



# 2024 Triennial Highway Safety Plan

## TRAFFIC SAFETY DIVISION

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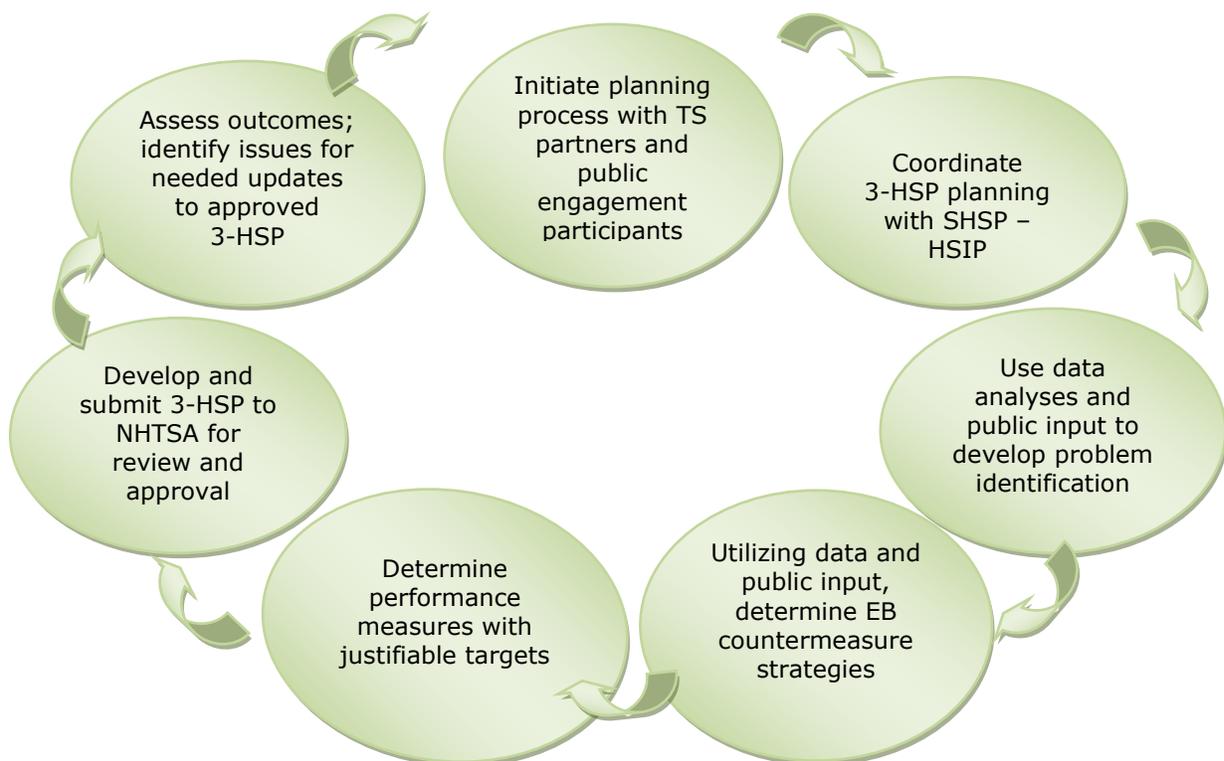
# 1. Highway Safety Planning Process and Problem Identification

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 NMDOT/TSD Highway Safety Plan (3-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.

## Processes, Data Sources and Information Used for Highway Safety Planning

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.

The TSD staff worked with NHTSA, State and local traffic safety planning partners and public engagement participants to identify highway safety needs based on a problem identification process that included review and assessment of current State, county and local crash, fatality, injury, geo-spatial, socio-demographic and economic data; review and selection of effective evidence-based countermeasure strategies; and determination of performance measures and targets for the State's Triennial Highway Safety Plan.



## **Highway Safety Problem Identification Process**

### **Meetings and Data Review**

The problem identification process was conducted primarily between January and May of 2023, 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 and DWI Reports 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 crash, fatality and serious injury data by crash characteristics. Density maps provide geospatial information at the street and intersection level for cities with the highest level of incidents.

In May 2023, as part of the problem identification process, UNM/TRU provided a data presentation to 60 NMDOT/TSD traffic safety partners and staff, including NHTSA Region 6 staff. For each NHTSA/GHSA performance measure, nine years of FARS and State data (2013-2021), 2022 preliminary State data, and 2023-2026 projected was presented. 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 and fatalities, serious injuries/rates, unrestrained occupant fatalities, motorcyclist fatalities, pedestrian and bicyclist fatalities and speeding-related fatalities. TSD staff and traffic safety partners, and the UNM/TRU presenter discussed any caveats of the data, and how any such issues could potentially impact the problem identification and target setting process.

### **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 and locations affected by the issues, and other relevant factors were also discussed and considered as part of the process of determining the highest priorities.

Information from these discussions and reports from Impaired Driving Workgroup and Traffic Records Committee meetings, and subgrantee monitoring meetings were used to help identify issues of concern and local problem locations. In addition, law enforcement subgrantee operational plans provide current, localized data analyses that pinpoint times and locations of higher crash rates and areas of focus for their officers.

### **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. More information on these community partners meetings is detailed in Section 2 – Public Participation and Engagement.

### **Assessments**

Recommendations from the June 2021 Traffic Records Assessment are integrated into the 2023 Traffic Records Strategic Plan update. Recommendations from the most recent Impaired Driving and Standard Field Sobriety Testing (SFST) assessments are integrated into the 2023 Impaired Driving Plan. Assessment recommendations are used to identify needs, and to develop strategies and projects to improve programs and outcomes.

NMDOT is working to implement some of the May 22 Occupant Protection Program Assessment recommendations, including establishing an OP Coalition. One objective of the coalition will be to focus on strengthening New Mexico's occupant protection laws, particularly with regard to escalating penalties for subsequent violations.

## **Description and Analysis of Overall Highway Safety Problems**

*Data from UNM/TRU 2021 NM Traffic Crash Report and 2021 NM DWI Report; 2021 State data are final*

### **Overall Crashes/ Fatalities/ Injuries**

In 2021, there were 429 fatal crashes, 12,404 injury crashes and 27,936 property damage only crashes on New Mexico roadways, all up from 2020.

Fatal crashes were their highest in the last five years, and the percentage of 2021 fatal crashes and injury crashes among all crashes was also at its highest in the past five years at 1.05 percent.

The percentage of Injury and property damage crashes stayed about the same as in 2020. The estimated 2021 total human capital cost of the 40,769 crashes in New Mexico was \$1.77 billion, up from 1.52.

There were 40,769 crashes with 483 killed compared to 398 in 2020, the highest fatalities in the past 10 years. Compared to 2020, in 2021 there were 157 more persons in crashes with suspected serious injuries and 761 more persons with suspected minor injuries. The ratio of males to females in crashes was 1.2; the ratio of male to female crash fatalities was 2.1.

In 2021, 18.8 percent of all motorcyclists (driver/passenger) in crashes were seriously injured or killed, up from 16.9 percent in 2020; 33.8 percent of all pedestrians in crashes were seriously injured or killed, up from 29.7 percent in 2020; and 11.5 percent of all bicyclists in crashes were seriously injured or killed, down from 12.8 percent in 2020.

Contributing factors in crashes included: Driver Inattention (18.6% compared to 19.7% in 2020); and Failure to Yield/ Following Too Closely (12.6% compared to 12.2 in 2020).

Contributing factors in crash-related fatalities were: Driver Inattention (12.6% compared to 11.7 in 2020); Under the Influence of Drugs (12.5% compared to 12.2% in 2020); Under the Influence of Alcohol (12.0% same as in 2020); and Excessive Speed/Speed Too Fast for Conditions (12.8% compared to 13.4% in 2020).

Contributing factors in suspected serious injuries were Driver Inattention (17.4% compared to 16.5% in 2020); Excessive Speed/Speed Too Fast for Conditions (10.8% compared to 12.9% in 2020); Other Improper Driving (7.1% compared to 8.4 in 2020); and Under the Influence of Alcohol (6.2% compared to 6.9% in 2020).

In 2021, 39 percent of all people in crashes were 15 to 34, while being 27.6 percent of licensed drivers. They were 41.6 percent of those killed in crashes and 43.9 percent of those seriously injured. The other high-risk group was aged 35-44 with 14.9 percent killed and 14.6 percent seriously injured.

The teen (15-19) driver crash rate (per 1,000 NM licensed teen drivers) rose from 98.7 in 2020 to 125.2 in 2021, but remained lower than the pre-Covid year (2020) rates. The young adult (20-24) driver crash rate also rose in 2021 from 2020 (69.0 vs.61.4), but likewise, remained lower than the pre-Covid year rates. Young adult crash rates were above 80 in 2018 and 2019.

Teen drivers were 11.4 percent of all drivers in crashes; young adult drivers were 13.5 percent of all drivers in crashes. Crashes among both teen drivers and young adult drivers were highest between 2 p.m. and 6 p.m.

The numbers of alcohol-involved teen (15-19) and young adult (20-24) drivers in crashes were fewer in 2021 than in 2020.

In 2021, total crashes were highest on Fridays at noon, and between 2 pm and 5 pm, followed by Wednesday and Thursday from noon to 6 in the evening. Fatal crashes were highest on Fridays, Saturdays and Sundays, and from 6 pm to midnight.

Alcohol-involved crashes were highest on Fridays from 8 p.m. to 2 a.m.; Saturdays from 6 pm to 1 am; and Sundays 7 pm to midnight.

Holidays with the highest rate of crashes per day were: St. Patrick's Day (133.0), Presidents' Day (112.0), Cinco de Mayo (109.0), Balloon Fiesta (101.5), and Halloween (99.0). The 2021 statewide crash rate was 111.7. Holidays with the highest number of crashes were: Balloon Fiesta (964), Presidents' Day (392), Thanksgiving (358), Indigenous Peoples' Day (339), and Independence Day (333). Crash fatalities were highest for Balloon Fiesta (15), Labor Day (10), Easter (5), and New Year's Day (5).

Holidays with the highest rate of alcohol-involved crashes were: Labor Day (9.1), Independence Day (8.9), Christmas (8.9), Easter (7.6), and Thanksgiving (7.6). Alcohol-involved crash fatalities were highest on Labor Day (5), Thanksgiving (4), and Easter.

Bernalillo, Doña Ana, Santa Fe, San Juan, Sandoval, Lea counties had 69.1 percent of all the State's crashes. Bernalillo County, with 31.8 percent of the State's population had 38.9 percent of all crashes. Bernalillo, Curry, Doña Ana and Chaves 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 (143; 294), San Juan (34, 71), Doña Ana (16, 88), Santa Fe (22, 70), McKinley (32, 41), and Sandoval (19, 51). These six counties accounted for 55.1 percent of all fatalities and 59 percent of suspected serious injuries in crashes.

Bernalillo County had 143 total crash-related fatalities, 27 motorcyclist fatalities, and 50 pedestrian fatalities, the highest levels in over a decade in each of these groups.

The cities of Albuquerque, Las Cruces, Santa Fe, Rio Rancho, Farmington, Roswell Hobbs, and Carlsbad had the highest number of total crashes in 2021. Gallup, Española, Silver City, Las Cruces, Albuquerque and Farmington had the highest crash rates per 1,000 city residents.

Cities with the highest number of fatal crashes were Albuquerque (112), Deming (10), Santa Fe (9), Las Cruces (7), Farmington (7), Carlsbad (5), Clovis (5), and Rio Rancho (5).

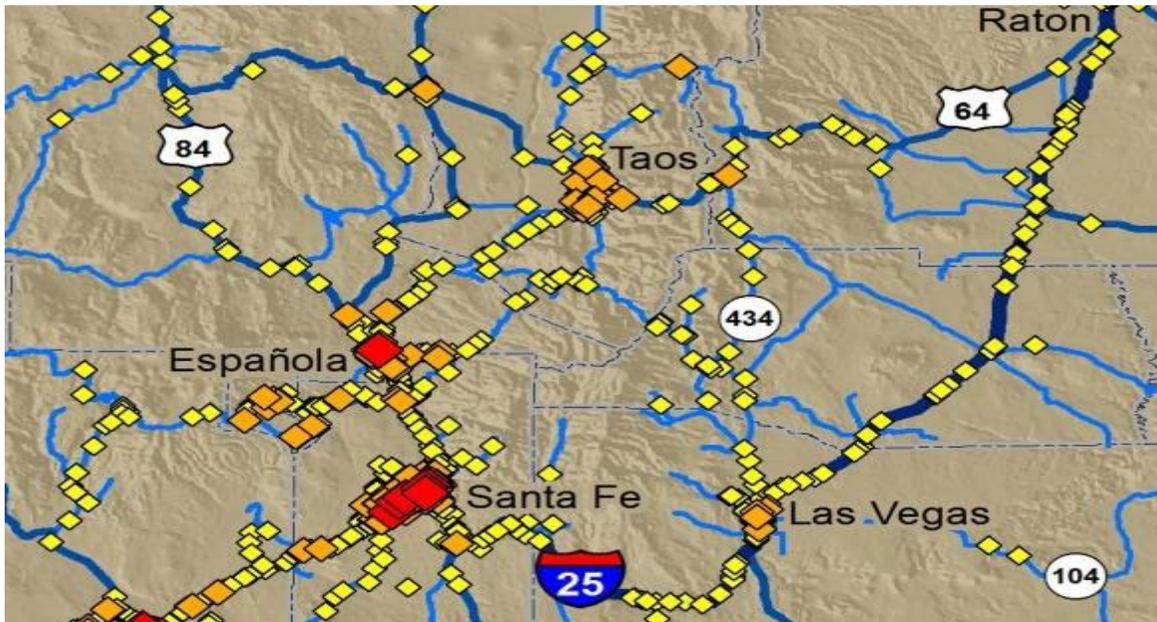
Overall, the majority of crashes occurred on urban roadways (78.8% up from 76.7% in 2020). In addition, 73.9 percent of alcohol-involved crashes, and 50.3 percent of crash fatalities occurred on urban roadways.

Of the 8,662 crashes on rural roadways, 6,793 (78.4%) were on rural non-interstate roads and 1,869 (21.6%) were on rural interstate roads. Of the 240 crash fatalities on rural roadways, 178 (74.2%) were on rural non-interstate roads and 62 (25.8%) were on rural interstate roads.

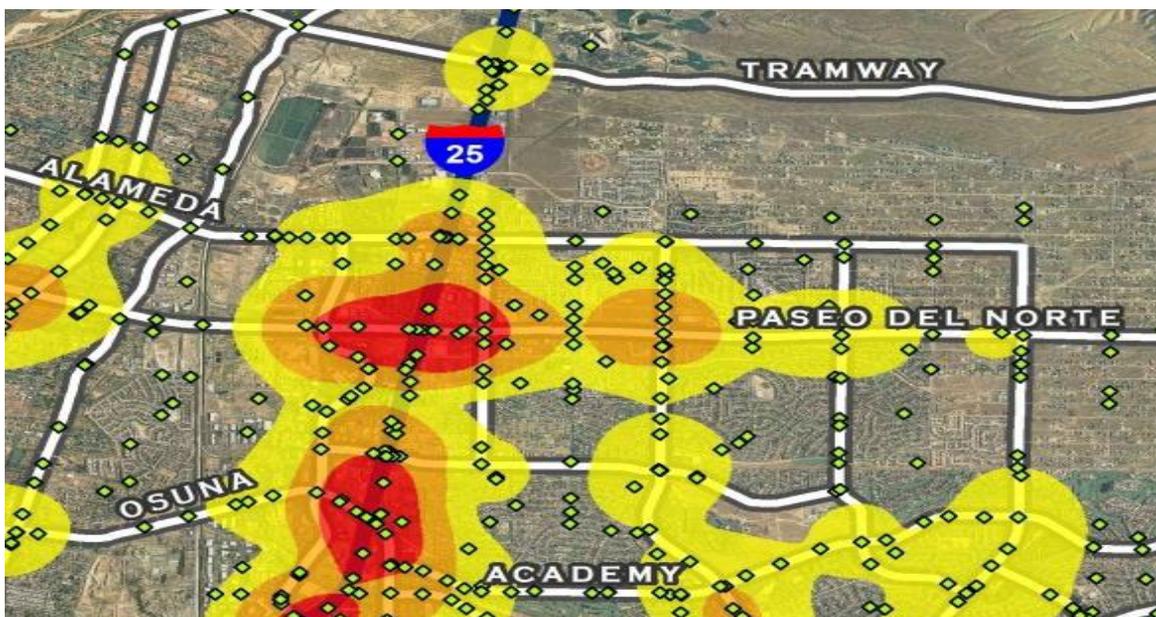
In addition to data from the Annual Crash and DWI reports, subgrantee law enforcement agency operational plans include localized information on where and when the most serious crashes occur (including neighborhood areas) and the highest risk days and times of day for crashes.

