



2019 Highway Safety Plan

TRAFFIC SAFETY DIVISION

Susana Martinez, Governor
Tom Church, Cabinet Secretary
Governor's Representative for Highway Safety

June 2018

Table of Contents

| | |
|--|-----------|
| I. Introduction | 2 |
| II. Highway Safety Planning Process | 2 |
| III. Performance Report | 10 |
| IV. Performance Plan | 11 |
| V. Program Area Problem ID, EB Strategies, Projects and Funding | 15 |
| Alcohol/ Impaired Driving Program Plan..... | 15 |
| Occupant Protection Program Plan..... | 31 |
| Police Traffic Services Program Plan..... | 38 |
| Motorcycle Safety Program Plan | 43 |
| Pedestrian and Bicyclist Safety Program Plan | 47 |
| Media and Marketing to Support TS Programs..... | 51 |
| Traffic Records Program Plan..... | 54 |
| Driver Education and Safety Program Plan | 57 |
| Planning and Administration..... | 62 |
| VI. Strategy Selection and EB Enforcement | 65 |
| NMDOT Evidence-Based Traffic Safety Enforcement Plan..... | 65 |
| Acronyms | 71 |
| Performance Plan Data Charts | 72 |
| 405 Grants Supporting Documentation | 76 |

I. Introduction

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

As part of the ongoing process of ensuring coordination between New Mexico's HSP, Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP), TSD staff members participate in the development and updating of these plans.

New Mexico's HSP includes National Program Areas identified by NHTSA and FHWA, including Alcohol/Impaired Driving, Occupant Protection, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicyclist Safety, and Traffic Records. The NMDOT/ TSD also provide funds for Media, and Driver Education and Safety projects.

II. Highway Safety Planning Process

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

a. Highway Safety Problem Identification Process

1. Meetings and Data Review

The problem identification process was conducted primarily between February and June of 2018, and work on problem identification was a major focus of the monthly HSP meetings. NMDOT/ TSD staff reviewed data from the Fatality Analysis Reporting System (FARS), the annual New Mexico Crash Report, DWI Report and the most recent highway data. These reports provide detailed state, county and city level data, data on where and when crashes and fatalities occur, contributing factors in crashes, and who is primarily involved in these incidents. High crash locations are identified by county and city intersections, and rural highway corridors.

TSD Section Heads and Program Managers meet throughout the year with traffic safety planning participants/ partners, including community partners/ advocates, program stakeholders, and government agency representatives interested or involved in traffic safety issues. Information from these discussions and reports from Impaired Driving Workgroup and Traffic Records Committee meetings were presented at HSP planning meetings to help identify issues of concern and local problem areas.

In addition, law enforcement operational plans and sub-grantee reports were used to assist in the problem identification process. Operational plans include a presentation of current, localized data analyses that pinpoint times and locations of higher crash rates.

As part of the problem identification process, the University of New Mexico (UNM) Traffic Research Unit (TRU) made a data presentation to the NMDOT and TSD staff, and traffic safety partners. Statewide and county or city rankings data were detailed for a number of measures including: crashes, fatalities (total, rural, urban), alcohol-involved crashes, alcohol-involved fatalities, serious crash injuries, motorcyclist fatalities, pedestrian fatalities and speeding-related fatalities. TRU staff discussed any caveats of the data, and discussed how such caveats or weaknesses could potentially impact the problem identification process.

2. Determining Highest Priorities Based on Problem ID Process

Following the data presentation by the University of New Mexico Traffic Research Unit (TRU), TSD staff, traffic safety partners and TRU presenters discussed the implications of the data and developed a list of the top priority issues and areas. Priorities were determined based on the magnitude and seriousness of the problem and the consequences of non-intervention. The immediacy of the issue, economic factors, the numbers of individuals affected by the issue, and other relevant factors were discussed and considered as part of the process of determining the highest priorities.

3. Input Solicited from TS Partners

TS partners not able to attend HSP meetings were sent an email requesting their input on identifying traffic safety issues/problems. Comments received are considered.

4. Assessments

Recommendations from the most recent Impaired Driving, SFST and Traffic Records assessments are integrated into the Impaired Driving and the Traffic Records Strategic plans. Assessment recommendations are used to identify needs, and to develop strategies and projects to improve programs and outcomes.

b. Highway Safety Performance Measures and Target Setting Process

1. Meetings

Staff from the Traffic Safety and Planning Divisions, NM FHWA, and planning and data contractors conducted meetings between February and May 2018 to discuss data processes to be used for assessing performance measures data and develop PM targets for the HSP and HSIP. Target setting for the common measures, as well as the other TSD core measures, was conducted in May 2018 with TS partners, including NM FHWA staff responsible for developing the HSIP. The University of New Mexico Traffic Research Unit provided an extensive data review of the NHTSA/ GHSA core and behavioral measures and on other relevant State data. Annual data and five-year moving averages data were presented for each performance measure. Data charts included final FARS and State data for each year 2008–2015, FARS ARF and State preliminary data for 2016, preliminary or estimated State data for 2017; projections for 2018 and 2019 data points were established using an excel generated linear trend line.

In setting the 2019 HSP performance targets, TSD staff and traffic safety partners did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects (see below: b.3. Other – Review of Relevant Factors). Any variation in the targets from the data projections is detailed in the justification section for each performance measure.

