-going participation in TSD enforcement operations. Utilizing law enforcement operational plans, the TSD works with agencies to focus their activities in identified, high crash, high-risk locations. High-risk areas are identified based on an analysis of the previous year's citation data, and the previous three years' crash and fatality data. Funds are generally allocated to agencies based on this analysis, as well as other factors including agency available manpower, agency location and size, and the agency's ability to expend the funds during the contract period. Fund distribution between 164 and State Road funds is determined on an agency-based analysis of past three years' grants expenditures utilizing these funds.

Annually, over 60 city, county, State and tribal law enforcement agencies participate in a variety of ENDWI enforcement activities including special statewide mobilizations called Superblitz (combined impaired driving and occupant protection enforcement) and in ongoing, locally-directed enforcement. In support of National initiatives New Mexico plans to participate in NHTSA National impaired driving enforcement campaigns including:

- Drive Sober or Get Pulled Over Crackdown (Holiday Season December 2022-January 2023)
- Drive Sober or Get Pulled Over Crackdown (Fourth of July 2023)
- Drive Sober or Get Pulled Over National Enforcement Crackdown (August/September 2023)

These campaigns coincide with the NMDOT statewide ENDWI enforcement activities which are paired with high-visibility media campaigns. In addition, the NMDOT issues a press release prior to each statewide mobilization. In FFY23, an estimated 61 State, county, city and tribal law enforcement agencies are expected to participate in ENDWI, Superblitz and the National Campaigns. The State will provide NHTSA with law enforcement participation and activity data in the FFY23 Annual Report.

TSD-funded training, including Standardized Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), DWI Checkpoints, and Advanced Roadside Driving Impairment Enforcement (ARIDE), is available to law enforcement officers at low or no cost. In FFY23, New Mexico will continue its law enforcement efforts to reduce death and injury due to impaired driving, especially in areas of the State with the highest incidence, and to increase the capacity of law enforcement to arrest and detain DWI offenders by:

a) contracting with law enforcement agencies to conduct DWI-directed patrols and to participate in statewide ENDWI Superblitz/Miniblitz enforcement campaigns, and the Holiday Season and August National Crackdown enforcement campaigns to ensure coverage of at least 95 percent of the State

b) providing SFST, DRE, ARIDE and other training opportunities so law enforcement officers are current on all necessary certifications and to improve their ability to identify impaired drivers

c) working cooperatively with New Mexico tribes and the Navajo Nation to reduce death and injury due to DWI, and to identify problems in arresting and adjudicating DWI offenders

d) continuing to explore new public policy options to reduce death and injury due to impaired driving and to strengthen existing laws

Countermeasures That Work, 10th Edition, 2020. Chapter 1, Alcohol- and Drug-Impaired Driving: Section 1 - Deterrence: Laws; Section 2 - Deterrence: Enforcement; Section 3 - Deterrence Prosecution and Adjudication; Section 4 - Deterrence:DWI Offender Treatment, Montoring and Control; Section 5 - Prevention, Intervention, Communications and Outreach; 6 - Underage Drinking and Driving; Section 7 - Drug-Impaired Driving. Chapter 5, Motorcycle Safety: Section 2 - Alcohol Impairment. Transportation Research Board's National Cooperative Highway Research Program Report 622.

Strategy – Prosecution and Adjudication

In addition to high-visibility law enforcement and media, strategies including aggressive prosecution and adjudication of DWI offenders, supervision of convicted offenders and comprehensive ignition interlock programs are most likely to impact changes in impaired driving behavior, particularly in recidivism, and to thereby reduce unnecessary deaths and injuries.

Judge Kevin L. Fitzwater provides training for the State's District, Magistrate, Municipal, and Metropolitan courts, identifies and conducts other needed training, develops and disseminates training materials, and participates in state and federal task force and stakeholder meetings. Judge Fitzwater also conducts judicial education on court-ordered ignition interlock devices and treatment programs. The NMDOT received a grant from the American Bar Association (ABA) that included contracting directly with the SJOL to serve as a resource to the State to increase judicial education on DWI and other traffic safety issues. This grant ends September 30, 2022; however the NMDOT plans to provide funding to contract with the Administrative Office of the Courts to continue the SJOL program in FFY2023.

The NMDOT funds a project for a traffic safety resource prosecutor (TSRP) and an administrative assistant whose time is focused on increasing the likelihood that DWI arrests will lead to prosecution and convictions by providing training to prosecutors and law enforcement officers on DWI case law. The administrative assistant also coordinates the Courts to School program to educate youths on the consequences of DWI. The TSRP position and the State JOL are housed in the NM Attorney General's office.

The NMDOT also provides funds for an administrative license revocation (ALR) hearing prosecution attorney (a TSRP) to represent the interests of the State at these hearings. The ALR TSRP assists with ALR cases and appeals, provides briefing trainings to law enforcement agencies, and provides a report detailing case outcomes. In response to a recommendation from the most recent Court Monitoring Assessment, the State will continue to fund a 2nd Judicial District DWI Prosecution Support project for paralegals to assist with tasks necessary to prosecute DWI cases.

Currently, there are eleven DWI/ Drug Courts in New Mexico that focus on DWI cases, and there are another 40 treatment court programs (adult, juvenile, family dependency, veterans and mental health) that handle a broad range of drug or behavioral health-involved cases. These courts operate in 28 of New Mexico's 33 counties at district, metropolitan, magistrate and municipal court levels. DWI/ Drug courts are grounded in evidence-based practices, have been found to reduce recidivism by as much as 50-60 percent and are less expensive than incarceration of the offender. Conservative estimates by researchers show that for every $1 invested in DWI/Drug Courts, the justice system saves $3.36. The community saves up to $12 (per $1 investment) on reduced emergency room visits and other medical care, foster care and property loss. The State JOL works with New Mexico's DWI Courts to promote and expand their programs.

Court monitoring can be effective in producing higher conviction rates, decreasing plea agreements and increasing guilty pleas. Studies have shown that the mere presence of a court monitor can have a positive effect on sentencing. NMDOT provides funds for a court monitoring project to collect information and report on misdemeanor DWI cases in selected magistrate courts utilizing a court monitoring information storage system. Monitoring of cases is primarily from courts in counties with the highest number of DWI arrests and fatalities. Case, charge, arraignment, pretrial and sanction information is collected, as is court, judge, district attorney and defense counsel information. Comparisons are made to impaired driving sanctions in other jurisdictions in the State. The project identifies instances of generous plea bargains, lenient sentencing, and low bond amounts in an effort to pinpoint where judicial processes can be strengthened.

The NMDOT also supports projects in Santa Fe and Bernalillo counties to identify and provide enhanced supervision and monitoring of eligible convicted high-risk first-time DWI offenders. Each offender is assessed for compliance with court directives, recommended level of supervision, and need for other services to support their success while on supervision and provide them with resources upon completion of their probation. Supervised probation for DWI offenders helps to reduce recidivism and is especially effective among first-time offenders.

In FFY23, New Mexico will support prosecution and adjudication processes, and will seek to improve judicial outcomes, particularly in DWI cases by:

a) providing funds for a TSRP to train law enforcement, prosecutors, and others involved with prosecuting or managing DWI cases and provide education on DWI issues including arrest, adjudication, sentencing, screening, treatment, ignition interlock requirements
b) working with the SJOL to increase judicial education on DWI and other traffic safety issues
c) funding a court monitoring project, an ALR hearing prosecution attorney and a judicial district DWI prosecution support project
d) funding DWI/ Drug Courts and enhanced supervision/monitoring for high-risk DWI offenders
e) funding BAC testing and training

Countermeasures That Work, 10th Edition, 2020. Chapter 1, Alcohol- and Drug-Impaired Driving: Section 1- Deterrence: Laws; Section 3 - Deterrence Prosecution and Adjudication; Section 4 - Deterrence:DWI Offender Treatment, Montoring and Control; Section 5 - Prevention, Intervention, Communications and Outreach; Section 7 - Drug-Impaired Driving.
Transportation Research Board's National Cooperative Highway Research Program Report 622.

Strategy – Communications and Outreach, and Prevention Education

Communications and outreach strategies are essential components of programs seeking to inform the public of the dangers of impaired driving. All statewide impaired driving enforcement campaigns including ENDWI, Superblitz, Christmas/ New Year Holiday, St Patrick's Day, Cinco de Mayo and Fourth of July, and participation in the NHTSA National Drive Sober or Get Pulled Over enforcement campaigns, are paired with high-visibility media campaigns that highlight the consequences of drinking and driving to individuals, families and communities at-large. In addition, NMDOT issues press releases to announce the each of the campaigns.

Primary campaigns are centered on New Mexico's *ENDWI*-based messaging or the National campaign slogan - Drive Sober or Get Pulled Over. Media includes television and radio spots in English and Spanish, and outdoor messaging via billboards; earned media is obtained for any paid media. All paid media services are assessed by matching the target markets and target population to the number of spots run, the target reach percentage, the frequency of the airings and the gross rating percentage of each spot. Nielson and Arbitron ratings are used to estimate the size of the target populations. For more information on Impaired Driving media, see the Media and Marketing Section on pages 57-59.

The TSD also provides funds for a Traffic Safety information clearinghouse that provides for the statewide distribution of DWI information and prevention materials to support NMDOT DWI projects. The clearinghouse maintains a website and 1-800 toll-free service to respond to public enquiries about DWI-related materials and other traffic safety information.

Prevention and educational messages communicated through a variety of venues are especially important in reaching youths under age 21. NMDOT supports a comprehensive program focused on reducing and preventing underage drinking, and drinking and driving. One component is a NMDOT sponsored website – zeroproofnm.com – that provides information for young people about how alcohol use affects brain function and can negatively affect their lives; advice on how to say no when friends are encouraging them to drink; and on how to keep a friend from drinking and driving. The website also has information and advice for parents and teachers on how to help kids to not drink and to understand the dangers of alcohol use.

In FFY23, New Mexico will support DWI media and public Information dissemination by:

a) increasing the perception of risk of DWI enforcement consequences among targeted high-risk groups through an extensive media campaign conducted in conjunction with statewide ENDWI and Superblitz/ Miniblitz DWI enforcement operations
b) funding media placement and creative design for NHTSA National and NM enforcement operations
c) funding a clearinghouse for statewide distribution of DWI information and prevention materials
d) using community and public information/education strategies to reach identified high-risk groups, including teens and young adults

Countermeasures That Work, 10th Edition, 2020. Chapter 1, Alcohol- and Drug-Impaired Driving: Section 5 - Prevention, Intervention, Communications and Outreach; Section 6 - Underage Drinking and Driving. Chapter 5, Motorcycle Safety: Section 2- Alcohol Impairment. Section 4 - Communication and Outreach.
Transportation Research Board's National Cooperative Highway Research Program Report 622.

Strategy – Ignition Interlocks

Ignition interlocks have been shown to be highly effective in preventing an alcohol-impaired driver from starting and driving a vehicle with an installed interlock. Research has shown reductions in recidivism rates among offenders with interlocks installed in their vehicles to be between 50 and 90 percent. Once ignition interlocks are removed, recidivism rates are similar to the rates for offenders without ignition interlocks.

New Mexico law mandates an ignition interlock license and the installation of the device for anyone in the State convicted of a DWI. This includes first-time DWI offenders. The NMDOT/TSD is responsible for the licensing and certification of ignition interlock providers. TSD staff members monitor, investigate and resolve complaints and respond to calls from the public, service providers and other government agencies for information about ignition interlock requirements.

Currently there are 8 manufacturers distributing interlocks in New Mexico with a total of 65 service centers, 118 certified installers, 42 certified service technicians and 114 mobile units. Ignition interlock service is available in 63 cities and towns statewide. In SFY21, 10,944 individuals had interlock devices in their vehicles and 9,627 ignition interlock licenses were issued by the Motor Vehicle Division during the State fiscal year. The TSD also administers a legislatively mandated ignition interlock indigent fund to provide a subsidy to indigent offenders required to install an interlock device in their vehicles. At the end of SFY21 there were 1,047 active approved indigent clients eligible for indigent benefits.

In SFY23, New Mexico will maintain its Ignition Interlock Program by:

a) administering the Ignition Interlock Program and Ignition Interlock Fund including:
    - approving ignition interlock device manufacturers and ensuring use of certified ignition interlock devices
    - licensing service centers, and certifying installers and service providers
    - monitoring providers and evaluating the program
    - managing the Ignition Interlock Indigent Fund
    - managing a secure ignition interlock database to collect and store ignition interlock data from all certified service centers in the State for analytic purposes

Countermeasures That Work, 10th Edition, 2020. Chapter 1, Alcohol- and Drug-Impaired Driving: Section 4 – Deterrence: DWi Offender Treatment, Monitoring and Control.
Transportation Research Board's National Cooperative Highway Research Program Rpt 622.

Strategy – Underage Drinking (UAD) and Underage Alcohol-Involved Driving Prevention

New Mexico's strategy to prevent underage drinking and to prevent young drivers from drinking and driving encompasses prevention and intervention programs, education, enforcement, zero-tolerance laws and alcohol vendor compliance checks. Although research has shown varying levels of effectiveness for each of these interventions, New Mexico uses a combination of efforts to reduce under age 21 alcohol-related deaths and injuries, including the enforcement of a .02 BAC limit for drivers under age 21 (zero-tolerance). Juveniles convicted of DWI can face up to a one-year license revocation, detention and probation.

In New Mexico, it is a fourth-degree felony for any person to sell, serve, give, buy or deliver alcohol to a minor, or to assist a minor to buy, procure or be served alcohol. New Mexico law imposes severe penalties on alcohol retailers who sell alcohol to minors. These penalties include suspension and revocation of liquor licenses. The Special Investigations Division (SID) of the State Police coordinates an Underage Drinking Enforcement and Training Project designed to significantly increase enforcement of liquor control laws to reduce youth access to alcohol, thereby reducing underage drinking, and underage drinking and driving. The NMDOT/ TSD will continue to fund evidence-based UAD prevention projects and coordinate with other agencies and partners to address the incidence of drinking and the dangers of drinking and driving among this population. NMDOT plans to fund a project for a UAD Prevention coordinator in 2023.

In FFY23, New Mexico will collaborate on and provide resources for new and ongoing DWI and underage drinking prevention initiatives by:

a) developing and supporting underage drinking prevention programs statewide for youths under age 21 to delay the age of onset and reduce binge drinking
b) coordinating the activities and resources of DWI and youth prevention programs to help lower the number of alcohol-related fatal and serious injury crashes involving 15-20 year olds
c) funding and coordinating underage drinking enforcement efforts with law enforcement agencies
d) managing contracts and funding of projects to sustain DWI and underage drinking prevention efforts at local community levels for youths under age 21

Countermeasures That Work, 10th Edition, 2020. Chapter 1, Alcohol- and Drug-Impaired Driving: Section 5 – Prevention, Intervention, Communications and Outreach. Section 6 – Underage Drinking and Driving.
Transportation Research Board's National Cooperative Highway Research Program Report 622.

Assessment of Overall Projected TS Impacts

Countermeasure strategies proposed for the Impaired Driving Program impact all areas of the State, and projects associated with these strategies are focused on areas of identified need. Focusing on identified high-risk areas and issues will help the State achieve the greatest impact on reducing the overall rate of impaired driving crashes, fatalities and injuries.

In addition to high-visibility law enforcement and media, aggressive prosecution and adjudication of DWI offenders and a comprehensive ignition interlock program are the strategies most likely to impact changes in impaired driving behavior, and thereby, reduce unnecessary deaths and injuries. Training of prosecutors improves their knowledge about impaired driving laws, including minimum mandatory sanctions, ignition interlock use and sentencing guidelines. DRE, ARIDE and SFST training provided to law enforcement officers improves their ability to identify and arrest impaired drivers, and to assist in the prosecution of their cases. The State JOL works to increase coordination between the judiciary and TSD partners to better identify training needs and to disseminate up-to-date information.

Program Component Linkages

The Impaired Driving Program problem identification data pinpoint and highlight high-risk counties, demographics and times/days for higher levels of alcohol and drug involved crashes, fatalities and serious injuries, and gives the State clear areas of focus for enforcement, judicial outreach and education efforts, and public education and outreach, especially with identified high-risk populations.

Five-year alcohol-impaired fatalities rose by 13.4 percent between 2016 and 2020, with smaller increases projected between 2020 and 2023. The State has determined to set the five-year average projection of 131.2 as the 2023 target. New Mexico continues to be faced with law enforcement capacity limitations in many areas, but has maintained critical support of law enforcement efforts. The State's ENDWI and participation in the National Drive Sober or Get Pulled Over enforcement and media will continue to focus on areas of the State that have higher incidents of alcohol-involved crashes, fatalities and injuries, and among high-risk groups such as young male drivers, motorcyclists and pedestrians.

The Alcohol/Impaired Driving Program planned countermeasure strategies are among the most effective methods for reducing impaired driving and its consequences. The State's high-visibility enforcement and media activities are supported by other projects such as ignition interlock, DWI courts and supervised probation that focus on preventing recidivism among high-risk offenders. Law enforcement and prosecutor training and support, court monitoring, and judicial education and outreach increase the likelihood of successful prosecution and adjudication of impaired driving offenders.

The State will continue to focus on implementing the planned strategies and projects, and is confident that proposed levels of funding and activities will produce positive results for the Impaired Driving Program and will allow the State to achieve or surpass its performance targets and reduce the incidence of these preventable deaths and injuries.

Planned Federal Funding

Countermeasure: Enforcement and Training

Project Number	Project Title	Fund Source	Fund Estimates
03-AL-64-P01	Alcohol/Impaired Driving Enforcement	164AL	1,611,000
03-ID-05d-P01		405d	880,000

Funds overtime enforcement for checkpoints and DWI-directed enforcement patrols, including enforcement in support of NHTSA National Mobilizations. Funds are used to maintain the enforcement activities, as funding allows, and to expand the program in areas of the State with high rates of DWI. Annually, State Police, local and tribal law enforcement agencies participate in enforcement activities, with coverage of an estimated 96% of the State's population. ***Total Project Funds = $2,491,000***

Intended Subrecipient: Law Enforcement Agencies	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: 164AL:None; 405d:220.00	**Estimated Local Benefit:** 164AL: 1,611,000
Project part of TSEP: Yes	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P02	DWI Task Force – McKinley County	164AL	374,415
03-ID-RF-P02		20100	80,500

Funds the McKinley County Task Force which consists of law enforcement agencies from McKinley County, New Mexico State Police (NMSP), Gallup PD, Ramah Navajo PD, Zuni PD and the Navajo Nation. Funding for NMSP is provided under HSP project number 03-AL-64-P01. McKinley County is the lead agency for the Task Force.

DWI activities include regular time and overtime for checkpoints, directed patrols, shoulder taps, compliance checks, DWI warrant roundups, underage drinking prevention, community outreach and advertising. The project funds coordinator activities and participation in the DWI/Drug Court. Under this project a rotation of officers will conduct dedicated DWI enforcement. Project also funds various trial attorneys to prosecute DWI cases. Activities will be billed to this project at regular and overtime pay as allowed under NHTSA guidance, 'Paying for Law Enforcement and Prosecutor's Activities', issued 8/19/2019. The project funds one full-time prosecution assistant dedicated exclusively to DWI prosecution. ***Total Project Funds = $454,915***

Intended Subrecipient: McKinley County DWI Task Force	**Staff Oversight:** Cora Anaya
Estimated Match Amount: None	**Estimated Local Benefit:** 164AL: 374,415;RF: 80,500
Project part of TSEP: Yes	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P03	Alcohol Sales Compliance Enforcement/DWI Warrants	164AL	150,000

Provides overtime funds to the NM Department of Public Safety (NMDPS) for Special Investigations Unit (SIU) to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order.
Provides overtime funds to the SIU to conduct compliance checks at establishments serving or selling alcohol, and to conduct underage enforcement sting operations. The SIU focuses on enforcing New Mexico's 4th-degree felony law against providing or purchasing alcohol for minors. In New Mexico, on a third offense of sale of liquor to a minor, the liquor establishment is fined $10,000, and the liquor license is revoked. ***Total Project Funds = $150,000***

Intended Subrecipient: NMDPS - SIU	**Staff Oversight:** John Vargas
Estimated Match Amount: None	**Estimated Local Benefit:** 60,000
Project part of TSEP: Yes	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-AL-64-P08	Statewide DWI Enforcement Training	164AL	100,000
03-AI-02-P02		402	25,000
03-ID-05d-P09		405d	59,000

Provides DWI information and training to an estimated 400 law enforcement officers involved in DWI-related police traffic services. Training may include Standard Field Sobriety Testing (SFST), Managing Police Traffic Services and conducting DWI checkpoints. Also provides statewide coordination and oversight of the SFST training to ensure compliance with existing standards and procedures. ***Total Project Funds = $184,000***

Intended Subrecipient: SW Training Consultants | **Staff Oversight:** Kimberly Wildharber

Estimated Match Amount: 402:3,640; 405d:14,750 | **Estimated Local Benefit:** 164AL:100,000; 402 & 405d: None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P12	Traffic Safety Law Enforcement Liaisons	164AL	311,340

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. *The 164AL funds are used only for alcohol-related activities. State funds are used for promotional materials.* ***Additional funds for this project are in PT Section: 03-PT-02-P01 (185,567) & 03-PT-RF-P02 (3,000). Total Project Funds = $499,907***

Intended Subrecipient: Safer NM Now | **Staff Oversight:** Kimberly Wildharber

Estimated Match Amount: None | **Estimated Local Benefit:** 164AL: 311,340

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-ID-05d-P04	DRE and ARIDE Training	405d	317,900

Provides funding for DRE (Drug Recognition Expert) trainings and re-certification, and ARIDE (Advanced Roadside Driving Impairment Enforcement) training to an estimated 200 officers statewide, using the NHTSA approved curriculum. ***Total Project Funds = $317,900***

Intended Subrecipient: BRV Consulting | **Staff Oversight:** Kimberly Wildharber

Estimated Match Amount: 79,475 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-ID-05d-P05	Traffic Safety Resource Prosecutor	405d	128,000

Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors. The administrative assistant will also coordinate the Courts to School program to educate youth on the dangers of DWI.
Additional funds for this project in PT Section: 03-PT-02-P04 (85,000). Total Project Funds = $213,000

Intended Subrecipient:: NM Attorney General's Office | **Staff Oversight:** Kimberly Wildharber

Estimated Match Amount: 32,000 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Countermeasure: Prosecution and Adjudication

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P04	Supervised Probation – Bernalillo Metro Court	164AL	200,000

Funds two full-time individuals whose time is dedicated to identifying and providing enhanced supervision and monitoring of eligible convicted high-risk first-time DWI offenders. Also, when feasible, to assist with monitoring the compliance of other DWI offenders with orders for an ignition interlock. ***Total Project Funds = $200,000***

Intended Subrecipient: Bernalillo County Metropolitan Court	**Staff Oversight:** Esteban Trujillo
Estimated Match Amount: None	**Estimated Local Benefit:** 200,000
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P05	Supervised Probation – Santa Fe County	164AL	60,000

Funds one full-time employee whose time is dedicated to supervising and monitoring eligible DWI offenders in Santa Fe County's DWI Compliance Monitoring/Tracking Program who are subject to ignition interlock restrictions. This project is focused on providing enhanced supervision of high-risk first-time offenders.
Total Project Funds = $60,000

Intended Subrecipient: Santa Fe County	**Staff Oversight:** Esteban Trujillo
Estimated Match Amount: None	**Estimated Local Benefit:** 60,000
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-AL-64-P10	ALR Hearing Prosecution Attorney	164AL	50,000
03-ID-05d-P06		405d	20,000