In the top Dot Map, each crash point is assigned a color and size according to the number of times a crash occurred at that location. In the bottom Density Map, color shading, instead of points, is used to display where a high number of crashes occur in close proximity to each other. In a Density Map, the points assist in showing the location of crashes, but color shading shows the intensity of crashes in that area. Maps can be created at State, county, city, neighborhood levels to assist NMDOT staff, program and project contractors, including law enforcement about where community interventions and enforcement operations are most needed and most likely to have the greatest impact on reducing all types of crashes, fatalities and injuries.

### DOT MAP



### DENSITY MAP



\*Maps and explanatory detail from 2021 Annual Traffic Crash Report produced for NMDOT/TSD under contract with University of New Mexico Geospatial and Population Studies Traffic Research Unit

## Socio-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 2022 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 2022 data estimates, the largest racial/ ethnic group was Hispanics (50.2%), followed by Anglos (35.98%). NM's American Indian population is one of the largest percentage-wise in the nation at 11.2 percent. Blacks and Asians combined make up about 4.6 percent of the population.

- 22.4 percent of NM's total population was under age 18; 18.5 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 \$54,020; 18.4 percent of persons were living in poverty
- 28.5 percent of New Mexicans have a bachelor's degree or higher
- 67 percent of New Mexicans speak only English in the home, 33 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 1,626,065 licensed drivers and 2,627,312 registered vehicles. According to current US Census data, 80.2 percent of NM adults reported that they commute alone to work, 9.8 percent carpool, 4.8% work from home, and only 1.1 percent use public transport.

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 is employed or looking for employment) rose from 56.2 in December 2022 to 56.7 in March 2023; the annual unemployment rate declined from 6.8% in 2021 to 3.5 in 2022.

Recent University of New Mexico Bureau of Business and Economic Research data (October 2022) indicate that New Mexico's economic outlook seems to be slowly improving, post-COVID. The State is seeing unemployment claims stabilizing, and oil prices rising, however there are some weaknesses in mining, accommodation and local government. Oil and gas sectors are expected to remain strong in New Mexico, with demand expected to grow throughout 2023 and 2024. State recurring revenue, as of May 2022, was up by more than 1.5 billion vs. May 2021. Revenues are anticipated to allow for diversification of the State's economy and enhanced support of public services.

**Population data: US Census New Mexico 2021 Quick Facts and New Mexico Profile: 2021 American Community Survey 1-yr estimates; US Economic data: U.S. Bureau of Labor Statistics**

## **2. Public Participation and Engagement**

*(i) **Triennial HSP engagement planning.** Description of the State's public participation and engagement planning efforts in the highway safety planning process and program, including—*

*(A) A statement of the State's starting goals for the public engagement efforts, including how the public engagement efforts will contribute to the development of the State's highway safety program, including countermeasure strategies for programming funds;*

The New Mexico Department of Transportation Traffic Safety Division's (TSD) starting goal for public engagement efforts is to enhance our understanding of the unique safety challenges faced by different communities in our state. New Mexico, a diverse and geographically vast state, is home to a unique blend of communities and landscapes. Demographically, New Mexico exhibits a rich cultural heritage, with a significant proportion of its population consisting of Native American, Hispanic, and Latino communities. Additionally, it has a diverse range of urban and rural areas, each with its own distinct characteristics and traffic safety challenges.

When analyzing traffic safety problems in New Mexico, several key issues stand out. One of the major concerns is the high rate of alcohol-related crashes, which contributes to a disproportionate number of fatalities and injuries on the state's roads. **In 2021, the number of fatalities in alcohol-involved crashes rose to its highest level in at least the past 10 years. (NM 2021 DWI Report).** This issue necessitates a comprehensive approach that involves targeted education, stricter enforcement of impaired driving laws, and the promotion of responsible alcohol consumption.

Another significant challenge is the occurrence of speeding-related incidents, especially on highways and rural roads. New Mexico's extensive road network, spanning vast stretches of open terrain, presents opportunities for drivers to exceed speed limits, increasing the likelihood of crashes. Efforts to address this problem involve targeted enforcement, enhanced public education campaigns, and infrastructure improvements to ensure safer road conditions.

Additionally, the State faces issues related to distracted driving, inadequate seatbelt usage, and high rates of pedestrian and bicyclist crashes. These problems necessitate a multi-faceted approach, including public awareness campaigns, law enforcement initiatives, infrastructure enhancements, and community engagement efforts.

Given the diverse demographic and geographic makeup of New Mexico, it is crucial to tailor traffic safety initiatives to address the specific challenges faced by different communities. This requires a comprehensive understanding of the unique needs and characteristics of various regions, as well as effective public participation and engagement strategies to ensure that all voices are heard and considered in the development of targeted countermeasures and programs.

By analyzing the demographic and geographic data of New Mexico alongside the identified traffic safety problems, we can develop evidence-based strategies that prioritize public safety, address the specific needs of different communities, and create a safer transportation environment for all residents and visitors to the State.

**We aim to actively seek input from underserved and overrepresented communities to identify potential disparities in traffic safety and to develop countermeasure strategies to address these issues. We have implemented a streamlined approach to gather surveys and incorporate public feedback at various public events where we participate, for example, utilizing car seat fitting stations for public feedback and data collection. Information from these particular surveys assists in determining the need for, and locations for child passenger safety seat fitting stations and clinics.**

**Based on this information, the countermeasure strategy from NHTSA Countermeasures That Work, 10<sup>th</sup> edition; Chapter 2: Seat Belts and Child Restraints is used to inform not just the selection of the overall strategies and countermeasures, but to also develop and implement projects for the Occupant Protection Program Plan, such as the Child Restraint Program project that provides funds for 'an active network of child safety seat/ booster seat clinics, fitting and inspection stations/events to an estimated 91% of the State's population; and Child Safety Seats/Booster Seats that 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.**

This inclusive strategy extends beyond child passenger safety programs to encompass all traffic safety programs by including questions on the survey about general traffic safety related issues. In addition, by attending public events such as community fairs, safety expos, and educational workshops, we create opportunities to engage with a diverse range of individuals and collect valuable survey data related to traffic safety.

At these events, we will have designated survey stations or mobile survey teams that will interact with attendees and administer surveys. These surveys will cover a wide range of topics, including seatbelt usage, distracted driving, impaired driving, and other key traffic safety concerns. By gathering surveys at public events, we ensure that the public's voice is heard and incorporated into our decision-making processes.

The collected survey data, whether obtained through car seat fitting stations or public events, will be carefully analyzed and presented at NMDOT commission meetings. These meetings serve as a platform to share the insights and feedback obtained from the community. By highlighting the survey findings during these meetings, we foster transparency and accountability, while also encouraging collaboration and informed decision-making among key stakeholders.

This comprehensive approach of gathering surveys at public events, including car seat fitting stations, and incorporating public feedback at NMDOT commission meetings allows us to effectively address traffic safety challenges across various programs. It ensures that community perspectives are valued and considered in the development and implementation of strategies and interventions aimed at improving overall traffic safety in New Mexico. By incorporating feedback from the public, we can develop a comprehensive and effective highway safety program that reflects the needs of our communities and ensures that everyone has access to safe roads.

*(B) Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data, (i.e., what communities did the State identify at the outset of the process) and a description of how those communities were identified;*

The TSD has identified several communities that are affected or potentially affected by highway safety issues. These communities include, but are not limited to:

1. Rural communities: Rural areas often have high rates of fatalities and alcohol-involved fatalities (**NM 2021 Annual Traffic Crash Report; page 80; US Census Bureau Community Resilience Estimates-2021 Census Tract/County Rankings**) due to a lack of infrastructure and fewer resources. **Of New Mexico's thirty-three counties, twenty-five are considered rural or frontier (US DHHS-Overview of the State of New Mexico-2020)**

In rural communities, we are actively engaging in partnerships with local law enforcement agencies to address traffic safety issues comprehensively. These collaborative efforts are essential in promoting safer roadways and reducing traffic-related incidents. By working closely with law enforcement, we are able to leverage their expertise, resources, and enforcement capabilities to

target specific traffic safety concerns prevalent in rural areas. Together, we conduct joint initiatives such as increased patrols, targeted enforcement campaigns, and community education programs to raise awareness about traffic safety and enforce compliance with traffic laws. These partnerships play a vital role in ensuring the well-being of rural communities by fostering a shared commitment to improving traffic safety and creating safer road environments for all residents.

2. Tribal communities: New Mexico is home to many tribal communities, and the TSD recognizes the unique safety challenges these communities face, including lack of access to emergency services, long distances between communities, and limited infrastructure. We are actively collaborating with tribal communities to foster engagement and participation in our Traffic Safety Division (TSD) programs. Recognizing the unique needs and perspectives of tribal communities, we have taken proactive steps to establish strong partnerships and build relationships based on mutual respect and cultural sensitivity. Our approach involves regular communication and consultation with tribal leaders, community members, and relevant tribal organizations. We prioritize listening to their concerns, understanding their specific traffic safety challenges, and tailoring our programs and initiatives to address their needs effectively. By involving tribal communities in the planning, implementation, and evaluation of our TSD programs, we ensure that their voices are heard, their insights are valued, and their cultural values are respected. Through these collaborative efforts, we strive to create a safer and more inclusive traffic safety environment that reflects the diverse needs and perspectives of all tribal communities in New Mexico.
3. Communities of color: The TSD recognizes that certain communities of color, such as Hispanic/Latino and Native American communities, are overrepresented in crash data and may face additional barriers to accessing safety resources (***NHTSA MV Crash Data Querying and Reporting – Fatal Crashes: Rural/Urban, Native American Reservations***).
4. Low-income communities: For the third consecutive year, New Mexico has the third-highest poverty rate among the 50 states (***U.S. Census Bureau 2021 American Community Survey***). Low-income communities, **such as Gallup, Zuni and Prewitt in McKinley County, Deming in Luna County, Roswell in Chavez County, and Shiprock, Aztec and Bloomfield in San Juan counties** may have fewer resources to invest in safety measures, such as installing proper lighting, maintaining roads, and providing safe transportation options. We are committed to engaging low-income communities through targeted public outreach initiatives and car seat fitting stations. Recognizing that these communities may face unique challenges in accessing and utilizing proper child passenger safety resources, we have implemented strategies to bridge the gap. Our public outreach efforts involve collaborating with community organizations, social service agencies, and local schools to reach individuals and families in low-income areas. We organize educational workshops, distribute informational materials, and provide resources to promote awareness and understanding of child passenger safety. Additionally, our car seat fitting stations, strategically located in areas with a high concentration of low-income families, offer free inspections, installations, and education on proper car seat usage. These combined efforts aim to empower and support low-income communities in ensuring the safety of their children while promoting equitable access to vital traffic safety resources and services.

To identify these communities, the TSD utilized crash data analysis (***NM 2021 Annual Traffic Crash Report and NM 2021 DWI Report***) and community outreach efforts. The Division also conducted a thorough review of existing safety initiatives to determine where additional resources and outreach efforts were needed. By prioritizing these underserved communities, the Traffic Safety Division aims to reduce fatalities and injuries among these groups and improve overall highway safety in the State.

**(ii) Triennial HSP engagement outcomes.** *A narrative description of the outcomes of the State's engagement efforts in the highway safety planning process, including—*

**(A) The steps taken by the State to produce meaningful engagement with affected communities, including—**

*(1) Engagement opportunities conducted and a description of how those opportunities were designed to reach the communities identified in paragraph (2)(i)(B);*

The TSD has taken several steps to ensure meaningful engagement with the affected communities during the highway safety planning process. In order to reach the identified communities, TSD utilized a variety of engagement opportunities, including public meetings, community forums, and online surveys.

TSD made a concerted effort to ensure that the engagement opportunities were accessible and designed to reach the identified communities. To this end, NMDOT provided interpretation services for non-English speaking communities, utilized plain language in all materials, and held meetings in locations that were easily accessible to the identified communities.

During the engagement planning process, a series of targeted activities were conducted to foster public participation and gather feedback on traffic safety concerns. These included participation in public events such as the Gathering of Nations, where we had the opportunity to engage with diverse communities and raise awareness about traffic safety conducting a survey to gather feedback. Additionally, Car Seat Clinics were organized in Carlsbad, Santa Fe, and Farmington on June 15th and in Santa Fe on June 29th to provide education and resources on proper car seat usage and installation while gathering feedback through a survey, with a focus on reaching underserved communities.

Another significant engagement public event was the Cannabis Summit held on April 20th, addressing the priority issue of cannabis-impaired driving across the state. This summit brought together key stakeholders, policymakers, law enforcement officials, public health experts, and cannabis industry representatives to discuss effective strategies for promoting traffic safety in the context of recreational cannabis use.

Through these engagement opportunities, NMDOT was able to successfully reach and engage with the identified communities. Attendees and participants included members of underserved and overrepresented communities, who were able to share their views and provide valuable feedback on the development of the highway safety program.

NMDOT ensured that the feedback and views of the affected communities were incorporated into the development of the triennial Highway Safety Plan. This included reviewing and analyzing the feedback received from the engagement opportunities and making adjustments to the program and countermeasure strategies based on the input received. Overall, the engagement efforts were successful in ensuring that the affected communities had a voice in the development of the highway safety program.

*(2) Accessibility measures implemented by the State in its outreach efforts and in conducting engagement opportunities;*

The New Mexico Department of Transportation Traffic Safety made significant efforts to ensure that the engagement opportunities they conducted were accessible to all members of the identified communities, including those with disabilities, those with limited English proficiency, and those with transportation or technology barriers.

To make engagement opportunities more accessible, the Department employed a variety of strategies, including:

- a. Providing interpretation services: The Department provided interpretation services at engagement opportunities to ensure that participants with limited English proficiency could fully participate in the process.
- b. Providing translation materials: The Department also provided translated materials in multiple languages to ensure that all members of the identified communities could access and understand the information provided.
- c. Offering virtual engagement options: The Department provided virtual engagement options to ensure that individuals who were unable to attend in-person meetings could still participate in the engagement process. This allowed for greater participation from underserved communities and those with transportation barriers.
- d. Conducting engagement opportunities in accessible locations: The Department made efforts to conduct engagement opportunities in accessible locations that were easy to reach for community members with disabilities.
- e. These accessibility measures helped to ensure that all members of the identified communities could fully participate in the engagement process, and their input was incorporated into the development of the triennial HSP.

**(B)** *The results of the engagement opportunities conducted, including—*

- (1) *A description of attendees and participants, and, to the extent feasible, whether those participants are members of the affected communities identified in paragraph (2)(i)(B);*

The New Mexico Department of Transportation Traffic Safety's engagement efforts in the highway safety planning process were successful in reaching a wide range of communities across the state. Through a variety of engagement opportunities, including public meetings, surveys, and online feedback forms, the Department was able to gather valuable input from stakeholders and members of the public. Attendees and participants at these engagement opportunities included representatives from a variety of organizations and community groups, as well as individuals who had been directly affected by traffic safety issues.

We have successfully engaged with a diverse range of organizations and community groups such as; SAFER NM Now, Mothers Against Drunk Driving (MADD), NM Human Services Department, NM Regulation and Licensing, NM Department of Health, NM Cannabis Chamber, Bureau of Indian Affairs, in our efforts to promote traffic safety and public participation. These partnerships have been instrumental in reaching a wider audience and fostering collaborative solutions. We have worked closely with local law enforcement agencies, school districts, community centers, healthcare providers, faith-based organizations, and non-profit groups.

By collaborating with these stakeholders, we have been able to leverage their expertise, resources, and community networks to deliver impactful traffic safety programs, campaigns, and educational initiatives. These partnerships have not only expanded our reach, but have also facilitated a deeper understanding of the unique needs and concerns of different communities, allowing us to tailor our efforts to be more effective and relevant. Together with these organizations and community groups, we are building a strong network of support and actively working towards creating safer roadways for all residents of New Mexico.

To ensure that the Department's outreach efforts were reaching underserved communities and those overrepresented in traffic safety data, the Department employed a range of accessibility measures, such as providing language interpretation services and scheduling meetings at convenient times and locations.

Overall, the Department's engagement efforts were successful in gathering valuable feedback and insights from a diverse range of stakeholders and communities. Through public participation and engagement efforts, we gathered valuable feedback from the community, which played a crucial role in shaping and refining the Highway Safety Program (HSP). The feedback received encompassed a wide range of perspectives, insights, and suggestions from various stakeholders, including community members, advocacy groups, law enforcement agencies, and other relevant organizations. The feedback received from the public during our engagement efforts reiterated the significant concerns and priorities identified by the community regarding traffic safety.