2. Input Solicited from TS Partners

TSD partners were well represented at HSP performance measure meetings. Partners not able to attend HSP meetings were sent an email requesting their input on the proposed performance measures and targets. Comments received are considered.

3. Other - Review of Relevant Factors

Once the top priority issues and high-risk areas and populations were determined, Program staff and TS partners discussed issues relevant to establishing targets for the performance measures including: funding; grantee issues; policy or procedures issues; implementation issues; changes to existing or new relevant statutes resulting from the recent legislative session; prevailing or projected economic factors including the continued impact of low gas prices and the increases seen in increased travel and higher speeds on the roadways.

Discussions also included the continuing impact of environmental factors, particularly in the southeastern part of the State where the oil and gas industry continues to see increased travel on interstate and rural roadways, and increased numbers of utility and heavy load vehicles.

c. Evidence-Based Countermeasure Strategies Selection Process

1. Meetings

Between April and June, TSD program and planning staff and TS partners met during HSP, staff and other meetings to discuss and select evidence-based countermeasure strategies and projects. Participants used both the Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008 as reference documents for their discussions.

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

2. Input Solicited from TS Partners

TSD partners not able to attend HSP meetings were sent an email notification requesting their input on potential strategies and projects. Comments received are considered.

3. Determining the Potential Impact of Countermeasure Strategies

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

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

4. Identifying funds from all sources

The TSD Director met with program and budget staff to go through the process of identifying available sources of funds, determining available funds for each program area and anticipated funds for proposed projects.

Projections of NHTSA funds for the coming year were based on previous years' appropriations in each program area and anticipated carryover funds. Availability of funds for each of the program area was assessed based on NHTSA guidelines for the approved uses of each category of funds. Revenue projections of State funds were based on the previous year's actual amounts and anticipated carryover funds. Adjustments are made later in the fiscal year once actual amounts become available. State funds are used for State-mandated and other projects as well as for the 20% match for Federal funds, as required.

During the initial project proposal process, program and finance staff determined if the agency or organization requesting TSD funds has access to other funds to conduct the project. Certain agencies may receive State or other sources of funds for the administration of a project, but lack the funds for implementing activities that would address the identified traffic safety related issue.

The State actively pursues other Federal sources of funds such as from FMCSA and FHWA. The Traffic Records Program particularly works closely with FMCSA and FHWA to fund projects that further the goals of the Statewide Traffic Records Strategic Plan.

d. Participants in the Highway Safety Planning Process

- Traffic Safety Division (TSD) Director; TSD Program and Project Managers
- NHTSA – Region 6 Administrators
- NMDOT Planning and Safety Division; Traffic Technical Support Bureau; Engineering
- NM Department of Public Safety; state, city, county, tribal law enforcement agencies
- Federal Highway Administration, New Mexico
- Bureau of Indian Affairs; Various Tribes
- Department of Finance and Administration, Local Government DWI Program
- Motor Vehicle Division
- Department of Health - Emergency Medical Services and Scientific Labs Division
- Administrative Office of the Courts
- Office of the Attorney General; Traffic Safety Resource Prosecutor
- Regulation and Licensing Department
- MPOs, Mid-Region Councils of Government
- University of New Mexico – Geospatial and Population Studies Traffic Research Unit; Center for Injury Prevention Research and Education; Continuing Education
- Safer New Mexico Now, including law enforcement liaisons
- RK Venture
- Marketing Solutions
- Mothers Against Drunk Driving
- TSD Planner/ Technical Writer

e. Description and Analysis of Overall Highway Safety Problems

2014 and 2015 data are final; 2016 data are preliminary

In 2016, there were 45,071 crashes on New Mexico's roadways – 237 fewer than in 2015. Despite this decrease in crashes in 2016, there was a 35.9 percent increase in traffic fatalities (298 vs. 405). Although overall injuries were higher in 2016 compared to 2015, suspected serious (Class A) injuries decreased by just over 13 percent (1,329 vs. 1,153). The total human capital cost of the 45,071 crashes in New Mexico is estimated at \$1.6 billion. This represents the 2016 value of human capital costs for 361 fatal crashes and 44,710 non-fatal crashes.

Bernalillo, Doña Ana, Santa Fe, San Juan and Sandoval counties had the highest number of total crashes, while Bernalillo, Chavez and Curry had the highest crash rates per vehicle miles traveled.

In 2016, Bernalillo, San Juan, Doña Ana, Santa Fe, McKinley and Cibola counties had the highest number of fatalities in crashes with 53.8 percent of the State's total. Fortunately, preliminary 2017 State data shows an estimated 7 percent decrease in crash fatalities compared to 2016, with Bernalillo, San Juan, Doña Ana, McKinley and Eddy counties accounting for 53.7 percent of these fatalities.

A large majority of crashes occurred on urban roadways (85.1%), but 54.4 percent of crash-related fatalities occurred on rural roadways. Rollover crashes accounted for 45.9 percent of rural Interstate fatalities and 38.4 percent of rural non-Interstate fatalities.

2016 data show that the top counties for serious (Class A) injuries were Bernalillo, Doña Ana, San Juan, Santa Fe, Chavez, Sandoval and Valencia. These seven counties accounted for 75.3 percent of all serious injuries in crashes.

Fatalities in 2016 were high, in part, because of a greater number of fatalities per crash. In 2015 there was only 1 crash that resulted in three fatalities, while in 2016 there were 6 of these crashes. There were also two crashes in 2016 with four fatalities each, compared to none in 2015.