Funds a contract for an administrative license revocation (ALR) prosecution attorney to assist law enforcement to represent the interests of the State at these hearings. An ALR prosecution attorney can limit the ability of defense attorneys to use ALR hearings as an opportunity for discovery and exceeding the statutorily defined scope of the hearing. Annually, the ALR hearing office will provide a report detailing case outcomes. Outcomes will be assessed and compared with previous years to determine if the prosecutor's presence has an impact on the revocation confirmation rate. The ALR prosecution attorney will assist the NMDOT/TSD contracted TSRP with training and other efforts, as needed. ***Total Project Funds = $70,000***

Intended Subrecipient: NM Attorney General's Office	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: 164AL:None; 405d: 5,000	**Estimated Local Benefit:** 164AL: 50,000
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P17	Court Monitoring – MADD	164AL	490,893

Funds a contract to gather information and provide a monitoring report to the NMDOT/TSD on a minimum of 250 impaired driving court cases during the year using a court monitoring information storage system. The cases will be primarily from courts in Bernalillo, Santa Fe, Doña Ana, McKinley San Juan and Rio Arriba counties. Information collected on each case will include basic case information, including defendant's name and location of arrest, charges, arraignment information, pretrial hearing information, sanctions, comparisons to ID sanctions in other jurisdictions in the State, and names of court, judge, district attorney and defendant's counsel.
Total Project Funds = $490,893

Intended Subrecipient: MADD	**Staff Oversight:** Jeff Barela
Estimated Match Amount: None	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P22	2nd Judicial District DWI Prosecution Support	164AL	290,000

This project provides funds to the Office of the Second Judicial District Attorney for five FTE paralegals whose time will be dedicated exclusively to supporting tasks necessary to prosecute DWI cases. Paralegals will coordinate and schedule necessary police officer interviews (such as pre-trial); attend interviews, as needed; check and draft necessary pleadings and continuances; and perform other duties related to prosecuting DWI cases. The project agreement will allow for funds to purchase needed computer and related equipment for each FTE. No individual equipment purchase will exceed $5,000. ***Total Project Funds = $290,000***

Intended Subrecipient: Office of 2nd Judicial District	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: None	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-ID-05d-P02	DWI/ Drug Courts–Administrative Office of the Courts (AOC)	405d	300,000

Provides funds to the AOC to maintain the new DWI/Drug Court in McKinley County and the new DWI/Drug Court in Rio Arriba County. Funding will include personnel services and benefits, contractual services for surveillance/ compliance, and related costs, supplies and drug testing kits for the DWI/Drug Courts in McKinley and Rio Arriba County Courts. Project also funds training and travel for DWI/Drug court team members from the AOC and Bernalillo, Doña Ana, Eddy, McKinley, Rio Arriba, San Juan, San Miguel, Santa Fe, Torrance and Valencia counties and Farmington Municipal Court. ***Total Project Funds = $300,000***

Intended Subrecipient: Administrative Office of the Courts	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: 75,000	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-ID-05d-P03	BAC Testing Training – SLD	405d	125,000

Provides funding for a full-time person from the NMDOH - Scientific Labs Division to assist in providing IR 8000 intoximeter (alcohol detection) training to law enforcement personnel and to calibrate all IR 8000 intoximeters in the State. The SLD provides training and education to prosecutors, law enforcement and community groups and provides information to assist in the successful prosecution of alcohol/ impaired driving cases. The SLD provides data on the prevalence and trends of alcohol/ drug-impaired driving in New Mexico, data on surviving drivers in alcohol/ impaired driving crashes and monthly BAC reports on all fatal crashes. ***Total Project Funds = $125,000***

Intended Subrecipient: NMDOH Scientific Labs Division	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: 31,250	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Countermeasure: Communications and Outreach, and Prevention Education

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P09	Traffic Safety Clearinghouse	164AL	295,710

Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed. The contractor will staff a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. *The 164AL funds are used only for the alcohol-related materials.* ***Additional funds for this project in DE Section: 03-DE-02-P01 (255,290) & 03-DE-RF-P03 (64,000) Total Project Funds = $615,000***

Intended Subrecipient: Safer NM Now	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: None	**Estimated Local Benefit:** 295,710
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P15	DWI Media Creative Design and Production	164AL	1,200,000

Funds the costs to produce television, radio and other messages related to Alcohol/ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong Alcohol/ID enforcement and deterrence messages targeting high-risk populations.
Total Project Funds = $1,200,000

Intended Subrecipient: RK Venture	**Staff Oversight:** Jeff Barela
Estimated Match Amount: None	**Estimated Local Benefit:** None
Project part of TSEP: Yes	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-PM-P16	DWI Media Placement	164PM	1,800,000

Funds for paid media placement during the Superblitz Mobilizations conducted throughout the year and the NHTSA Drive Sober or Get Pulled Over National Crackdowns. Funds individual television and radio stations to air strategically placed ENDWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ENDWI traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations.
Total Project Funds = $1,800,000

Intended Subrecipient: Marketing Solutions	**Staff Oversight:** Jeff Barela
Estimated Match Amount: None	**Estimated Local Benefit:** None
Project part of TSEP: Yes	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-AL-64-P18	UAD Prevention Creative Design & Production	164AL	100,000
03-DPE-10-P01		20700	200,000

Funds a statewide media campaign targeted at youths aged 10 to 18, and/or their parents, regarding the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.
Total Project Funds = $300,000

Intended Subrecipient: RK Venture	**Staff Oversight:** Jeff Barela
Estimated Match Amount: None	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P19	ZeroProof Campaign	164AL	200,000

Funds a contractor to develop and support a ZeroProof website, posters, rack cards, social videos, and multiple social media platforms and smart phone options that focus on outreach activities on: the importance of delaying onset of alcohol use and reducing binge drinking; how to talk to kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age. Contractor will work with New Mexico prevention stakeholders to coordinate efforts.
Total Project Funds = $200,000

Intended Subrecipient: RK Venture	**Staff Oversight:** Jeff Barela
Estimated Match Amount: None	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-ID-05d-P07	Impaired Driving Media Creative Design	405d	300,000

Funds the costs to produce television, radio and other messages related to ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong ID enforcement and deterrence messages targeting high-risk populations.
Total Project Funds = $300,000

Intended Subrecipient: RK Venture	**Staff Oversight:** Jeff Barela
Estimated Match Amount: 75,000	**Estimated Local Benefit:** None
Project part of TSEP: Yes	**Purchases Costing $5000 or more:** No

Project Number	Project Title	Fund Source	Fund Estimate
03-ID-05d-P08	Impaired Driving Media Placement	405d	500,000

Funds paid media during the Superblitz Mobilizations conducted throughout the year and the NHTSA Impaired Driving National Crackdown. Funds individual television and radio stations to air strategically placed ID messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ID traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations. ***Total Project Funds = $500,000***

Intended Subrecipient: Marketing Solutions	**Staff Oversight:** Jeff Barela
Estimated Match Amount: 125,000	**Estimated Local Benefit:** None
Project part of TSEP: Yes	**Purchases Costing $5000 or more:** No

Countermeasure: Highway Safety Office Program Management

Project Number	Project Title	Fund Source	Fund Estimate
03-AL-64-P11	Alcohol/Impaired Driving Program Management-FTEs	164AL	253,055

Provides program management in the Impaired (Alcohol and Drug) Driving Program area to coordinate ENDWI, Superblitz, and other projects related to ID. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to ID projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce ID. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year approximately 42% of all time is spent on ID-related projects. Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP and PT program areas. ***Total Project Funds = $253,055***

Intended Subrecipient: None	**Staff Oversight:** Jeff Barela
Estimated Match Amount: None	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Alcohol/ID Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimate
03-CD-05-P01	Community DWI (CDWI) Projects	20800	276.899

Provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and offender projects. State funds come from a $75.00 fee imposed on convicted drunk drivers. Funding amounts vary by fiscal year based on fees collected in the previous year.

Staff Oversight: Kimberly Wildharber

Project Number	Project Title	Fund Source	Fund Estimate
03-DPE-10-P02	Life of an Athlete	20700	100,000
Funds the New Mexico Activities Association (NMAA) to conduct the 'Life of an Athlete' program. This multi-year prevention-intervention program focuses on alcohol education for student athletes, their parents, coaches and athletic directors statewide. Provides for continued on-line maintenance of the existing user-friendly website which provides education to student athletes regarding the dangers of alcohol use.			
Staff Oversight: Nick Rivera			

Project Number	Project Title	Fund Source	Fund Estimate
03-DPE-10-P03	UAD Community Programs	20700	100,000
Provides funding to four counties to implement programs integrating evidence-based practices and policies that postpone the age of first use (i.e. onset) among middle school/pre-teen youth, reduce binge drinking among middle or high school youth and reduce social access to alcohol.			
Staff Oversight: Kimberly Wildharber/ Kariann Blea			

Project Number	Project Title	Fund Source	Fund Estimate
03-DPE-10-P04	UAD Statewide Programs	20700	100,000
Funds for two to three statewide programs to address prevention of underage drinking in the areas of: reducing binge drinking; delaying the early onset of drinking; education to schools and parents; and education on how alcohol affects of the brain.			
Staff Oversight: Kariann Blea			

Project Number	Project Title	Fund Source	Fund Estimate
03-DPE-10-P05	UAD Prevention Coordinator	20700	100,000
Funds a contract with a certified prevention specialist to coordinate and oversee NMDOT underage drinking prevention efforts statewide to include outreach in communities based on data driven problem identification and attendance at relevant meetings.			
Staff Oversight: Kimberly Wildharber			

Project Number	Project Title	Fund Source	Fund Estimate
03-II-54-P01	Ignition Interlock Indigent Fund	82600	2,600,000
A fund to reimburse interlock service providers for services provided, pursuant to State statute 66-8-102 NMSA 1978. Recurring revenues are statutorily generated and deposited into the fund through fees collected by MVD from non-indigent drivers for every year interlocked and from a portion of the local liquor excise tax.			
Staff Oversight: Debbie Varela & Venus Howley			

Project Number	Project Title	Fund Source	Fund Estimate
03-II-54-P02	Ignition Interlock Indigent Fund – FTE	82600	80,250
Funds one FTE to administer the ignition interlock fund program. The Department, per State statute, can use up to 10% of the fund for program administration.			
Staff Oversight: Jeff Barela			

Project Number	Project Title	Fund Source	Fund Estimate
03-II-54-P03	Ignition Interlock Indigent Fund- Contractual	82600	170,000
Provides funds to facilitate the administration of the ignition interlock fund.			
Staff Oversight: Leann Adams			

ID Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	$10,141,313
Total Planned State Funds:	$3,807,649

Occupant Protection Program Plan

The primary goal of New Mexico's Occupant Protection (OP) Program is to reduce the number of occupant protection-related traffic crashes, fatalities and injuries. To achieve this goal, the NMDOT Traffic Safety Division (TSD) has developed this Occupant Protection Plan focused on increasing seat belt use and use of child safety seats among the driving public. Countermeasure strategies and projects have been selected to increase awareness of the importance of occupant protection, to facilitate the use of child occupant protection, to enforce occupant protection laws and to monitor outcomes related to these efforts.

Program Area Problem Identification

Data from UNM/TRU 2020 NM Traffic Crash Report and 2020 NM DWI Report; 2021 NM Seat Belt Survey; 2020 State data are final

In 2020, there were 159 unbelted passenger vehicle fatalities, up from 141 in 2019, an 11.3 percent increase (compared to a 4.4 percent increase in 2019 from 2018); 14 percent of unbelted occupants in passenger vehicles in crashes were killed compared with only 0.1 percent of belted occupants, up from 12.5 percent in 2019. Among unbelted persons in a crash, 602 were injured–113 of these sustained serious injuries (18.8%).

In 2020, the top five counties for unbelted passenger vehicle occupants with fatal or serious injuries were Bernalillo (54; up from 42 in 2019), McKinley (23; up from 12 in 2019), Santa Fe (21; down from 24 in 2019), Lea (15; down from 21 in 2019), and Rio Arriba (13; up from 7 in 2019). These five counties accounted for 46.3 percent of the State's total unbelted passenger vehicle crash fatalities and serious injuries. Other counties that saw fewer unbelted fatalities and serious injuries in 2020 from 2019 were Doña Ana (12, down from 19); Eddy (8; down from 15); San Juan (12; down from 18); Cibola (7; down from 12); and Lincoln (4; down from 9).

The majority of unbelted person fatalities and serious injuries occurred on rural, non-interstate roadways (54%; 6.3% more than in 2019), followed by those on urban roadways (35.3%; 0.4% fewer than in 2019), and those on rural interstates (10.7%; 5.8% fewer than in 2019).

Fatalities and serious injuries among unbelted occupants were highest among persons aged: 20-24 (15.4%); 15-19 (14.7%); 25-29 (12.9%); 35-39 (11.4%); and 30-34 (9.2%).

Males continue to be a higher proportion of unbelted fatalities (ratio to females of 1.6). The number of unbelted female fatalities in crashes was at its highest level in at least the last ten years.

The ratio of male-to-female unbelted fatalities in alcohol-involved crashes was 2.2 to 1. Those aged 20-39 were 55.7 percent of all unbelted fatalities in alcohol-involved crashes in 2020.

In 2020, 0.07 percent of children aged 0-12, who were in a crash and were belted, were killed compared to 4.1 percent of children who were unbelted; 83.3 percent of children under age 13 who received fatal or serious injuries in a crash were unbelted, the highest percentage in the past five years. Among children under age 13 in a crash who were belted, 2.8 percent sustained minor injuries compared to 23.7 percent of those who were unbelted.

New Mexico's 2021 Seat Belt Survey found that pickup drivers had the lowest overall seat belt use at 88.8 percent, compared to 92.4 percent for Car/Van or SUV drivers. Pickup truck driver and passenger seat belt use was lowest on local roads (84.8%, compared to Car/Van or SUV use of 91.6 percent).

Identified Focus Areas

- **High-Risk Locations:** Bernalillo, McKinley, Santa Fe, Lea, and Rio Arriba counties; rural non-interstates and urban roads
- **High-Risk Groups:** Children age 13 and younger; Males in general, but particularly those aged 15-39; Pickup truck drivers/passengers, especially on local roads; Younger drivers (15-24)

Performance Measure Targets

NHTSA C4: Unrestrained Vehicle Occupant Fatalities

2016-2020 Baseline	117	2019-2023 Target	139

NHTSA B1: Seat Belt Use Percentage

2021 Baseline	89.6	2023 Target	90.1

STATE: Public Information

Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information campaign messages/slogans at or above 80 percent.

Rationale for Selected Countermeasure Strategies

Occupant Protection Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 10th Edition, 2020 and the Transportation Research Board's National Cooperative Highway Research Program Report 622. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing occupant protection issues. Strategies are based primarily on high-visibility and sustained enforcement combined with outreach and media, and support for child restraint distribution and inspection stations. The following strategies align with Safety Emphasis Areas detailed in New Mexico's Strategic Highway Safety Plan.

Strategy – High Visibility Seatbelt Enforcement Plan

Enforcement of New Mexico's primary seat belt and child restraint laws is an essential component of the State's efforts to increase the use of seat belts and child restraints, which research show is the most effective way to reduce fatalities and injuries in crashes.

New Mexico's comprehensive child occupant restraint laws have been shown to be a primary proven effective countermeasure. In 2020, where belt use was available, 13.8% (4 of 29) of children with fatal or suspected serious injuries in a crash were unbelted, compared to 33.3% (11 of 33) in 2019, the lowest number and percentage over the past five years.

Seat belt observation surveys assist the State in assessing the impact of its overall occupant protection activities, including targeted need for enforcement. Based on New Mexico's 2021 Occupant Seat Belt Observation Study, New Mexico's weighted seat belt use percentage was 89.6 percent, falling below the 90 percent threshold for a 405b high-seat belt use rate state by 0.4 percent. As a result, the NMDOT is working with NHTSA to facilitate an OP Program assessment to determine ways to increase seat belt use.

New Mexico's 2021 survey results indicate that enforcement and media efforts be increased in FFY23, and should be focused on persons traveling on local and secondary roads; and on pickup truck drivers, particularly on local roads during nighttime hours. In the 2021 survey, across the board, a larger percentage of passengers were belted compared to the drivers. 2021 passenger seat belt use was the highest ever observed.

The NHTSA National Occupant Protection Use Survey (Dec 2021) data show that daylight seat belt use by adult front-seat occupants (drivers and passengers) was 90.4 percent, with driver seat belt use at 90.6 percent and front-seat passenger at 89.4 percent. Pickup truck occupants were least likely to be buckled up (85.1% vs. 90.8% for passenger cars and 92.4% for SUVs/vans).

The State's primary enforcement approach is BKLUP, an intense statewide program of seat belt and child safety seat enforcement combined with a public awareness media campaign. Superblitz campaigns (BKLUP

and ENDWI enforcement), the Click It or Ticket (CIOT) National Seat Belt Enforcement Mobilization, and local directed enforcement activities are conducted by law enforcement officers from city, county, State and tribal agencies. In FFY21, through grant-funded statewide and national mobilizations, and sustained enforcement activities, New Mexico law enforcement officers issued 7,981 seat belt and child restraint citations.

In FFY23, an estimated 77 city, county, State and tribal law enforcement agencies are expected to participate in BLKUP and Superblitz enforcement, and the CIOT National Seat Belt Enforcement Mobilization. In many rural areas of the State, law enforcement agencies continue to have difficulty recruiting and retaining law enforcement officers, thus limiting their ability to maintain or increase seat belt enforcement activity. The State will provide NHTSA with FFY23 law enforcement participation and activity data in the FFY23 Annual Report. A list of planned participating agencies for the 2023 Click It or Ticket Campaign is on pages 86-87.

In FFY23, New Mexico will support enforcement of New Mexico's primary seat belt use law by:

a) establishing agreements with law enforcement agencies statewide to conduct BKLUP, Superblitz and other local OP daytime and nighttime enforcement activities
b) participating in the Click It or Ticket National Seat Belt Enforcement Mobilization
c) ensuring enforcement coverage of at least 95 percent of the State

Countermeasures That Work, 10th Edition, 2020. Chapter 2, Seat Belts and Child Restraints: Section 1 - Seat Belt Use Laws; Section 2 - Seat Belt Law Enforcement; Section 4 – Child/Youth Occupant Restraint Laws; Section 5 - Child Restraint/ Booser Seat Law Enforcement.
Transportation Research Board's National Cooperative Highway Research Program Report 622.

Strategy – OP Communications and Outreach Supporting OP Enforcement Plan

Comprehensive communications and outreach strategies are essential components of TSD's OP Program Plan and assist the TSD in informing the public about New Mexico's primary seat belt use and child restraint use laws. These strategies can raise awareness, increase use, and reduce deaths and injuries in crashes. NMDOT/ TSD provide funds for paid media for BKLUP, Superblitz and the Click It or Ticket National Seat Belt Mobilization using the messages: *BKLUP* and *Click It or Ticket.* Television and radio spots are broadcast in both English and Spanish. NMDOT coordinates the distribution and running of the spots in all the major media markets and issues a press release prior to each statewide event. In addition, earned media is obtained for paid media for these events.

Education and outreach provided through a variety of venues and at local levels are especially important in enabling citizens to best protect themselves and their children. NMDOT funds a traffic safety information clearinghouse that provides occupant protection educational materials on seat belts, child safety seats, booster seats and airbags to interested agencies, schools and individuals statewide.

In FFY23, New Mexico will promote occupant protection awareness and use, and heighten perceived risk of enforcement consequences for non-users by:

a) purchasing media (television, radio and print) for BKLUP, Superblitz, Click It or Ticket and other OP enforcement campaigns
b) funding outreach efforts to educate relevant agency personnel and the public in the appropriate use of occupant protection
c) funding a clearinghouse for statewide distribution of occupant protection educational materials on seat belts, booster seats, child safety seats and airbags
d) funding a contract to conduct the annual statewide seat belt use surveys
e) funding a contract to conduct annual car seat observation surveys

Countermeasures That Work, 10th Edition, 2020. Chapter 2, Seatbelts and Child Restraints: Section 3 – Communications and Outreach: Supporting Enforcement; Section 6 – Communications and Outreach: Strategies for Older Children;Strategies for Child Restraint and Booster Seat Use.
Transportation Research Board's National Cooperative Highway Research Program Report 622.

Strategy – Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

New Mexico's high availability of child restraint inspection stations, which include child safety seat and booster seat fitting stations and clinics, is critical to saving lives and reducing injuries among the most vulnerable populations.

In FFY23, through its 42 inspection stations, including 11 permanent inspection fitting stations, the NMDOT's contractor Safer New Mexico Now plans to conduct an estimated 84 fitting station events and 35-40 child safety seat clinics. Through these child safety seat inspection events, child passenger safety services are available to approximately 91 percent of the State's population (*details provided on page 88*). Fitting stations and clinics are conducted in both urban and rural areas of the State, with urban stations providing services to a large number of residents from surrounding rural communities. All inspection fitting stations and clinics serve at-risk populations including low-income families of all ethnic groups, and are staffed with at least one current nationally-certified child passenger safety technician (CPST).

Safer New Mexico Now provides child passenger safety (CPS) certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. All persons providing services at child safety seat fitting stations, clinics and distribution sites must be trained using the NHTSA Standardized CPS Technical Training curriculum and be certified through SafeKids Worldwide, or must complete a mandatory training session conducted by a certified CPS Technician Instructor. This six-hour course includes hands-on learning on proper seat selection and installation, and a written test. Every fitting station or clinic event is overseen by a nationally Certified CPS Technician. Statewide, CPS advocates (technician instructors and technicians) represent all six NMDOT districts and 28 of 33 counties. In addition, in each of the 13 NM State Police District offices, there are two certified child passenger safety technicians.

New Mexico's Child Safety Seat Distribution Program (NMCSSDP) distributes child safety seats to low-income families throughout the State. All agency personnel who distribute child safety seats are required to complete a six-hour advocacy-training session conducted by a certified Child Passenger Safety instructor that includes lectures, hands-on activities and a written test to educate health care personnel on proper seat selection and administrative aspects of the New Mexico Child Safety Seat Distribution Program. Safer NM Now staff plan to offer virtual advocacy-training sessions to agency personnel, as well as virtual site visits at distribution sites where access is limited or unavailable.

State Plan to Recruit, Train and Retain Certified CPS Technicians

In FFY23, to ensure that the State maintains a sufficient number of trained and certified CPS technicians, Safer plans to conduct four National Child Passenger Safety Technician Trainings for individuals not yet trained, the 2-day Buckle Up New Mexico (BUNM) Recertification Training for trained technicians seeking re-certification, and a 1-day Certification Renewal course for technicians whose certification has expired.

Planned FFY23 Certified Child Passenger Safety Technician Training

Training	Planned Date	Location	Estimated Number of Students to Maintain Coverage
4-Day CPS Technician	October 2022	Albuquerque	20
4-Day CPS Technician	January 2023	Roswell	20
4-Day CPS Technician	May 2023	Albuquerque	20
4-Day CPS Technician	July 2023	Las Vegas	20
BUNM Recertification Training	March 2023	Albuquerque	180
1-Day Recertification Renewal	August 2023	Rio Rancho	10

Technicians must receive re-certification every two years, and efforts are made to support technicians in the re-certification process to ensure high retention rates. The estimate of students needed to maintain adequate numbers of CPS-certified technicians is based on an assessment of both past years' re-certification rates and new technicians' certification rates.

Recruitment efforts for new technicians are ongoing throughout the year. During the State's annual Law Enforcement Symposium, law enforcement coordinators are given information about the CPS technician training and encouraged to take the training to become certified. During BKLUP contract negotiations with law enforcement agencies, TSD's law enforcement liaisons provide information about CPS training opportunities. Also, during NMCSSDP mandatory training sessions, information about CPS technician training is provided to hospital and other community agency personnel. When areas of the State are identified as being underserved, agencies in those areas are contacted with information about the CPS program and trainings.