Several key themes emerged consistently throughout the feedback, highlighting the public's focus on addressing critical issues such as cannabis-impaired driving, occupant protection and seatbelt usage, distracted driving, DWI (Driving While Impaired), pedestrian safety and speeding. These concerns reflect the public's awareness of the potential risks and dangers associated with these behaviors on our roadways. Understanding the public's emphasis on these specific areas allows us to develop targeted strategies, implement effective countermeasures, and allocate resources accordingly. By addressing these identified concerns head-on, we can work towards creating safer roads, reducing crashes, and improving overall traffic safety for everyone in our communities. The feedback was carefully reviewed and analyzed to identify common themes, concerns, and priorities related to traffic safety.

To ensure that the public's input was incorporated into the HSP, a comprehensive process was implemented. The feedback received was systematically reviewed by our team, and relevant recommendations were integrated into the program's development. This involved revisiting the program's goals, strategies, and countermeasure approaches to ensure alignment with the public's concerns and needs. Additionally, public feedback played a significant role in determining resource allocation, prioritizing initiatives, and shaping specific interventions within the HSP.

By incorporating the public's perspectives and suggestions, the HSP was strengthened in its ability to address the specific traffic safety challenges faced by the communities it serves. This inclusive approach not only reflects the diverse needs and priorities of the public, but also enhances the program's effectiveness and relevance. Continuous engagement and feedback collection will remain integral to ensure the ongoing refinement and improvement of the HSP to better serve the public's safety needs. The Department was able to use this feedback to develop targeted countermeasure strategies for programming funds and to incorporate the perspectives of affected communities into the development of the triennial HSP.

## *(2) Summary of the issues covered*

Through New Mexico's public participation and engagement efforts, several specific traffic safety issues were addressed in various public events, including the Cannabis Summit, Gathering of Nations, and Car Seat Clinics.

Cannabis Summit: The Cannabis Traffic Safety Summit focused on addressing the potential risks associated with driving under the influence of cannabis. The summit aimed to increase awareness of this issue and promote effective strategies to prevent impaired driving in the intersection of recreational cannabis and driving. Discussions centered on evidence-based approaches, collaboration among stakeholders, and prioritizing public safety in relation to cannabis use and driving.

Gathering of Nations: The Gathering of Nations provided an opportunity to engage with a diverse audience and address traffic safety concerns. Surveys and feedback collection at this event allowed the public to voice their opinions on various traffic safety issues, including cannabis impaired driving, occupant protection, distracted driving, DWI, and speeding. The engagement efforts aimed to gather valuable insights from attendees and incorporate their perspectives into the decision-making process.

Car Seat Clinics: The Car Seat Clinics conducted on different dates and locations, including Carlsbad, Santa Fe, and Farmington, were instrumental in addressing child passenger safety and occupant protection. These clinics provided an interactive platform where parents and caregivers could have their

child car seats inspected and fitted correctly. Through surveys conducted at the clinics, valuable data and feedback was collected regarding car seat usage, awareness of safety guidelines, and the effectiveness of educational campaigns.

These public engagement efforts were designed to actively involve the community in identifying and addressing traffic safety issues. The specific topics covered included cannabis impaired driving, occupant protection, distracted driving, DWI, speeding, and child passenger safety. By incorporating the feedback and insights gathered from the public during these events, New Mexico's traffic safety programs were able to tailor their strategies and initiatives to better align with the concerns and needs of the community.

***(C) How the affected communities' comments and views have been incorporated into the development of the triennial HSP.***

The New Mexico Department of Transportation Traffic Safety has taken the comments and views of the affected communities very seriously in the development of the triennial HSP. The department has reviewed and analyzed all the feedback received during the engagement process and used it to inform the development of countermeasure strategies and programming funds for the State's highway safety program.

The comments and views of the affected communities have been incorporated into the development of the HSP through a variety of mechanisms. These include modifying countermeasure strategies based on feedback received, considering new strategies proposed by the communities, and adjusting funding priorities to address concerns raised by the public.

The Department has also made efforts to communicate with the affected communities about how their comments and views have been incorporated into the development of the HSP. This has included sharing reports and summaries of the engagement process, as well as specific information about how feedback was used to shape the final HSP.

Overall, the New Mexico Department of Transportation Traffic Safety is committed to ensuring that the voices of affected communities are heard and valued in the development of its highway safety program. The department will continue to engage with these communities and integrate their feedback into its ongoing planning and programming efforts.

***(iii) Ongoing engagement planning.***

*A description of the public participation and engagement efforts in the State highway safety program that the State plans to undertake during the three-year period covered by the triennial HSP, including—*

***(A) A statement of the State's goals for the public engagement efforts;***

The New Mexico Department of Transportation Traffic Safety is committed to ongoing public participation and engagement in the State highway safety program over the next three years. Our main goal is to improve safety for all road users, with particular emphasis on underserved communities and communities overrepresented in the data.

To achieve this goal, we will be implementing a range of engagement opportunities designed to reach as many members of these communities as possible. These will include town hall meetings, community workshops, online surveys, and targeted outreach to community groups and leaders.

Through these engagement opportunities, we aim to better understand the safety concerns of these communities and work with them to develop effective countermeasures. We will also be looking for feedback on our existing programs and strategies, and exploring new and innovative approaches to improve safety on our roads.

We are committed to ensuring that our engagement efforts are accessible and inclusive, and we will be implementing a range of accessibility measures to ensure that everyone has the opportunity to participate. These will include providing interpreters, offering transportation to meetings, and making sure that all materials are available in a range of languages and formats.

Overall, our ongoing engagement efforts will be focused on building strong partnerships with underserved communities and communities overrepresented in the data to ensure that their voices are heard and their safety concerns are addressed as part of our State highway safety program,

*(B) Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data (i.e., what communities did the State identify at the outset of the process), and a description of how those communities were identified;*

For the ongoing engagement planning in the State highway safety program, we will continue to identify and prioritize underserved communities and communities overrepresented in the data, as identified in the previous triennial HSP engagement planning. The process for identifying these communities will include a review of crash data, identification of demographic factors (e.g., income level, race, ethnicity, age), and consideration of any other relevant factors (e.g., urban/rural location, transportation access).

In the identification of affected and potentially affected communities, a comprehensive analysis of crashes and fatalities by county was conducted to identify traffic safety issues across different geographic areas of New Mexico. This analysis provided valuable insights into the communities that require particular attention. Several counties stood out with high numbers of total crashes, including Bernalillo, Doña Ana, and Santa Fe counties. Moreover, Bernalillo, Curry, and Doña Ana counties had the highest crash rates based on vehicle miles traveled, indicating the severity of the issue. Additionally, Bernalillo, San Juan, and Doña Ana counties had the highest numbers and rates of alcohol-involved crashes, highlighting the need for targeted interventions in these areas. Moving on to fatalities, Bernalillo County had the highest number of crash-related fatalities, particularly among motorcyclists and pedestrians. (***NM 2021 Annual Traffic Crash Report: NM 2021 DWI Report***)

The presence of a significant number of motorcyclist and pedestrian fatalities was also observed in other counties. Notably, Lincoln, Rio Arriba, and San Miguel counties had the lowest number of crash-related fatalities in five years. These findings guided the identification of the communities that require focused attention and intervention strategies to address their specific traffic safety challenges.

In addition to the analysis of crashes by county, an analysis of crashes by city was also conducted to further identify traffic safety issues across different geographic areas of New Mexico. This analysis provided valuable insights into the cities that require targeted interventions. Among the cities analyzed, Albuquerque and Las Cruces had the largest number of crashes. However, it's important to note that in some cities, the presence of nonresident drivers passing through may contribute to a higher crash rate, even in cities with relatively small populations. Among the 15 cities with the highest number of total crashes, Gallup, Española, and Silver City had the highest crash rates per 1,000 city residents. Similarly, among the 20 cities with the highest number of alcohol-involved crashes, Gallup, Farmington, and Española had the highest alcohol-involved crash rates per 10,000 city residents. These findings shed light on the specific traffic safety challenges faced by different cities in New Mexico, enabling targeted interventions and strategies to address their unique needs.

*(C) The steps the State plans to take to reach and engage those communities, including accessibility measures implemented by the State in its outreach efforts and in conducting engagement opportunities;*

The State recognizes the importance of engaging with affected and potentially affected communities, particularly underserved communities and those overrepresented in the data, in developing and implementing the State highway safety program. To this end, the State plans to undertake a range of public participation and engagement efforts during the three-year period covered by the triennial HSP.

To identify the affected and potentially affected communities, the State has analyzed data (see Section B above) on crashes, fatalities, and injuries, as well as demographic and socioeconomic data, to identify communities that have been disproportionately impacted by crashes and other safety issues. The State will also continue to consult with local stakeholders and community organizations to ensure that all relevant communities are identified.

To reach and engage these communities, the State will use a variety of strategies, including targeted outreach efforts, community forums, and online engagement tools. The State will prioritize accessibility measures in its outreach efforts to ensure that all members of the identified communities have the opportunity to participate, including those with limited English proficiency, those with disabilities, and those who may not have access to technology.

The State will work closely with local stakeholders and community organizations to design engagement opportunities that are tailored to the needs and interests of each community. This may include partnering with local schools, faith-based organizations, and community centers to host events, as well as providing transportation and interpretation services as needed.

The State will also use online engagement tools, such as surveys and social media platforms, to reach a broader audience and gather input from those who may not be able to attend in-person events. The State will make efforts to ensure that these online tools are accessible to all, including those with limited technology access or digital literacy.

Overall, the State's goals for the public participation and engagement efforts in the State highway safety program are to ensure that all affected and potentially affected communities have a voice in the development and implementation of the program, and that the program reflects the needs and priorities of these communities. By engaging with these communities on an ongoing basis, the State hopes to build trust and collaboration, and ultimately improve the safety and well-being of all residents.

*(D) How the affected communities' comments and views will be incorporated into the decision-making process.*

The State is committed to ensuring that the comments and views of affected communities are taken into account in the decision-making process for the State highway safety program. To achieve this, the State will employ various strategies to gather input from these communities, including public meetings, surveys, focus groups, and other outreach efforts.

The State will carefully consider all comments and suggestions received from affected communities and use them to inform the development of the highway safety program. The State will also work to ensure that the input provided is reflected in the decision-making process, and will provide feedback to the communities regarding how their input was considered.

In addition, the State will make efforts to ensure that all communities have access to the information and resources necessary to participate in the engagement process. This may include providing materials in multiple languages, offering virtual or remote engagement options, and working with community partners to facilitate engagement opportunities.

Overall, the State is committed to a transparent and inclusive engagement process that involves all stakeholders and will work diligently to ensure that the perspectives and input of affected communities are taken into account in the decision-making process for the State highway safety program.

### 3. Performance Plan

For this 3-HSP (2024-2026), NMDOT is required to establish targets showing constant or improved performance over the three-year HSP period (2024-2026), and to detail how each target is data driven. 2024 fatalities, fatality rate and suspected serious injuries targets are identical between the HSP and the HSIP.

Performance measure baselines are based on 2017-2021 FARS final or ARF (annual report file) data or on final State data. 2022 seat belt use baseline is based on final State data. Performance targets are based on final 2020 FARS data, 2021 FARS ARF data or on 2020 & 2021 final State data, and 2022 preliminary or projected State data. The 2022 behavioral measure data is final.

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 preliminary data and the 2023-2026 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 64-67.

#### C1: Total Traffic Fatalities – Common Measure

2017-2021 Baseline	2020-2024 Target	2021-2025 Target	2022-2026 Target
415.6	450.0	445.0	440.0

**Justification:** Projected five-year average fatalities indicate increasing fatalities from 415.6 in 2021 to 470.4 in 2024; however the State has determined to set a 2024 five-year target of 450.0, with reductions in 2025 and 2026.

#### C2: Total Suspected Serious Injuries – Common Measure

2017-2021 Baseline	2020-2024 Target	2021-2025 Target	2022-2026 Target
1,040.0	1,018.6	1,010.0	1,000.0

**Justification:** Projected five-year average suspected serious injuries indicate decreasing levels between 2021 to 2024, with levels more in the 2021 range in 2025 and 2026; however the State has determined to set a 2024 five-year target of 1,018.6, with reductions through 2026.

#### C3: Fatalities per 100M VMT – Common Measure

2017-2021 Baseline	2020-2024 Target	2021-2025 Target	2022-2026 Target
1.557	1.689	1.644	1.570

**Justification:** Projected five-year average fatality rates indicate increasing rates from 2021 through 2026 (from 1.557 in 2021 to 1.885 in 2026); however the State has determined to set a 2024 five-year average target of 1.689, with reductions each year through 2026.

#### C4: Unrestrained Vehicle Occupant Fatalities

2017-2021 Baseline	2020-2024 Target	2021-2025 Target	2022-2026 Target
122.8	138.5	135.0	130.0

**Justification:** Projected annual and five-year average occupant fatality data indicate increasing numbers and rates of these fatalities from 2021 through 2026. Given the State's comprehensive set of proven countermeasure strategies and associated projects, including enforcement of primary seat belt and child

restraint use laws, high-visibility media, and child safety seat distribution system, the State has determined to set a 2024 five-year average target of 138.5, with reductions each year through 2026.

**C5: Alcohol-impaired Fatalities**

2021 Baseline	2024 Target	2025 Target	2026 Target
154	150	140	130

**Justification:** Projected annual and five-year average alcohol-impaired fatality data indicate increasing numbers and rates of these fatalities from 2021 through 2026. The State's comprehensive set of proven countermeasure strategies and projects including ENDWI enforcement and media, law enforcement and prosecution support, supervised probation, drug courts and court monitoring will assist the State in achieving reductions in these preventable fatalities. The State has determined to set a 2024 annual target of 150, with reductions each year through 2026.

**C6: Speeding-related Fatalities**

2021 Baseline	2024 Target	2025 Target	2026 Target
186	170	160	150

**Justification:** Projected annual and five-year average speeding-related fatality data indicate increasing numbers and rates of these fatalities from 2021 through 2026. The State's Police Traffic Services program is focused on all dangerous driving behaviors, including speeding. The proven countermeasures focused on high-visibility enforcement will support the State's efforts to reduce these fatalities by prioritizing identified high-risk community streets and roadways, and by providing support and training to law enforcement officers. The State has determined to set a 2024 annual target of 170, with reductions each year through 2026. .

**C7: Motorcyclist Fatalities**

2017-2021 Baseline	2020-2024 Target	2021-2025 Target	2022-2026 Target
49.8	49.8	49.5	49.0

**Justification:** Projected five-year average motorcyclist data indicate between 50 and 52 motorcyclist fatalities between 2021 and 2024, with slightly higher projections for 2025 and 2026. The State's Motorcycle Safety Program projects focused on Motorcyclist Rider Training, includes highlighting dangerous driving behaviors, such as impaired driving and non-helmet driving or riding. NMDOT also supports motorcycle safety awareness, communications and outreach to both motorcyclists and other vehicle drivers. The State has determined to set a 2024 five-year average target of 49.8, with reductions each year through 2026.

**C8: Unhelmeted Motorcyclist Fatalities**

2017-2021 Baseline	2020-2024 Target	2021-2025 Target	2022-2026 Target
27.6	27.6	27.6	27.0

**Justification:** Projected five-year average unhelmeted motorcyclist fatalities indicate essentially steady levels between 2024 and 2026. Given that, in New Mexico historically, unhelmeted fatalities are between 60 and 65 percent of all motorcyclist fatalities, the State has determined to set constant 2024 and 2025 five-year average targets of 27.6, with a reduction in 2026.

### C9: Under-21 Drivers in Fatal Crashes

2021 Baseline	2024 Target	2025 Target	2026 Target
66	60	55	50

**Justification:** Projected annual data for under-21 drivers in fatal crashes indicate a reduction in these crashes from a high of 66 in 2021 to 50 (per 2022 preliminary data); however projected data indicate higher numbers of these crashes from 2023 through 2026. The State-funded Driver Education and Driver Safety Program aims to provide quality and comprehensive driver safety education throughout the State to novice drivers with the goal of reducing preventable fatalities. The State has determined to set a 2024 annual target of 60, with reductions each year through 2026.