Although the percentage of alcohol-involved crashes is at its lowest level in the past five years (4.6%), alcohol-involved crash fatalities increased by 38 percent in 2016 from 2015, and the fatality rate is at the highest level in the past five years. The largest increases in fatalities in alcohol-involved crashes occurred in Bernalillo, Doña Ana, Luna, Sandoval, San Juan, San Miguel, Santa Fe and Torrance counties.

In 2016, 28 percent of fatalities involved an alcohol-impaired (BAC .08 and above) driver. Counties highest for alcohol-impaired fatalities were Bernalillo, San Juan, Doña Ana, Santa Fe and McKinley. In 2016, in DWI arrests where BAC levels were known, 87.2 percent had levels above .08 (14.1% more than in 2015); 52.5 percent had BAC levels of .16 and above (7.9% more than in 2015).

As of December 2017, of 10,344 DWI arrest cases in 2016, just over 53.5 percent resulted in a conviction, 14.6 percent resulted in a dismissal and 31.8 percent were awaiting disposition.

In 2016, there were 31.0 DWI convictions per 10,000 New Mexico residents. Counties with higher conviction rates than the overall State rate included San Juan (78.5), McKinley (43.8), Lea (40.7), Eddy (38.5), Chaves (35.2), Sandoval (33.4) and Santa Fe (31.6). Repeat DWI arrests have declined by 25.1 percent since 2012, and the number of repeat DWI convictions has decreased by 36.1 percent since 2012.

2016 data show unrestrained occupant fatalities increased by 27.8 percent from 2015; 45.6 percent of unbelted fatalities occurred on rural non-interstate roads, 36.1 percent on urban roads, and 18.4 percent on rural interstate roads.

In 2016, speeding-related fatalities declined by 14.7 percent from 2015. Drivers under age 30 accounted for 44.4 percent of speeding drivers in crashes.

After falling by 17.4 percent in 2015 from 2014, motorcyclist fatalities are showing a 19.5 percent increase in 2016; unhelmeted fatalities increased by 9.5 percent. Bernalillo County, by far, has the highest number of motorcyclist fatalities.

After a 25.7 percent decrease in 2015 from 2014, pedestrian fatalities increased by 40 percent according to 2016 data. Bernalillo, San Juan, McKinley, Doña Ana and Rio Arriba counties had the highest number of pedestrian fatalities overall. Of all pedestrians in alcohol-involved crashes, 89.6 percent were under the influence of alcohol. Three counties – Bernalillo, McKinley, and San Juan – accounted for 78.7 percent of alcohol-involved pedestrian crashes.

The teen (ages 15-19) driver crash rate (per 1,000 NM licensed teen drivers) is at its highest level in the past five years, at 126.5. The young adult (ages 20-24) driver crash rate is at its highest level in the past five years, at 78.8. Despite the overall high crash rate, under age 21 drivers in fatal crashes continue to decline and dropped by 12.5 percent between 2015 and 2016.

Identified Focus Areas

High-Risk Locations: Bernalillo, Doña Ana, San Juan, Santa Fe, McKinley, Cibola counties;

Crashes: Urban Locations; Crash Fatalities: Rural Locations

High-Risk Persons/ Activities: Pedestrians; Unhelmeted Motorcyclists; Teens & Young Adults

High-Risk Activities: Alcohol/High BAC; Unrestrained Vehicle Occupants; Speeding

f. Solicitation of Proposals and Project Selection Processes

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

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

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

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

g. Information and Data Sources Consulted

Federal : Fatality Analysis Reporting System (FARS); NHTSA Countermeasures That Work, 8th Edition; Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008; NHTSA Traffic Safety Performance Measures for States and Federal Agencies; GHSA Guidance for Developing Highway Safety Plans, May 2017 update; FMCSA and FHWA traffic-related statistics; and US Census Bureau population statistics.

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

Crash and Fatality Reports: Using data analysis and data linkage techniques, the University of New Mexico TRU combines crash records, highway data, driver records, geographic information and census data to produce annual statewide crash and DWI reports. TRU also makes available, via its website, monthly statewide, county and NMDOT district fatality reports; community crash profile reports; and State, county and community crash maps.

Driver and Vehicle Data Systems: New Mexico's Motor Vehicle Division (MVD) maintains the State's comprehensive driver and vehicle databases. The MVD has implemented a new Tapestry driver and vehicle integrated system. The implementation of the Tapestry system addresses many of the recommendations addressed in the latest State Traffic Records Assessment.