Safer maintains a comprehensive database of certified CPS technicians in New Mexico. With this database, Safer is able to contact technicians regarding child restraint inspection stations, opportunities to serve the community, and provide updates on critical child passenger safety issues.

In FFY23, New Mexico will support the use of appropriate and correctly installed child occupant protection, including booster seats by:

a) funding contracts and working with community groups and local government entities around the State to conduct child safety seat/ booster seat clinics and to establish fitting stations
b) funding and distributing child occupant protection seats to low-income families
c) funding contracts to provide the NHTSA CPS Certification Training Program
d) using up to 5 percent of 405b funds to purchase for child restraints, as needed

Countermeasures That Work, 10th Edition, 2020: Chapter 2, Seatbelts and Child Restraints: Section 7: Other Strategies - 7.2 Inspection Stations.
Transportation Research Board's National Cooperative Highway Research Program Report 622.

Assessment of Overall Projected TS Impacts

Countermeasure strategies proposed for the Occupant Protection Program Plan impact all areas of the State, and projects associated with these strategies are focused on areas of identified need. Focusing on the identified high-risk areas and issues will help the State achieve the greatest impact on reducing unrestrained occupant protection crashes, fatalities and injuries. The NMDOT's countermeasure strategies focus on maintaining effective high visibility occupant protection enforcement and media efforts, and a strong child restraint program that provides for car safety seat distribution, safety seat inspection stations, and educational efforts utilizing trained CPS technicians.

New Mexico's primary seat belt, child safety seat/ booster seat and other related legislation continue to be instrumental in achieving high use of occupant protection and in ongoing efforts to reduce OP traffic-related deaths and injuries. All child restraint devices must meet Federal standards, must be appropriate for the age and size of the child, and must be properly used.

Program Component Linkages

The Occupant Protection Program problem identification data pinpoint the high-risk demographic, counties and roadways associated with unrestrained crashes, fatalities and serious injuries. Data show high risk locations for unrestrained occupant fatalities and serious injuries are in two of New Mexico's most populous counties, Bernalillo and Santa Fe. Other high risk locations in the northern part of New Mexico were Rio Arriba and McKinley counties, and the southeastern county of Lea. These counties have large areas of both urban and rural/non-interstate roadways, with pickup trucks being commonly used vehicles on these roadways.

The NMDOT/ TSD utilize two of the highest rated OP countermeasure strategies for effectiveness – occupant protection enforcement and communications/ outreach. High levels of law enforcement participation in NHTSA's CIOT and the State's BKLUP enforcement activities (anticipated 99% statewide coverage), and

high-visibility messaging serve to emphasize the State's occupant protection laws, and are focused on reducing needless deaths and injuries.

New Mexico's child safety restraint program of statewide inspection stations and child safety/booster seat distribution continue to make services available statewide, with particular emphasis in identified high-need, high-risk areas. The Occupant Protection performance measure data indicate a potential decrease in unrestrained occupant fatalities in 2022 from 2021, with a slight increase in 2023. In an effort to limit the number of these fatalities, the State will continue to strongly support its child restraint program and high-visibility enforcement and media campaigns. The occupant protection performance measures and our annual seat belt observation surveys will assist the State in assessing the impact of these occupant protection program activities.

Planned Federal Funding

Countermeasure: Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Project Number	Project Title	Fund Source	Fund Estimates
03-OP-02-P01	Child Restraint Program	402	551,100
03-OP-RF-P02	OP Promotional Materials	20100	11,000
03-OP-RF-P03	Buckle Up Conference Registration Materials	20100	3,300

Provides funds to maintain an active network of child safety seat/ booster seat clinics, fitting and inspection stations/events throughout the State. Provides funds to train child passenger safety seat/ booster seat technicians, and for support of the child safety seat/ booster seat distribution system to increase the availability of child safety seat /booster seat equipment for low-income families. Provides funds for statewide community and school-based occupant protection education and information. Annual CPS training fees estimated at $1,500 and Buckle Up NM conference fees estimated at $12,000 are used to offset training/conference expenses. *State funds are used for promotional materials for the annual Buckle-Up Conference and other OP events.* ***Total Project Funds = $564,000***

Intended Subrecipient: RFP outstanding	**Staff Oversight:** Pierrot Bendegue
Estimated Match amount: 80,240.16	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-OP-05dII-P01	Child Safety Seats/ Booster Seats	405dII	135,000

Provides funds to purchase and distribute child safety seats and booster seats to low income families throughout the State to enhance child passenger use efforts. ***Total Project Funds = $135,000***

Intended Subrecipient: Safer NM Now	**Staff Oversight:** Kimberly Wildharber
Estimated Match amount: 33,750	**Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Countermeasure: OP Communications and Outreach

Project Number	Project Title	Fund Source	Fund Estimate
03-OP-05b-P01	Seat Belt Observation Surveys	405b	243,100

Conduct statewide pre-and-post seat belt observation surveys prior to and following the Click It or Ticket National Seat Belt Enforcement Mobilization to determine the annual belt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for the surveys. ***Total Project Funds = $243,100***

Intended Subrecipient: Preusser Research Group, Inc.	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: 60,775	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate

03-OP-PM-P02	Click It or Ticket Paid Media Placement	405b	100,000

Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the Click It or Ticket National Seat Belt Mobilization. ***Total Project Funds = $100,000***

Intended Subrecipient: Marketing Solutions	**Staff Oversight:** Jeff Barela
Estimated Match amount: 25,000	**Estimated Local Benefit:** None
Project part of TSEP: Yes	**Purchases Costing $5000 or more**: No

Countermeasure: Highway Safety Office Program Management

Project Number	Project Title	Fund Source	Fund Estimates
03-OP-02-P02	OP Program Management – FTEs	402	194,205

Provides program management in the Occupant Protection Program area to coordinate statewide local law enforcement efforts related to BKLUP, Superblitz or other OP enforcement operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned annual NM Seat Belt Survey and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics.

Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year, approximately 25% of all time is spent on OP-related projects Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the AL and PT program areas.
Total Project Funds = $194,205

Subrecipient: None	**Staff Oversight:** Jeff Barela
Match amount: 28,276.25	**Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

OP Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimate
03-OP-RF-P01	Occupant Protection Enforcement	20100	308,000

Funds overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities, to include participation in the Click It or Ticket National Seat Belt Mobilization in 2023. Both paid and earned media will run during the Mobilization period.

Staff Oversight: Kimberly Wildharber

OP Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	$1,223,405
Total Planned State Funds:	$322,300

Police Traffic Services Program Plan

Enforcement of traffic law violations is essential to improving overall safety on roadways, and reducing crashes. New Mexico uses high-visibility enforcement and media to focus on violators of traffic safety laws including speeding, alcohol/impaired driving, occupant protection use, use of cell phones for calling or texting, and other violations. These efforts have been shown to result in reduced crashes, fatalities and injuries, and reduced numbers of repeat violations. If the public know about and see law enforcement on the streets, they are more likely to be aware of their driving behavior.

Program Area Problem Identification

Data from UNM/TRU 2020 NM Traffic Crash Report and 2020 NM DWI Report; 2020 State data are final

In 2020, the top contributing factors in all crashes were: driver inattention (19.2%), failure to yield (6.0%), other improper driving (4.8%), following too closely (4.5%), alcohol/drug involved (2.9%) and excessive speed/speed too fast for conditions (5.8%). The top contributing factors in fatal crashes were alcohol/drug involved (23.4%), excessive speed/speed too fast for conditions (12.5%), driver inattention (11.9%) other improper driving (6.1%), drove left of center (5.1%) and pedestrian error (4.7%).

Alcohol/drug involved was the top contributing factor in fatalities (12%/12.2%), followed by excessive speed (10.8%)/speed too fast for conditions (2.6%), driver inattention (11.7%), other improper driving (6.6%), and drove left of center (5.5%). The top contributing factors in suspected serious injuries were driver inattention (16.5%), excessive speed (9.6%)/speed too fast for conditions (3.3%), other improper driving (8.4%), alcohol involved (6.9%) and failure to yield (6.3%).

Urban roadways accounted for 76.7 percent of all crashes, 46.0 percent of all crash fatalities, 70.8 percent of alcohol-involved crashes and 44.8 percent of alcohol-involved crash fatalities, while rural roadways accounted for 23.3 percent of all crashes, 54 percent of crash fatalities, 29.2 percent of alcohol-involved crashes and 55.2 percent of alcohol-involved crash fatalities.

Of all pedestrians in alcohol-involved crashes, 95.5 percent involved a pedestrian under the influence of alcohol (up from 90.9 percent in 2019); 37 percent of total pedestrian fatalities involved a pedestrian under the influence of alcohol.

In 2020, males were 70.6 percent of all alcohol-involved drivers in crashes; 91.2 percent of alcohol-involved motorcycle drivers in crashes, 78.8 percent of alcohol-involved pedestrians in crashes, and 100 percent of alcohol-involved pedalcycle operators in crashes.

In 2019, drivers ages 20-39 were 68.1 percent of NM resident alcohol-involved drivers in crashes. The crash rate of alcohol-involved New Mexico drivers aged 20-24 is 3.7 times the statewide rate; while drivers aged 25-29 are 2.6 times the statewide rate.

There were 4,488 speeding-involved crashes in 2020, down by 19.6 percent in 2019, but the percentage of total crashes increased from 11.6 in 2019 to 12.3 in 2020. Speeding-related crashes were highest among drivers 15-34, accounting for 51.5 percent of all speeding-related crashes. Males are generally twice as likely as females to be drivers in speeding-related crashes. Of all speeding drivers in crashes, the highest percentage were aged 20-24 (16.7%), followed by drivers aged 15-19 (12.9%) and those 25-29 (11.5%).

Data from New Mexico's 2021 Occupant Protection Seatbelt Observation Study indicate that the lowest observed belt use was on local roads regardless of type of vehicle driven. Drivers across all vehicle types had lower observed seatbelt use than passengers, and both drivers and passengers in pickup trucks had the lowest levels of observed seatbelt use.

Results from New Mexico's 2021 Traffic Safety Awareness Survey showed that 20 percent of respondents said it was very likely or somewhat likely they would use their cell phone to talk, text, or read texts while driving. These responses were made fairly equally by both men and women, were respondents from the eastern and northwestern parts of the State, and were aged 16-44.

Identified Focus Areas

- **General Law Enforcement:** To include Distracted Driving, Unsafe Driving Practices, Impaired Driving and Speeding
- **High-Risk Drivers/Locations:** Males; Drivers aged 20-39; Drivers and Pedestrians Under the Influence of Alcohol or Drugs; Pickup Truck Drivers; Motorcyclists; Bicyclists
- Drivers on Urban Roads and Rural Non-Interstate/Local Roads

Performance Measure Targets

NHTSA C6: Speeding-related Fatalities

2020 Baseline	147	2023 Target	174

STATE: Fatalities in Distracted Driving Crashes

2016-2020 Baseline	155	2019-2023 Target	172

Rationale for Selected Countermeasure Strategy

The Police Traffic Services Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 10th Edition, 2020 and the Transportation Research Board's National Cooperative Highway Research Program Report 622. The chosen countermeasure is evidence-based and has been shown to be an effective strategy for addressing traffic safety issues. The strategy is based primarily on high-visibility and directed-enforcement combined with outreach and media, and on law enforcement training. The following strategy aligns with Safety Emphasis Areas detailed in NMDOT's SHSP.

Strategy - High Visibility Sustained Enforcement and Training

High-visibility enforcement efforts will focus on violators of speeding and other unsafe driving, including use of cell phones for calling or texting, aggressive driving, alcohol/impaired driving, and non-use of occupant protection. Ongoing high-visibility enforcement has been shown to result in reduced crashes, fatalities and injuries, and on reduced numbers of repeat violations. Additional effective activities include safety corridors and using lower levels of enforcement in a randomized fashion. In FFY21 through STEP activities, New Mexico law enforcement officers issued over 25,000 speeding and over 800 distracted/reckless driving citations. In FFY2023, State Police and an estimated 96 local and tribal law enforcement agencies plan to conduct STEP directed-enforcement and checkpoint activities.

The NMDOT/TSD will continue to support three law enforcement liaisons that are responsible for coordinating with city, county, State and tribal law enforcement agencies on NHTSA and TSD initiatives related to police traffic services and other related traffic safety projects. The LELs provide technical assistance to LE agencies on standard operating procedures and enforcement plans, and on public information and education via on-site meetings, telephone contacts, and email correspondence. LELs work with agencies to determine the number of high-visibility law enforcement operations to be conducted during the year based on a problem identification process and available funding. LELs also develop a plan for monitoring progress toward achievement of agency performance goals.

To ensure law enforcement officers have access to essential training, TSD contracts to provide trainings, including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, impaired driving checkpoints and accident reconstruction. Also provided are radar and lidar certification and instructor courses, and public information and media workshops. Well-trained officers are more likely to be successful in their law

enforcement efforts and to make arrests that are likely to lead to a conviction. Courses are offered locally or regionally, and are provided at no cost or low cost to officers.

The TSD also funds two traffic safety resource prosecutors (TSRPs) and an administrative assistant to conduct training to law enforcement officers regarding case law and updates to local, State or Federal laws pertinent to their law enforcement duties. The State Judicial Outreach Liaison and the TSRPs provide NMDOT/ TSD staff with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors.

In FFY23, New Mexico will support high-visibility enforcement activities in identified high-crash or high-risk areas to prevent and reduce traffic crashes, fatalities, injuries and violations, and support efforts to increase the effectiveness of general traffic law enforcement on New Mexico roadways by:

a) funding contracts for STEP enforcement activities focused on high-travel, high-risk times and locations to reduce speeding and other unsafe driving practices, such as: distracted driving; non-use of occupant protection; and use of cell phone while driving
b) funding contracts to provide training to law enforcement officers in SFST, STEP, conducting DWI checkpoints, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses, and working cooperatively with law enforcement agencies to raise their awareness of traffic code enforcement and its impact on safety
c) providing law enforcement agencies with technical assistance via law enforcement liaisons, the SJOL and the TSRPs, and providing other resources to help law enforcement agencies identify, prioritize and address traffic safety problem areas
d) coordinating enforcement activities with tribal agencies and maintaining an exchange of information among all law enforcement agencies to address mutual traffic safety problems
e) managing and distributing the New Mexico Traffic Safety Education and Enforcement funds based on local law enforcement assessments

Countermeasures That Work, 10th Edition, 2020. Chapter 3, Speeding and Speed Management: Section 1 - Laws; Section 2 – Enforcement; Section 3 - Penalties and Adjudication; Section 4 - Communications and Outreach Supporting Enforcement. Chapter 1, Alcohol- and Drug-Impaired Driving: Section 1 - Deterrence: Laws; Section 2 - Deterrence: Enforcement; *Chapter 2, Seat Belts and Child Restraints: Section 1 - Seat Belt Use Laws; Section 2 - Seat Belt Law Enforcement; Section 4 – Child/Youth Occupant Restraint Laws; Section 5 - Child Restraint/ Booser Seat Law Enforcement. Chapter 4, Distracted Driving: Section 1 – Laws and Enforcement (including cell phone & texting laws and enforcement); Section 2 – Communications and Outreach. Transportation Research Board's National Cooperative Highway Research Program Report 622.*

Assessment of Overall Projected TS Impacts

The countermeasure strategy proposed for the Police Traffic Services Program impacts all areas of the State, and projects associated with this strategy are focused on areas of identified need. Focusing on the identified high-risk areas and issues will help the State achieve the greatest impact on reducing overall traffic crashes, fatalities and injuries. The NMDOT's countermeasure strategy will help the State maintain effective high visibility, directed enforcement and media efforts, as well as provide training and support for law enforcement officers statewide.

Program Component Linkages

Overall crashes and fatalities related to speeding and distracted driving are projected to rise into FFY22. Given the potential tragic outcomes of these high-risk behaviors, high levels of law enforcement visibility on the streets and roadways are critical to preventing and mitigating these avoidable incidents. The Police Traffic Services (PTS) Program strategy of supporting general traffic safety law enforcement, specialized training, and technical assistance is critical for addressing these projected increases. PTS enforcement activities increase the visibility and reach of law enforcement, and therefore have a positive impact on reducing overall crashes, fatalities and injuries. Given that the STEP enforcement activities reach well over 95% of the State's population, the State is confident that proposed levels of funding and activities will allow for achievement of the PTS performance targets.

Planned Federal Funding

Countermeasure: PTS Enforcement and Training

Project Number	Project Title	Fund Source	Fund Estimates
03-PT-02-P01	Traffic Safety Law Enforcement Liaisons	402	185,567
03-PT-RF-P02		20100	3,093

Funds three full-time law enforcement liaisons (LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement (LE) agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide LE coordinators' meeting where strategies and innovative programs are shared. State funds are used for promotional materials for the annual LEL Conference. ***Additional funds for this project in AL Section: 03-AL-64-P12 (311,340) Total Project Funds = $499,907***

Intended Subrecipient: Safer NM Now | **Staff Oversight:** Kimberly Wildharber

Estimated Match Amount: 27,018.56 | **Estimated Local Benefit:** 185,567

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-PT-02-P03	State Judicial Outreach Liaison	402	50,000

Funds a contract with the Administrative Office of the Courts to provide a State Judicial Outreach Liaison (SJOL) to increase judicial education statewide on DWI and other traffic safety topics. Activities include corresponding with the Judiciary and stakeholders to identify training needs, developing and disseminating training materials, conducting training and participating in state and federal task force and stakeholder meetings. The project will include funding for travel, training, and to coordinate and implement training, information sharing, tracking and reporting. ***Total Project Funds = $50,000***

Intended Subrecipient: AOC | **Staff Oversight:** Kimberly Wildharber

Estimated Match Amount: 7,280 | **Estimated Local Benefit:** 50,000

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-PT-02-P04	Traffic Safety Resource Prosecutor	402	85,000

Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors. The administrative assistant will also coordinate the courts to school program to educate youth on the dangers of DWI. ***Additional funds for this project in AL Section – 03-ID-05d-P05 (128,000). Total Project Funds = $213,000***

Intended Subrecipient:: NM Attorney General's Office | **Staff Oversight:** Kimberly Wildharber

Estimated Match Amount: 12,376 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-PT-02-P05	Selective Traffic Enforcement	402	404,000
03-PT-RF-P01		20100	640,000

Provides funding for a statewide sustained enforcement project to target traffic safety problems and enforce traffic laws. Annually, State Police, local and tribal law enforcement agencies participate in enforcement activities, with estimated coverage of 99.8% of the State's population. ***Total Project Funds = $1,044,000***

Intended Subrecipient: Law Enforcement Agencies	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: 58,822.40	**Estimated Local Benefit:** 404,000
Project part of TSEP: Yes	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-PT-02-P06	General Law Enforcement (LE) Training	402	196,500

Provides general LE traffic safety training to all involved in police traffic enforcement services. Training may include STEP, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses. Trainings are approved by NMDOT and the NM Law Enforcement Academy. ***Total Project Funds = $196,500***

Intended Subrecipient: Safer NM Now	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: 28,610.40	**Estimated Local Benefit:** 196,500
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Countermeasure: Highway Safety Office Program Management

Project Number	Project Title	Fund Source	Fund Estimate
03-PT-02-P02	Police Traffic Services Program Management	402	200,100

Provides program management in the Police Traffic Services Program area to coordinate projects related to police traffic services, traffic enforcement, and the statewide program of training, development and quality assurance for police traffic services. Oversees law enforcement efforts in general traffic law enforcement such as speed, driver inattention, restraint use and alcohol/impaired driving. Provides for management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Personnel services will include salaries and benefits for six FTEs, including one staff manager and five management analyst positions. Funding percentages will be based on hourly timesheets; however, based on the past year, approximately 33% of all time is spent on police traffic services related projects. Travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP and AL program areas. ***Total Project Funds = $200,100***

Intended Subrecipient: None	**Staff Oversight:** Jeff Barela
Estimated Match Amount: 29,134.56	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

PTS Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimates
03-EE-05-P01	Education and Enforcement Funds to LEAs	20800	184,724

Education and Enforcement funds are State funds authorized by State Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, commodities, education, training and program administration. Funding amounts vary by fiscal year based on fees collected in the previous year.

Staff Oversight: Kimberly Wildharber

PTS Federal and State Budget Funds Summary

Total Planned NHTSA Funds	$1,121,167
Total Planned State Funds	$827,817

Motorcycle Safety Program Plan

The NMDOT Traffic Safety Division (TSD) is the designated State authority over motorcyclist safety issues and is the designated State authority that approves the motorcyclist training curriculum on crash avoidance and other safety-oriented skills. The training is provided via E-learning or online learning, as well as on the motorcycle. The NMDOT Motorcycle Safety Program contracts to manage its motorcycle safety training which is largely funded by a $2 annual motorcycle registration fee and by training fees assessed to each student. In 2023, the NMDOT plans to propose legislation to increase the MC registration fee to provide further support for the training program.

Program Area Problem Identification

Data from UNM/TRU 2020 NM Traffic Crash Report and 2020 NM DWI Report; 2020 State data are final

Motorcycles were involved in 2.4 percent of all crashes and 12.6 percent of all fatal crashes. In 2020, 82.4 of motorcyclists (driver/passenger) in crashes were either injured or killed, up from 76.1 percent in 2019. The number and percentage of fatalities were lower, while the percentage of serious injuries was about the same.

Counties with the highest number of motorcyclists in crashes were Bernalillo (369, down from 474 in 2019; 38.1% of total MC crashes), Doña Ana (87, down from 148; 9%), Sandoval (64, down from 57; 6.6%), Santa Fe (61, down from 83; 6.3%), San Juan (38, down from 56; 3.9%), and Eddy (38, down from 40; 3.9%. Counties with the highest number of motorcyclist fatalities were Bernalillo (13, down from 17; 28.3%), Doña Ana (5, same as 2019; 10.9%), San Juan (4, down from 8; 8.7%), Sandoval (4; same as 2019; 8.7%) and Santa Fe (4; up from 3; 8.7%). These five counties accounted for 65.2 percent of all motorcyclist fatalities.

The age groups with the highest number of motorcyclist crashes in 2020 were 20-24 (143; 14.8%), 25-29 (114; 11.8%), 45-49 (94; 9.7%), 40-44 (87; 9.0%), 35-39 (86; 8.9%) and 30-34 (80; 8.3%). Motorcyclists aged 20-34 accounted for 34.9 percent of all motorcyclists in crashes, while those aged 35-49 accounted for 27.6 percent. The ratio of male to female motorcycle drivers in crashes was 6.5.

The most prevalent contributing factors in motorcycle fatal crashes were: alcohol/drug involvement (29%) excessive speed/speed too fast for conditions (26%) and driver inattention (11.0%). In 2020, there were 64 alcohol-involved* motorcycle crashes (same as in 2019); 16 of these (25.0%) were fatal crashes. Counties with the highest number of alcohol-involved motorcycle crashes were Bernalillo (18, down from 20 in 2019); Doña Ana (7, down from 10 in 2019); Chaves (6, up from 2 in 2019); Otero (6, up from 2 in 2019). These four counties accounted for 57.8 percent of alcohol-involved motorcycle crashes (37 of 64).

Motorcyclists aged 20-34 were 43.4 percent of all alcohol-involved motorcycle drivers in crashes; drivers aged 45-49 were 35.4 percent. In 2020, 92 percent of alcohol-involved motorcycle drivers in crashes were male.

Of crashes where helmet use was on the uniform crash report (75%), 35 percent of motorcyclists were reported as not wearing a helmet, the highest percentage in the past five years. In 2020, 58.7 percent of motorcyclists killed in a crash were not wearing a helmet as were 43.2 percent of those seriously injured.