### C10: Pedestrian Fatalities

2021 Baseline	2024 Target	2025 Target	2026 Target
102	95	90	85

**Justification:** 2021 pedestrian fatalities were at their highest level in over a decade at 102 in 2021, rising from 79 in 2020. 2022 preliminary data indicate a slight decrease to 94, but projections for 2024-2026 are indicating higher numbers of these fatalities. To assist the State with responding to these projected rises in fatalities, the NMDOT plans to work with NHTSA to facilitate a pedestrian program assessment in 2024. The State has determined to set a 2024 annual target of 95, with reductions each year through 2026.

### C11: Bicyclist Fatalities

2017-2021 Baseline	2020-2024 Target	2021-2025 Target	2022-2026 Target
7.2	6.0	5.5	5.4

**Justification:** 2021 five-year bicyclist fatalities were at their highest level in the last five years. Although the five-year average is expected to go up slightly in 2022, projections indicate a downward trend and given this, the State has determined to set a 2024 five-year average target of 6.0, with reductions each year through 2026.

### B1: Seat Belt Use Percentage

2022 Baseline	2024 Target	2025 Target	2026 Target
89.7%	90%	90%	90%

**Justification:** The State anticipates being able to increase its seat belt use to at least 90 percent over the next three years, and although projections indicate a decline in these numbers through 2026, the State has determined to set targets of 90 percent in 2024, 2025 and 2026.

## STATE MEASURES

### Police Traffic Services

#### *Fatalities in Distracted Driving Crashes*

2021 Baseline	2024 Target	2025 Target	2026 Target
196	190	180	170

**Justification:** Annual data indicate the State can anticipate higher numbers of these fatalities through 2026. The State's Police Traffic Services projects of state-wide high-visibility distracted driving and speeding enforcement will reach approximately 96 percent of the State's population, with the anticipated outcome of reducing these fatalities.

**Traffic Records**

***Crash Database – Completeness, Accuracy and Timeliness***

Increase the number of law enforcement agencies using TraCS for crash reporting by at least one agency each year from 3/31/23 to 3/31/26.

Baseline Years	Baseline Value	Baseline Years	Baseline Value	Baseline Years	Baseline Value
4/1/22-3/31/23	50	4/1/23-3/31/24	51	4/1/24-3/31/25	52
Target Years	Target Value	Target Years	Target Value	Target Years	Target Value
4/1/23-3/31/24	51	4/1/24-3/31/25	52	4/1/25-3/31/26	53

**Justification:** Increasing the number of LE agencies using TraCS will result in more electronic data transfer of crash reports. This 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. Barriers to completing this performance measure include funding for on-boarding of new agencies, lack of computer hardware, and the need for officer training.

***Crash Database – Completeness and Accuracy***

Increase the percentage of reportable crash reports received using a recent uniform crash report form vs. older uniform crash report forms from estimated 75% from 4/1/2022 to 3/31/2023 to 81% from 4/1/2025 to 3/31/2026.

Baseline Years	Baseline Value	Baseline Years	Baseline Value	Baseline Years	Baseline Value
4/1/22-3/31/23	75%	4/1/23-3/31/24	77%	4/1/24-3/31/25	79%
Target Years	Target Value	Target Years	Target Value	Target Years	Target Value
4/1/23-3/31/24	77%	4/1/24-3/31/25	79%	4/1/25-3/31/26	81%

**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. The term “recent uniform crash report” refers to versions of the form released in 2020 or after.

**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. (State) (Annual)

Year	Target	Year	Target	Year	Target
2024	80%	2025	80%	2026	80%

**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)

Year	Achieved	Year	Achieved	Year	Achieved
2024	Yes/No	2025	Yes/No	2026	Yes/No

## **4. Countermeasure Strategies for Programming Funds**

### **Impaired Driving Program Area Plan**

#### ***Countermeasure Strategy - Reduce Impaired Driving***

##### **Problem ID Link to Countermeasure Strategy**

*2021 State Data are Final*

##### ***Impaired Driving Crashes/ Fatalities/ Injuries***

In 2021, there were 2,150 alcohol-involved crashes (up by 130 from 2020); 157 alcohol-involved fatal crashes (the highest in at least the last ten years); 178 alcohol-involved fatalities, (up by 33 from 2020 and also the highest in at least the last ten years). Alcohol-involved serious injuries rose from 2020 (164 vs.158), but were at the second lowest level in the last ten years; 36.6 percent of all fatal crashes were alcohol-involved (the lowest percentage in ten years).

Those aged 20-29 were 29.2 percent of all persons in alcohol-involved crashes. 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 2.6.

While twice as many young adult males were alcohol-involved drivers in crashes as females, female young adult (20-24) alcohol-involved drivers in crashes were at their second highest level in at least a decade.

Counties with the highest number of alcohol-involved crashes were Bernalillo (692, up from 613 in 2020); San Juan (216, up from 157 in 2020); Doña Ana (181, down from 199 in 2020); McKinley (150, up from 127 in 2020) and Santa Fe (132, down from 144 in 2020 and 194 in 2019). These five counties accounted for 63.8 percent of all alcohol-involved crashes.

Counties with the highest number of alcohol-involved fatal crashes were Bernalillo (45, up from 35 in 2020), San Juan (17; up from 14 in 2020), McKinley (13, up from 9 in 2020), Sandoval (11, up from 2 in 2020), Taos (8 up from 7 in 2020). These five counties accounted for 59.8 percent of all alcohol-involved fatal crashes in 2021.

Cities with the highest number of alcohol-involved crashes were Albuquerque (585, up from 575 in 2020, but down from 675 in 2019); Farmington (112, up from 73 in 2020); Gallup (89, up 65 in 2020); Las Cruces (88, down from 112 in 2020); and Santa Fe (74, down from 81 in 2020). Other cities with higher alcohol-involved crashes in 2021 compared to 2020 were Espanola (22, up from 12); Silver City (15, up from 8); Las Vegas (14, up from 8) and Bernalillo (13, up from 9).

Cities with the highest number of alcohol-involved fatal crashes were Albuquerque (36, up from 33 in 2020); Farmington (6, up from 4); Deming (5, up from 0); Carlsbad (4, up from 1 in 2020); Las Cruces (4, same as 2020). Cities with the highest alcohol-involved fatal crashes per 10,000 city residents were Deming (3.4); Socorro (2.4); Bernalillo (2.1).

In 2021, 73.9 percent of all alcohol-involved crashes were on urban roadways; 22.3 percent were on rural non-interstate roads; and 3.7 percent were on rural interstate roads. Alcohol-involved fatal crashes occurred mostly on urban roadways (49.0%) and rural non-interstate roads (43.3%). Only 7.6 percent occurred on rural interstate roadways.

Alcohol-involved urban crashes occurred predominantly in dark lighted (39.1%) or daylight (31%) conditions. Most rural interstate and rural non-interstate alcohol-involved crashes occurred in dark-not lighted conditions (46.3%; 44.7%).

In 2021, most alcohol-involved crashes (56.5%) occurred on Fridays, Saturdays and Sundays, with Saturday being the day with the highest number of alcohol-involved crashes (442; 20.6%). Most alcohol-involved fatal crashes also occurred Fridays, Saturdays and Sundays with Sunday being the day with the highest number of alcohol-involved fatal crashes (42; 26.8%).

The peak time period for alcohol-involved crashes was from 6 p.m. to midnight; 44.7 percent. The next highest peak time periods were 3-6 p.m. (16.4%) and mid-night to 3 a.m. (16.3%).

BAC test refusals have steadily increased over the past ten years. In 2021, 29.8 percent of persons refused to take a BAC test, compared to 21.4 in 2012. In DWI arrests where BAC levels were known in 2021, 90.5 percent had levels above .08 g/dl; 60.9 percent had BAC levels of 16 and above.

In 2021, there were 8,419 DWI arrests, 57 more than in 2020, but 2,256 fewer than in 2019. Of the 8,419 DWI arrests, 22.2 percent were in Bernalillo County, 13.0 percent in San Juan County, 8.1 percent in Doña Ana County, 7.8 percent in Santa Fe County; 7.2 percent in Sandoval County and 7.1 in McKinley County. The city of Albuquerque had the highest percentage of DWI arrests (21.7%), followed by Santa Fe (5.8%), Las Cruces (5.3%), Farmington (4.7%) and Rio Rancho (4.2%).

The ratio of male to female DWI arrests was 2.6; the highest male to female ratio difference were among those aged 75+ (19.0); 70-74 (5.7); and 60-64 (4.0).

Of the 2021 DWI arrests, 45 percent resulted in a conviction; 14 percent resulted in dismissals, and 41 percent were awaiting disposition as of October 2022.

The number of drug-involved crashes and drug-involved fatal crashes were at their highest levels in the past five years. Drug-involved fatal crashes increased from 25 in 2017 to 84 in 2021. Drug-involved fatalities in crashes rose from 28 in 2017 to 95 in 2021, while drug-involved suspected serious injuries stayed relatively the same. 'Under the Influence of Drugs' was the second highest contributing factors of senior (65+) NM drivers in crashes in 2021. The number of drug-positive fatalities among vehicle drivers, pedestrians and bicyclists increased from 105 in 2019 to 126 in 2020 and 161 in 2021.

## ***Problem Identified Focus Areas***

**High-Risk Locations:** Counties - Bernalillo, San Juan, Doña Ana, McKinley, Santa Fe, Sandoval, and Cibola; Cities - Albuquerque, Farmington, Gallup, Santa Fe, Las Cruces, Deming, and Carlsbad; Hot-spot local communities, identified streets and neighborhoods are identified via most currently available mapping (see examples on page 7); and via updated law enforcement operational plans.

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

**High-Risk Persons:** Alcohol/Drug-Impaired Males; Males and Females aged 20-39; Drivers 60+

### **Countermeasures and Justifications**

**1. Deterrence Laws** – 1.1 Administrative License Revocation or Suspension (5 stars); 1.2 Open Container (3 stars); 1.3 High BAC Sanctions (3 stars); 1.4 BAC Test Refusal Penalties (3 stars)

**2. Deterrence – Enforcement** - 2.1 Publicized Sobriety Checkpoints (5 stars), 2.2 High-Visibility Saturation Patrols (4 stars), 2.5 Integrated Enforcement (3 stars); 2.3 Breath Test Devices (4 stars); 7.1 Enforcement of Drug Impaired Driving (3 stars)

**3. Deterrence - Prosecution and Adjudication** - 3.1 DWI Courts (4 stars), 3.3 Court Monitoring (3 stars)

**4. Deterrence – DWI Offender Treatment, Monitoring and Control** - 4.1 Alcohol Problem Assessment and Treatment (5 stars); 4.2 Alcohol Ignition Interlocks (5 stars); 4.4 DWI Offender Monitoring (4 stars)

**5. Prevention, Intervention, Communications and Outreach** - 5.1 Alcohol Screening and Brief Intervention (5 stars); 5.2 Mass Media Campaigns (3 stars); 5.4 Alternative Transportation (3 stars)

**6. Underage Drinking, and Drinking and Driving** - 6.1 Minimum Drinking Age 21 Laws (5 stars); 6.2 Zero-Tolerance Law Enforcement (3 stars); 6.3 Alcohol Vendor Compliance Checks (3 stars)

**7. Drug-Impaired Driving** - 7.1 Enforcement of Drug-Impaired Driving (3 stars)

**Target Link to Strategy**

Reduce alcohol-impaired driving fatalities from an estimated 2024 target of 150 to a projected target of 130 by 2026.

**Estimated 3-year Funding Allocation** – \$22,671,624 (BIL164 Transfer Funds); \$7,889,700 (BIL 405d Impaired Driving Mid); \$75,000 (BIL NHTSA 402); \$316,500 (State Road Fund 20100); \$1,800,000 (State DWI Fund 20700); \$8,580,000 (State Ignition Interlock Fund 82600); \$830,697 (State CDWI Fund 20800)

**Project Considerations - Link between Problem ID, CM Strategy, Target and Uniform Guidelines**

The latest available State alcohol-involved crash, fatality and injury data (2021) indicate that compared to 2020, there were 129 more alcohol-involved crashes, 22 more fatal crashes, 32 more fatalities and 92 more injuries. These increases may be due to a post-COVID increase in the number of vehicles on the roadways, or other driver behaviors that are difficult to identify.

Focusing on the identified high-risk areas and issues will assist the State in achieving the greatest impact on reducing these preventable crashes, fatalities and injuries. The NMDOT Traffic Safety Division (TSD) staff use geospatial data to identify high-risk locations (county, city, roads/streets and neighborhoods) as well as times of day (daytime vs. nighttime); and high-risk hours for impaired driving crashes. TSD-funded law enforcement agencies also produce localized operational plans to identify high-risk neighborhoods for enforcement activities.

Reducing ID (alcohol and drug-impaired) fatalities and injuries requires a myriad of intervention and prevention activities. New Mexico passed legislation in 2021 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 Task Force have worked to coordinate efforts to monitor the impact on the rates of impaired driving.

On April 20, 2023, the NMDOT conducted a Cannabis Traffic Safety Summit with the goals of increasing awareness of the potential risks associated with driving under the influence of cannabis; exploring evidence-based approaches for preventing cannabis-impaired driving; and promoting collaboration among stakeholders to develop and implement effective solutions while prioritizing public safety.

Speakers addressed relevant issues including: Washington State's approach to cannabis and traffic safety; New Mexico law enforcement insights and strategies with regard to cannabis and traffic safety; a data presentation on cannabis-related crash trends in New Mexico, and a panel discussion on strategies and needed collaborations to address recreational cannabis and traffic safety issues in the State. One issue of concern is the need for more DRE-trained officers to be available to assist officers in the field that are not DRE-certified. A significant challenge for increasing the number of DRE-trained officers is that the training is extensive, requiring at least a week from their regular duty for the training. Police agencies across New Mexico continue to experience insufficient numbers of officers across the board; however the NMDOT/TSD continues to support DWI enforcement training, and DRE and ARIDE training for officers statewide in an effort to increase the numbers of DRE-trained officers.

In developing this Impaired Driving Program Plan, TSD staff utilized a performance-based, evidenced-based, data-driven enforcement program designed to influence impaired driving behavior and reduce impaired driving crashes, fatalities and injuries. 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. Impaired driving enforcement operations involve State, city, county and tribal law enforcement agencies and are coordinated with high-visibility media and public awareness activities. Prosecution and administrative sanctions include: administrative license revocation and vehicle sanctions, including mandatory ignition interlocks for all convicted DWI offenders. Intervention efforts include alcohol

screening and assessment and offender monitoring. The NMDOT also provides support for statewide DWI enforcement training, law enforcement liaisons, and a traffic safety resource prosecutor. Via other program funding, the TSD also supports driver licensing programs, driver education, and graduated licensing that includes awareness of alcohol/drug effect on driving.

The State's public participation and ongoing outreach activities includes community-level data analyses conducted to assist the NMDOT/TSD in its efforts to more strategically utilize its resources and implement interventions toward areas and populations at highest risk for impaired driving crashes, fatalities and injuries. NMDOT's ENDWI enforcement, participation in the NHTSA National Drive Sober or Get Pulled Over enforcement, and ENDWI media will continue to focus on areas of the State and identified populations that have higher incidence of alcohol-involved crashes, fatalities and injuries.

NMDOT continues 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, allowing the State to achieve or surpass its performance targets and reduce these preventable deaths and injuries.

### **New Mexico's Comprehensive Set of DWI Laws**

New Mexico's criminal justice system elements include a comprehensive set of DWI laws, including mandated ignition interlock on every vehicle driven by a convicted first or subsequent DWI offender, mandatory jail time for first and subsequent convicted offenders, mandatory screening for all convicted offenders and mandatory treatment for all second and subsequent convicted offenders, and increased sanctions for BAC test refusal, and open container.

#### **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*
- *Alcohol screening and assessment is supported by NMDOT DWI/Drug Courts and 40 adult, juvenile, and family dependency court programs around the State*

Community and State-wide prevention, includes promoting responsible alcohol service, promoting and supporting transportation alternatives, and support of community-based programs. The NM Department of Public Safety Special Investigations Unit 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.

The State's public participation and outreach efforts, as well as the community level data analyses conducted for the outreach efforts, will assist the NMDOT/TSD to better focus its resources and interventions toward projects that will achieve the most optimal outcome of saving lives by reducing impaired driving. The countermeasure strategy and identified countermeasures (3-5 stars) are designed to inform the NMDOT regarding projects that will assist the State in its efforts to impact the dangerous driving behaviors that have resulted in higher levels of alcohol-related driving deaths and injuries.

In support of its impaired-driving prevention efforts, the NMDOT will continue to support DWI media and public Information dissemination by:

- a) increasing the perception of risk of DWI (alcohol/drugs) 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) using community and public information/education strategies to reach identified high-risk groups, including teens and young adults, and
- c) funding a clearinghouse for statewide distribution of impaired driving information and prevention materials

Program evaluation is conducted year-round utilizing monthly, quarterly and annual crash and fatality reports produced by the University of New Mexico Geospatial and Population Studies Program which includes a Traffic Research Unit.