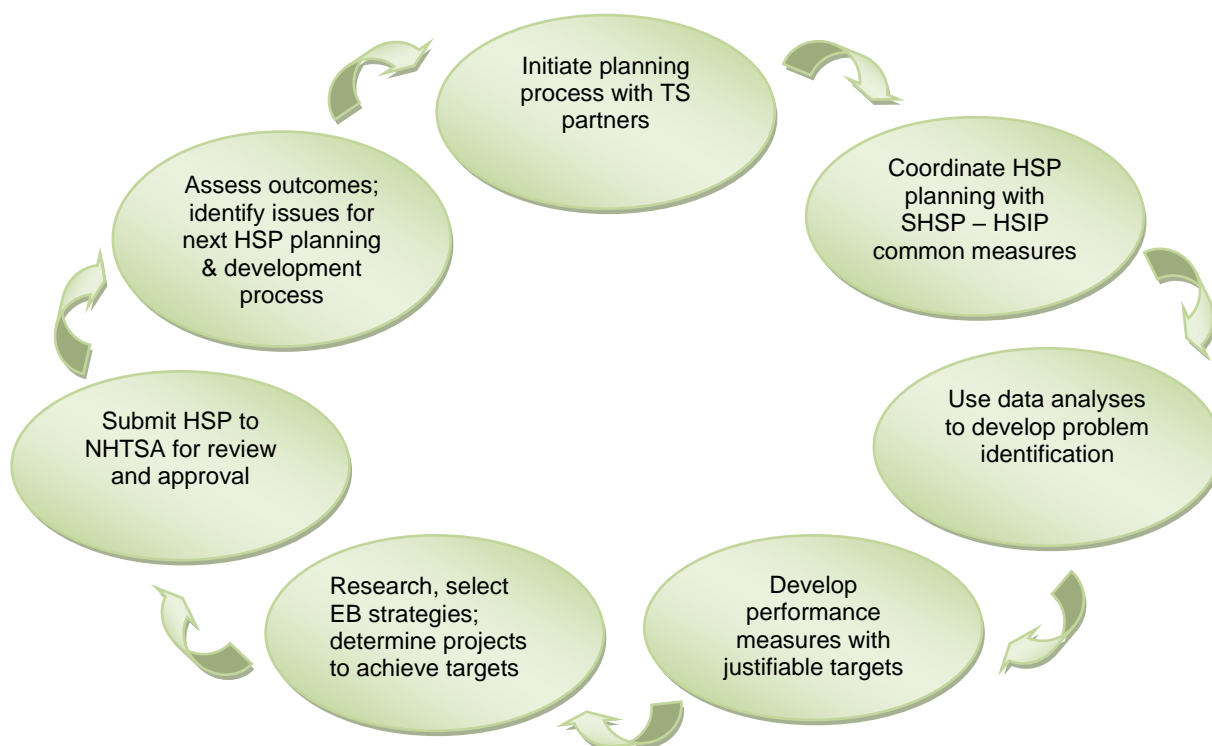
The driver module compiles driver records that include citations and convictions, driver education and improvement course information, court abstracts, penalty assessments from law enforcement, sanctions from other jurisdictions, notices of suspension or revocations, medical reports, clearances from courts and other jurisdictions, and fees paid. The vehicle title and registration module contains field edit and validation checks to ensure data is accurate, and VINs are decoded to validate vehicle information. Tapestry's NMVTIS real time integration is fully complete and uses all facets of the database including title number verification and NCIC stolen vehicle and branding checks.

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

Roadway Data System: NMDOT's Roadway Data System provides information on roadway usage, vehicle miles traveled, speed monitoring and road characteristics. The State is currently updating their roadway data system to the FHWA-sponsored All Roads Network of Linear Referenced Data (ARNOLD). The ARNOLD Phase I and Phase II projects encompassed the development of the geo-spatial representation of the NMDOT Linear Reference System to include the national highway system, State-owned and maintained roads, local roads, and Federal roads. NMDOT now has geo-spatial representation on 53,599 miles of roadway that previously only had a tabular representation.

Other Data/ Information Sources: Program/project sub-grantee reports and operational plans, NM Seatbelt Observation surveys, statewide injury surveillance system, Attitude and Awareness Survey on Highway Safety Issues in New Mexico (via MVD customer surveys), NM State Police data, and statewide or local assessments.

Planning Process Flowchart



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

NMDOT staff involved in the HSP, the SHSP and the HSIP participated in numerous planning and development meetings including those focused on data collection, problem identification and information systems. The HSP, SHSP and HSIP development teams review roadway, crash and other traffic and traffic safety related data to assist in the identification of high priority issues.

To coordinate the development of common measure targets for the FFY19 HSP and the annual HSIP, staff from the Traffic Safety and Planning Divisions, NM FHWA, and data and planning contractors held meetings in March, April and May 2018. Ten years of annual and five-year moving average data was reviewed for each of the common measures, and included preliminary data for 2016, preliminary or projected data for 2017 and projected data for 2018 and 2019. Participants discussed the projected annual and five-year average targets and any factors that would support selection of alternate projected targets. Participants then came to agreement on 2019 performance targets for the three common measures for the HSP and HSIP.

III. Performance Report

All core measure data presented is based on 5-year rolling averages; Behavioral measure is annual data

Common Core Measures

All core measure data presented is based on 5-year rolling averages; Behavioral measure is annual data