In 2020, 4.9 percent of all helmeted motorcyclists (drivers and passengers) in crashes were killed and 11.9 percent were seriously injured, while 8.0 percent of unhelmeted motorcyclists in crashes were killed and 15.0 percent were seriously injured.

**An alcohol-involved motorcycle crash is a crash involving one or more motorcycles and in which any motor vehicle driver, pedestrian or pedalcyclist in the crash was alcohol-involved.*

Identified Focus Areas

- **High-Risk Locations:** Bernalillo, Doña Ana, Sandoval, Santa Fe and San Juan counties
- **High-Risk Groups:** Males, all ages
- **High-Risk Behavior:** Alcohol/drug use; speeding; driver inattention; no helmet use

Performance Measure Targets

NHTSA C7: Motorcyclist Fatalities

2020 Baseline	46	2023 Target	54

NHTSA C8: Unhelmeted Motorcyclist Fatalities

2016-2020 Baseline	27	2019-2023 Target	34

Rationale for Selected Countermeasure Strategy

The Motorcycle Safety Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 10th Edition, 2020 and NHTSA MC Safety 5-year Plan. The chosen countermeasure is evidence-based and has been shown to be an effective strategy for addressing motorcyclist safety issues. NHTSA provides support to states for motorcyclist training and awareness, and recommends that states ensure the availability of motorcyclist training and education. The following countermeasure strategy aligns with Safety Emphasis Areas detailed in NMDOT's Strategic HSP.

Strategy – Motorcycle Rider Training

In New Mexico to legally drive a motorcycle, persons age 18 and above need to carry a valid motorcycle license with the appropriate endorsement or need the endorsement added on their current unrestricted driver's license. They must also pass a motorcycle knowledge exam and a road test. They are not required to receive training or wear a helmet. As an incentive to receive appropriate motorcycle safety training, the Motor Vehicle Division does not require the road test if the person age 18 and above successfully completes a Motorcycle Safety Foundation (MSF)-certified Basic Rider Course (BRC) or a BRC-2 course. Also, with the completion of an MSF-certified BRC or BRC-2, they are not required to take motorcycle knowledge exam if the person age 18 and above has a current unrestricted driver's license, provisional license or an instructional permit. In an effort to ensure that rider skills testing is standardized throughout the State, the NMDOT is working with the State MVD to continue training for their licensing agents.

Underage motorcycle operators age 13 and above are required to carry either a valid motorcycle license with the appropriate endorsement or have the endorsement added to their provisional license or unrestricted license. They must successfully complete the motorcycle knowledge exam and road test. Underage motorcyclists ages 13 and above who successfully complete an MSF-certified BRC are not required to take the road test. Also, with the completion of MSF-certified BRC, they are not required to take the motorcycle knowledge exam if underage motorcycle operators age 13 and above have a current instructional permit, provisional license, or unrestricted license. Motorcyclists under age 18 are required to wear a helmet.

The NMMSP conducts a quality assurance program to ensure that training provided through its sites meets or exceeds Motorcycle Safety Foundation standards. Evaluators provide training to ensure instructors and facilities meet the highest standards. Annually, the NMMSP inventories their training sites for effectiveness and efficiency, and conducts instructor professional development self-assessment activities across the State. The focus of the self-assessment activities is to improve instructor presentation of the curriculum to students, both in the classroom and on the riding range. All training sites receive at least two QA site visit during the year and are provided with reports on any areas needing improvement.

In FFY21, 239 basic and experienced rider classes were conducted at NMMSP training sites, up from 85 in 2020. Training was provided in Albuquerque, Alamogordo, Farmington, Gallup, Roswell, Santa Fe and Las Cruces, training 1,236 students, up from 613 in 2020. In 2021, as in previous years, some motorcycle dealerships provided cost-free training, resulting in an additional 221 individuals receiving the MSF training. Classes were made available to at least 60 percent of the State's registered motorcyclists and 65 percent of the State's population. From October 2021 through April 2022, the MSF has trained 716 students.

In 2023, the NMDOT plans to provide for training in six counties that account for 58.9 percent of statewide motorcycle registrations and 62.2 percent of the State's population. An additional 17 counties adjoin at least one of these six counties, increasing the relative reach of training to 96 percent of the State's population.

Planned 2023 MC Training Courses - Counties	Most Recent MC Registrations		Planned 2023 MC Training Courses - Counties	Most Recent MC Registrations
Bernalillo	14,440		**San Juan**	2,863
Santa Fe	4,529		**Doña Ana**	4,814
Chaves	1,523		**McKinley**	386
			Total	**28,555**

Total Statewide Registrations = 48,518 Percent of Registered MCs = 58.85%

Outreach regarding motorcycle safety including training, helmet use and adherence to traffic laws is an important component of a state's motorcycle safety program. Riders need to be made aware of licensing requirements, the value of appropriate training for both the beginner and more experienced rider, and the risks associated with not wearing a helmet or with driving while impaired. In an effort to reach high-risk 20-49 year-old motorcyclists, several motorcycle dealerships plan to again host 'Safety Days' during the summer months to provide information on the importance of motorcyclist training, helmet use and related safe motorcycling issues.

The NMMSP chairs the NM Motorcycle Safety Advisory Council meetings with individuals and organizations involved with motorcycle safety issues including various motorcycle dealerships and manufacturers, the NM Motorcycle Rights Organization (MRO), motorcycle riding groups, legal experts, law enforcement, MSF-USA, the NMDOT and the State Motor Vehicle Division. The MRO works with MADD and the NMDOT to highlight the issue of drunk driving and the tragic toll it has taken on motorcyclists whether by the drinking and driving motorcyclist or by the drinking driver that collides with a motorcyclist. In 2023, the MRO plans to trailer its 'Ghost Rider' bikes to different motorcycle events around the State to bring awareness about the victims of drunk driving, and may place permanent 'Ghost Rider' bikes at different locations around the State.

New Mexico participates in the NHTSA-supported Motorcycle Safety Awareness Month and in the National Ride to Work Day that focus on mutual responsibility for the safety of motorcyclists. Reminding motorists to be aware of motorcyclists through 'LOOK FOR ME' and 'Share the Road' media and roadway messaging is utilized during the summer months and during these safety event periods. Motorcycle safety brochures and other materials are available via the Safer NM website: https://shop.safernm.org/motorcycle-safety.

In FFY23, New Mexico will support statewide motorcycle rider safety training by:

a) working with a contractor to administer the New Mexico Motorcycle Safety Program to provide beginner and experienced Motorcycle Safety Foundation rider training courses to a majority of the State's registered motorcyclists; training includes information about helmet use and the risks associated with use of alcohol or drugs while driving a motorcycle
b) promoting motorcycle safety through educational efforts that increase the perception and awareness that operating, licensing and helmet laws are enforced
c) utilizing community traffic safety groups to promote motorcycle education and enforcement initiatives, participation in training programs, helmet use, and State and local law reform
d) promoting motorcycle safety training and motorcycle awareness through increased media and/or participation at local motorcycle events

Countermeasures That Work, 10th Edition, 2020. Chapter 5, Motorcycle Safety: Section 3 - Motorcycle Rider Licensing and Training; Section 4 Communications and Outreach, (including Conspicuity and Protective Clothing, and Motorist Awareness of Motorcyclists.
NHTSA 2019 Motorcycle Safety 5-year Plan – Report DOT HS 812 488

Assessment of Overall Projected TS Impacts

The countermeasure strategy proposed for the Motorcycle Safety Program will ensure access to appropriate training and education for the majority of motorcyclists statewide, and thus will help reduce motorcyclist crashes, fatalities and injuries. Limited funds impact the State's ability to ensure adequate availability of motorcycles for novice individuals seeking training.

Program Component Linkages

The Motorcycle Safety Program problem identification data pinpoint the high-risk demographic, counties and behaviors associated with motorcyclist crashes, fatalities and serious injuries. The State's two motorcycle safety performance targets will assess the impact of the State's motorcycle safety strategies and projects designed to reduce the number of motorcyclist fatalities. Motorcycle safety training, paired with high-visibility motorcycle safety messaging and enforcement of impaired driving laws are the State's best tactics for reducing motorcyclist fatalities and serious injuries. The strategy proposed for the Motorcycle Safety Program impacts areas of the State with the highest number of motorcyclists. New Mexico's Motorcyclist Safety Foundation training provides critically needed certified basic and advanced safety training to novice and experienced riders.

Identified high-risk counties for motorcycle crashes, fatalities or injuries either have training available in the county or in a neighboring county. Motorcyclist safety training not only includes training on how to handle a motorcycle, but also emphasizes identified high-risk issues such as alcohol/drug use, speeding, distracted drivers, and non-helmet use. Although the State does not have a universal helmet use law, it does require helmet use by motorcyclists under the age of 18.

Media messaging is targeted not solely to the motorcyclist, but to all the driving public and is focused on looking out for motorcyclists and sharing the road. Communication and outreach efforts increase motorcyclist safety and awareness for both motorcyclists and other drivers on the roadways.

Planned Federal Funding

Countermeasure: Motorcycle Rider Training

Project Number	Project Title	Fund Source	Fund Estimates
03-MC-05f-P01	Motorcycle Safety Training	405f	42,200
03-MC-08-P01		20600	130,000

Provides funds to administer a quality motorcycle safety training program utilizing Motorcycle Safety Foundation curricula. The formal program of instruction provides training in crash avoidance and other safety-oriented skills to motorcyclists, via E-learning or online learning, as well as on the motorcycle. Should additional funds become available in 2023, the NMDOT/TSD will seek to replace aging motorcycles and purchase other training equipment.
Total Project Funds = $172,200

Intended Subrecipient: NM Motorcycle Safety Program | **Staff Oversight:** Cora Anaya

Estimated Match Amount: 10,550 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

MC Federal and State Budget Funds Summary

Total Planned NHTSA Funds	$42,200
Total Planned State Funds	$130,000

Pedestrian and Bicyclist Safety Program Plan

The NMDOT is focused on reducing the number of pedestrian and bicyclist crashes, fatalities and injuries in New Mexico, and to encourage and support walking and biking as safe, accessible, and efficient modes of transportation. To successfully reduce New Mexico's pedestrian and bicyclist injury and fatality rates, at-risk populations need to be identified and their safety needs addressed.

The State's 5-year Pedestrian Safety Action Plan (PSAP) was finalized and implemented in 2021 (https://nmpedplan.altaplanning.cloud/). The goal of the PSAP is to reduce pedestrian-involved fatalities and injuries occurring on roads maintained and owned by the NMDOT, and to engage with tribal and local communities, and government agencies to achieve this goal. The PSAP provides strategies to improve data and data analysis to better identify where, when and why pedestrian crashes are occurring; to address roadway engineering and design issues, including highway beacons on State road; increase pedestrians and drivers education and awareness; and support law enforcement training. A first year progress report will be available in late 2022 or early 2023.

Program Area Problem Identification

Data from UNM/TRU 2020 NM Traffic Crash Report and 2020 NM DWI Report; 2020 State data are final

Pedestrians

In 2020, there were 481 pedestrian-involved crashes, down from 638 in 2019; 495 pedestrians were in crashes, down from 661 in 2019, falling from more than 600 annually since 2016. Male pedestrians were twice as likely as female pedestrians to be in a crash, and were 3.7 times as likely as females to be an alcohol-involved pedestrian in a crash.

In 2020, 81 pedestrians were killed (2 fewer than in 2019) and 66 were seriously injured (29 fewer than in 2019); 29.7 percent of all pedestrians in crashes were either killed or seriously injured.

Five counties accounted for 71.6 percent of all pedestrian fatalities - Bernalillo (32; 39.5 %), San Juan (10; 12.3%), Santa Fe (6; 7.4%), Chaves (5; 6.2%), and McKinley (5; 6.2%). Bernalillo County had 55.4 percent of all pedestrian crash serious injuries.

Pedestrian fatalities were 41.7 percent of all crash-related fatalities in both San Juan and Chaves counties; in Eddy County, they were 40.0 percent; in Torrance County, they were 33.3 percent, and in Bernalillo County, they were 29.4 percent

The age groups with the highest number of pedestrians in crashes were aged 30-34, 56 (11.3%); 25-29, 51 (10.3%); 35-39, 51 (10.3%); 40-44, 39 (7.9%); and 55-59, 39 (7.9%). The age groups with the highest number of pedestrian fatalities were 35-39 (11), followed closely by those aged 45-49 (9), aged 55-59 (9), 50-54 (7) and 40-44 (7). The age groups with the highest number of serious injuries were 25-39 (11), 30-34 (8), and 35-39 (8).

The most prevalent factors cited in pedestrian fatal crashes were pedestrian error (20.3%), drug involved (14.9%), and alcohol involved (12.3%); most prevalent factors in pedestrian injury crashes were pedestrian error (18.0%), driver inattention (15.1%), and under the influence of alcohol (6.5%).

Of all pedestrians in alcohol-involved crashes, 95.5 percent of the pedestrians were under the influence of alcohol. The top ranking counties for alcohol-involved pedestrian crashes were Bernalillo (33, down from 71 in 2019), San Juan (12, down from 21), McKinley (10, down from 16), Santa Fe (7, up from 5), and Doña Ana (6, up from 5).

Bernalillo, San Juan and McKinley counties accounted for 62.5 percent of all alcohol-involved pedestrian crashes. The counties with the highest alcohol-involved crash rates (per 100,000 county residents) were Union (24.8), Guadalupe (23.4), McKinley (14.1), Socorro (12.1) and San Juan (9.7).

In 2020, 51.9 percent of pedestrian fatalities occurred in dark-not lighted conditions (up from 44.6% in 2019), and 28.4 percent occurred in dark-lighted conditions (down from 37.3% in 2019).

The age groups with the highest number of alcohol-involved pedestrians in crashes were: 25-29 (14.1%); 50-54 (12.9%); 30-34 (11.8%); 55-59 (11.8%); and 45-49 (9.4%).

Male pedestrians were 3.7 times as likely as females to be an alcohol-involved pedestrian in a crash.

Bicyclists

In 2020, bicyclists were involved in 266 crashes (108 fewer than in 2019), resulting in 8 bicyclist fatalities and 26 bicyclists sustaining serious injuries; 86.1 percent of all bicyclists in crashes were either killed or injured (down from 90.4% in 2019).

Bicyclists aged 55-59 were involved in 12.8 percent of bicyclist crashes, up from 8.6 in 2019, followed by those aged 50-54 (9.8, up from 7.5 in 2019), 45-49 (8.6, up from 6.4 in 2019), and 60-64 (8.6, up from 5.9 in 2019). Bicyclists in crashes were 3.8 times more likely to be male than female.

The most prevalent factors cited in the bicyclist fatal and injury crashes were driver inattention, failure to yield the right of way, other improper driving, pedestrian error, and under the influence of alcohol. Alcohol involvement was a factor in 10 bicyclist crashes; in 7 of these, the bicyclist was under the influence of alcohol.

Four of the eight bicyclist fatal crashes occurred in daylight, 2 in dark-not lighted conditions and 2 in dark-lighted conditions. Of all bicyclist crashes, 72.0 percent occurred in daylight, 11.1 percent in dark-lighted conditions, and 10.7percent in dark-not lighted conditions.

Of alcohol-involved crashes on urban roads, the UCR category 'collision with person (pedestrian, pedalcyclist/other non-motorist)' accounted for 5.5 percent of crashes and 36.9 percent of fatalities.

National data show that pedestrian fatalities were 16.9 percent of all traffic fatalities in 2020, while in New Mexico; they were 20.4 percent of all traffic fatalities.

Identified Focus Areas

- High-Risk Demographic: Pedestrians: Males 25-34 & 45-59; Bicyclists: Males 55-59, 45-54 & 60-64
- High-Risk Locations/Conditions: Pedestrians: Bernalillo, San Juan, Santa Fe, Chaves, McKinley, Doña Ana and Torrance counties/ Dark lighted and not-lighted conditions. Bicyclists: Primarily daylight times
- High-Risk Behavior: Pedestrians: Pedestrian error, alcohol/ drug use, driver inattention. Bicyclists: Driver inattention, fail-to-yield, other improper driving, pedestrian error, alcohol use

Performance Measures and Targets

NHTSA C10: Pedestrian Fatalities

2016-2020 Baseline	79	2019-2023 Target	93

NHTSA C11: Bicyclist Fatalities

2016-2020 Baseline	7	2019-2023 Target	9

Rationale for Selected Countermeasure Strategy

The Pedestrian and Bicyclist Safety Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 10th Edition, 2020, the Transportation Research Board's National Cooperative Highway Research Program Report 622, and NMDOT's 2021-2026 Pedestrian Safety Action Plan. The chosen countermeasure is evidence-based and has been shown to be an effective strategy for addressing pedestrian and bicyclist safety issues. The strategy is based primarily on public education, and communications and outreach. The following strategy aligns with Safety Emphasis Areas detailed in NMDOT's Strategic Highway Safety Plan.

Strategy – Communications and Outreach, Education and Training

In FFY23, New Mexico will increase communications and outreach regarding pedestrian and bicyclist safety and awareness by:

a) continuing to participate in the implementation of the NMDOT 2021-2026 Pedestrian Action Plan strategies to reduce pedestrian fatalities and injures
b) working with local communities, schools, universities and media to provide pedestrian/bicyclist safety education to populations at higher risk of pedestrian/bicyclist injuries and fatalities
c) assist with planning of community-based projects, particularly in identified high-risk areas, focused on working with community members and pedestrian/bicyclist injury stakeholders to identify and address specific local problems/issues to reduce overall pedestrian/bicyclist deaths and injuries
d) providing training to law enforcement on pedestrian crash investigations; working with New Mexico State Police to develop training on New Mexico pedestrian laws
e) working with Safer New Mexico Now to provide pedestrian/bicyclist safety statute information to officers at the annual Law Enforcement Coordinators' Symposium (LECS)
f) working with local law enforcement, shelters and clinics in high-risk communities to increase awareness of pedestrian/bicyclist safety laws, and increase awareness of high-risk activities and factors that contribute to pedestrian/bicyclist crashes, including alcohol/drug impairment
g) providing updated information on pedestrian/bicyclist safety events and resources via the University of New Mexico Center for Injury Prevention Research and Education website - https://hsc.unm.edu/medicine/departments/emergency-medicine/programs/cipre/cipre-programs/look-for-me/
h) distributing 'Look for Me' bookmarks and 'Rules of the Road' cards with pedestrian/bicyclist safety tips and related laws to law enforcement, universities and schools, including driver education, driver safety and DWI schools; and conducting education and awareness media about crosswalk and roadway modifications designed to increase public safety

Countermeasures That Work, 10th Edition, 2020. Chapter 8, Pedestrian Safety: Section 2 – School-Age Children (including safety training); Section 3 – Impaired Pedestrians; Section 4 – All Pedestrians (including reducing/enforcing speed limits; conspicuity enhancement, enforcement strategies, and driver training.

Countermeasures That Work, 10th Edition, 2020. Chapter 9, Bicycle Safety. Section 1 – Children (including bicycle helmet laws for children, Safe Routes to School and Bicycle Safety Education for Children); Section 3 – All Bicyclists (including active lighting and rider conspicuity, promoting bicycle helmet use with education, enforcement strategies, motorist passing bicyclist laws, driver training, and Share the Road awareness programs.
Transportation Research Board's National Cooperative Highway Research Program Report 622.

NMDOT Pedestrian Safety Action Plan, August 2021.

Assessment of Overall Projected TS Impacts

The countermeasure strategy proposed for the Pedestrian and Bicyclist Safety Program focuses on local community outreach and communications efforts to raise the public's awareness about the importance of looking out for pedestrians and bicyclists, sharing the road, and taking other safety precautions to reduce the chances of their being involved in a traffic crash that could result in death or injury. Pedestrians and bicyclists are reminded to be aware of their surroundings and be as highly visible as possible when interacting with vehicle traffic, while drivers are reminded to be alert and cautious in areas with pedestrian and bicycle traffic.

Although New Mexico saw a reduction of 24.6 percent in the number of pedestrian-involved crashes in 2020 from 2019, the number of pedestrian fatal crashes and fatalities were on a par with those in the past four years. The Traffic Safety Division's high-visibility awareness, education and outreach efforts support the NMDOT Planning Division's roadway structural safety improvements designed to reduce these preventable crashes and fatalities.

Program Component Linkages

The detailed problem identification data pinpoint the high-risk demographic, locations and behaviors associated with pedestrian and bicyclist crashes, fatalities and injuries. The strategy proposed for the Pedestrian and Bicyclist Safety Program impacts specific areas and populations of the State shown to be at highest risk for pedestrian and/or bicyclist fatalities. Primary focus is placed on urban and rural areas where pedestrian/ bicyclist traffic on roadways is most common, and crashes and fatalities are highest.

The Pedestrian and Bicyclist Safety Program's community engagement, and educational awareness strategy and activities interface with the NMDOT and FHWA's efforts to structurally make roadways safer for the walking and bicycling public, including visibility issues. As pedestrian and bicyclist roadways and intersections are made safer, raising the public's awareness of these changes serves to increase the overall impact of such interventions. The two performance measures and targets will assess the impact of the State's pedestrian and bicyclist safety program strategy and project activities designed to reduce the escalating number of pedestrian and bicyclist fatalities.

Planned Federal Funding

Countermeasure: PED Communications and Outreach

Project Number	Project Title	Fund Source	Fund Estimates
03-PS-05h-P01	Pedestrian & Bicyclist Safety	405h	240,000
03-PS-RF-P01		20100	60,000

Provides funds for a contract with the University of New Mexico Center for Injury Prevention Research and Education (CIPRE) to conduct community outreach, education and training with a focus on drivers, pedestrians, bicyclists and the general public; assist local communities, MPOs, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian fatalities and injuries.

Contractor will 1) partner with law enforcement, shelters and clinics in high-pedestrian fatality/injury communities to increase awareness of pedestrian and bicyclist laws, and highlight ways to increase awareness and safety among high-risk populations; 2) partner with NMDOT Bicycle/Pedestrian/Equestrian and Safe Routes to School programs, and with Driver Education instructors to highlight pedestrian and bicyclist safety issues; and 3) encourage increased awareness of pedestrians and bicyclists through a 'Look for Me' campaign. Contractual costs include personnel and benefits, educational materials, training or meeting venue costs, and travel. *State funds are used for educational materials and promotional items for pedestrian and bicyclist safety activities and events.* ***Total Project Funds = $300,000***

Intended Subrecipient: UNM CIPRE	**Staff Oversight:** Jonathan Fernandez
Estimated Match Amount: 60,000	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

PED/Bike Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	$240,000
Total Planned State Funds:	$60,000

Media and Marketing Plan to Support TS Programs

New Mexico is committed to providing high levels of media and public information that support the NMDOT/TSD traffic safety programs in the areas of alcohol/impaired driving, occupant protection, motorcyclist safety, pedestrian and bicyclist safety, driver education, and other unsafe driving practices such as speeding and cell phone calling/ texting. Media and public information efforts have been very effective, particularly in areas such as alcohol/impaired driving, occupant protection and distracted driving.

The NMDOT contracts with a media creative design and production firm to develop high-impact messaging designed to reach targeted audiences and generate widespread message exposure. In addition, public information and education campaigns are conducted in conjunction with law enforcement or community event activities to increase traffic safety awareness, and achieve maximum reductions in risky behaviors.

Media Communications and Outreach

In FFY23, New Mexico plans to implement high-visibility media and marketing campaigns designed to provide information to the general public about traffic safety issues and to enhance the effectiveness of all traffic safety projects by:

- Creating and disseminating alcohol/impaired, occupant protection, texting, motorcycle, pedestrian and bicyclist safety, and underage drinking prevention media messages
- Developing and/or implementing strategies to decrease fatalities and injuries among identified high-risk groups through media and public information
- Developing and coordinating earned media initiatives to maximize paid media messaging in support of enforcement and public awareness campaigns
- Disseminating media messaging through local advocacy groups and safety agencies

The NMDOT contracts with a marketing firm to conduct media placement and media monitoring of Superblitz campaigns, State involvement in National campaigns, and sustained enforcement activities. This contract is essential for the State's year-round traffic safety messaging. The contractor assists in marketing the NMDOT's and National traffic safety messages through promotions and events involving the broadcast media. They prepare regular reports on traffic safety media aired on the stations under contract with the NMDOT.