## **Authority and Basis for Operation of the Impaired Driving Task Force**

### ***I. Program Management and Strategic Planning***

#### **Task Forces or Commissions**

New Mexico’s Impaired Driving Workgroup Task Force is co-chaired by the NMDOT and the Department of Public Safety. The Task Force is comprised of multiple agency staff of management level or above, and of other advocates interested in working together to fight DWI. Task Force members meet quarterly 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.

#### **Impaired Driving Workgroup Task Force Membership**

<b><i>Department/Agency</i></b>	<b><i>Title</i></b>	<b><i>Name</i></b>	<b><i>Affiliation</i></b>
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	Traffic Records Bureau Staff Manager	Roberta Vasquez	State
Department of Transportation	Port of Entry Program Manager	Vacant	State
Department of Transportation	Impaired Driving Program Manager	Amber Montoya	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	Affiliate Executive Director	Katrina Latka	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 Manager	Liza Bernal-Aguirre	State
Taxation and Revenue Department	Motor Vehicle Division Bureau Chief	Tomas Glover	Executive
University of New Mexico (TRU)	Director	Robert Rhatigan	Executive

The State and ID Program staff utilizes all the components of NHTSA's Highway Safety Program Guideline No.8 Impaired Driving in the program, given funding and/or legislative restrictions. Components include program management and strategic planning; prevention; criminal justice system/ laws; enforcement; publicizing high-visibility enforcement; prosecution/adjudication; administrative sanctions/driver licensing programs; communications; screening, assessment and treatment; and program evaluation and data.

The NMDOT proposes to use AL164, 402 and 405d funds for projects designed to reduce impaired driving among all-aged drivers by implementing countermeasures and projects focused on deterrence, prevention, intervention, and communications and outreach, with a goal of reducing impaired driving fatalities from an estimated 2024 target of 150 to a projected target of 130 by 2026.

# Occupant Protection Program Area Plan

## Countermeasure Strategy - Increase Seat Belt and Child Restraint Use

### Problem ID Link to Countermeasure Strategy

2021 State Data are Final

#### **Occupant Protection Crashes/ Fatalities/ Injuries**

In 2021, 74 percent of persons in passenger vehicle crashes reported using a seat belt compared to 76 percent in 2020. This data may be unreliable as seat belt use data was missing on 24.6 percent of crash reports in 2021. Some persons involved in a crash may report wearing a seat belt to avoid a citation.

Unrestrained occupant fatalities rose to 184 in 2021, and were 38 percent of all fatalities. 2021 unbelted fatalities increased by 14.6% from 2020, and were at their highest level in over a decade.

In 2021, 0.2 percent of passenger vehicle occupants who were belted during the crash were killed compared with 13.9 percent of passenger vehicle occupants who were unbelted.

Fatalities and serious injuries among unbelted occupants were highest among persons aged: 20-24 (16.5%, up from 15.4% in 2020); 25-29 (15.9%, up from 12.9%); 30-34 (13.4%, up from 9.2%); and 15-19 (12.1%, down from 14.7%).

In 2021, 0.09 percent of children in crashes under age 13 who were belted at the time of the crash were killed, compared with 5.1 percent of children in crashes who were unbelted.

Children under age 13, riding in passenger vehicles, who received fatal or suspected serious injuries in crashes rose from 13.3 percent in 2020 to 36.1 percent in 2021, the highest level in five years.

In 2021, of children under age 13 in a crash who were belted at the time of the crash, 3.35 percent received a suspected minor injury, compared with 17.9 percent of children who were unbelted.

Higher unbelted fatalities were among both males and females; however males continue to be a higher proportion of unbelted fatalities (ratio to females of 1.7). The number of unbelted female fatalities in crashes was at its highest level in at least the last five years at 67, up from 44 in 2019 and 34 in 2017.

In 2021, the top counties for unbelted passenger vehicle occupants with fatal or serious injuries were Bernalillo (54; same as in 2020), Doña Ana (37, up from 12), San Juan (29, up from 12), McKinley (21; down from 23), Santa Fe (21; same as in 2020), Lea (15; same as in 2020), and Chaves (14; up from 11 in 2020).

Unbelted fatalities and serious injury crashes primarily occurred on rural non-interstate roads (42.1%) and urban roads (41.7%).

New Mexico's 2022 Seat Belt Survey found that pickup drivers had the lowest overall seat belt use at 89.8 percent, compared to 92.6 percent for Car/Van or SUV drivers. Pickup truck driver and passenger seat belt use was lowest on secondary roads (87.3%, compared to Car/Van or SUV seatbelt use of 90.5 percent on secondary roads). Overall nighttime seatbelt use was 85.3% in 2022, down slightly from 2021 (86%).

## ***Problem Identified Focus Areas***

**High-Risk Locations:** Bernalillo, Doña Ana, San Juan, McKinley, Santa Fe, Lea, and Chaves counties; rural non-interstates and urban roads; Hot-spot local communities, identified streets and neighborhoods are identified via most currently available mapping (see examples on page 7); and via updated law enforcement operational plans.

**High-Risk Persons:** All children aged 13 and younger; Primary - males and females aged 20-29; Secondary - 30-34, primarily males; and both males and females aged 15-19

### **Countermeasures and Justifications**

The Occupant Protection Program countermeasure strategy and countermeasures 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 for addressing occupant protection issues. They 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 countermeasures align with Safety Emphasis Areas detailed in New Mexico's Strategic Highway Safety Plan.

- 1. *Seat Belt Use Laws*** – 1.1 State Primary Enforcement Seat Belt Use Laws (5 stars)
- 2. *Seat Belt Law Enforcement*** - 2.1 Short Term, High-Visibility Seat Belt Law Enforcement (5 stars); 2.2 Integrated Nighttime Seat Belt Enforcement (4 stars); 2.3 Sustained Enforcement (3 stars)
- 3. *Communications and Outreach*** - 3.1 Supporting Enforcement (5 stars); 3.2 Strategies for Low-Belt-Use Groups (4 stars)
- 4. *Child/Youth Occupant Restraint Laws*** – 4.1 Strengthening Child/Youth Occupant Restraint Laws (5 stars)
- 5. *Child Restraint/Booster Seat Law Enforcement*** – 5.1 Short High-Visibility CR Law Enforcement (5 stars)
- 6. *Communications and Outreach*** – 6.2 Strategies for Child Restraint and Booster Seat Use (3 stars)
- 7. *Other Strategies*** – 7.2 Inspection Stations (3 stars)

### **Target Link to Strategy**

Reduce unrestrained vehicle occupant fatalities from an estimated 2024 five-year average of 138.5 to a projected five-year average of 130.0 by 2026.

**Estimated 3-year Funding Allocation** - \$1,029,300 (BIL 405b OP Low); \$2,277,300 (BIL NHTSA 402); \$405,000 (BIL 405dii Interlock); \$966,900 (State Road Fund 20100)

### **Project Considerations – Link between Problem ID, CM Strategy, Target, and Uniform Guidelines**

The latest available State vehicle occupant protection fatality and injury data (2021) indicate that compared to 2020, there were 25 more unrestrained fatalities and 24 more serious injuries. Increases in 2021 OP crashes and fatalities may be due to a post-COVID increase in the number of vehicles on the roadways, or other driver behaviors that are difficult to identify. The countermeasure strategy, identified countermeasures (3-5 stars), and proposed occupant protection projects will assist the State in its efforts to reduce these tragic and avoidable deaths and injuries.

The overall goal of NMDOT's Occupant Protection (OP) Program is to reduce the number of unrestrained occupant protection-related traffic crashes, fatalities and injuries. To achieve this goal, the NMDOT Traffic Safety Division (TSD) has developed this OP Program Plan focused on working with community partners, law enforcement and other program subrecipients to increase seat belt use and use of child safety seats among the driving public via education/awareness and enforcement efforts. The State's public participation and outreach efforts, as well as the community level data analyses conducted, will assist the NMDOT/TSD to

better focus its resources and interventions toward areas and populations at highest risk for unrestrained occupant fatalities.

The implementation of the Occupant Protection Program Plan countermeasure strategy and chosen countermeasures (3-5 stars) are designed to increase overall and targeted use of occupant protection by drivers and passengers; to facilitate the use of child occupant protection; to enforce occupant protection laws; and to monitor outcomes related to these efforts. The NMDOT's countermeasure strategy and countermeasures focus on maintaining effective high visibility occupant protection enforcement and media efforts, and a strong child restraint program that provides for statewide car safety seat distribution, safety seat inspection stations, and educational efforts by trained CPS technicians. While the countermeasures will impact all areas of the State, particular focus will be on areas of identified need.

Focusing on the identified high-risk areas and issues helps the State achieve the greatest impact on reducing unrestrained occupant protection crashes, fatalities and injuries. Along with use of State-generated occupant protection data, the NMDOT uses geospatial data generated via the annual seat belt observation surveys to identify higher-risk road segments, times of day (daytime vs. nighttime), vehicle types, and to assess differences between occupant protection use by drivers and passengers by vehicle type. The NMDOT/TSD Annual Report also provides valuable location specific crash, fatality and serious injury data, and law enforcement agencies operational plans identify high-risk areas for enforcement activities.

New Mexico's primary seat belt and child safety seat/ booster seat laws continue to be instrumental in achieving high use of occupant protection and in ongoing efforts to reduce OP traffic-related deaths and injuries. 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 FFY22, through grant-funded statewide and national mobilizations, and sustained enforcement activities, New Mexico law enforcement officers issued 9,568 seat belt and child restraint citations.

In addition to the State's comprehensive occupant protection laws, TSD staff work with the OP program subrecipients to plan and implement project activities designed to remind the traveling public to buckle-up themselves and all vehicle occupants every time.. Project activities are conducted at the State, county, and city/community levels to ensure that the traveling public are educated about occupant protection statutes, and have access to child safety/booster seats via clinics and fitting stations. High-visibility occupant protection media and messaging, and year-round enforcement are critical components for reminding the public about the consequences not securing themselves or their passengers.

In FFY24-26, an estimated 78 city, county, State and tribal law enforcement agencies are expected to participate in the CIOT National Seat Belt Enforcement Mobilization and in BLKUP and Superblitz enforcement. 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 FFY24 law enforcement participation and activity data in the FFY24 Annual Report. A list of planned participating agencies for the 2024-2026 Click It or Ticket Campaigns is provided on pages 48 and 49.

To support and increase use of child safety/booster seats, the NMDOT, through a contract with its contractor SaferNMNow (Safer), maintains 40 inspection stations, 11 of which are permanent child safety seat inspection fitting stations, and provides car seat clinics in areas of identified need, all with the goal of educating parents and caregivers about appropriate car seat selection and use. 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 50*). 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).

In response to the NHTSA-facilitated 2022 NM Occupant Protection Program Assessment, the NMDOT is working to implement some of the recommendations. The NMDOT and contracted partner Safer are working on creating the New Mexico Occupant Protection Coalition. One objective of the coalition will be to focus on strengthening New Mexico's occupant protection laws, particularly with regard to escalating penalties for subsequent violations. Additionally, the OP Program is considering the use of NMDOT District Offices and smaller NMDOT office locations to increase the number and locations for car seat clinics. Safer also plans to implement the use of a digital form at car seat fittings or clinics, as recommended.

Annually, Safer coordinates the Buckle Up New Mexico (BUNM) statewide outreach symposium where child passenger safety technicians, law enforcement, manufacturers, and other OP advocates can exchange ideas, learn about new products and community outreach opportunities, and receive updates about child safety seat clinics and fitting stations.

**State Plan to Recruit, Train and Retain Certified CPS Technicians**

In FFY24, 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; a 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 FFY24 Certified Child Passenger Safety Technician Training**

Training	Planned Date	Location	Estimated Number of Students to Maintain Coverage
4-Day CPS Technician	October 2023	Albuquerque	20
4-Day CPS Technician	January 2024	Las Cruces	20
4-Day CPS Technician	May 2024	Albuquerque	20
4-Day CPS Technician	July 2024	Las Vegas	20
2-Day BUNM Recertification	March 2024	Albuquerque	180
1-Day Recertification Renewal	August 2024	Rio Rancho	10

The estimated number of classes and number of trained technicians needed to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians is based on an assessment of both past years' re-certification rates and new technicians' certification rates. 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.

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 to provide updates on critical child passenger safety issues.

Other 2022 OP assessment recommendations under consideration are to 1) Intensify the OP Campaign education and advertising; increase outreach to the Native reservation population; upgrade the outreach program; and work to expand the number of CPSTs in various counties, particularly in rural areas (especially

amongst NMDOT personnel). Safer actively works to certify additional child passenger safety technicians to increase the capacity of clinics and fitting stations.

Program evaluation is conducted year-round utilizing monthly, quarterly and annual crash and fatality reports produced by the University of New Mexico Geospatial and Population Studies Traffic Research Unit.

The State and OP Program staff utilizes most of NHTSA's Uniform Guideline No.20: Occupant Protection components and the May 2022 Occupant Protection Program Assessment recommendations in the program, given funding and/or legislative restrictions. Guideline components utilized include: program management; legislation, regulation and policy; enforcement; communications; OP for children; outreach to diverse population and health/medical communities; and data and program evaluation.

The NMDOT proposes to use 405b, 402, 405dII and State funds for projects designed to reduce unbelted/unsecured occupant fatalities by implementing a comprehensive set of countermeasure strategies focused on enforcing seatbelt and child restraint use laws, and communications and outreach to remind the public of the importance of securing themselves and their children every time for every trip, with the goal of reducing unrestrained fatalities from a 2024 estimated five-year average of 138.5 to a 2026 estimated five-year average of 130.0.

## Police Traffic Services Program Area Plan

### **Countermeasure Strategy – Support High-Visibility Traffic Enforcement and Officer Training to Reduce Dangerous Driving Behaviors**

#### **Problem ID to Countermeasure Strategy**

*2021 State Data are Final*

#### **Overall Crashes/ Fatalities/ Injuries**

In 2021, the top contributing factors in crashes included: driver inattention (18.6%, down from 19.7% in 2020); and failure to yield/ following too closely (12.6%, up from 12.2% in 2020).

The top contributing factors in fatal crashes were driver inattention (12.4%, up from 11.9% in 2020); under the influence of drugs (12%, up from 11.6% in 2020); under the influence of alcohol (11.4%, down from 11.8% in 2020); excessive speed/speed too fast for conditions (11.4, down from 12.5 in 2020); and other improper driving (7.7%, up from 6.1% in 2020).

Top contributing factors in crash-related fatalities were: excessive speed/speed too fast for conditions (12.8%, down from 13.4% in 2020); driver inattention (12.6%, up from 11.7 in 2020); under the influence of drugs (12.5%, up from 12.2% in 2020); and under the influence of alcohol (12.0% same as in 2020).

Top contributing factors in suspected serious injuries were driver inattention (17.4%, up from 16.5% in 2020); excessive speed/speed too fast for conditions (10.8%, down from 12.9% in 2020); other improper driving (7.1%, down from 8.4 in 2020); and under the influence of alcohol (6.2%, down from 6.9% in 2020).

Results from New Mexico's 2022 Traffic Safety Awareness Survey showed that 25 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 aged 21-44, and were respondents from 4 of the 5 quadrants of the State. Respondents from Las Cruces/SW NM were least likely to report using cell phones while driving (20 percent).

Speeding-involved fatal crashes were at their highest level in the past five years at 141 vs. 115 in 2017.

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 2021, males were 69.5 percent of all alcohol-involved drivers in crashes; 98 percent of alcohol-involved motorcycle drivers in crashes, 84.1 percent of alcohol-involved pedestrians in crashes, and 100 percent of alcohol-involved pedalcycle operators in crashes. Alcohol-involved young adult drivers (20-24) were 20.6 percent of all alcohol-involved drivers in crashes. Young adult males were twice as likely as young adult females to be an alcohol-involved driver in a crash.

In 2021, Bernalillo, Doña Ana, Santa Fe, San Juan, Sandoval, and Lea counties had 69.1 percent of all the State's crashes. The top counties for crash fatalities and serious injuries were Bernalillo (143, 294), San Juan (34, 71), Doña Ana (16, 88), Santa Fe (22, 70), McKinley (32, 41), and Sandoval (19, 51).

Cities with the highest number of fatal crashes were Albuquerque (112), Deming (10), Santa Fe (9), Las Cruces (7), Farmington (7), Carlsbad (5), Clovis (5), and Rio Rancho (5).