| | Performance Measure | 2015 Baseline | 2018 HSP Target | 2018 Projected Data | Difference (Projected vs. 2018 Target) | Status |
|-----|---|---------------|-----------------|---------------------|--|-------------|
| C1 | Limit the Increase - Total Fatalities | 342.2 | 364.1 | 369.4 | +5.3 | In Progress |
| C2 | Reduce Serious Injuries | 1,445.0 | 1,219.4 | 1,149.9 | -69.5 | In Progress |
| C3 | Limit the Increase - Fatality Rate | 1.326 | 1.330 | 1.344 | +0.014 | In Progress |
| C4 | Limit the Increase - Unrestrained Occupant Fatalities | 99 | 107 | 111 | +4 | In Progress |
| C5 | Limit the Increase – Alcohol-impaired Fatalities | 103 | 125 | 115 | -10 | In Progress |
| C6 | Reduce Speeding-related Fatalities | 131 | 125 | 139 | +14 | In Progress |
| C7 | Reduce Motorcyclist Fatalities | 47 | 42 | 46 | +4 | In Progress |
| C8 | Reduce Unhelmeted MC Fatalities | 31 | 30 | 27 | -3 | In Progress |
| C9 | Reduce Under-21 Drivers in Fatal Crashes | 39 | 33 | 45 | +12 | In Progress |
| C10 | Limit the Increase – Pedestrian Fatalities | 56 | 74 | 72 | -2 | In Progress |
| C11 | Maintain Bicyclist Fatalities | 5 | 5 | 4 | -1 | In Progress |
| B1 | Increase Seatbelt Use Percent | 92 | 93 | 92 | -1% | In Progress |

State Measures

| | Performance Measure | 2018 HSP Target | 2018 Projected Data | Difference (Projected vs. 2018 Target) | Status |
|----|---|-----------------|---------------------|--|-------------|
| S1 | Maintain A&A Survey Respondents Reporting Hearing/ Seeing TS Safety Messaging | 80% | N/A* | N/A* | N/A* |
| S2 | Fatalities in Distracted Driving Crashes | 146 | 158 | +12 | In Progress |

| | Performance Measure 4/1/2016-3/31/2017 to 4/1/2017-3/31/2018 | 2018 HSP Target | 2018 Preliminary State Data | Difference Preliminary vs. 2018 Target | Status |
|----|---|-----------------|-----------------------------|--|----------|
| S3 | TraCS Crash Reports Transferred to Crash Database via TraCS | 55% | 52% | 3% | Improved |
| S4 | Increase the % of Standardized Officer ID Numbers in the Crash Database from 0 to 40 | 40% | 52% | 12% | Achieved |
| S5 | Increase the Number of Corrections to Vehicle Body Style in Crash Database from 7,641 to 10,000 | 10,000 | 8,687 | 1,313 | Achieved |

*N/A - not available

IV. Performance Plan

NHTSA CORE MEASURES

Core measure data presented are based on 5-year averages or on annual data. The behavioral measure is annual data. 2016 data are preliminary; 2017 data are preliminary or projected; 2018 and 2019 data are based on a linear projection (best fit straight line). 2016 fatality rates are based on State VMT data as FARS 2016 fatality rates are not yet available. Data charts are on pages 72-75.

C1: Total Traffic Fatalities – Common Measure

| | | | |
|-----------------|-------|-----------------|-----------|
| Baseline Value: | 352.6 | Baseline Years: | 2012-2016 |
| Target Value: | 375.0 | Target Years: | 2015-2019 |

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

C2: Total Serious Injuries – Common Measure

| | | | |
|-----------------|---------|-----------------|-----------|
| Baseline Value: | 1,333.8 | Baseline Years: | 2012-2016 |
| Target Value: | 1,100.0 | Target Years: | 2015-2019 |

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

C3: Fatalities per 100M VMT – Common Measure

| | | | |
|-----------------|-------|-----------------|-----------|
| Baseline Value: | 1.343 | Baseline Years: | 2012-2016 |
| Target Value: | 1.318 | Target Years: | 2015-2019 |

| | | | | |
|-------|---------------|-------|---------------|-----------|
| Urban | Target Value: | 1.381 | Target Years: | 2015-2019 |
| Rural | Target Value: | 1.255 | Target Years: | 2015-2019 |

Justification: Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target. Five-year average 2019 projections for urban and rural fatality rates are determined to be achievable targets.

C4: Unrestrained Vehicle Occupant Fatalities

| | | | |
|-----------------|-----|-----------------|-----------|
| Baseline Value: | 105 | Baseline Years: | 2012-2016 |
| Target Value: | 116 | Target Years: | 2015-2019 |

Justification: Five-year average unrestrained occupant fatalities rose in 2016, and the trend line indicates a continued rise in these fatalities. The State has determined the five-year average projection as achievable in 2019.

C5: Alcohol-impaired Fatalities

| | | | |
|-----------------|-----|-----------------|------|
| Baseline Value: | 118 | Baseline Years: | 2016 |
| Target Value: | 125 | Target Years: | 2019 |

Justification: Annual alcohol-impaired fatalities fell by 9.6 percent between 2011 and 2015, but these fatalities rose again in 2016. Projections for 2018 and 2019 indicate further increases, but the State has chosen a moderately lower fatality target than the projected data indicate.

C6: Speeding-related Fatalities

| | | | |
|-----------------|-----|-----------------|-----------|
| Baseline Value: | 130 | Baseline Years: | 2012-2016 |
| Target Value: | 143 | Target Years: | 2015-2019 |

Justification: Five-year average speeding-related fatalities have been declining since 2014, but preliminary 2017 data indicate a rise in these fatalities, as do the projected data. The State determines that the 2019 five-year projection is achievable.

C7: Motorcyclist Fatalities

| | | | |
|-----------------|----|-----------------|-----------|
| Baseline Value: | 47 | Baseline Years: | 2012-2016 |
| Target Value: | 45 | Target Years: | 2015-2019 |

Justification: Five-year average motorcyclist fatality data indicate motorcyclist fatalities remained steady between 2015 and 2016, and projected data indicate the number of fatalities declining in 2019. The State determines that the five-year projection is achievable in 2019.