Radio, television and billboard advertising continue to be effective throughout the State. Earned media is a large component of the media mix, and intensive efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the NMDOT distributes press releases and collateral material to county DWI prevention and other safety coalitions to supplement paid media messaging.

An NMDOT-sponsored website (http://www.endwi.com/) provides information regarding DWI laws and penalties, State initiatives, SafeRides, the Drunk Buster Hotline and on-going media campaigns. The ENDWI website contains links to the BKLUP and DNTXT websites that highlight similar information about relevant laws and penalties, awareness campaigns, and safety information.

The NMDOT continues to provide web-based ZeroProof underage drinking prevention program materials for use by schools throughout the State via https://www.zeroproofnm.com/. Ongoing communication via social media platforms has continued to make the program available. A ZeroProof newsletter focused on underage alcohol prevention is distributed twice a year electronically to more than 1,100 recipients including schools and traffic safety advocates, and can be accessed via: https://www.safernm.org/resources/news.

buzzkill

SELLERS

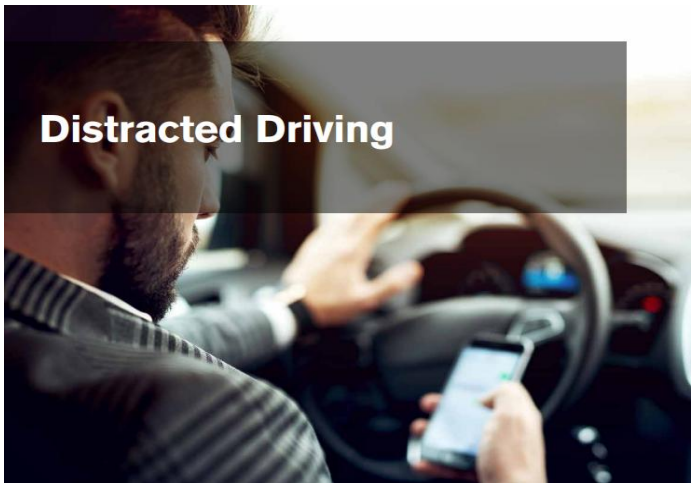
SERVERS

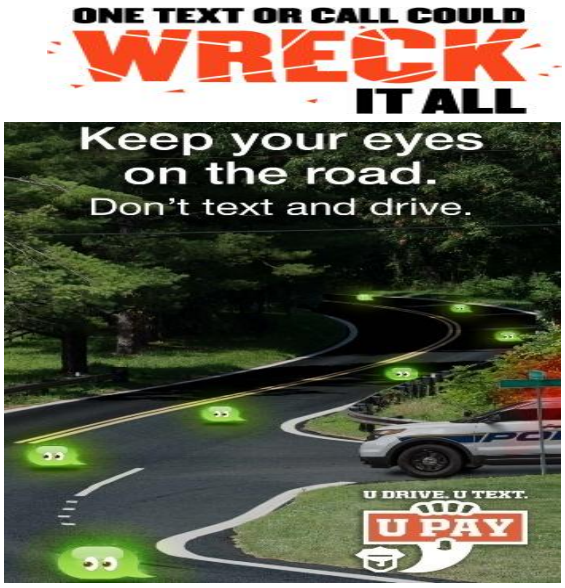
Buzzed Driving is Drunk Driving

slodwn/bklup

Save a life: buckle up

justdrive





zeroproof

Impact of Media Support

Media and marketing activities impact all areas of the State. Media is an essential component that supports TSD's high-visibility enforcement operations. High-visibility media is coordinated with law enforcement activities to let the public know that officers are on the street enforcing DWI, occupant protection, speeding, texting and other traffic safety laws.

Much of the media and outreach is coordinated with enforcement operations focused on alcohol/impaired driving, occupant protection, distracted driving and underage drinking prevention. These public awareness efforts are essential components to help stem recent increases in alcohol-impaired, unrestrained and speeding-related fatalities, as well as in fatal crashes involving under age 21 drivers.

Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimates
03-EE-05-P02	General Media Creative and Production	20800	200,000
03-CP-RF-P01		20100	150,000
Develop informational and educational pro-active marketing and media campaigns that achieve high public awareness of enforcement and education efforts statewide. Use marketing and media strategies to target effective messages to those who are most likely to drink and drive, not use occupant restraints and engage in other risky driving behavior. Funds the costs to create and produce television, radio and other messages related to traffic safety issues.			
Staff Oversight: Jeff Barela			

Project Number	Project Title	Fund Source	Fund Estimate
03-EE-PM-P03	General Paid Media	20800	275,000
03-PM-RF-P02		20100	150,000
Funds paid media for general traffic safety efforts including messaging on increasing seat belt and child restraint use, deterring speeding and distracted driving, and increasing construction zone safety awareness.			
Staff Oversight: Jeff Barela			

Media State Budget Funds Summary

Total Planned State Funds:	$775,000

FEDERALLY-FUNDED ALCOHOL/IMPAIRED DRIVING, OCCUPANT PROTECTION AND DRIVER EDUCATION MEDIA PROJECTS ARE LISTED IN THEIR CORRESPONDING PROGRAM AREA.

Traffic Records Program Plan

New Mexico's Traffic Records Program is focused on facilitating an effective traffic records system to provide timely access to accurate, uniform and complete data on traffic activity by supporting the collection, storage, analysis and sharing of traffic crash, fatality and injury data. Such a system is essential for definitive identification of traffic safety problems so that effective countermeasures can be developed and implemented. Recommendations from the 2021 Traffic Records Assessment are reviewed and considered in Traffic Records Strategic Plan updates.

The statewide Traffic Records Executive Oversight Committee (STREOC) and Coordinating Committee (STRCC) members include owners, operators, collectors and users of traffic, health and court data systems from a variety of agencies including highway safety, highway infrastructure, law enforcement, courts, public health - including emergency medical services and injury control, driver licensing, and motor carrier. These State and local agency representatives help ensure broad and multi-faceted participation in the processes necessary to achieve the goals of the Traffic Records program.

Traffic Records Coordinating Committee

FFY22 STRCC Meeting Dates: October 13, 2021, January 26, 2022, April 13, 2022
State Traffic Records Coordinator: Roberta Vasquez, Acting Traffic Records Program Staff Manager

New Mexico STRCC Membership 2021-2023			
Name/Email	**Title/Function**	**Home Organization**	**Core Safety Database**
NM Department of Transportation			
Roberta Vasquez roberta.vasquez@state.nm.us	Crash Data Supervisor	NMDOT – Traffic Safety Division	CRASH
Kariann Blea kariann.blea1@state.nm.us	TRACs Project Mgr.	NMDOT – Traffic Safety Division	CRASH
Kimberly Wildharber kimberly.wildharber@state.nm.us	Traffic Safety DWI Data	NMDOT – Traffic Safety Division	CRASH
Christian Quintana christian.quintana@state.nm.us	Project Manager	NMDOT – Traffic Safety Division	CRASH
Jessica Griffin jessica.griffin@state.nm.us	Planning Bureau Chief	NMDOT - Planning Division	CRASH/ROADWAY
John Baker johnj.baker@state.nm.us	Staff – Roadway	NMDOT - Data Mgt. Bureau	ROADWAY
Danial Watts danial.watts@state.nm.us	Staff - Traffic Counts	NMDOT - Data Mgt. Bureau	ROADWAY
Esteban Trujillo esteban.trujillo2@state.nm.us	Ignition Interlock Mgr.	NMDOT - Traffic Safety Division	IGNITION INTERLOCK/ DRIVER
Robert Rhatigan rhatigan@unm.edu	Interim Director	UNM-Geospatial & Population Studies	CRASH
Jessica Bloom jbloom1@unm.edu	Research Scientist	UNM-Geospatial & Population Studies	CRASH
Ilene Hall ilenehall@gmail.com	Planner/ Technical Writer	Pricehall Research, Inc.	ALL
NM Department of Public Safety			
Capt. Ben Romero davidb.romero@state.nm.us	Commander of IT Special Projects	NMDPS	CRASH/CITATION ADJUDICATION
Capt. Joseph Romero joseph.romero12@state.nm.us	Captain of CVE	NMDPS	CRASH/CITATION ADJUDICATION

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Sonia Abeyta sonia.abeyta@state.nm.us	Tracs Project Manager	NMDPS	CRASH/ CITATION ADJUDICATION
Brian Bullard brian@itsolutionsnm.com	TraCS Support & Maintenance	IT Solutions	CRASH/ CITATION ADJUDICATION
Chris Smead chris@itsolutionsnm.com	TraCS Support & Maintenance	IT Solutions	CRASH/CITATION ADJUDICATION
NM County/City/Tribal Law Enforcement			
Sgt. Dason Allen dasona@donaanacounty.org	Sergeant	Doña Ana County Sheriff's Office	CRASH/ CITATION ADJUDICATION
Chief David Karst karstd@bloomfieldnm.gov	Chief	Bloomfield Police Department	CRASH/CITATION ADJUDICATION
Chief Kirk E. Roberts kroberts@artesianm.gov	Chief	Artesia Police Department	CRASH/CITATION ADJUDICATION
Lt. Patrick Segura patrick.segura@santaana-nsn.gov	Lieutenant	Santa Ana Tribal Police	CRASH/CITATION ADJUDICATION
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Genevieve Grant ggrant@nmcourts.gov	IT Technical Support Mgr.	AOC – Judicial Information Division	CITATION/ ADJUDICATION
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Alexander Smith apsmith@nmcourts.gov	Developer Manager	AOC – Judicial Information Division	CITATION/ ADJUDICATION
NM Department of Health EMS/ Injury Surveillance			
Charles Becvarik charles.becvarik@state.nm.us	NM State EMS Data Coord./Licensing/ Education-CEs	NMDOH - EMS Bureau	EMS/INJURY SURVEILLANCE
NM Taxation & Revenue Department/ Motor Vehicle Division			
Tomas Glover tomas.glover@state.nm.us	Driver Services Bureau Chief	NMTRD - Motor Vehicle Division	DRIVER/VEHICLE
Sean Bulian sean.bulian@state.nm.us	Vehicles Bureau Chief	NMTRD - Motor Vehicle Division	DRIVER/VEHICLE
NM Department of Finance and Administration			
Julie Krupcale julie.Krupcale@state.nm.us	Local DWI Bureau Chief	DFA - LDWI	DRIVER/CRASH/ CITATION ADJUDICATION
Federal Partners			
Luis Melgoza luis.melgoza@dot.gov	Safety Pavement Engineer	FHWA	ALL
Brian Preston brian.preston@dot.gov	State Program Specialist	FMCA	ALL
STRCC Coordinating Team			
Mike Archibeque marchibeque@mastrategies.com	Traffic Records Advisor	NMDOT/MA Strategies	ALL
Ferdi Serim fserim@mastrategies.com	STRCC Project Management	NMDOT/MA Strategies	ALL
Annjenette Torres atorres@mastrategies.com	STRCC Administration	NMDOT/MA Strategies	ALL
Ann John ajohn@mastrategies.com	STRCC Project Management	NMDOT/MA Strategies	ALL

2023 Performance Measures and Targets

Crash Database - Completeness
Increase the number of reportable crash reports received using the new uniform crash report form vs. older uniform crash report forms from an estimated 66% from 4/1/2021 to 3/31/2022 to 68% from 4/1/2022 to 3/31/2023.

Crash Database – Completeness and Accuracy
Increase the percentage of reportable crash reports transferred directly from TraCS to the State crash database from 63% from 4/1/2021 to 3/31/2022 to 65% from 4/1/2022 to 3/31/2023.

Program Area Problem Identification

Access to timely, accurate and complete crash, fatality and injury data is critical for the State's ability to identify current traffic safety problems and for determining what types of programs and projects should be developed and implemented to address them.

Rationale for Selected Countermeasure Strategies

The following strategies align with Plan Implementation and Evaluation areas detailed in NMDOT's Strategic Highway Safety Plan (SHSP). The SHSP emphasizes the importance of access to timely, accurate and complete traffic safety data and data analyses to support development and implementation of effective strategies and projects designed to reduce fatalities and injuries.

Strategy – Improve the Availability, Quality and Utility of Crash Data

In FFY23, New Mexico planned projects will increase the availability, quality and utility of crash, fatality and injury data for highway safety planning and resource allocation by:

a) continuing to support use of advanced data analyses using data merging techniques to identify problem locations and conditions, and ensuring ongoing use of quality improvement measures
b) increasing electronic data collection and data transfer via the use of TraCS
c) providing timely statewide annual reports, city and county-specific reports, and special reports by request to traffic safety planners and State leaders, and to the public via website access

(NHTSA Model Performance Measures for State Traffic Records Systems, DOT HS 811 441, 2011)

Strategy – Facilitate Crash Data Entry and Maintenance of Crash Database

In FFY23, New Mexico will facilitate crash report data collection for analyses and report development by:

a) funding data entry and maintenance of a crash report database for uniform crash reports generated by law enforcement agencies statewide

(NHTSA Model Performance Measures for State Traffic Records Systems, DOT HS 811 441, 2011)

Assessment of Overall Projected TS Impacts

Evidence-based countermeasure strategies and the projects to implement them improve timely access to and the utility of accurate and complete crash data and crash data analyses for traffic safety problem identification. Crash data analyses, and local and statewide reports produced assist traffic safety partners, planners and advocates to better assess needs and improve resource allocation.

Over the past five years, crash report numbers have increased which is likely due to improvements in crash reporting by law enforcement agencies. These improvements typically occur when an agency upgrades to electronic data collection and transfer for crash reporting. In 2021, electronic data collection and transfer was used to report 65 percent of New Mexico's reportable crashes. The State's electronic collection of crash data facilitates more timely and accurate entry, analysis and access to the data.

Program Component Linkages

The Traffic Records Program countermeasure strategy, projects and budget amounts are designed to address the identified need for timely and accurate crash, fatality and injury data, data analysis and reporting, and have been reviewed and approved by the Statewide Traffic Records Coordinating Committee. The Traffic Records Program performance measures and targets will assess the planned improvements to the crash data system.

Planned Federal Funding

Project Number	Project Title	Fund Source	Fund Estimates
03-TR-05c-P01	Crash Data Statistical and Analytical Reporting	405c	400,000
03-TR-RF-P02		20100	193,050

Funds a contract with the University of NM (UNM) to provide advanced data analyses using data merging techniques to more easily and accurately identify problem locations and conditions used for generating timely crash-related community and statewide reports to traffic safety partners, State and community leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and increase its traffic crash database quality improvement capabilities. These efforts result in more timely access to and availability of high quality crash-related data. UNM provides geographic-based safety information to State and community traffic safety program managers to improve the targeting of scarce resources. ***Total Project Funds = $593,050***

Intended Subrecipient: University of New Mexico	**Staff Oversight:** Roberta Vasquez
Estimated Match Amount: 100,000	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-TR-02-P01	Traffic Records Statistician	402	60,000

Statistician will conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers; apply appropriate statistical techniques in the analysis of data and provide interpretation of analysis outcomes. Statistician will work under the direction of the Traffic Records Bureau. ***Total Project Funds = $60,000***

Intended Subrecipient: University of New Mexico	**Staff Oversight:** Roberta Vasquez
Estimated Match Amount: 8,736	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-TR-02-P02	Traffic Records Committee and Strategic Plan Coordination	402	219,718

Funds a contract to provide support with Traffic Records Coordinating Committee activities, including: organize and facilitate TRCC meetings; develop and update the annual TR Strategic Plan, to include updates from State Traffic Records assessments; coordinate with traffic records entities to identify and document traffic records projects for inclusion in the Strategic Plan; track status of projects and document in the Strategic Plan annual updates; develop and monitor TR project performance measures; and provide status reports to the TR committees. ***Total Project Funds = $219,718***

Intended Subrecipient: MA Strategies	**Staff Oversight:** Roberta Vasquez
Estimated Match Amount: 31,990.88	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Planned State or FHWA Funding

Project Number	Project Title	Fund Source	Fund Estimate
03-TR-RF-01	Crash Records Data Entry/ QA	20100	360,000

Funds for data entry and front-end quality control of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or other electronic transfer methods. Crash database maintenance will be provided. Personnel services will cover salary and benefits for a full-time data entry supervisor and student data entry clerks. Travel, supplies and training are included to support data maintenance and quality improvement efforts.

Staff Oversight: Roberta Vasquez

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900880	EZ Street Software License for TraCS	FHWA	10,000

Provides funds for purchase of EZ Street Draw Software License for TraCS. ***Total Project Funds = $10,000***

Intended Subrecipient: Law enforcement agencies | **Staff Oversight:** Kariann Blea

Estimated Match Amount: 1,456.00 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900880	TraCS License Renewal	FHWA	94,000

Provides funds for renewal of TraCS unlimited software license. ***Total Project Funds = $94,000***

Intended Subrecipient: Iowa State DOT | **Staff Oversight:** Kariann Blea

Estimated Match Amount: 13,686.40 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900880	TraCS Maintenance and Support	FHWA	60,000

Provides for technical and helpdesk support; forms creation; general maintenance; maintenance of NM TraCS pack ***Total Project Funds = $60,000***

Intended Subrecipient: Technology Enterprise Group | **Staff Oversight:** Kariann Blea

Estimated Match Amount: 8,736 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900880	Location Mapping Services	FHWA	32,500

Provides for a contract with a location mapping service (Google or equivalent) for location mapping services. ***Total Project Funds = $32,500***

Intended Subrecipient: Technology Enterprise Group or mapping svs. | **Staff Oversight:** Kariann Blea

Estimated Match Amount: 4,732 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900880	DASO TraCS Rollout and Support	FHWA	150,000

Provides funds for continued TraCS rollout and support from Dona Ana County Sheriff. (DASO). ***Total Project Funds = $150,000***

Intended Subrecipient: DASO | **Staff Oversight:** Kariann Blea

Estimated Match Amount: 21,840 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

TR Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	$679,718
Total Planned State Funds:	$553,050
Total Planned FHWA Funds	$346,500

Driver Education and Driving Safety Program Plan

The Traffic Safety Division strives to influence the behavior of drivers on New Mexico's roadways through information dissemination and educational efforts. The TSD sponsors and participates in traffic safety forums, conferences, task forces, seminars and training events to help coordinate public and private sector involvement in traffic safety issues. Media activities, public information and educational campaigns coincide with local events, and local and national enforcement operations. Additional public awareness and educational activities are developed for pedestrian, motorcyclist and bicyclist safety, speeding, distracted driving and other traffic safety issues.

The TSD has statutory responsibility to develop rules to provide minimum and uniform standards for the issuance, renewal and revocation of driver education school licenses and instructor certificates, and for establishing requirements for the operation of driving schools.

TSD assures that all driver education and driving safety schools complete certification training and use TSD-approved curricula. In addition, the TSD approves and certifies training programs that provide traffic safety and DWI information and education to the public. Through driver education and driving safety training, individuals obtain knowledge and skills to aid them in making better decisions as drivers, and ultimately, they should be less likely to be involved in a motor vehicle crash.

TSD is also responsible for approving and issuing Driving Safety/ Defensive Driving School licenses and instructor certificates. The curriculum is geared toward changing behaviors among problem drivers. The State of New Mexico recognizes two types of driving safety programs for licensed drivers: 6-hours of Defensive Driving classes or 8-hours of Suspended License classes. This 8-hour course is required only for students whose driver's license has been suspended by the MVD based on their point system.

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New Mexico has maintained a graduated driver licensing (GDL) system since the State's GDL law was enacted in 2000. State-approved driver education schools start the GDL three-stage process. Teens are issued an instructional permit and must hold the permit for at least six months. These youths are required to have supervised driving practice to progress to the next licensing stage of a provisional license, which must be held for at least 12 months before applying for a full, unrestricted license. Passenger and nighttime restrictions during this provisional stage lower risks for novice drivers until they can gain additional driving experience. All novice drivers must maintain a clean driving record to advance through the GDL stages.

Performance Measure and Target

NHTSA C9: Under-21 Drivers in Fatal Crashes

2016-2020 Baseline	52	2019-2023 Target	60

Program Area Problem Identification

Data from UNM/TRU 2020 NM Traffic Crash Report and 2020 NM DWI Report; 2020 State data are final

In 2020, the New Mexican teen driver (aged 15-19) crash rate fell from 130.5 per 1,000 licensed drivers in their age group in 2019 to 98.7 in 2020; the lowest crash rate for this age group in the past five years, but the highest overall crash rate for all NM drivers in crashes. Drivers aged 20-24 had the second highest overall crash rate of 61.4, which was also their lowest rate in the past five years.

Teen drivers had the highest fatal crash rate (8.0, per 10,000 licensed NM drivers in the age group), while drivers aged 20-24 had the second highest fatal crash rate (5.4). Drivers aged 40-44 had the next highest rate at 3.5, followed by drivers 25-29 at 3.3.

NM teen drivers had their highest alcohol-involved crash rate in the past five years, with the rate rising from a low of 1.50 in 2017 to 2.65 in 2020. Under-21 drivers also had their highest alcohol-involved crash rate in the past five years, rising from a low of 1.75 in 2017 to 2.75 in 2020. The rate for young adult drivers (aged 20-24 fell from 3.71 in 2019 to 3.50 in 2020. Their lowest rate in the past five years was 2.81 in 2016.

The ratio of male-to-female alcohol-involved drivers in crashes was 3.1 among teen drivers, 2.7 among under-21 drivers, and 2.3 among young adult drivers. The increased number of alcohol-involved teen drivers was among male drivers.
In 2020, 42.3 percent of crashes involving New Mexican teen drivers occurred between 2 p.m. and 6 p.m.; another high risk period was between noon and 1 p.m. Among young adult drivers, 37.7 percent of crashes occurred between 2 p.m. and 6 p.m.; other high risk times were between noon and 1.p.m. and at 7 p.m.

Fatalities and serious injuries among unbelted occupants were highest among persons aged: 20-24 (15.4%); 15-19 (14.7%); 25-29 (12.9%); 35-39 (11.4%); and 30-34 (9.2%). Males continue to be a higher proportion of unbelted fatalities (male to female ratio of 1.6). The number of unbelted female fatalities in crashes was at its highest level in at least the last ten years.

Of speeding drivers in crashes in 2020, 16.7 percent were aged 20-24 (up from 15.8% in 2019); 12.9 percent were aged 15-19 (down from 13.9%), 11.5 percent were 25-29 (down from 11.9%); and 10.3 percent were 30-34 (up from 9.9%). Males were twice as likely as females to be a speeding driver in a crash.

In 2020, 51.9 percent of pedestrian fatalities occurred in dark-not lighted conditions (up from 44.6% in 2019), and 28.4 percent occurred in dark-lighted conditions (down from 37.3% in 2019). Males were 69 percent of all pedestrians in crashes, and 79 percent of alcohol-involved pedestrians in crashes.

Results from New Mexico's 2021 Traffic Safety Awareness Survey showed that 20 percent of respondents said it was very likely or somewhat likely they would use their cell phone to talk, text, or read texts while driving. These responses were made fairly equally by both men and women, were respondents from the eastern and northwestern parts of the State, and were aged 16-44.

Identified Focus Areas

- **High-Risk Demographic:** Males 15-29 and 40-44; Male pedestrians
- **High-Risk Behaviors:** Alcohol use, Unbelted; Speeding; Distracted driving
- **High-Risk Days/Times:** Generally: Saturday - Sunday, Tuesday & Friday; 5 p.m. - 9 p.m.
  Alcohol-involved: Saturday - Sunday, Thursday & Friday; 5 p.m. - 7 p.m.; 9 p.m. & 11 p.m.
  Teens & Young Drivers: Friday – Sunday: 2 p.m. - 6 p.m.