Crashes on urban roadways accounted for 78.8 percent of all crashes, 50.3 percent of all crash fatalities, 73.9 percent of alcohol-involved crashes and 48.3 percent of alcohol-involved crash fatalities, while rural roadways (interstate and non-interstate) accounted for 21.2 percent of all crashes, 49.7 percent of crash fatalities, 26.1 percent of alcohol-involved crashes and 51.7 percent of alcohol-involved crash fatalities.

Data from New Mexico's 2021 Occupant Protection Seatbelt Observation Study indicate that the lowest observed seatbelt 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.

### ***Problem Identified Focus Areas***

**High-Risk Locations - Crash Fatalities & SI:** Counties - Bernalillo, San Juan, Doña Ana, Santa Fe, McKinley, and Sandoval; Hot-spot local communities, identified streets and neighborhoods are identified via most currently available mapping (see examples on page 7); and via updated law enforcement operational plans.

**Cities - Fatal Crashes:** Albuquerque, Deming, Santa Fe, Las Cruces, Farmington, Carlsbad, Clovis, and Rio Rancho

**Crashes:** Urban roadways; Rural roadways (interstate and non-interstate)

**High-Risk Persons:** Males; Alcohol-involved young adult drivers aged 20-24, particularly males

### **Countermeasures and Justifications**

**1. Speeding and Speed Management** - 1. Laws – 1.1 Speed Limits (5 stars); 2. Enforcement - 2.2 High-Visibility Enforcement & 2.3 Other Enforcement Methods (2 stars): *Justification:* Although high-visibility and other enforcement methods are rated 2 stars, Countermeasures That Work quotes that 'sustained enforcement of all traffic laws is strongly encouraged including speeding violations'; 4.1 Communications and Outreach Supporting Enforcement (3 stars)

**2. Distracted Driving Laws and Enforcement** – 1.3 High-Visibility Cell Phone Text Messaging Enforcement (4 stars)

#### **Target Link to Strategy**

Reduce speeding-related fatalities from an estimated 2024 target of 170 to a projected target of 150 by 2026.

Reduce distracted driving crash fatalities from an estimated 2024 target of 190 to a projected target of 170 by 2026.

**Estimated 3-year Funding Allocation** - \$5,092,260 (BIL NHTSA 402); \$2,211,540 (State Road Fund 20100); \$554,172 (State Road E&E Fund 20800)

#### **Project Considerations – Link between Problem ID, CM Strategy, Target, and Uniform Guidelines**

The latest available State vehicle crash, fatality and injury data (2021) indicate that compared to 2020, there were 4,214 more crashes, 85 more crash fatalities and 157 more serious injuries. The number of people killed in traffic crashes (483) was at its highest level in over a decade.

At 141, speeding-involved crashes were at their highest level in the past five years. The ratio of male to female drivers in speeding-involved crashes was 2.6. Males aged 15-29 were 50.4 percent of all males in speeding-related crashes and 30.1 percent of all drivers in speeding-involved crashes.

Driver inattention was the 2<sup>nd</sup> highest contributing factor in crashes at 18 percent; and the highest contributing factor in crash-related fatalities (12.6%) and in injury crashes (19.4%).

The PTS Program countermeasure strategy and planned countermeasures will impact all areas of the State, with a particular focus on identified high-risk areas and behaviors based on the problem identification data.

Given the potential tragic outcomes of the identified high-risk behaviors, high levels of law enforcement visibility on the streets and roadways are critical to mitigating and preventing these avoidable incidents.

To assist the State in its goal of reducing overall traffic fatalities, the PTS program provides support for enforcement of speeding and distracted driving laws, including use of cell phones while driving. The NMDOT's countermeasure strategy will assist the State in its efforts to maintain effective high-visibility directed enforcement of all traffic laws, as well as provide training and support for law enforcement officers statewide. In FFY2024, State Police and an estimated 96 local and tribal law enforcement agencies plan to conduct selected traffic enforcement program (STEP) directed-enforcement and checkpoint activities statewide.

In addition to providing support for general traffic safety law enforcement, the Police Traffic Services (PTS) Program strategy provides support for specialized law enforcement technical assistance and training statewide. 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 NMDOT is confident that proposed levels of funding and activities will allow for achievement of the PTS Program performance targets.

To ensure law enforcement officers have access to essential training, TSD contracts with subrecipients 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. Law enforcement officer training provides vital support to law enforcement statewide. Public information raises awareness about traffic safety-related risky behaviors and traffic safety enforcement. Law enforcement liaisons, the TS Resource Prosecutor and law enforcement officer training provide vital support to law enforcement statewide.

The TSD provides funds for two traffic safety resource prosecutors (TSRPs) and an administrative assistant to conduct training to law enforcement officers regarding case law and updates of local, State or Federal laws pertinent to their law enforcement duties. The State Judicial Outreach Liaison provides 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.

The State's public participation and outreach efforts, as well as the community level data analyses will assist the NMDOT/TSD to better focus its resources and interventions toward projects that will achieve the most optimal outcome of saving lives by reducing speeding and distracted driving. The countermeasure strategy and identified countermeasures are designed to assist the State in its efforts to impact the dangerous driving behaviors that have resulted in higher levels of speed, distracted driving, and other high risk-related driving deaths and injuries.

The State and PTS program staff utilizes most of NHTSA's Highway Safety Program Guideline No.15: Traffic Enforcement Services and Guideline No.19: Speed Management components in the program, given funding and/or legislative restrictions. Primary components include program and resource management; problem identification; enforcement, training; communications; and data and program evaluation. Staff works directly with the PTS program subrecipients to plan and implement project activities designed to reduce speeding, distracted driving and other unsafe driving behaviors on the State's roadways. Program evaluation is conducted year-round utilizing monthly, quarterly and annual crash and fatality reports produced by the University of New Mexico Geospatial and Population Studies Program Traffic Research Unit.

The NMDOT proposes to use 402 and State funds for projects designed to reduce traffic fatalities due to speeding, distracted driving, and other unsafe driving behaviors by implementing countermeasures focused on enforcement of speeding and distracted driving laws, and support and training for law enforcement with the goals of reducing speeding-related fatalities from an estimated 2024 target of 170 to a projected target of 150 by 2026, and reducing distracted driving fatalities from an estimated 2024 five-year average of 190 to a projected five-year average of 170 by 2026.

# Motorcycle Safety Program Area Plan

## Countermeasure Strategy - Improve Motorcyclist Safety

### Problem ID to Countermeasure Strategy

2021 State Data are Final

#### **Overall Crashes/ Fatalities/ Injuries**

In 2021, there were 971 motorcycles in crashes, up from 899 in 2020, but down from 1,029 in 2019. Motorcycles were involved in 2.3 percent of all crashes and 13.1 percent of all fatal crashes. In 2021, 83.8 percent of motorcyclists (driver/passenger) in crashes were either injured or killed, up slightly from 2020. There were nine more fatalities in 2021 than in 2020, and 23 more serious injuries.

Counties with the highest number of motorcyclist fatalities were Bernalillo (27, up from 13 in 2020), San Juan (3, down from 4), Otero (3, up from 2) and Cibola (3, up from 1), and Sandoval (2, down from 4). These five counties accounted for 69.1 percent of all motorcyclist fatalities. Preliminary 2022 data indicate that other high risk counties include Santa Fe, Doña Ana, and Lea.

The age groups with the highest number of motorcyclists (drivers & passenger) in crashes in 2021 were 25-29 (130:12.5%); 20-24 (127:12.2%); 30-34 (106:10.2%), 40-44 (94: 9.0%); 50-54 (94: 9.0%) and 45-49 (88; 8.4%). The ratio of male to female motorcyclist in crashes was 6.7 to 1.

The most prevalent contributing factors in motorcycle fatal crashes were: under the influence of drugs (20.2%, up from 14% in 2020); excessive speed/speed too fast for conditions (18.5%, down from 26% in 2020); under the influence of alcohol (12.6%, down from 15% in 2020); and driver inattention (11.7%, up from 11.0% in 2020). In 2021, there were 59 alcohol-involved\* motorcycle crashes (down from 64 in 2020).

In 2021, of the 59 alcohol-involved\* motorcycle crashes, 27.1 percent (16) were fatal crashes, 71.2 percent (42) were injury crashes, and 1.7 percent (1) was property damage only. Of these 59 motorcycle crashes, 48 involved an alcohol-involved motorcycle driver.\*\*

Counties with the highest number of alcohol-involved motorcycle crashes were Bernalillo (19, up from 18 in 2020); San Juan (5, up from 4 in 2020); Chaves (4, down from 6 in 2020); Santa Fe (3, down from 4 in 2020); and Sandoval (3, same as in 2020). These five counties accounted for 57.6 percent of alcohol-involved motorcycle crashes (34 of 59). Of the alcohol-involved motorcycle crashes, 32.2% were in Bernalillo County.

Motorcyclists aged 20-34 were 52.1 percent of all alcohol-involved motorcycle drivers in crashes (up from 43.4 percent in 2020); drivers aged 35-54 were 41.6 percent. In 2021, of the 48 alcohol-involved motorcycle drivers in crashes, 47 were males.

Most motorcyclists (drivers and passengers) killed in crashes were on urban roadways when the crash occurred (65.5%), and 34.5% were on rural non-interstate roads.

Data on helmet use was missing for 25 percent of motorcyclists in crashes in 2021. Of those where helmet use information was on the uniform crash report, 35.4 percent of motorcyclists in crashes were not wearing a helmet.

In 2021, 63.6 percent of motorcyclists killed in a crash were not wearing a helmet, up from 58.7 percent in 2020. Of seriously injured motorcyclists in crashes, 46.8 percent were not wearing a helmet.

*\*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.*

*\*\* Alcohol-involved motorcycle drivers are motorcycle drivers who were indicated on the Uniform Crash Report as being under the influence of alcohol at the time of the crash.*

## **Problem Identified Focus Areas**

**High-Risk Locations:** Bernalillo, San Juan, Otero, Cibola, and Sandoval counties; Cities of Albuquerque, Santa Fe, Las Cruces, Gallup, Roswell, Farmington, Rio Rancho, Hobbs, Carlsbad. Hot-spot local communities, streets and neighborhoods are identified via most currently available mapping (see examples on page 7); and via updated law enforcement operational plans.

**Crashes/Fatalities/Serious Injuries:** Urban roadways; Rural, non-interstate roadways

**High-Risk Activities:** Impaired Driving-particularly drugged driving; Speeding; Unhelmeted; and Driver Inattention/Distracted Driving

**High-Risk Persons:** Males 20-54; Unhelmeted Motorcyclists

### **Countermeasures and Justifications**

**2. Alcohol Impairment** – 2.1 Alcohol Impaired Motorcyclist: Detection, Enforcement and Sanctions (3 stars)

**3. Motorcycle Rider Training** – 3.2 Motorcycle Rider Training (2 stars)

**Justification:** Although motorcycle rider training is 2-star rated in Countermeasure That Work, it is one of the primary components of NHTSA's Motorcycle Safety Program Guideline No. 3. In addition, an FHWA Study found that among motorcycle drivers in crashes, 90 percent of drivers in fatal crashes reported having had no training (See page 80, bullet 29 of [FHWA Motorcycle Crash Causation Study: Final Report; Publication # FHWA-HRT-18-064; February 2019](#)). Motorcyclist skill deficiencies, including loss of control and control unfamiliarity, were overrepresented as factors in fatal crashes (See page 40, bullets 30 & 31 *FHWA Crash Causation Study*).

A separate study in Ontario and Quebec found that once motorcycle rider training was not mandatory, fatalities rose by 46 percent and incentives for licensing were reduced. (Page 4 of *Motorcycle Rider Training Enrollment; A Canadian Perspective, Canada Safety Council March 2001*)

**4. Communications and Outreach – State Funded** - 4.1 Communications and Outreach: Conspicuity and Protective Clothing (1 star); 4.2 Communications and Outreach: Motorist Awareness of Motorcyclists (1 star):

There are only two countermeasures with 3 stars or above effectiveness rating: 1.1 Universal Motorcycle Helmet Use Laws (5 stars) and 2.1 Alcohol Impaired Motorcyclist: Detection, Enforcement and Sanctions (3 stars). However, as stated in Countermeasures That Work, Tenth Edition, 2020 (page 249/641 – Strategies to Improve Motorcycle Safety), *'It is generally understood that motorcycle riders should be properly trained and licensed. They should also be alert and aware of the risks they face while riding while impaired by alcohol or drugs.'* *'The most demonstrable objectives for improving motorcycle safety are to increase helmet use and reduce alcohol- and drug-impaired motorcycle riding.'* *'Another objective is to increase other motorists' awareness of motorcyclists by increasing the visibility of motorcyclists and educating drivers on the importance of sharing the road with motorcycles.'*

New Mexico replaced its universal helmet law requiring all riders to wear helmets in 1977, with legislation that requires only motorcycle riders under age 18 to wear helmets (that meet federal safety regulation standards). Since 1977, legislation has been introduced to reinstate universal helmet use, most recently in 2015, at which time it again failed. The NMDOT's Motorcycle Safety Training program emphasizes the importance of helmet use both for drivers and riders, the importance of driving sober, making themselves as visible as possible, and driving defensively to avoid impaired or distracted motorists.

### **Targets Link to Strategy**

Reduce motorcyclist fatalities from an estimated 2024 five-year average of 49.8 to a projected five-year average of 49.0 by 2026.

Reduce unhelmeted motorcyclist fatalities from an estimated 2024 five-year average of 27.6 to a projected five-year average of 27.0 by 2026.

**Estimated 3-year Funding Allocation** - \$126,600 (FAST Act 405f Motorcycle Programs); \$2,779,383 (State Motorcycle Fund 20600)

**Project Considerations – Link between Problem ID, CM Strategy, Target, and Uniform Guidelines**

The Motorcycle Safety Program problem identification data pinpoint the high-risk socio-demographic, locations and behaviors associated with motorcyclist crashes. The State's two motorcycle safety performance measures will assess the impact of the State's countermeasure strategy, countermeasures and projects designed to reduce the number of motorcyclist crashes, and resultant fatalities and injuries.

New Mexico has a legislative mandate requiring motorcyclist training and licensing. Although the State does not have a universal helmet use law, State statutes require motorcycle drivers and passengers under age 18 to wear FMVSS 218 compliant helmets. Motorcycle safety training, paired with NMDOT high-visibility motorcycle safety messaging, and enforcement of motorcycle safety and impaired driving laws are the State's best tactics for reducing motorcyclist crashes and fatalities. The countermeasure strategy and countermeasures proposed for the Motorcycle Safety Program impact 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 safely handle a motorcycle, but also emphasizes identified high-risk issues such as alcohol/drug use, speeding, distracted driving, and non-helmet use.

The State's public participation and outreach efforts, as well as the community level data analyses conducted for the outreach efforts, will assist the NMDOT/TSD to better focus its resources and interventions toward areas and populations at highest risk for motorcyclist crashes and fatalities.

Training, helmet use and adherence to traffic laws are important components of the 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 and helmet use, and on impaired driving and other related safe motorcycling issues. ENDWI safety brochures are provided at Safety Day activities and state motor vehicle division offices.

The New Mexico Motorcycle Safety Program (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 (NMMRO), motorcycle riding groups, legal experts, law enforcement, MSF-USA, the NMDOT and the State Motor Vehicle Division. The NMMRO 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.

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 visits during the year and are provided with reports on any areas needing improvement.

In 2024, the NMDOT plans to provide training in seven counties that account for 62.66 percent of statewide motorcycle registrations and 65.5 percent of the State's population. An additional 17 counties adjoin at least one of these seven counties, increasing the relative reach of training to 95.7 percent of the State's population.

Planned MC Training Courses - Counties	Most Recent MC Registrations	Planned 2023 MC Training Courses - Counties	Most Recent MC Registrations
Bernalillo	12,896	San Juan	2,719
Santa Fe	4,142	Doña Ana	4,624
Chaves	1,403	McKinley	339
Otero	1,887	<b>Total</b>	<b>28,010</b>

**Total Statewide MC Registrations = 44,705    Counties with planned training = 62.66%**

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. Electronic signage with motorcycle safety messaging is used in high-crash locations in Albuquerque and Santa Fe. Communication and outreach efforts increase motorcyclist safety and awareness for both motorcyclists and other drivers on the roadways.

In the 2023 New Mexico legislative session, a bill was passed to establish a new license plate to support motorcycle safety awareness by reminding drivers to share the road and 'look twice for motorcycles'. A portion of the plate registration fees will be allocated to the NMDOT motorcycle training funds to provide motorcycle awareness education and motorcycle training.