C8: Unhelmeted Motorcyclist Fatalities

| | | | |
|-----------------|----|-----------------|-----------|
| Baseline Value: | 27 | Baseline Years: | 2012-2016 |
| Target Value: | 27 | Target Years: | 2015-2019 |

Justification: Five-year unhelmeted motorcyclist fatality data indicate a relatively steady decline in fatalities from a high of 41 in 2011 and 2012. Based on five-year averages, over the past four years, between 57 and 66 percent of motorcyclist fatalities have been unhelmeted. The State has determined to set its 2019 target for unhelmeted fatalities at 60 percent of anticipated motorcyclist fatalities.

C9: Under-21 Drivers in Fatal Crashes

| | | | |
|-----------------|----|-----------------|-----------|
| Baseline Value: | 42 | Baseline Years: | 2012-2016 |
| Target Value: | 48 | Target Years: | 2015-2019 |

Justification: After steadily declining between 2012 and 2015, these fatalities have begun increasing. Preliminary and projected data indicate increases over the next three years; however given the State's focus on driver education and distracted driving issues, the State has determined the five-year target as achievable in 2019.

C10: Pedestrian Fatalities

| | | | |
|-----------------|----|-----------------|-----------|
| Baseline Value: | 62 | Baseline Years: | 2012-2016 |
| Target Value: | 75 | Target Years: | 2015-2019 |

Justification: Five-year average data show that pedestrian fatalities rose by 48 percent between 2012 and 2016, following trends seen in many other states. Pedestrian fatalities are expected to continue rising, and the State is projecting a slightly higher target than the five-year average, but a smaller year-to-year increase than in previous years.

C11: Bicyclist Fatalities

| | | | |
|-----------------|---|-----------------|-----------|
| Baseline Value: | 5 | Baseline Years: | 2012-2016 |
| Target Value: | 4 | Target Years: | 2015-2019 |

Justification: Five-year average data indicate the State can anticipate a lower number of bicyclist fatalities in 2019 than in the two previous years, but with the number of bicyclists and bicyclist events increasing, and the increased impact of alcohol-impaired bicyclists, the State has determined to maintain its target at the same level as in the two previous years.

B1: Seatbelt Use Percentage

| | | | |
|-----------------|------|----------------|------|
| Baseline Value: | 91.5 | Baseline Year: | 2017 |
| Target Value: | 92 | Target Year: | 2019 |

Justification: New Mexico's observed seatbelt use percentage has remained above 90 percent since 2011. After declining by 1 percent between 2015 and 2016, the State determines it can maintain its seatbelt use at 92 percent in 2019.

ACTIVITY MEASURES – FFY17

A1: Number of seatbelt citations issued during grant-funded enforcement activities: 9,582

A2: Number of impaired driving arrests made during grant-funded enforcement activities: 1,947

A3: Number of speeding citations issued during grant-funded enforcement activities: 40,693

STATE MEASURES

Public Information

Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information campaign messages/slogans at or above 80 percent in 2019. (State) (Annual)

Driver Education

Reduce the number of fatalities in distracted driving crashes from 159 in 2016 to 154 by December 31, 2019. (State) (5-year averages)

Traffic Records

Increase the number of VIN-based, batch corrections to vehicle manufacturer initially in the crash database with missing or invalid vehicle manufacturer from 0 vehicle record corrections in 4/1/2017 to 3/31/2018 to 1,000 vehicle record corrections in 4/1/2018 to 3/31/2019. (State) (Annual)

Planning and Administration

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

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

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

Alcohol/ Impaired Driving Program Plan

A major focus of New Mexico's Highway Safety Plan is to reduce alcohol/impaired driving (ID) crashes, fatalities and injuries. The Traffic Safety Division (TSD) has adopted a performance-based, evidenced-based, data-driven enforcement program designed to influence ID behavior. ID enforcement operations involve State, city, county and tribal law enforcement agencies and are coordinated with high-visibility media and public awareness activities.

Unfortunately, in New Mexico many law enforcement agencies are experiencing high rates of turn-over and are finding it difficult to maintain an optimal number of law enforcement officers for their jurisdictions. Given this situation, it can be difficult for agencies to commit their limited number of officers to work overtime on TSD grant-funded enforcement activities.

Program Area Problem Identification

In 2016, there were 2,073 alcohol-involved crashes*, 171 fatalities and 176 serious injuries; 42.2 percent of all crash fatalities were alcohol-involved.

Although the number of alcohol-involved crashes increased from 2015, the percentage of alcohol-involved crashes out of all crashes is at its lowest level in the past five years (4.6%). Alcohol-involved fatal crashes increased by 44.7 percent, while serious injury crashes decreased by 21.8 percent.

The top five counties for fatalities and serious injuries in alcohol-involved crashes were Bernalillo, San Juan, McKinley, Santa Fe and Doña Ana. These counties accounted for 66.6 percent of all alcohol-involved fatalities and serious injuries.

Fatalities in alcohol-involved crashes increased in 2016 from 2015 in both urban and rural areas, but the increase was greater in rural areas (51% vs. 36%).

Preliminary 2017 data indicate a 15.2 percent decrease in alcohol-involved fatalities compared to 2016. Counties showing the highest number of decreases in these fatalities in 2017 include: Bernalillo (-13), Rio Arriba (-8), Luna (-4), and Torrance (-4); counties showing the highest increases include: McKinley (+10), Otero (+3) and Valencia (+3).