Rationale for Selected Countermeasure Strategies

Driver Education and Driving Safety Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 10th Edition, 2020 and the Transportation Research Board's National Cooperative Highway Research Program Report 622. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing traffic safety issues. The following countermeasure strategies are focused on education, outreach and media, and align with Safety Emphasis Areas detailed in NMDOT's Strategic Highway Safety Plan.

Strategy – DE Communications and Outreach

In FFY23, New Mexico will increase public knowledge, perception and understanding of driver education and traffic safety issues by all road users, but with particular focus on high-risk age groups, particularly younger males by:

a) providing funds to produce and distribute informational, enforcement-related, and social norms behavioral brochures and posters on GDL, DWI prevention, use of seat belts and child restraints, motorcycle safety, pedestrian & bicyclist safety, and on unsafe driving practices like cell phone use while driving
b) using results from pre and post awareness surveys to inform education and safety messaging

Countermeasures that Work, 10th Edition, 2020. Chapter 6, Young Drivers: Section 1 - Graduated Driver Licensing; Section 2 – river Education; Chapter 1, Alcohol-and Drug-Impaired Driving: Section 5 – Prevention, Intervention, Communications and Outreach; Section 6 – Underage Drinking and Driving; Section 7 – Drug-Impaired Driving; Chapter 2, Seat Belts and Child Restraints: Sections 3 & 6 - Communications and Outreach; Chapter 3, Speeding and Speed Management: Section 4 - Communications and Outreach; Chapter 4, Distracted Driving: Section 2 Communications and Outreach; Chapter 5, Motorcycle Safety: Section 4 - Communications and Outreach; Chapter 7, Older Drivers: Section 1 – Communications and Outreach; Chapter 8, Pedestrian Safety: Section 3 – Impaired Pedestrians; Section 4 – All Pedestrians; Chapter 9, Bicycle Safety: Section 4 – Share the Road Awareness Programs.

Strategy – Driver Education and Driving Safety Schools

In FFY23, New Mexico will support high-quality driver education and driving safety schools certified, licensed or funded by the TSD by:

a) continuing to certify, approve and monitor Driver Education, Driving Safety/Defensive Driving and DWI schools to ensure that course instruction complies with TSD regulations
b) contracting with UNM/ Division of Continuing Education to monitor the quality of Driver Education and Driving Safety schools and instructor training, and to maintain a database to track the certification status of instructors providing driver education, driving safety and DWI courses statewide
c) continuing oversight of DWI Awareness classes offered as independent study courses available by mail or online, and ensuring that course materials include a student manual and a video
d) working with traffic safety partners to provide the public with information on the driver education and driving safety programs in New Mexico, and to evaluate driver education requirements and legislative opportunities
e) increasing driver education availability in tribal areas statewide

Countermeasures That Work, 10th Edition, 2020. Chapter 6, Young Drivers: Section 1 - Graduated Driver Licensing; Section 2 - Driver Education; Chapter 1, Alcohol-and Drug-Impaired Driving: Chapter 5, Prevention, Intervention, Communications and Outreach.
Transportation Research Board's National Cooperative Highway Research Program Report 622.

Assessment of Overall Projected TS Impacts

Strategies proposed for the Statewide Driver Education and Driving Safety Program are focused on educating new drivers, and on re-educating drivers that have received sanctions that require they attend driving safety training or DWI awareness classes. Quality of driver education schools and instructor training is monitored, and schools are located in communities throughout the State. Public information and education campaigns are designed to raise awareness about traffic safety-related risky behaviors and traffic safety enforcement. The driver education and communication/outreach countermeasures are designed to improve the safety of the driving public overall. The proposed strategies are evidence-based and have been shown to be effective measures for impacting the issue of driver education and safety.

Program Component Linkages

The problem identification data continue to highlight the need for education of all drivers, but particularly younger drivers regarding safe practices as drivers and passengers, or as pedestrians. While 2020 data

showed that the teen crash rate fell to its lowest level in the past five years, this age group had the highest overall crash rate and the highest overall fatal crash rate in the State. Their alcohol-involved crash rate was their highest in the past five years. Young adult drivers had the second highest overall crash rate and fatal crash rate in the State.

This data highlights the essential need for statewide driver education, driving safety/defensive driving and DWI schools as critical strategies for reducing crashes, fatalities and serious injuries among the driving and walking public. Driver education, public information/education campaigns, and sustained, focused traffic safety enforcement are all critical for raising and maintaining awareness about the consequences of risky driving behaviors in young drivers and among identified problem drivers.

In 2023, the NMDOT/TSD Driver Education and Driving Safety Program will continue to emphasize the consequences of unsafe driving behavior, including alcohol/impaired driving, non-use of occupant protection, speeding and distracted driving. These efforts will be supported by prevention and education materials and by media messaging that keeps traffic safety issues in front of the public. The performance target for under-21 drivers in fatal crashes will help the NMDOT assess the effectiveness of the Program strategies and projects.

Planned Federal Funding

Countermeasure: DE Communications and Outreach

Project Number	Project Title	Fund Source	Fund Estimates
03-DE-02-P01	Traffic Safety Clearinghouse	402	255,290
03-DE-RF-P03		20100	64,000

Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed
Provides funds for Injury Prevention Resource Center (IPRC) promotional materials for NMDOT/TSD programs including Impaired Driving, Occupant Protection, Pedestrian and Bicyclist Safety, Motorcycle Safety and Driver Education and Safety. ***Additional funds for this project in AL Section: 03-AL-64-P09 (295,710).***
Total Project Funds = $615,000

Intended Subrecipient: Safer NM Now	**Staff Oversight:** Kimberly Wildharber
Estimated Match Amount: 37,170.22	**Estimated Local Benefit:** 255,290
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-DE-02-P02	NCSAs/ Media Training	402	160,000
03-DE-05b-P01		405b	75,000
03-DE-RF-P02		20100	30,000

Provides for non-paid media (non-commercial sustaining announcements - NCSAs) developed and implemented by broadcasters and broadcasters-in-training on statewide traffic safety awareness and education to reduce fatal and serious injury crashes. NCSAs will focus on problem identified issues including distracted driving, pedestrian safety, motorcyclist safety and underage drinking.
Provides training for law enforcement agencies, including how to write press releases and how to handle interviews and media inquiries. This training is based on the NHTSA Administration Law Enforcement Public Information Workshop and is accredited by the New Mexico Law Enforcement Academy. ***Total Project Funds = $265,000***

Intended Subrecipient: NM Broadcasters Association	**Staff Oversight:** Pierrot Bendegue
Estimated Match Amount: 402: ,23,296; 405b:18,750	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimate
03-DE-02-P03	Traffic Safety (TS) Awareness Survey	402	60,000

A GHSA/NHTSA agreed upon TS awareness survey to be conducted nationwide annually with standard questions. Project provides funds for the survey to be conducted In New Mexico. ***Total Project Funds = $60,000***

Intended Subrecipient: Marketing Solutions	**Staff Oversight:** Pierrot Bendegue
Estimated Match Amount: 8,736	**Estimated Local Benefit:** None
Project part of TSEP: No	**Purchases Costing $5000 or more**: No

Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimates
03-DI-09-P01	DE Programs – State Mandated	10020	204,766
03-DE-RF-P01		20100	204,766

Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and TSD policies and procedures. Provides funding to assist with updates to existing Department regulations, as necessary.
$170,000 of State funds for this project in 03-II-54-P03. Total Project Funds = $579,532

Staff Oversight: Pierrot Bendegue

Project Number	Project Title	Funds	Amount
03-DI-09-P02	DWI School Curriculum	10020	60,000

Funding provides for a standardized curriculum for the State-mandated DWI Education Program.

Staff Oversight: Jonathan Fernandez

DE Federal and State Budget Funds Summary

Total Planned NHTSA Funds	$550,290
Total Planned State Funds	$563,532

Planning and Administration

A comprehensive Traffic Safety program, that involves planning, financial management, training, public information, coordination and communication among partners, is crucial to the successful development and implementation of New Mexico's Highway Safety Plan.

Traffic safety advocates in New Mexico face formidable challenges in effecting behavior change with regard to traffic safety practices. To address these challenges, the TSD develops and implements administrative processes to collect and analyze data, identify problems/issues, research evidence-based strategies, obtain resources, ensure involvement of traffic safety partners, solicit and oversee projects, assess program effectiveness, and organize roles and responsibilities across diverse agencies and communities.

The TSD utilizes an e-grants system for grant-funded law enforcement agencies participating in ENDWI, STEP, and BKLUP/CIOT activities. The e-grants system facilitates the review of law enforcement operations and helps identify the need for any adjustments to operational plans and activities. Phase Two system enhancements continue with incorporating State CDWI, Education & Enforcement projects and other contracts, as determined.

Process Measures

STATE: Develop and submit the NMDOT/ TSD Highway Safety Plan, the NMDOT/ TSD Annual Report and all grant applications in a timely manner, per their submittal dates.

STATE: Submit a draw-down through the NHTSA grants tracking system on a monthly basis.

Strategies to Achieve Process Measures

In FFY23, the NMDOT will facilitate communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries by:

a) involving traffic safety partners and advocates in the HSP planning and development process
b) maintaining partnerships with traffic safety advocate agencies
c) coordinating with staff and partners implementing the HSIP and SHSP
d) developing and distributing the HSP and the Annual Report

In FFY23, the NMDOT will support sound and fiscally responsible planning and financial management practices by:

a) developing, implementing and updating well documented procedures and processes for compliance with all applicable laws, regulations and management policies
b) providing monitoring and oversight of sub-grantees
c) submitting grant applications to support TSD programs
d) utilizing the e-grants system to process law enforcement reimbursements and invoices within 30 days of receipt
e) submitting request for payment through the NHTSA grants tracking system
f) providing traffic safety contractors technical assistance in program management and financial accountability of their contracts

Finance staffing and contract services in the Planning and Administration area are considered to be adequate to meet the State's P&A process measures. The NMDOT plans to maintain relatively level P&A funding and activity.

P&A 2023 Planned Staff Salary and Project Area Allocations

	State	P&A Federal	AL	OP	PT	TR FARS
Director OSP – Franklin Garcia	100%					
Director TSD – Jeff Barela	100%					
Admin Operations Manager – Thomas Lujan	100%					
Finance Staff Manager – Reynaldo Martinez		15%	40%	20%	25%	
Quality Assurance –Carmelita Chavez	100%					
ID Staff Manager- Kimberly Wildharber			49%	24%	27%	
District 1 PM – Nick Rivera	100%					
District 2 PM – Vacant	100%					
District 3 PM - Vacant			42%	25%	33%	
District 4 & 6 PM – Cora Lee Anaya			40%	25%	35%	
District 5 PM – John Vargas			40%	25%	35%	
TR Staff Manager – Vacant	100%					
Crash Records Supervisor – Roberta Vasquez	100%					
Crash Record Analyst – Marcus Sandoval	100%					
FARS Analyst – Steven Lujan	75%					25%
FARS Analyst – Vanessa Ortiz						100%
TraCS Project Manager – Kariann Blea	100%					
TraCS Project Manager – Christian Quintana	100%					
TR Clerk – Position Vacant	100%					
PE Staff Manager – Position Vacant	100%					
Pedestrian/Bicycle PM - Jonathan Fernandez	100%					
DE Staff Manager – Leann Adams	100%					
DE Program Manager - Pierrot Bendegue	100%					
Interlock Programmer - Esteban Trujillo	100%					
Finance Bus Ops Spec A - Tommy Campos		100%				
Financial Spec A – Clarice Marien	100%					
Financial Spec O – Avalon Wright		100%				
Bus Spec Ops A – Debbie Varela	100%					
Bus Spec Ops A –Venus Howley	100%					
TSD Clerk – Position Vacant	100%					
Admin Clerk –Stephanie Lopez-Porras	100%					

Planned Federal Funding

Project Number	Project Title	Fund Source	Fund Estimate
03-PA-02-P01	Financial Systems Management – FTEs	402	155,200

Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all functions related to managing the NHTSA funding through the Grant Tracking System (GTS). ***Total Project Funds = $155,200***

Intended Subrecipient: None | **Staff Oversight:** Jeff Barela

Estimated Match Amount: 22,597.12 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-PA-02-P02	HSP, Grant and Technical Writing Services	402	70,000
03-EE-05-P04		20800	30,000

Funds a contract to develop and prepare New Mexico's Highway Safety Plan, develop and prepare Federal grant applications and the Annual Report, and provide technical writing assistance, as necessary.
Total Project Funds = $100,000

Intended Subrecipient: Pricehall Research, Inc. | **Staff Oversight:** Jeff Barela

Estimated Match Amount: 10,192 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

Project Number	Project Title	Fund Source	Fund Estimates
03-PA-64-P13	E-Grants – Phase Two	164AL	40,000
03-PA-02-P03		402	20,000
03-PA-RF-P01		20100	4,000

Funds to continue development and further enhancements to the E-grants system to include contracts, and Community DWI and Education & Enforcement projects. Funds will also be used for the annual maintenance fee, system hosting and technical support. *The 164AL funds are used for alcohol-related activities.*
Total Project Funds = $65,000

Intended Subrecipient: Agate Software | **Staff Oversight:** Kimberly Wildharber

Estimated Match Amount: 402: 2,912 | **Estimated Local Benefit:** None

Project part of TSEP: No | **Purchases Costing $5000 or more**: No

P&A Federal and State Budget Funds Summary

Total Planned NHTSA Funds	$285,200
Total Planned State Funds	$34,000

VI. Strategy Selection and EB Enforcement

NMDOT Evidence-Based Traffic Safety Enforcement Plan

New Mexico's evidence-based (EB) Traffic Safety Enforcement Plan (TSEP) is designed to prevent traffic crashes, fatalities, injuries and violations in the areas most at risk for such incidents. With limited resources available for traffic safety enforcement programs, it is crucial that problem areas are identified and strategies prioritized. Enforcement activities in New Mexico occur at the city, county, and State levels, and assistance to law enforcement includes access to training and equipment.

In terms of laws and policies, New Mexico has some significant advantages. It has some of the toughest and most diverse DWI laws in the Nation, including mandated ignition interlocks on vehicles of convicted first and subsequent DWI offenders. New Mexico has a primary seat belt law, strong child safety seat laws, high use of occupant protection, a graduated licensing law, and award-winning media to support its traffic safety enforcement efforts.

Preventing traffic violations is an important factor in reducing risky driving practices that can cause traffic crashes, fatalities and injuries. A number of the State's enforcement projects focus on the objectives of increasing driver awareness of traffic safety laws and issues, increasing safe driving habits, and making roadways safer for drivers, passengers, pedestrians and bicyclists.

TSEP Analysis of Crashes, Fatalities and Injuries

In 2020, urban roadways accounted for 76.7 percent of all crashes, 46.0 percent of all crash fatalities, 70.8 percent of alcohol-involved crashes and 44.8 percent of alcohol-involved crash fatalities, while rural roadways accounted for 23.3 percent of all crashes, 54 percent of crash fatalities, 29.2 percent of alcohol-involved crashes and 55.2 percent of alcohol-involved crash fatalities.

The top contributing factors in all crashes were: driver inattention (19.2%), failure to yield (6.0%), other improper driving (4.8%), following too closely (4.5%), alcohol/drug involved (2.9%) and excessive speed/speed too fast for conditions (5.8%). The top contributing factors in fatal crashes were alcohol/drug involved (23.4%), excessive speed/speed too fast for conditions (12.5%), driver inattention (11.9%) other improper driving (6.1%), drove left of center (5.1%) and pedestrian error (4.7%).

Bernalillo, Doña Ana, Santa Fe, Sandoval, San Juan, Lea, and Eddy counties had 71.5 percent of all the State's crashes. Bernalillo County, with 32.4 percent of the State's population had 38.4 percent of all crashes.

The top counties for crash fatalities and serious injuries were Bernalillo, Santa Fe, San Juan, McKinley, Doña Ana and Rio Arriba. These six counties accounted for 56.3 percent of all fatalities and 56.4 percent of suspected serious injuries in crashes.

The cities of Albuquerque, Las Cruces, Santa Fe, Farmington, Rio Rancho, Hobbs, Roswell and Carlsbad had the highest number of total crashes in 2020. Taos, Española, Las Cruces, Los Lunas, Gallup, Carlsbad, Albuquerque and Farmington had the highest crash rates per 1,000 city residents. Cities with the highest number of fatal crashes were Albuquerque (101), Santa Fe (13), Las Cruces (9), Gallup (7), and Roswell (7).

In 2020, total crashes were highest on Fridays between noon and 6 p.m., followed by Mondays and Thursdays 3 p.m. and 6 p.m.; fatal crashes were highest on Saturdays and Tuesdays. Alcohol-involved crashes were highest on Thursdays through Saturdays from 8 p.m. through midnight. Fatal alcohol-involved crashes were highest from 6 p.m. through midnight.

Speeding-related crashes were highest among drivers 15-34, accounting for 51.5 percent of all speeding-related crashes. Males are generally twice as likely as females to be drivers in speeding-related crashes. Of

all speeding drivers in crashes, the highest percentage were aged 20-24 (16.7%), followed by drivers aged 15-19 (12.9%) and those 25-29 (11.5%).

In 2020, the top five counties for unbelted passenger vehicle occupants with fatal or serious injuries were Bernalillo (54; up from 42 in 2019), McKinley (23; up from 12 in 2019), Santa Fe (21; down from 24 in 2019), Lea (15; down from 21 in 2019), and Rio Arriba (13; up from 7 in 2019). These five counties accounted for 46.3 percent of the State's total unbelted passenger vehicle crash fatalities and serious injuries.

New Mexico's 2021 Seat Belt Survey found that pickup drivers had the lowest overall seat belt use at 88.8 percent, compared to 92.4 percent for Car/Van or SUV drivers. Pickup truck driver and passenger seat belt use was lowest on local roads (84.8%, compared to Car/Van or SUV use of 91.6 percent).

In 2020, 82.4 percent of motorcyclists (drivers and passengers) in crashes were injured or killed, compared to 76.9 percent in 2019. Counties with the highest number of motorcyclists in crashes were Bernalillo (369, down from 474 in 2019; 38.1% of total MC crashes), Doña Ana (87, down from 148; 9%), Sandoval (64, down from 57; 6.6%), Santa Fe (61, down from 83; 6.3%), San Juan (38, down from 56; 3.9%), and Eddy (38, down from 40; 3.9%.

Counties with the highest number of motorcyclist fatalities were Bernalillo (13, down from 17; 28.3%), Doña Ana (5, same as 2019; 10.9%), San Juan (4, down from 8; 8.7%), Sandoval (4; same as 2019; 8.7%) and Santa Fe (4; up from 3; 8.7%). These five counties accounted for 65.2 percent of all motorcyclist fatalities.

Alcohol/drug involved was the most prevalent factor in motorcycle fatal crashes (29%), followed by excessive speed/speed too fast for conditions (26%).

In 2020, there were 81 pedestrian fatalities (2 fewer than in 2019) and 66 pedestrians with serious injuries (29 fewer than in 2019). Pedestrian fatalities were 20.4 percent of all traffic fatalities, up from 19.5 percent in 2019.

In pedestrian alcohol-involved crashes, 90.9 percent involved a pedestrian under the influence of alcohol (up from 86.4% in 2018). Of 83 pedestrian fatalities, 48 of the pedestrians were under the influence of alcohol (57.8%).

Deployment of Resources Based on Crash Data Analyses

During the traffic safety planning processes, crash analyses are used to identify areas and populations at highest risk for traffic crashes, fatalities and injuries. In addition, citation data is reviewed to ascertain whether areas with high numbers of crashes and fatalities are undermanned. Evidence-based (EB) enforcement strategies are then researched and discussed to determine those most feasible and most beneficial to address the identified problems/ issues of concern. Once EB enforcement strategies are selected, potential projects are discussed and project solicitations are issued. Funds are allocated to agencies based on the data analyses, as well as other factors including agency available manpower, agency location and size, and the agency's ability to expend the funds during the contract period.

Many projects, such as high-visibility DWI, occupant protection, pedestrian/bicyclist safety, motorcyclist safety and general traffic safety enforcement, enforcement of underage drinking and alcohol server laws, and high-visibility media are ongoing, multi-year projects with proven track-records in reducing the incidence of traffic crashes, fatalities and injuries. Additional projects may be solicited and implemented to focus on identified high-risk populations and areas of the State.

Changes in economic development in the State resulting in increases in population and travel are of continuing concern, and may warrant increased funding for enforcement, outreach and prevention efforts. To further ensure that problems are identified and there is strategic deployment of resources, TSD staff members collaborate throughout the year with their local traffic safety partners, and with the NMDOT Transportation Planning and Safety Division staff responsible for developing the Highway Safety Improvement Program (HSIP) and the State Strategic Highway Safety Plan (SHSP).

FATALITY & CRASH DATA FOR PLANNED AGREEMENTS WITH LEAs

			2021 Data - All Crashes			
County	**Population**	**Law Enforcement Agency**	**Fatalities**	**%**	**Total Crashes**	**%**
Bernalillo County	684,520		145	30.15%	11,763	32.34%
		Albuquerque PD				
		Bernalillo County SO				
San Juan County	125,727		33	6.86%	2,076	5.71%
		Aztec PD				
		Bloomfield PD				
		Farmington PD				
		San Juan County SO				
McKinley County	69,746		31	6.46%	1284	3.53%
		Gallup PD				
		McKinley County SO				
		Ramah Navajo PD				
		Zuni Pueblo PD				
Luna County	24,732		22	4.57%	411	1.13%
		Deming PD				
		Luna County SO				
Santa Fe County	151,184		21	4.37%	2,466	6.78%
		Edgewood PD				
		Santa Fe County SO				
		Santa Fe PD				
		Tesuque Pueblo PD				
Cibola County	26,604		20	4.16%	506	1.39%
		Cibola County SO				
		Grants PD				
Sandoval County	148,884		18	3.74%	1,838	5.05%
		Bernalillo PD				
		Corrales PD				
		Cuba PD				
		Jemez Springs PD				
		Rio Rancho PD				
		Sandia Pueblo PD				
		Sandoval County SO				
		Santa Ana Pueblo PD				

Doña Ana County	222,105		16	3.35%	4,362	11.99%
		Anthony PD				
		Doña Ana County SO				
		Hatch PD				
		Las Cruces PD				
		NM State University PD				
		Sunland Park PD				
Lea County	72,562		14	2.91%	1,492	4.10%
		Eunice PD				
		Hobbs PD				
		Jal PD				
		Lea County SO				
		Lovington PD				
		Tatum PD				
Eddy County	58,567		13	2.73%	1,329	3.65%
		Artesia PD				
		Carlsbad PD				
		Eddy County SO				
		Hope PD				
		Loving PD				
Otero County	68,363		13	2.70%	916	2.52%
		Alamogordo PD				
		Otero County SO				
Taos County	32,490		13	2.70%	507	1.39%
		Taos County SO				
		Taos PD				
Socorro County	17,164		12	2.49%	222	0.61%
		Socorro County SO				
		Socorro PD				
Valencia County	76,350		12	2.49%	941	2.59%
		Belen PD				
		Bosque Farms PD				
		Los Lunas PD				
		Valencia County SO				
Grant County	28,026		10	2.08%	593	1.63%
		Santa Clara (Village) PD				
		Silver City PD				
Curry County	49,843		9	1.87%	796	2.19%
		Clovis PD				
		Texico PD				
Sierra County	11,102		9	1.87%	209	0.57%
		T or C PD				

Torrance County	16,016		9	1.87%	311	0.86%
		Moriarty PD				
		Mountainair PD				
		Torrance County SO				
Quay County	8,335		8	1.66%	246	0.68%
		Logan PD				
		Quay County SO				
Chaves County	64,445		7	1.46%	1156	3.18%
		Chaves County SO				
		Dexter PD				
		Hagerman PD				
		Roswell PD				
Guadalupe County	4,413		7	1.46%	281	0.77%
		Guadalupe County SO				
		Santa Rosa PD				
Rio Arriba County	38,540		7	1.46%	702	1.93%
		Espanola PD				
		Ohkay Owingeh Pueblo PD				
		Rio Arriba County SO				
		Santa Clara Pueblo PD				
Colfax County	11,799		5	1.04%	314	0.86%
		Cimarron PD				
Lincoln County	20,152		4	0.83%	461	1.27%
		Capitan PD				
		Carrizozo PD				
		Lincoln County SO				
		Ruidoso Downs PD				
		Ruidoso PD				
Mora County	4,590		4	0.83%	97	0.27%
		Mora County SO				
Roosevelt County	19,848		4	0.83%	246	0.68%
		Eastern NM University PD				
		Portales PD				
		Roosevelt County SO				
Hidalgo County	4,153		3	0.62%	150	0.41%
		Hidalgo County SO				
		Lordsburg PD				

Los Alamos County	18,967		3	0.62%	93	0.26%
		Los Alamos PD				
San Miguel County	27,906		2	0.42%	440	1.21%
		Las Vegas PD				
		San Miguel County SO				
Union County	4,074		2	0.42%	69	0.19%
		Clayton PD				
		Union County SO				
De Baca County	1,776		1	0.21%	42	0.12%
		De Baca County SO				
Catron County	3,547		0	0.00%	51	0.14%
Harding County	432		0	0.00%	4	0.01%
Total	**2,112,983**		**477**		**36,374**	

State Coverage: 99.8%

All crash data from 2021 are preliminary, and exclude station reports. The data for 2021 fatalities and corresponding percentages are from the State preliminary Fatallog database. All other data are from the NMDOT crash database.