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>.

Program evaluation is conducted year-round utilizing monthly, quarterly and annual crash and fatality reports produced by the University of New Mexico Geospatial and Population Studies Program which includes a Traffic Research Unit.

The State and Motorcycle Safety Program staff utilizes most of the component areas of NHTSA's Highway Safety Program Guideline No.3: Motorcycle Safety into the program, given funding and/or other legislative restrictions. Components integrated include: program management; use of personal protective equipment; motorcycle operator licensing; motorcycle rider education and training; motorcycle operation under the influence of alcohol or other drugs; legislation and regulations; law enforcement; motorcycle rider conspicuity and motorist awareness; communications and program evaluation and data.

The NMDOT proposes to use 405f and State funds for motorcycle training designed to increase safety among motorcyclists of all ages by providing statewide Motorcycle Safety Foundation training. Media and outreach are designed to educate the public about the importance of sharing the road and looking out for motorcyclists. The goals of the Motorcyclist Safety Program are to reduce motorcyclist fatalities from a 2021 five-year average baseline of 49.8 to 49.0 by 2026 and reduce unhelmeted motorcyclist fatalities from a 2021 five-year average baseline of 27.6 to 27.0 by 2026.

# Pedestrian and Bicyclist Safety Program Area Plan

## Countermeasure Strategy: Improve Pedestrian and Bicyclist Safety

### Problem ID to Countermeasure Strategy:

2021 State Data are Final

### Overall Crashes/ Fatalities/ Injuries

#### **Pedestrians**

After declining in 2020 from the most recent three previous years, pedestrian crashes rose from 481 in 2020 to 547 in 2021. The percent of pedestrian crashes as a percentage of total crashes has remained at 1.3 percent over the past five years.

Fatalities rose from 81 in 2020 to 105 in 2021, the highest since 2017. The percent of pedestrian fatalities as a percentage of total fatalities rose from 20.4 in 2020 to 21.7 in 2021. All levels of injuries (serious, minor or possible) were higher in 2021 than in 2020.

GHSA preliminary data show that the 2021 national pedestrian fatality rate (per 100,000 population) was 2.26 while New Mexico's 2021 pedestrian fatality rate was 4.77, the highest in the nation.

Bernalillo, Doña Ana, Santa Fe, and McKinley counties accounted for 72.9 percent of all pedestrian crashes.

Five counties accounted for 76.2 percent of all pedestrian fatalities - Bernalillo (50, up from 32 in 2020, and 46.7 percent of all pedestrian fatalities); McKinley (9, up from 5); San Juan (6, down from 10); Santa Fe (5, down from 6); Doña Ana (5, up from 4); and Luna (5, up from 0). Bernalillo, Doña Ana, Santa Fe, and San Juan counties accounted for 74 percent of serious injuries.

The most prevalent factors in pedestrian fatal crashes were pedestrian error (18.6%), drug-involved (15.5%), and alcohol involved (11.8%); most prevalent factors in pedestrian injury crashes were pedestrian error (17.2%), driver inattention (14.2%), failed to yield right of way (6.7%) and under the influence of alcohol (5.6%). In 2021, alcohol-involved pedestrian crashes were at their second lowest level in ten years (93).

Among alcohol-involved pedestrians ('pedestrians indicted on the crash report as under the influence of alcohol at the time of the crash'), male pedestrians were 5.3 times as likely as female pedestrians to be alcohol-involved in a crash. Overall, 37 percent of pedestrians killed in a crash were under the influence of alcohol.

The top ranking counties for alcohol-involved pedestrian crashes were Bernalillo (35, down from 33 in 2020 and 71 in 2019), McKinley (15, up from 10 in 2020), San Juan (13, up from 12 in 2020), Santa Fe (7, same of in 2020), and Luna (4, up from 0 in 2020). McKinley County had the highest rate of 20.9 per 100,000 county residents.

Male pedestrians were 1.9 times as likely as females to be in crash (65% vs. 34%). Male pedestrians were 5.3 times as likely as females to be an alcohol-involved pedestrian in a crash.

The age groups with the highest number of pedestrians in crashes were aged 30-34, 68 (11.9%); 35-39, 63 (11.0%); 25-29, 60 (10.5%); 20-24, 46 (8.0%); and 55-59, 46 (8.0%). The age groups with the highest number of pedestrian fatalities were aged 55-59 (19); 30-34 (16); 35-39 (12); 25-29 (10) and 45-49 (10). The age groups with the highest number of serious injuries were 25-29 (11), 35-39 (10); and 30-34 (10).

In 2021, 46.7 percent of pedestrian fatalities occurred in dark-not lighted conditions and 29.5 percent occurred in dark-lighted conditions.

## **Bicyclists**

There were 244 bicyclists in crashes in 2021, 22 fewer than in 2020 and 130 fewer than in 2019; bicyclist crashes were at their lowest level in at least the past five years. There were 6 bicyclist fatalities in 2021, down from 8 in 2020 and by 5 from a high of 11 in 2018. Serious injuries down by 4 from 2020, but minor injuries were up by 9.

Bicyclists in crashes were 4.4 times more likely to be male than female. Bicyclists aged 25-29 were involved in 11.5 percent of bicyclist crashes, up from 5.6 percent in 2020, followed by those aged 15-19 (9.4, up from 7.5 in 2020), 55-59 (7.8, down from 12.8 in 2020), and 60-64 (7.8, down from 8.6 in 2020).

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, avoid no contact other, pedestrian error, passed stop sign, and made improper turn. Under the influence of drugs was cited in two fatal crashes and 3 injury crashes, while bicyclist under the influence of alcohol was cited in 4 injury crashes

Three of the six bicyclist fatal crashes occurred in daylight, 2 in dark-not lighted conditions and 1 in dark-lighted conditions. Of all bicyclist crashes, 73.9 percent occurred in daylight, 12 percent in dark-lighted conditions, and 6.6 percent in dark-not lighted conditions.

## **Pedestrians/Bicyclists**

Of all crashes on urban roads, the uniform crime report (UCR) category 'collision with person' (non-motorist –pedestrian or bicyclist) accounted for 2.2 percent of crashes and 32.1 percent of fatalities. On rural interstate roads, collisions with a non-motorist accounted for 0.7% of crashes and 16.1 percent of fatalities.

Of alcohol-involved crashes on urban roads, non-motorists accounted for 4.8 percent of crashes and 29.1 percent of fatalities. On rural interstate roads, alcohol-involved collisions with a non-motorist accounted for 3.8 percent of crashes and 23.1 percent of fatalities.

## ***Problem Identified Focus Areas***

### **Pedestrians**

#### **High-Risk Locations/ Contributing Factors:**

**Crashes:** Bernalillo, Doña Ana, Santa Fe and McKinley counties

**Fatalities:** Bernalillo, McKinley, San Juan, Santa Fe, Doña Ana and Luna; Dark, not lighted conditions

**Serious Injuries:** Bernalillo, Doña Ana, Santa Fe, and San Juan

**Roadways:** Urban and Rural Interstate Roads

**High-Risk Activities in Fatal Crashes:** Pedestrian Error; Drug/Alcohol -involved; Driver inattention; Failure to Yield

**High-Risk Persons:** Males; Alcohol-involved males; Pedestrians aged 25-59

### **Bicyclists**

#### **High-Risk Locations/Contributing Factors**

**Locations:** Urban and Rural Interstate Roads

**High-Risk Factors:** Driver Inattention; Failure to Yield; Disregard Traffic Signal/Passed Stop Sign; Under the Influence of Drugs

**High-Risk Persons:** Males overall, but particularly those aged 25-29 and 15-19

### **Countermeasure and Justifications:**

2. School-Age Children: 2.1 Elementary Age Child Pedestrian Training (3 stars); 2.2 Safe Routes to School (3 stars)

4.3 Conspicuity Enhancement (3 stars)

### **Target Link to Strategy:**

Reduce pedestrian fatalities from an estimated 2024 target of 95 to a projected target of 85 by 2026.

Reduce bicyclist fatalities from an estimated 2024 five-year average of 6.0 to a projected five-year average of 5.4 by 2026.

**Estimated 3-year Funding Allocation:** \$720,000 (BIL 405h Nonmotorized Safety); 180,000 (State Road Fund 20100)

### **Project Considerations – Link between Problem ID, CM Strategy, Target, and Uniform Guidelines**

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 is based primarily on public education and outreach, and impacts specific areas and populations of the State shown to be at highest risk for pedestrian and/or bicyclist fatalities. The NMDOT plans to work with NHTSA in FFY24 to facilitate a pedestrian program assessment to determine program strengths and challenges, and provide recommendations for improvement.

The planned countermeasures are evidence-based and emphasize local community outreach and communications efforts designed to engage and educate the public about being a safe pedestrian or bicyclist whether school-age or adult. By focusing on the importance of looking out for themselves and other pedestrians and bicyclists, the roadways and walkways can be safer places for all. 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 on roadways or in areas with pedestrian and bicyclist traffic, and to always be aware of 'sharing the road.' Primary focus is placed on urban and rural interstate roadways where pedestrian/ bicyclist traffic on roadways is most common, and fatalities are highest.

The Pedestrian and Bicyclist Safety Program's community engagement, and educational awareness strategy and countermeasure 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. By partnering with community safety advocates, including community-level Safe Routes to School programs, both parents and children become more aware of focusing on their surroundings, and looking out for themselves and other pedestrians and bicyclists.

NMDOT and its pedestrian safety contractor work with pedestrian/bicyclist safety and media partners throughout the year on pedestrian and bicyclist safety/ education efforts. Staff provides NMDOT/TSD 'LOOK FOR ME' safety information and high-visibility items to schools via local Safe Routes to Schools coordinators, and to local organizations to distribute during pedestrian/bike-related club meetings and safety public events.

In addition *LOOK FOR ME* pedestrian and bicyclist awareness campaigns are conducted year-round via ads on city buses and transit vans in cities and rural communities with high rates of pedestrian and bicyclist crashes and fatalities.

The State's public participation and outreach efforts, as well as the community level data analyses conducted for the outreach efforts, will assist the NMDOT/TSD to better focus its resources and interventions toward areas and populations at highest risk for pedestrian and bicyclist fatalities.

The State's two performance measures and targets will help assess the impact of the State's pedestrian and bicyclist safety program strategy, countermeasures and project activities designed to reduce the escalating

number of pedestrian and bicyclist fatalities. Program evaluation is conducted year-round utilizing monthly, quarterly and annual crash and fatality reports produced by the University of New Mexico Geospatial and Population Studies Program which includes a Traffic Research Unit.

The State and Pedestrian and Bicyclist Safety Program staff utilizes most of the component areas of NHTSA Highway Safety Program Guideline No.14: Pedestrian and Bicycle Safety in the program, given funding and/or legislative restrictions. Components integrated include: program management; multidisciplinary involvement; legislation, regulation and policy; law enforcement; communications and outreach, and evaluation.

The NMDOT proposes to use 405h and State funds for local community outreach and communications efforts designed to increase awareness of the public's responsibility to be safe and aware pedestrians and bicyclists, and for motorists to be alert and aware of pedestrians and bicyclists, particularly in high-traffic areas. Media and outreach is designed to educate all those utilizing the public roadways about the importance of sharing the road and looking out for pedestrians and bicyclists. Pedestrians and bicyclists are also reminded to be as visible and cautious as possible, and to always look out for drivers. The Pedestrian and Bicyclist countermeasure strategy will assist the State with the goals of reducing pedestrian fatalities from a 2021 annual baseline of 102 to 85 by 2026 and reducing bicyclist fatalities from a 2021 five-year baseline of 7.2 to 5.4 by 2026.

## Traffic Records Program Area 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

**FFY23 STRCC Meeting Dates:** November 1, 2022; January 10, 2023, April 11, 2023

**State Traffic Records Coordinator:** Roberta Vasquez, Traffic Records Program Manager

<b>New Mexico STRCC Membership 2021-2023</b>			
<b>UPDATED 4.4.2023</b>			
Name/Email	Title/Function	Home Organization	Core Safety Database
<b>NM Department of Transportation</b>			
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## **2024 - 2026 Performance Measures and Targets**

### ***Crash Database – Completeness, Accuracy and Timeliness***

Increase the number of law enforcement agencies using TraCS for crash reporting by at least one agency each year from baseline 4/1/22-3/31/23 to target period 4/1/25-3/31/26.

<b>Baseline Years</b>	<b>Baseline Value</b>	<b>Baseline Years</b>	<b>Baseline Value</b>	<b>Baseline Years</b>	<b>Baseline Value</b>
4/1/22-3/31/23	50	4/1/23-3/31/24	51	4/1/24-3/31/25	52
<b>Target Years</b>	<b>Target Value</b>	<b>Target Years</b>	<b>Target Value</b>	<b>Target Years</b>	<b>Target Value</b>
4/1/23-3/31/24	51	4/1/24-3/31/25	52	4/1/25-3/31/26	53

**Justification:** Increasing the number of LE agencies using TraCS will result in more electronic data transfer of crash reports. This 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. Barriers to completing this performance measure include funding for on-boarding of new agencies, lack of computer hardware, and the need for officer training.

### ***Crash Database – Accuracy***

Increase the percentage of reportable crash reports received using a recent uniform crash report form vs. older uniform crash report forms from estimated 75% at baseline 4/1/2022-3/31/2023 to 81% for target period 4/1/2025 to 3/31/2026.

<b>Baseline Years</b>	<b>Baseline Value</b>	<b>Baseline Years</b>	<b>Baseline Value</b>	<b>Baseline Years</b>	<b>Baseline Value</b>
4/1/22-3/31/23	75%	4/1/23-3/31/24	77%	4/1/24-3/31/25	79%
<b>Target Years</b>	<b>Target Value</b>	<b>Target Years</b>	<b>Target Value</b>	<b>Target Years</b>	<b>Target Value</b>
4/1/23-3/31/24	77%	4/1/24-3/31/25	79%	4/1/25-3/31/26	81%

**Justification:** The older uniform crash report forms are less MMUCC compliant, do not collect all the necessary data elements, and contain obsolete codes. As the State increases the number of reportable crashes submitted using a newer version of the form, it will result in more accurate, MMUCC-compliant data. The term 'recent uniform crash report' refers to versions of the form released in 2020 or after.

## **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 NMDOT-developed 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. No Traffic Records Program strategies are listed in Countermeasures That Work – Tenth Edition, 2020. Strategies are State-developed.

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

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**

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 by the UNM Geospatial and Population Studies, Traffic Research Unit, such as the annual NM Traffic Crash Annual Reports and NM DWI Reports assist traffic safety partners, planners and advocates to better identify needs and improve resource allocation.

Over the past six 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 2022, electronic data collection and transfer was used to report approximately 70 percent of New Mexico's reportable crashes. The State's electronic collection of crash data continues to facilitate more timely, complete and accurate data entry, analysis and access.

**Estimated 3-year Funding Allocation:** \$659,154 (BIL NHTSA 402); \$1,080,000 (State Road Fund 20100); \$5,268,711 (FHWA)

### **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. Program evaluation is conducted year-round utilizing monthly, quarterly and annual crash and fatality reports produced by the University of New Mexico Geospatial and Population Studies Program which includes a Traffic Research Unit.

The State and Traffic Records Program staff utilizes all NHTSA Highway Safety Program Guideline No.10 components in the program, given funding and/or legislative restrictions. Components include: Traffic Records System Information Components; Traffic Records System Information Quality; Uses of a Traffic Records System; Traffic Records System Management, including a Traffic Records Coordinating Committee and a Statewide Traffic Records Executive Oversight Committee.

The NMDOT proposes to use 405c and State funds to improve the availability, quality and utility of crash data and to facilitate crash data entry and maintenance of the crash database.

# **Driver Education and Driving Safety Program Area Plan**

## **State-Only Funded**

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.

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.

### **Program Area Problem Identification**

*Data from UNM/TRU 2021 NM Traffic Crash Report and 2021 NM DWI Report; 2021 State Data are Final*

The top contributing factors in crash-related fatalities were: excessive speed/speed too fast for conditions (12.8%, down from 13.4% in 2020); driver inattention (12.6%, up from 11.7% in 2020); under the influence of drugs (12.5%, up from 12.2% in 2020); and under the influence of alcohol (12.0% same as in 2020).

The age groups with the highest number of fatalities in crashes were aged 30-34 (65 fatalities); 25-29 (62 fatalities); 20-24 (42 fatalities) and 35-39 (42 fatalities). The highest percentages of all persons killed in crashes were aged 55-59 (0.83%); 30-34 (0.77%), and 75+ (0.73%). The total percentage of persons killed in crashes was 0.49%.