In 2016, the number of alcohol-impaired (.08 and above) fatalities increased by 20 percent from 2015, and accounted for 29 percent of all crash fatalities.

Males were 2.4 times more likely than females to be an alcohol-involved driver in a crash.

The alcohol-involved driver crash rate for drivers under age 21 rose in 2016 to 2.12 from 1.81 in 2015; the rate of alcohol-involved New Mexico teen drivers (age 15-19) in crashes rose from 1.65 in 2015 to 2.02 in 2016. In 2016, drivers ages 20-39 were 62 percent of alcohol-involved drivers in crashes.

The number and rate of teen and under-21 drivers in alcohol-involved crashes rose in 2016 from 2015. The rise is particularly among female teen and under-21 drivers. The number of female teen drivers in alcohol-involved crashes more than doubled in 2016 from 2015. The number of female under-21 drivers in alcohol-involved crashes rose by 45.4 percent.

In 2016, there were more alcohol-involved crashes and fatal alcohol-involved crashes on Fridays, Saturdays and Sundays, with Saturday being the day with the highest number of alcohol-involved crashes and fatal alcohol-involved crashes. The peak hour for alcohol-involved crashes is from 8 p.m. to 9 p.m., but in general, alcohol-involved crashes increase at 5 p.m. and are sustained at high levels through midnight. On Friday and Saturday nights, most alcohol-involved crashes occur between 5 p.m. and 3 a.m.

In 2016, there were 31 drug-involved fatal crashes compared to 10 in 2015, with 33 people killed compared to 10 in 2015. Drug-involved crashes (where alcohol is not involved) accounted for 0.6 percent of all crashes.

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

Identified Focus Areas

- High-Risk Locations: Bernalillo, San Juan, McKinley, Santa Fe and Doña Ana counties
- High-Risk Demographic: Males 20-39, Females under age 21
- High-Risk Times: Friday-Sunday; 5 p.m. to 12 a.m.

Performance Measure Targets

C5: Alcohol-impaired Fatalities

| | | | |
|-----------------|-----|-----------------|------|
| Baseline Value: | 118 | Baseline Years: | 2016 |
| Target Value: | 125 | Target Years: | 2019 |

Justification: Annual alcohol-impaired fatalities fell by 9.6 percent between 2011 and 2015, but these fatalities rose again in 2016. Projections for 2018 and 2019 indicate further increases, but the State has chosen a moderately lower fatality target than the projected data indicate.

State: Public Information

S1: Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information campaign messages/slogans at or above 80 percent in 2019. (State) (Annual)

Justification: The State maintains high levels of public information media and education efforts in support of its enforcement activities, and anticipates maintaining wide-spread recognition of its campaign messages and slogans.

Rationale for Selected Countermeasure Strategies

Alcohol/Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing traffic safety issues. Strategies are based primarily on high-visibility and sustained enforcement combined with outreach and media, law enforcement training, and support of the judiciary.

The following strategies align with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – Enforcement and Training

The NMDOT/TSD manages a performance-based, evidenced-based, data-driven enforcement program designed to influence alcohol/impaired driving behavior. Enforcement of DWI laws is essential to reducing crashes, fatalities and injuries due to impaired driving. In FFY17, TSD high-visibility enforcement projects utilizing both Federal and State funds resulted in over 1,900 DWI arrests.

Annually, over 45 city, county, State and tribal law enforcement agencies participate in a variety of *ENDWI* enforcement activities including special statewide mobilizations called Superblitz (impaired driving and occupant protection combined enforcement) and in ongoing, local sustained enforcement. In support of National initiatives, New Mexico plans to participate in a number of NHTSA National campaigns including:

- Drive Sober or Get Pulled Over Crackdown (Holiday Season)
- Drive Sober or Get Pulled Over National Enforcement Crackdown (August)
- Drive Sober or Get Pulled Over Crackdown (Fourth of July)

These activities coincide with the NMDOT statewide *ENDWI* enforcement activities. A press conference is conducted prior to the statewide mobilizations with participation by State, county and local officials. Statewide activities are paired with high-visibility media campaigns (*detailed in Strategy 2, below*).

Three TSD-funded law enforcement liaisons provide technical assistance and critical support to grant-funded law enforcement agencies to ensure their on-going participation in TSD enforcement operations. Utilizing law enforcement operational plans, the TSD works with law enforcement agencies to focus their activities in identified, high crash, high-risk locations. High risk areas are identified based on an analysis of the previous year's citation data, and the previous three years' crash and fatality data. Funds are generally allocated to agencies based on this analysis, as well as other factors including agency available manpower, agency location and size, and the agency's ability to expend the funds during the contract period. Fund distribution between 164 and 402 funds is determined on an agency-based analysis of past three years' grants expenditures in each of these fund sources.

The TSD utilizes an e-grants system for grant-funded law enforcement agencies participating in *ENDWI* activities. The e-grants system facilitates the review of law enforcement operations and helps identify the need for any adjustments to operational plans. Phase Two system enhancements to incorporate CDWI, Education and Enforcement and other contracts and grants were partially implemented in FFY18 and will continue to be implemented in FFY19.