Counties and State Populations Based on 2020 U.S. Census Estimates
New Mexico 2020 Population Estimate = 2,117,290

TSEP 2023 Planned Activities

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
03-AL-64-P01	Alcohol/Impaired Driving Enforcement	Enforcement and Training
03-ID-05d-P01	Alcohol/Impaired Driving Enforcement	Enforcement and Training
03-AL-64-P02	DWI Task Force – McKinley County	Enforcement and Training
03-AL-64-P03	Alcohol Sales Compliance/DWI Warrant Enforcement	Enforcement and Training
03-PT-02-P05	Selective Traffic Enforcement	Enforcement and Training
State Funded	OP Enforcement/ Click It or Ticket	Enforcement
03-AL-64-P15	DWI Media Creative Design and Production	Communications and Outreach, and Prevention Education
03-AL-64-P16	DWI Media Placement	Communications and Outreach, and Prevention Education
03-ID-05d-P07	Impaired Driving Media Creative Design	Communications and Outreach, and Prevention Education
03-ID-05d-P08	Impaired Driving Media Placement	Communications and Outreach, and Prevention Education
03-OP-PM-P02	Click It or Ticket Paid Media Placement	OP Communications and Outreach

TSEP Monitoring and Adjustment

NMDOT/ Traffic Safety Division staff members contact and meet with law enforcement grantees throughout the year to review the status of their projects, go over project activity reports, current data and budgets, and discuss progress toward achieving their performance targets. The TSD's use of law enforcement operational plans and e-grants facilitates review of law enforcement operations and the periodic need for adjustments. Site visits are conducted annually with all grantees and include an assessment of the need for project activity or budgetary adjustments.

In FFY2023, TSD staff members will continue to meet periodically to review overall progress toward statewide performance targets and make adjustments to the Traffic Safety Enforcement Plan and the HSP countermeasures and projects, as warranted by data.

NMDOT/ TSD Planned 2023 HVE Campaigns Supporting NHTSA National Mobilizations

- Drive Sober or Get Pulled Over Impaired Driving (Holiday Season)
- Click It or Ticket National Enforcement Mobilization (May)
- Drive Sober or Get Pulled Over Impaired Driving (Fourth of July)
- Drive Sober or Get Pulled Over Impaired Driving (August-Sept)

Additional High-visibility Enforcement and Communication/Outreach details provided in Alcohol/ Impaired Driving, Police Traffic Services and Occupant Protection Program Sections
See Media and Marketing Plan on pages 57-59 for media logo samples

Acronyms

ARIDE – Advanced Roadside Driving Impairment Enforcement

BAC – Blood/ Breath Alcohol Content
BKLUP – Buckle Up (occupant protection enforcement and media messaging)

CDWI – Community DWI Program
CDC – Centers for Disease Control and Prevention

DNTXT – Don't Text (media messaging)
DRE – Drug Recognition Expert
DWI – Driving While Impaired

EB – Evidence-Based
ENDWI – End DWI (alcohol/impaired driving enforcement and media messaging)
EMS – Emergency Medical Services

FARS – Fatality Analysis Reporting System
FHWA – Federal Highway Administration
FMCSA – Federal Motor Carrier Safety Association

GDL – Graduated Driver Licensing
g/dL – Grams per Deciliter

HSIP – Highway Safety Improvement Program
HSP – Highway Safety Plan
HVE – High Visibility Enforcement

ID – Impaired Driving
IPRC – Injury Prevention Resource Center

LEL – Law Enforcement Liaison

MPOs – Metropolitan Planning Organizations

NHTSA – National Highway Traffic Safety Administration
NMDOT – New Mexico Department of Transportation

OP – Occupant Protection

SFST – Standard Field Sobriety Testing
SHSP – Strategic Highway Safety Plan
SID – Special Investigations Division (NM Department of Public Safety)
SJOL – State Judicial Outreach Liaison
SLD – Scientific Laboratory Division (NM Department of Health)
SO – Sheriff's Office
STEP – Selective Traffic Enforcement Program
STRCC – Statewide Traffic Records Coordinating Committee
STREOC – Statewide Traffic Records Executive Oversight Committee

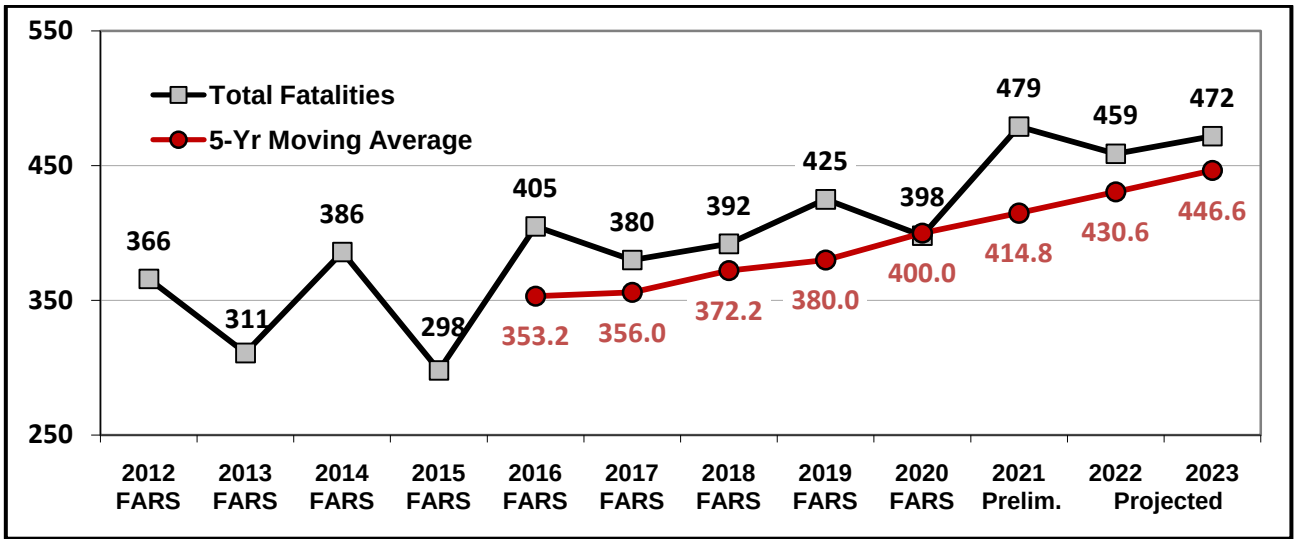
TBD – To be determined
TraCS – Traffic and Criminal Software
TRU – Traffic Research Unit (of University of NM)
TS – Traffic Safety
TSD – Traffic Safety Division (of NMDOT)

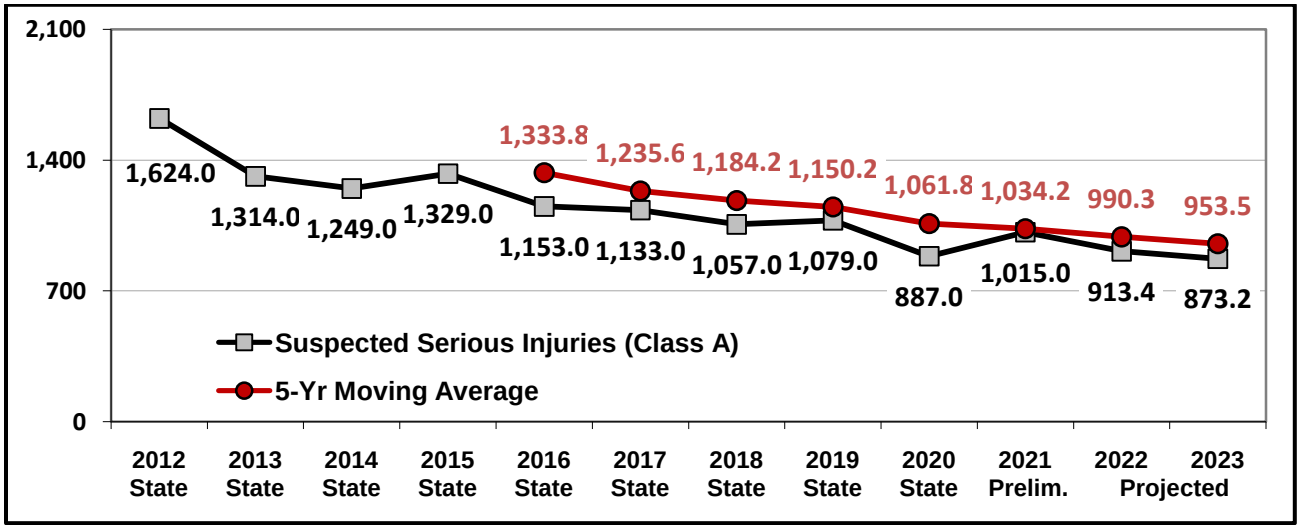
UAD – Underage Drinking
UCR – Uniform Crash Report
UNM – University of New Mexico

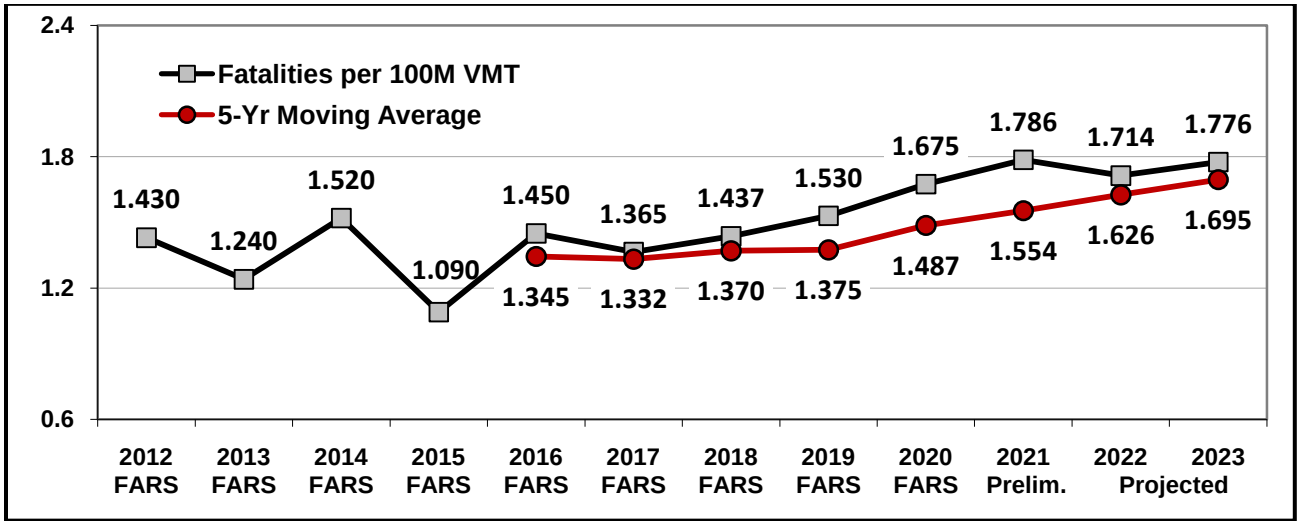
VMT – Vehicles per Mile Traveled

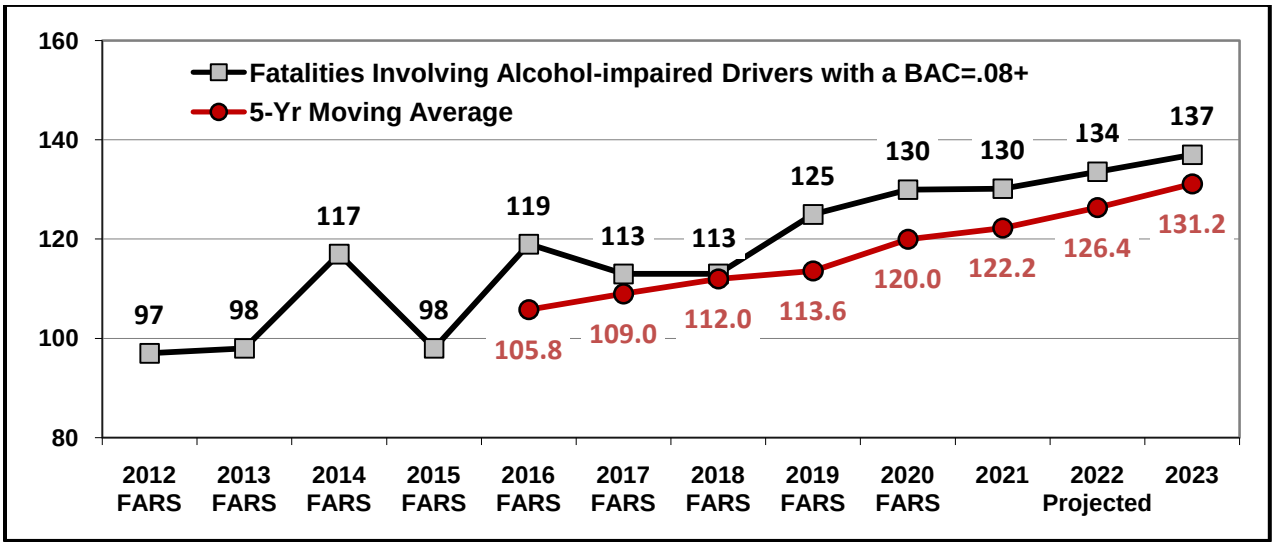
Performance Plan Data Charts

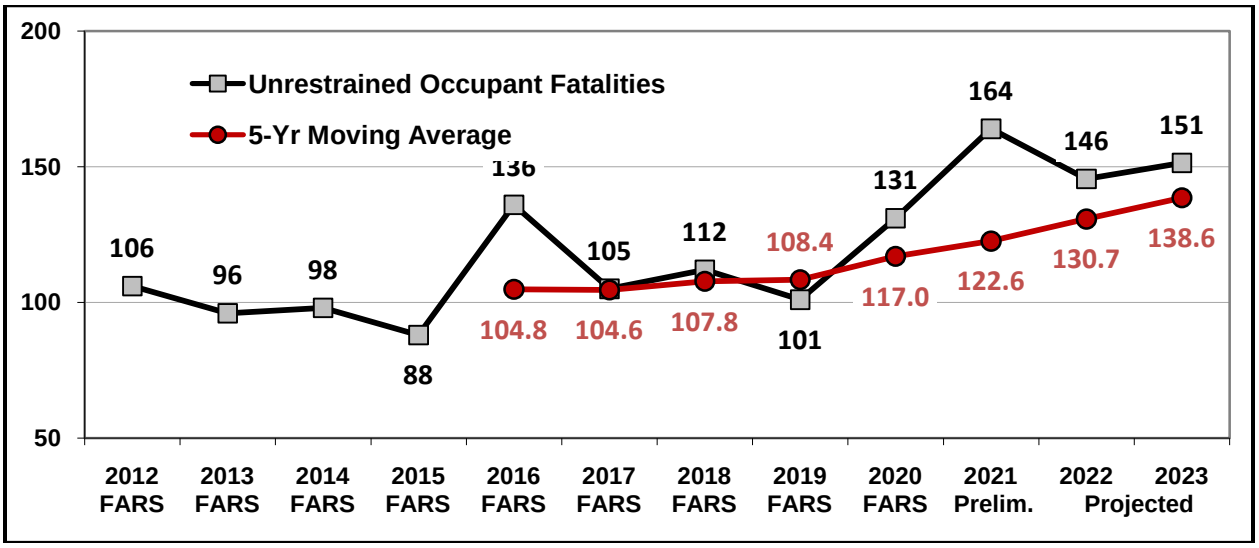
Performance Measure Core and Behavioral Data Charts

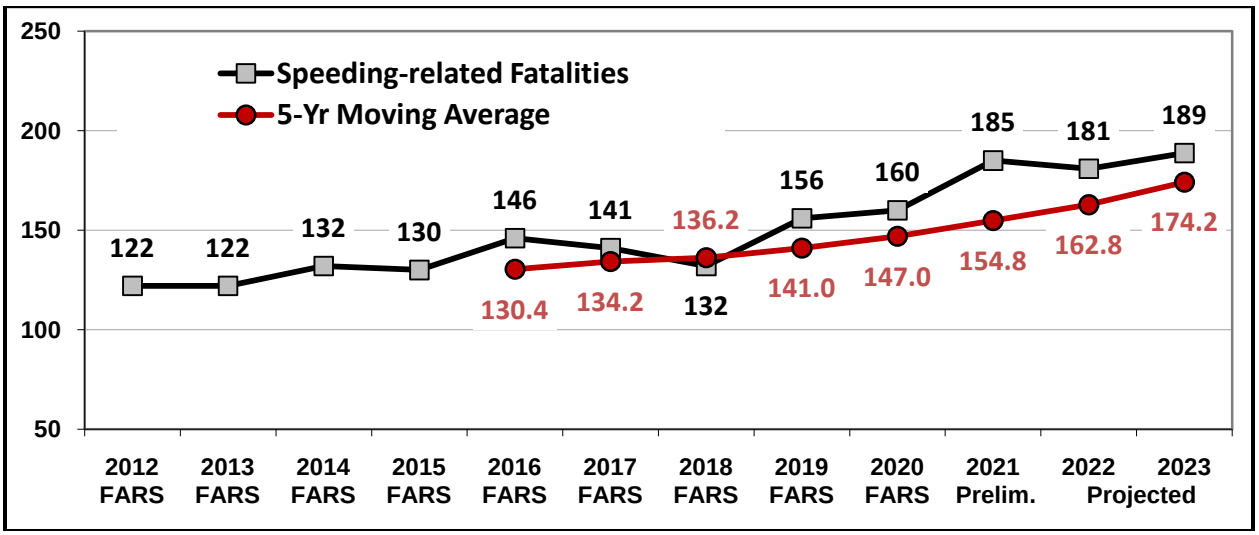


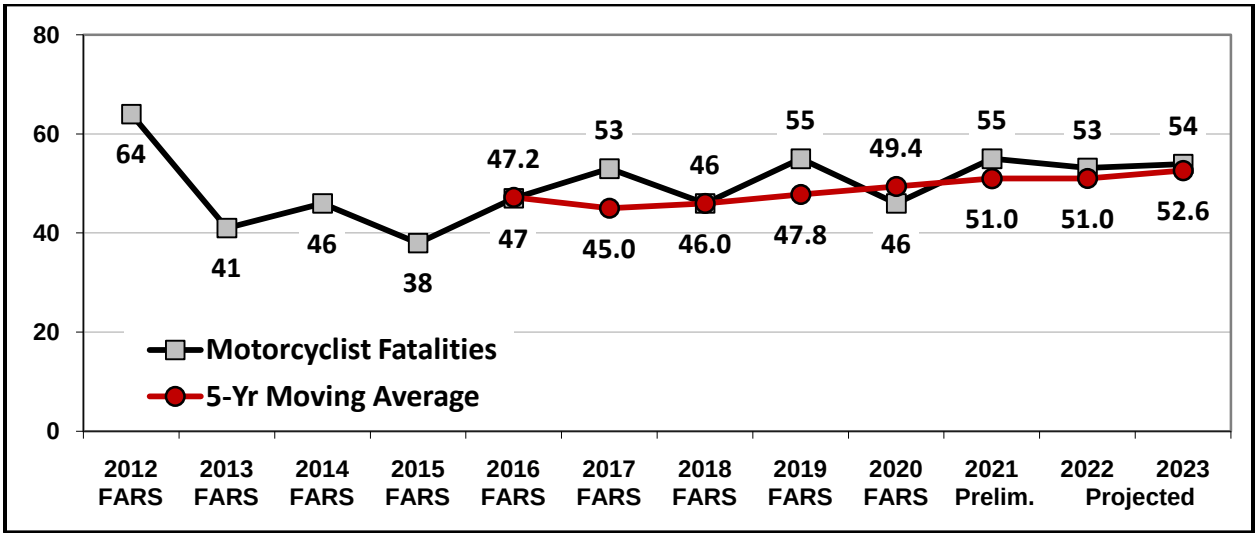


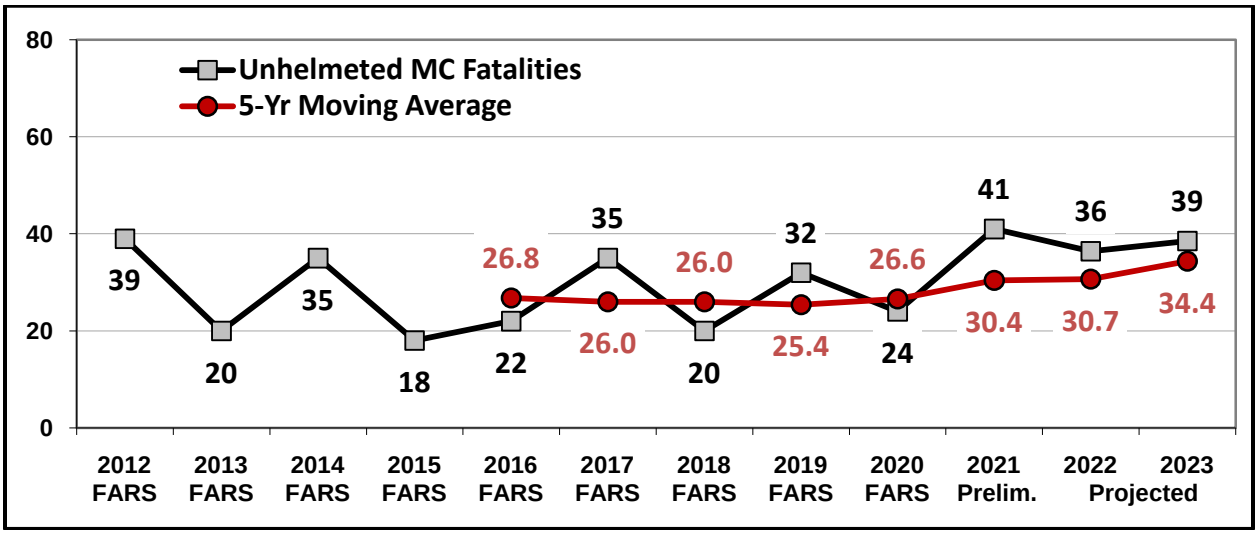


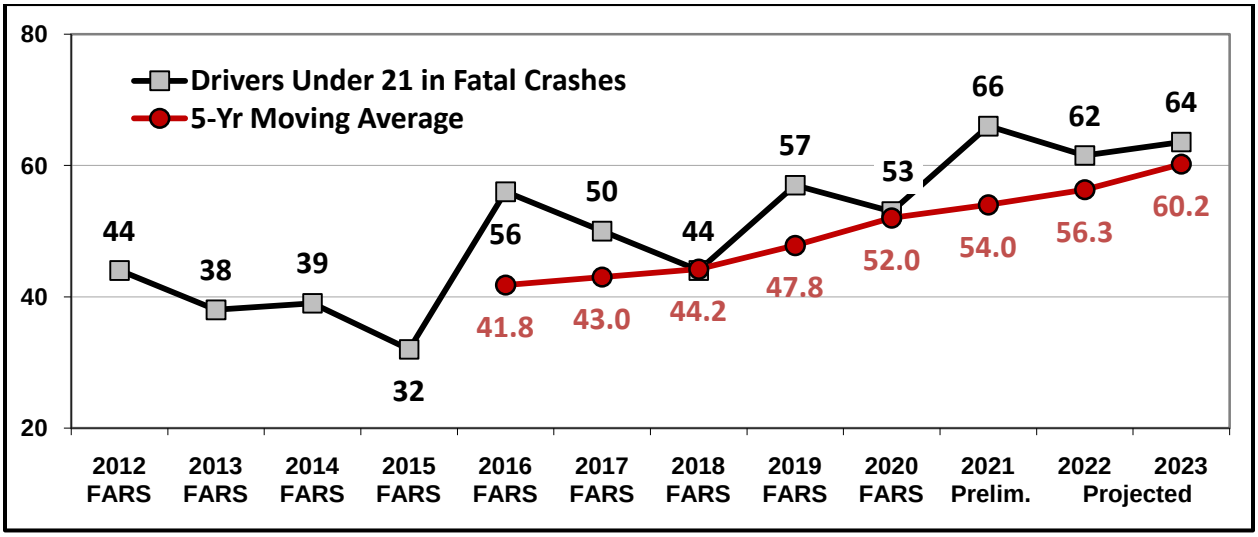

Fatalities Involving Alcohol-impaired Drivers with a BAC=.08+
5-Yr Moving Average
160
140
120
100
80
97
98
117
98
119
113
113
125
130
130
134
137
105.8
109.0
112.0
113.6
120.0
122.2
126.4
131.2
2012 FARS
2013 FARS
2014 FARS
2015 FARS
2016 FARS
2017 FARS
2018 FARS
2019 FARS
2020 FARS
2021
2022 Projected
2023