New Mexican teen driver (aged 15-19) crash rate rose to 125.2 from the 2020 COVID year rate of 98.7; but was lower than the 2017-2019 rates that were above 130.0 per 1,000 licensed drivers in their age group. The crash rate for young adult drivers (aged 20-24) also rose in 2021 from 2020 (69.0 vs. 61.4 in 2020), but like teen driver rates, was lower than pre-Covid years (2017-2019) that were between 78.0 and 81.1.

Teen drivers had the highest fatal crash rate (8.6 per 10,000 licensed NM drivers in each age group), and drivers aged 20-24 had the second highest fatal crash rate at 5.1. Drivers aged 25-29 had the next highest rate at 5.0, followed by drivers 30-34 at 4.6.

Crashes among both teen and young adult drivers were highest between 1 p.m. and 6 p.m. NM teen drivers had their second highest alcohol-involved crash rate in the past five years, with the rate rising from a low of 1.50 in 2017 to 2.57 in 2021. 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 alcohol-involved crash rate for young adult drivers rose from 3.28 in 2017 to a five-year high of 3.71 in 2019, then decreased to 3.40 in 2021.

The ratio of male-to-female alcohol-involved drivers in crashes was 2.3 among teen drivers (down from 3.1 in 2020); 2.1 among under-21 drivers (down from 2.7 in 2020); and 2.0 among young adult drivers (down from 2.3 in 2020).

Fatalities and serious injuries among unbelted occupants were highest among persons aged: 20-24 (16.5%); 25-29 (15.9%); 30-34 (13.4%); and 15-19 (12.1%). 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 2021, 16.0 percent were aged 20-24; 13.3 percent were aged 15-19, and 12.6 percent were 25-29. Males were 2.6 times as likely as females to be a speeding driver in a crash.

Results from New Mexico's 2022 Traffic Safety Awareness Survey showed that 25 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, up from 20% in 2021. These responses were made fairly equally by both men and women, were highest from respondents from Albuquerque metro and north central parts of the State, and were aged 21-44.

### **Identified Focus Areas**

- **High-Risk Demographic:** Males
- **High-Risk Behaviors:** Drug use; Alcohol use; Unbelted; Speeding; Distracted driving

### ***Strategy – Driver Education and Driving Safety Schools***

New Mexico will support high-quality driver education and driving safety schools licensed 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 Traffic Safety Center 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

*Countermeasures That Work, 10<sup>th</sup> Edition, 2020. Chapter 6, Young Drivers: Section 1 - Graduated Driver Licensing; Section 2 - Driver Education; Chapter 1, Alcohol-and Drug-Impaired Driving: Transportation Research Board's National Cooperative Highway Research Program Report 622.*

## **Performance Measure and Target**

### **NHTSA C9: Under-21 Drivers in Fatal Crashes**

Reduce under-21 drivers in fatal crashes from an estimated 2024 target of 60 to a projected target of 50 by 2026.

## **Assessment of Overall Projected Traffic Safety Impacts**

The strategy proposed for the Statewide Driver Education and Driving Safety Program is 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. The proposed strategies are evidence-based and have been shown to be effective measures for impacting the issue of driver education and safety.

**Estimated 3-year Funding Allocation:** \$794,298 (State Driver Improvement Fund 10020); \$614,298 (State Road Fund 20100)

## **Program Component Linkages**

The problem identification data continue to highlight the need for education of all drivers, but particularly younger drivers and males, regarding safe practices as both drivers and passengers. 2021 data showed that teen drivers had the highest fatal crash rate in the State, followed by drivers aged 20-24. Alcohol-involved crash rates for under-21 drivers were the highest in the past five years.

This data highlight the essential need for statewide driver education, driving safety/defensive driving and DWI schools as critical strategies for reducing crashes, fatalities and serious injuries on the State's roadways. Driver education and public information/education efforts are critical for raising and maintaining awareness about the consequences of risky driving behaviors in young drivers and among identified problem drivers.

The NMDOT/TSD Driver Education and Driving Safety Program will continue to emphasize the consequences of unsafe driving behavior, including alcohol/drug impaired driving, non-use of occupant protection, speeding and distracted driving. The performance target for under-21 drivers in fatal crashes will allow the NMDOT to assess the effectiveness of the Driver Education and Driver Safety Program strategy and projects.

Program evaluation is conducted year-round utilizing monthly, quarterly and annual crash and fatality reports produced by the University of New Mexico Geospatial and Population Studies Program which includes a Traffic Research Unit.

The State and DE Program staff utilizes all NHTSA Highway Safety Program Guideline No. 4 components in the program, given funding and/or legislative restrictions. Components include: program management; legislation, regulation and policy; enforcement; driver education and training; communications; and program evaluation and data.

## **Media and Marketing Plan to Support TS Programs** **State-Only Funded**

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 FFY24-26, 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>.

### **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.

**Estimated 3-year Funding Allocation:** \$900,000 (State Road Fund 20100); 1,425,000 (State E&E Fund 20800)

**ALCOHOL/IMPAIRED DRIVING AND OCCUPANT PROTECTION MEDIA PROJECTS ESTIMATED 3-YEAR FUNDING ALLOCATIONS ARE IN THEIR CORRESPONDING PROGRAM AREA.**

## 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 will 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

The NMDOT will facilitate communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries in 2024-2026 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

The NMDOT will support sound and fiscally responsible planning and financial management practices in 2024-2026 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.

**Estimated 3-year Funding Allocation:** \$960,000 (BIL NHTSA 402); \$225,000 (164 Transfer Funds PA); \$300,000 (State Road Fund 20100); \$90,000 (State E&E Fund 20800)

## P&A Planned Staff Salary and Project Area Allocations/2024-2026

	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		100%				
Quality Assurance –Carmelita Chavez	100%					
ID Staff Manager- Vacant			42%	25%	33%	
District 1 PM – Nick Rivera	100%					
District 2 PM – Steve Lujan	100%					
District 3 PM –Cora Lee Anaya			42%	25%	33%	
District 4 & 6 PM – Amber Montoya			42%	25%	33%	
District 5 PM – John Vargas			42%	25%	33%	
TR Staff Manager – Roberta Vasquez	100%					
Crash Records Supervisor – Vacant	100%					
Crash Record Analyst – Vacant	100%					
FARS Analyst – Marcus Sandoval	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%					
OP Program Manager - Pierrot Bendegue	100%					
Interlock Program - Esteban Trujillo	100%					
Finance Bus Ops Spec A - Clarice Marien		100%				
Financial Spec A – Vacant	100%					
Financial Spec O – Avalon Gabaldon		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%					

## 5. 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	2020 Baseline	2023 HSP Target	2023 Projected Data	Difference (Projected vs. 2023 Target)	Status
CM-1	Limit the Increase - Total Fatalities	400.0	446.6 (5 yr)	452.7	+6.1	In Progress
CM-2	Reduce Serious Injuries	1061.8	995.4 (5 yr)	1,030.1	+34.7	In Progress
CM-3	Limit the Increase - Fatality Rate	1.487	1.695 (5 yr)	1.711	+0.016	In Progress
OM-4	Limit the Increase - Unrestrained Occupant Fatalities	117.0	138.6 (5 yr)	140.5	+1.9	In Progress
OM-5	Reduce Alcohol-impaired Fatalities	120.0	131.2 (5 yr)	146.0	+14.8	In Progress
OM-6	Limit the Increase – Speeding-related Fatalities	147.0	174.2 (5 yr)	177.1	+2.9	In Progress
OM-7	Limit the Increase Motorcyclist Fatalities	46	54 (1 yr)	52	-2	In Progress
OM-8	Limit the Increase Unhelmeted MC Fatalities	26.6	34.4 (5 yr)	28.3	-6.1	In Progress
OM-9	Limit the Increase - Under-21 Drivers in Fatal Crashes	52.0	60.2 (5 yr)	57.4	-2.8	In Progress
OM-10	Limit the Increase - Pedestrian Fatalities	78.8	93.3 (5 yr)	92.1	-1.2	In Progress
OM-11	Reduce - Bicyclist Fatalities	6.8	8.5 (5 yr)	6.6	-1.9	In Progress
		2021 Baseline	2023 HSP Target	2023 Projected Data	Projected vs. 2023 Target	Status
B-1	Limit Decrease – Seat Belt Use Percent	89.6	90.1 (1 yr)	89.7	-0.4	In Progress

	Performance Measure	2023 HSP Target	2023 Data	State Data vs. 2023 Target	Status
S-1	Maintain A&A Survey Respondents Reporting Hearing/ Seeing TS Safety Messaging	80% (1 yr)	Not Available	Not Available	In Progress
S-2	Fatalities in Distracted Driving Crashes	172.3 (5 yr)	179.5	+7.2	In Progress

	TR Performance Measure 4/1/2021-3/31/2022 to 4/1/2022-3/31/2023	2023 HSP Target	2023 State Data	State Data vs. 2023 Target	Status
S-3	Increase the number of reportable crash reports received using the new UCR form vs. older UCR forms from an estimated 66% from 4/1/2021 to 3/31/2022 to 68% from 4/1/2022 to 3/31/2023.	68% crash reports received on new UCR	81% crash reports on new UCR	13% above 2023 target	Achieved & Exceeded
S-4	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.	65% of UCRs transferred directly to State Crash Database	74% of UCRs transferred directly	9% above 2023 target	Achieved & Exceeded

### Activity Measures

	FFY21	FFY22
Number of seat belt citations issued during grant-funded enforcement activities	7,455	9,568
Number of impaired driving arrests made during grant-funded enforcement activities	1,532	1,379
Number of speeding citations issued during grant-funded enforcement activities	35,828	38,559

## 6. 405 Grants Supporting Documentation

### **405b OCCUPANT PROTECTION**

#### **STATE'S PLANNED PARTICIPATION IN 2024 CLICK IT OR TICKET NATIONAL MOBILIZATION**

New Mexico plans to provide funds for overtime enforcement for an estimated 78 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.

	<b>CIOT Planned Agencies</b>	<b>County</b>	<b>2020 County Populations*</b>
1	Alamogordo PD	Otero	68,537
2	Albuquerque PD	Bernalillo	684,520
3	Bernalillo County SO	Bernalillo	
4	Hagerman PD	Chaves	64,445
5	Roswell PD	Chaves	
6	Dexter PD	Chaves	
7	Cibola County SO	Cibola	26,604
8	Grants PD	Cibola	
9	Clovis PD	Curry	49,843
10	Texico PD	Curry	
11	DeBaca County SO	DeBaca	1,776
12	Anthony PD	Doña Ana	222,105
13	Doña Ana County SO	Doña Ana	
14	Las Cruces PD	Doña Ana	
15	Sunland Park PD	Doña Ana	
16	Artesia PD	Eddy	58,567
17	Carlsbad PD	Eddy	
18	Eddy County SO	Eddy	
19	Loving PD	Eddy	
20	Grant County SO	Grant	28,206
21	Santa Clara Village PD	Grant	
22	Silver City PD	Grant	
23	Guadalupe County SO	Guadalupe	4,413
24	Santa Rosa PD	Guadalupe	
25	Hidalgo County SO	Hidalgo	4,153
26	Lordsburg PD	Hidalgo	
27	Eunice PD	Lea	72,562
28	Hobbs PD	Lea	
29	Jal PD	Lea	
30	Lea County SO	Lea	
31	Lovington PD	Lea	
32	Tatum PD	Lea	
33	Ruidoso PD	Lincoln	20,152
34	Los Alamos PD	Los Alamos	18,967
35	Deming PD	Luna	24,732
36	Luna County SO	Luna	

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

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

**Planned FFY24 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
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
Crownpoint	2,278	Rural	McKinley	69,746	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
			<b>Total</b>	<b>1,925,725</b>	
			<b>% State</b>		
			<b>Coverage</b>	<b>91</b>	
			2020 NM Population	<b>2,117,290</b>	

\* 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

## 405c STATE TR INFORMATION SYSTEMS IMPROVEMENTS

### 2023 Quantitative Improvements in the Traffic Records Crash Database

**State Measure #1 – 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 Performance Measure 4/1/2021-3/31/2022 to 4/1/2022-3/31/2023	2023 HSP Target	2023 State Data	2023 State Data vs. Target	Target Achieved
Increase the number of reportable crash reports received using the new uniform crash report form vs. older uniform crash report forms	68%	81%	13% above 2023 target	Achieved & Exceeded

#### PRE-DATA

Reportable Crashes by Form Version, based on Crash Date,  
for Baseline Period, as of June 24, 2022

	Older Forms	E July 2018	Total	% TraCS
01APR2021-31MAR2022	12,226	29,438	41,664	71%

#### POST-DATA

Reportable Crashes by Data Transfer Method, based on Crash Date,  
for Post Period, as of June 24, 2022

	Hardcopy	E July 2018	Total	% TraCS
01APR2022-31MAR2023	7,111	30,980	38,091	81%

**State Measure #2 – 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.

<b>Crash Database Performance Measure 4/1/2021-3/31/2022 to 4/1/2022-3/31/2023</b>	<b>2023 HSP Target</b>	<b>2023 State Data</b>	<b>2023 State Data vs. Target</b>	<b>Target Achieved</b>
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.	65%	74%	9% above 2023 target	Achieved & Exceeded

**PRE-DATA**

**Reportable Crashes by Data Transfer Method, based on Crash Date,  
for Baseline Period, as of June 24, 2022**

	<b>Hardcopy</b>	<b>TraCS</b>	<b>Total</b>	<b>% TraCS</b>
<b>01APR2021-31MAR2022</b>	<b>13,929</b>	<b>27,735</b>	<b>41,664</b>	<b>67%</b>

**POST-DATA**

**Reportable Crashes by Data Transfer Method, based on Crash Date,  
for Post Period, as of June 24, 2022**

	<b>Hardcopy</b>	<b>TraCS</b>	<b>Total</b>	<b>% TraCS</b>
<b>01APR2022-31MAR2023</b>	<b>9,761</b>	<b>28,330</b>	<b>38,091</b>	<b>74%</b>

## 405e DISTRACTED DRIVING

### New Mexico's DD Questions on Driver License Written Exam

<b>Question ID:</b>	1366
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	While driving you should only use your cell phone:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	In an emergency
<b>Answer (b):</b>	When you are in a residential area
<b>Answer (c):</b>	When you are in a school zone
<b>Answer (d):</b>	While driving on the interstate.
<b>Correct Answer:</b>	a
<b>Driver's Guide Reference:</b>	

<b>Question ID:</b>	1363
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	What should you do if you must use your cell phone to make a call:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Speed up to get off the road
<b>Answer (b):</b>	Pull safely off the road and stop
<b>Answer (c):</b>	Keep driving and make the call
<b>Answer (d):</b>	All of the above
<b>Correct Answer:</b>	b
<b>Driver's Guide Reference:</b>	

<b>Question ID:</b>	1360
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	It is legal for _____ to text while driving.
<b>Image Name:</b>	

<b>Image:</b>	
<b>Answer (a):</b>	everyone
<b>Answer (b):</b>	driver's over 18
<b>Answer (c):</b>	no one
<b>Answer (d):</b>	drivers with a Commercial Driver's License
<b>Correct Answer:</b>	c
<b>Driver's Guide Reference:</b>	

<b>Question ID:</b>	1358
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	A driver distraction is:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	anything that causes evasive action while driving
<b>Answer (b):</b>	anything that takes your attention away from driving
<b>Answer (c):</b>	anything that causes you to pay more attention to driving
<b>Answer (d):</b>	anything except for talking on a cell phone
<b>Correct Answer:</b>	b
<b>Driver's Guide Reference:</b>	

## **405f MOTORCYCLE SAFETY**

### **Number of Registered Motorcycles x County State Motor Vehicle Records**

SANTA FE	4,142
BERNALILLO	12,896
EDDY	1,597
CHAVES	1,403
CURRY	1,205
LEA	1,275
DONA ANA	4,624
GRANT	717
COLFAC	355
QUAY	185
ROOSEVELT	346
SAN MIGUEL	655
MCKINLEY	339
VALENCIA	1,831
OTERO	1,887
SAN JUAN	2,719
RIO ARRIBA	762
UNION	85
LUNA	504
TAOS	444
SIERRA	268
TORRANCE	184
HIDALGO	66
GUADALUPE	82
SOCORRO	234
LINCOLN	528
DE BACA	22
CATRON	47
SANDOVAL	4,327
MORA	24
HARDING	8
LOS ALAMOS	687
CIBOLA	252
UNKNOWN COUNTY	40
<b>TOTAL</b>	<b>44,705</b>

## 7. Performance Plan Data Charts