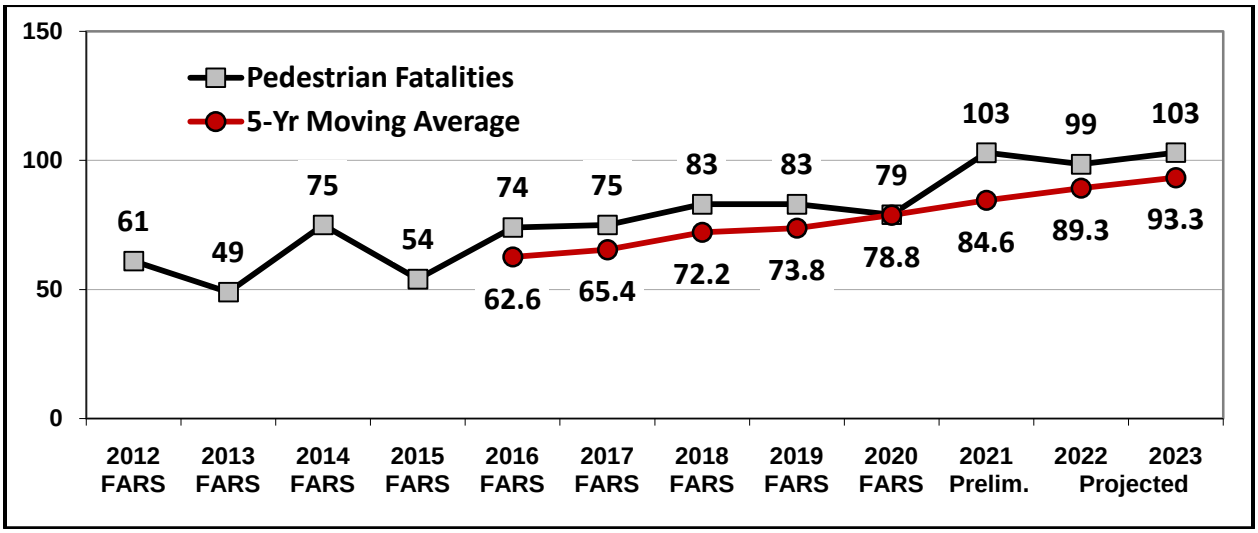

Unrestrained Occupant Fatalities
5-Yr Moving Average
200
150
100
50
106
96
98
88
136
105
112
101
131
164
146
151
104.8
104.6
107.8
108.4
117.0
122.6
130.7
138.6
2012 FARS
2013 FARS
2014 FARS
2015 FARS
2016 FARS
2017 FARS
2018 FARS
2019 FARS
2020 FARS
2021 Prelim.
2022 Projected
2023

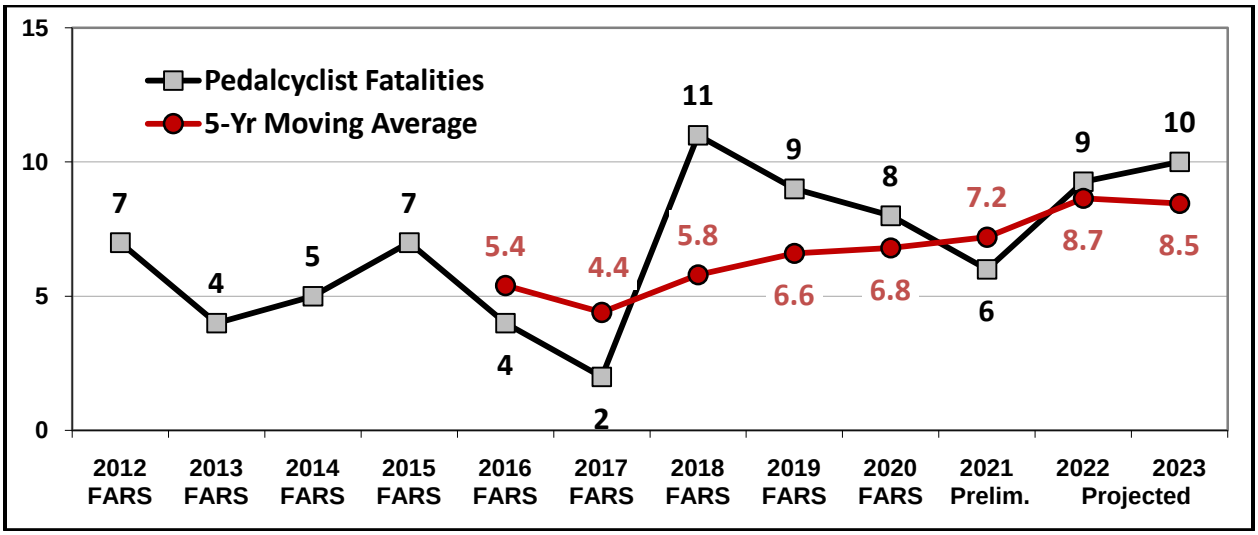

Speeding-related Fatalities
5-Yr Moving Average
250
200
150
100
50
122
122
132
130
146
141
132
156
160
185
181
189
130.4
134.2
136.2
141.0
147.0
154.8
162.8
174.2
2012 FARS
2013 FARS
2014 FARS
2015 FARS
2016 FARS
2017 FARS
2018 FARS
2019 FARS
2020 FARS
2021 Prelim.
2022 Projected
2023

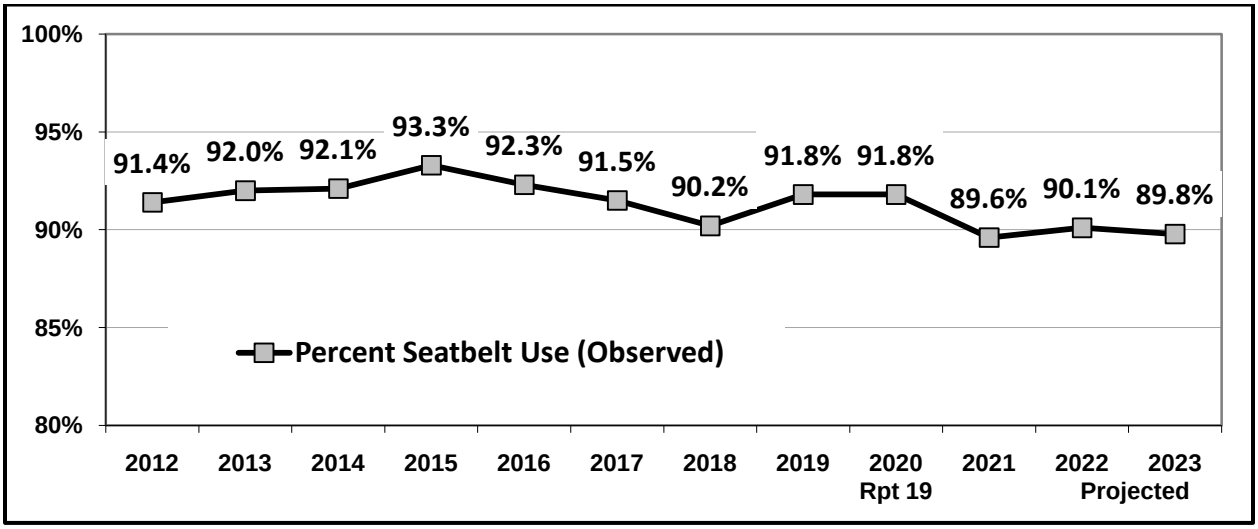

80
60
40
20
0
64
41
46
38
47.2
47
53
45.0
46
46.0
55
47.8
49.4
46
55
51.0
53
51.0
54
52.6
Motorcyclist Fatalities
5-Yr Moving Average
2012 FARS
2013 FARS
2014 FARS
2015 FARS
2016 FARS
2017 FARS
2018 FARS
2019 FARS
2020 FARS
2021 Prelim.
2022 Projected
2023


80
60
40
20
0
Unhelmeted MC Fatalities
5-Yr Moving Average
39
20
35
18
26.8
22
35
26.0
26.0
20
32
25.4
26.6
24
41
30.4
36
30.7
39
34.4
2012 FARS
2013 FARS
2014 FARS
2015 FARS
2016 FARS
2017 FARS
2018 FARS
2019 FARS
2020 FARS
2021 Prelim.
2022 Projected
2023


80
60
40
20
Drivers Under 21 in Fatal Crashes
5-Yr Moving Average
44
38
39
32
56
41.8
50
43.0
44
44.2
57
47.8
53
52.0
66
54.0
62
56.3
64
60.2
2012 FARS
2013 FARS
2014 FARS
2015 FARS
2016 FARS
2017 FARS
2018 FARS
2019 FARS
2020 FARS
2021 Prelim.
2022 Projected
2023


150
100
50
0
Pedestrian Fatalities
5-Yr Moving Average
61
49
75
54
74
75
83
83
79
103
99
103
62.6
65.4
72.2
73.8
78.8
84.6
89.3
93.3
2012 FARS
2013 FARS
2014 FARS
2015 FARS
2016 FARS
2017 FARS
2018 FARS
2019 FARS
2020 FARS
2021 Prelim.
2022 Projected
2023


15
10
5
0
Pedalcyclist Fatalities
5-Yr Moving Average
7
4
5
7
4
2
11
9
8
6
9
10
5.4
4.4
5.8
6.6
6.8
7.2
8.7
8.5
2012 FARS
2013 FARS
2014 FARS
2015 FARS
2016 FARS
2017 FARS
2018 FARS
2019 FARS
2020 FARS
2021 Prelim.
2022 Projected
2023


100%
95%
90%
85%
80%
91.4%
92.0%
92.1%
93.3%
92.3%
91.5%
90.2%
91.8%
91.8%
89.6%
90.1%
89.8%
Percent Seatbelt Use (Observed)
2012
2013
2014
2015
2016
2017
2018
2019
2020 Rpt 19
2021
2022 Projected
2023

405 Grants Supporting Documentation

405b OCCUPANT PROTECTION

STATE'S PLANNED PARTICIPATION IN 2023 CLICK IT OR TICKET NATIONAL MOBILIZATION

In 2023, New Mexico plans to provide funds for overtime enforcement for an estimated 77 law enforcement agencies to participate in the May Click It or Ticket National Enforcement Mobilization. Law enforcement will conduct seat belt and child safety seat enforcement operations statewide. Both paid and earned media will run during the mobilization period. These OP enforcement activities have been successful in producing high levels of occupant protection use in New Mexico. The State will provide NHTSA with FFY23 law enforcement participation and activity data in the 2023 Annual Report.

	CIOT Planned Agencies	County	2020 County Populations*
1	Albuquerque PD	Bernalillo	684,520
2	Bernalillo County SO	Bernalillo	
3	Hagerman PD	Chaves	64,445
4	Roswell PD	Chaves	
5	Dexter PD	Chaves	
6	Cibola County SO	Cibola	26,604
7	Grants PD	Cibola	
8	Clovis PD	Curry	49,843
9	Texico PD	Curry	
10	DeBaca County SO	DeBaca	1,776
11	Anthony PD	Doña Ana	222,105
12	Doña Ana County SO	Doña Ana	
13	Las Cruces PD	Doña Ana	
14	Sunland Park PD	Doña Ana	
15	Artesia PD	Eddy	58,567
16	Carlsbad PD	Eddy	
17	Eddy County SO	Eddy	
18	Loving PD	Eddy	
19	Grant County SO	Grant	28,206
20	Santa Clara Village PD	Grant	
21	Silver City PD	Grant	
22	Guadalupe County SO	Guadalupe	4,413
23	Santa Rosa PD	Guadalupe	
24	Hidalgo County SO	Hidalgo	4,153
25	Lordsburg PD	Hidalgo	
26	Eunice PD	Lea	72,562
27	Hobbs PD	Lea	
28	Jal PD	Lea	
29	Lea County SO	Lea	
30	Lovington PD	Lea	
31	Tatum PD	Lea	
32	Ruidoso PD	Lincoln	20,152
33	Los Alamos PD	Los Alamos	18,967
34	Deming PD	Luna	24,732
35	Luna County SO	Luna	

36	Gallup PD	McKinley	69,746
37	McKinley County SO	McKinley	
38	Zuni Pueblo PD	McKinley	
39	Mora County SO	Mora	4,590
40	Alamogordo DPS	Otero	68,363
41	Otero County SO	Otero	
42	Tularosa PD	Otero	
43	Logan PD	Quay	8,335
44	Quay County SO	Quay	
45	Espanola PD	Rio Arriba	38,540
46	Ohkay Owingeh Pueblo PD	Rio Arriba	
47	Rio Arriba County SO	Rio Arriba	
48	Santa Clara Tribal PD	Rio Arriba	
49	Portales PD	Roosevelt	19,848
50	Aztec PD	San Juan	125,727
51	Bloomfield PD	San Juan	
52	Farmington PD	San Juan	
53	San Juan County SO	San Juan	
54	Las Vegas PD	San Miguel	27,906
55	Bernalillo PD	Sandoval	148,884
56	Corrales PD	Sandoval	
57	Cuba PD	Sandoval	
58	Rio Rancho PD	Sandoval	
59	Sandia Pueblo PD	Sandoval	
60	Sandoval County SO	Sandoval	
61	Santa Ana Pueblo PD	Sandoval	
62	Edgewood PD	Santa Fe	151,184
63	Santa Fe County SO	Santa Fe	
64	Santa Fe PD	Santa Fe	
65	Tesuque Pueblo PD	Santa Fe	
66	T or C PD	Sierra	11,102
67	Socorro County SO	Socorro	17,164
68	Taos County SO	Taos	32,490
69	Taos PD	Taos	
70	Moriarty PD	Torrance	16,016
71	Mountainair PD	Torrance	
72	Torrance County SO	Torrance	
73	Belen PD	Valencia	76,350
74	Bosque Farms PD	Valencia	
75	Los Lunas PD	Valencia	
76	Valencia County SO	Valencia	
77	NM DPS-State Police	Statewide	
		Total	**2,097,110**
		% State Coverage	**99**

State and Counties Population Based on UNM GPS 2020 Census estimates – New Mexico Population: 2,117,290

Planned FFY23 NM Child Restraint Inspection Stations (All inspection stations/events are staffed with at least one current Nationally Certified Child Passenger Safety Technician)

City	Community Population	Urban/ Rural	County	County Population	Serves At-Risk Populations
Albuquerque*	545,852	Urban	Bernalillo	684,520	Yes
Isleta Pueblo	491	Rural	Bernalillo		Yes
Roswell	48,366	Rural	Chaves	64,445	Yes
Grants	9,182	Rural	Cibola	26,604	Yes
Zuni Pueblo	2,089	Rural	Cibola		Yes
Raton	6,885	Rural	Colfax	11,799	Yes
Clovis	37,775	Rural	Curry	49,843	Yes
Las Cruces*	97,618	Urban	Doña Ana	222,105	Yes
Anthony	9,360	Rural	Doña Ana		Yes
Hatch	1,648	Rural	Doña Ana		Yes
Artesia	11,301	Rural	Eddy	58,567	Yes
Carlsbad*	26,138	Rural	Eddy		Yes
Silver City	10,315	Rural	Grant	28,026	Yes
Anton Chico	188	Rural	Guadalupe	4,413	Yes
Lordsburg	2,797	Rural	Hidalgo	4,153	Yes
Ruidoso	8,029	Rural	Lincoln	20,152	Yes
Los Alamos	12,019	Rural	Los Alamos	18,967	Yes
Deming*	14,855	Rural	Luna	24,732	Yes
Zuni Pueblo	6,302	Rural	McKinley	69,746	Yes
Crownpoint	2,278	Rural	McKinley		Yes
Gallup	21,678	Rural	McKinley		Yes
Alamogordo*	30,403	Rural	Otero	68,363	Yes
Tucumcari	5,363	Rural	Quay	8,335	Yes
Logan	1,042	Rural	Quay		Yes
Espanola	6,966	Rural	Rio Arriba	38,540	Yes
Tierra Amarilla	382	Rural	Rio Arriba		Yes
Portales	12,280	Rural	Roosevelt	19,848	Yes
Farmington*	45,877	Rural	San Juan	125,727	Yes
Shiprock	8,295	Rural	San Juan		Yes
Rio Rancho*	87,391	Urban	Sandoval	148,884	Yes
Bernalillo	8,320	Rural	Sandoval		Yes
Santo Domingo Pueblo	2,456	Rural	Sandoval		Yes
San Felipe Pueblo	2,404	Rural	Sandoval		Yes
Jemez Pueblo	1,788	Rural	Sandoval		Yes
Santa Fe*	67,947	Urban	Santa Fe	151,184	Yes
T or C	6,475	Rural	Sierra	11,102	Yes
Socorro	9,051	Rural	Socorro	17,164	Yes
Taos	5,716	Rural	Taos	32,490	Yes
Moriarty	1,910	Rural	Torrance	16,016	Yes
			Total	**1,925,725**	
			% State Coverage	**91**	
			2020 NM Population	**2,117,290**	

* Permanent Inspection Fitting Stations (Albuquerque = 3; Santa Fe = 2; All * others = 1)
Urban - 2019 US Census Urbanized Areas - based on population density
City/Town populations – 2019 US Census; County populations – UNM GPS 2020 Census estimates

Number of Registered Motorcycles x County
State Motor Vehicle Records
June 2022

County Name	Counts
SANTA FE	4,529
BERNALILLO	14,440
EDDY	1,770
CHAVES	1,523
CURRY	1,298
LEA	1,374
DONA ANA	4,814
GRANT	741
COLFAX	371
QUAY	194
ROOSEVELT	352
SAN MIGUEL	691
MCKINLEY	386
VALENCIA	2,001
OTERO	2,074
SAN JUAN	2,863
RIO ARRIBA	762
UNION	85

County Name	Counts
LUNA	573
TAOS	474
SIERRA	282
TORRANCE	214
HIDALGO	75
GUADALUPE	86
SOCORRO	254
LINCOLN	593
DE BACA	24
CATRON	54
SANDOVAL	4,572
MORA	35
HARDING	10
LOS ALAMOS	696
CIBOLA	285
UNKNOWN COUNTY: RPD	23
TOTAL	**48,518**

405c STATE TS INFORMATION SYSTEMS IMPROVEMENTS

2022 Quantitative Improvements in the Traffic Records Crash Database

State Measure #1 – Crash Database Completeness: Increase the percentage of crash reports received from agencies using TraCS that have crash coordinates filled in from 33.9% in 4/1/2020 to 3/31/2021 to 36% between 4/1/2021 and 3/31/2022. (State) (Annual)

Justification: The Traffic Records Program will identify agencies submitting crash reports with coordinates not filled in, and will provide training and adjust the software, as needed.

Crash Database Performance Measure 4/1/2020-3/31/2021 to 4/1/2021-3/31/2022	2022 HSP Target	2022 State Data	2022 State Data vs. Target	Target Achieved
Increase the percentage of crash reports received from agencies using TraCS that have crash coordinates filled in.	36%	39.7%	Add'l 3.7% of 2022 target	Achieved & Exceeded

Performance Measure Period (Date Added to Database)	COORDINATES ON UCR FORM				Total TraCS Crashes
	NO		YES		
	Count	Percent	Count	Percent	
PERIOD: 01APR2016 - 31MAR2017	17,961	97.2	512	2.8	18,473
PERIOD: 01APR2017 - 31MAR2018	23,891	74.6	8,155	25.4	32,046
PERIOD: 01APR2018 - 31MAR2019	22,143	69.6	9,674	30.4	31,817
PERIOD: 01APR2019 - 31MAR2020	19,968	62.8	11,843	37.2	31,811
PERIOD: 01APR2020 - 31MAR2021	**16,934**	**66.2**	**8,651**	**33.89**	**25,585**
PERIOD: 01APR2021 - 31MAR2022	**21,506**	**60.3**	**14,168**	**39.7**	**35,674**

State Measure #2 – Crash Database – Accessibility: Increase the number of data elements provided for end-user crash data requests from 313 in 4/1/2020 to 3/31/2021 to 380 from 4/1/2021 to 3/31/2022. (State)

Justification: The Traffic Records Program will modify templates used to fulfill data requests from end-users to include new data elements captured from the release of the E July 2018 UCR form.

Crash Database Performance Measure 4/1/2019-3/31/2020 to 4/1/2020-3/31/2021	2022 HSP Target	2022 State Data	State Data vs.2022 Target	Target Achieved
Increase the number of data elements provided for end-user crash data	380	412	Add'l 32 data elements	Achieved & Exceeded

Data Level	Number of Data Elements	
	Baseline Period 4/1/2020 - 3/31/2021	Post Period 4/1/2021 - 3/31/2022
Crash-Level Data Requests	66	79
Vehicle-Level Data Requests	205	291
Occupant-Level Data Requests	42	42
Total Fields in Data Requests	**313**	**412**