To increase the likelihood that arrests will lead to prosecution and convictions, law enforcement officers receive training in Standardized Field Sobriety Testing (SFST), DWI Checkpoints, Drug Recognition Expert (DRE), Advanced Roadside Driving Impairment Enforcement (ARIDE) and other impaired driving courses, including courses regarding DWI prosecution, BAC testing and other legal issues.

In FFY19, New Mexico will continue its law enforcement efforts to reduce death and injury due to impaired driving, especially in areas of the State with the highest incidence, and to increase the capacity of law enforcement to arrest and detain DWI offenders by:

- a) contracting with law enforcement agencies to participate in statewide *ENDWI* operations across the State including sobriety checkpoints and DWI-directed patrols, Superblitz/Miniblitz campaigns, and the Holiday Season and August National Crackdown enforcement campaigns to ensure coverage of at least 85 percent of the State
- b) providing SFST, DRE, ARIDE and other training opportunities so law enforcement officers are current on all necessary certifications and to improve their ability to identify impaired drivers
- c) working cooperatively with New Mexico tribes and the Navajo Nation to reduce death and injury due to DWI, and to identify problems in arresting and adjudicating DWI offenders

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

(Countermeasures That Work, 8th Edition, 2015: Chapter 1, Alcohol- and Drug-Impaired Driving: Sections 2.1 Publicized Sobriety Checkpoints; 2.2 Publicized Saturation Patrol Programs; 2.3 Preliminary Breath Test Devices; 2.4 Passive Alcohol Sensors; 7.1 Enforcement of Drug-Impaired Driving. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy – Prosecution and Adjudication

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

Currently, there are nine DWI/ Drug Courts in New Mexico that focus on DWI cases, and there are another 42 drug court programs (adult, juvenile, family dependency) that handle a broader range of drug-involved cases. These courts operate in 27 of New Mexico's 33 counties at District, Metropolitan and Magistrate court levels. The NMDOT funds a contract with the Administrative Office of the Courts to provide funding to support seven of the nine DWI/ Drug Courts.

DWI/ Drug courts are grounded in evidence-based practices and are less expensive than incarceration of the offender. Conservative estimates by researchers show that for every \$1 invested in Drug Court, the justice system saves \$3.36. The community saves up to \$12 (per \$1 investment) on reduced emergency room visits and other medical care, foster care and property loss. In FFY17, New Mexico's DWI Court graduate recidivism rate was 8.36 percent, and the average NM Drug Court graduate recidivism rate was 12.62 percent (three years post program completion) while the average New Mexico Corrections Department's re-incarceration rate was 44.6 percent.

In FFY19, NMDOT will continue to fund a contract to monitor, gather information and report on impaired driving court cases utilizing a court monitoring information storage system. Cases will primarily be from courts in the State's counties with the highest number of DWI arrests and fatalities. Case, charge, arraignment, pretrial, and sanction information will be collected. Court, judge, district attorney and defense counsel information will be documented, as well as comparisons to impaired driving sanctions in other jurisdictions in the State. The project will identify instances of generous plea bargains, lenient sentencing, and low bond amounts in an effort to pinpoint where the judicial process can be strengthened. Supervised probation of convicted DWI offenders projects will again be funded in FFY19.

The NMDOT provides funds for a traffic safety resource prosecutor (TSRP) and staff assistant to provide judicial education, training and technical support to judges, prosecutors and law enforcement agencies to improve their knowledge about impaired driving laws, including minimum mandatory sanctions, ignition interlock laws and other sentencing guidelines. The positions are housed under the New Mexico Attorney General's office. In response to an administrative recommendation from the most recent SFST Assessment, NMDOT will provide funds for an ALR hearing prosecution attorney to provide State representation at ALR hearings in counties with an identified need.

In FFY19, New Mexico will support efforts to improve judicial outcomes, particularly in DWI cases by:

- a) funding DWI/ Drug Courts
- b) funding a court monitoring project, a traffic safety resource prosecutor, and an ALR hearing prosecution attorney
- c) providing education on DWI issues including arrest, adjudication, sentencing, screening, treatment, ignition interlock requirements and new developments in the law
- d) funding a supervised probation program for high-risk DWI offenders

(Countermeasures That Work, 8th Edition, 2015: Chapter 1, Alcohol- and Drug-Impaired Driving: Sections 3.1 DWI Courts; 3.2 Limits on Diversion and Plea Agreements; 3.3 Court Monitoring; 3.4 Sanctions; 4.1 Alcohol Problem Assessment and Treatment; 4.3 Vehicle and License Plate Sanctions; 4.4 DWI Offender Monitoring. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7. NHTSA Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 8 - Impaired Driving; III. Criminal Justice System: E. Adjudication)

Strategy – Communications and Outreach, and Prevention Education

Communications and outreach strategies are essential components of programs seeking to inform the public of the dangers of impaired driving. In New Mexico, all statewide alcohol/impaired driving enforcement campaigns including *ENDWI*, Superblitz, Christmas/ New Year Holiday, St Patrick's Day, Cinco de Mayo and Fourth of July, and participation in the NHTSA National Drive Sober or Get Pulled Over enforcement campaign, are paired with high-visibility media campaigns that highlight the consequences of drinking and driving to individuals, families and communities at-large. Primary campaign messages are New Mexico's *ENDWI*-based messaging or the National campaign slogan - Drive Sober or Get Pulled Over. Media includes television and radio spots in English and Spanish, and outdoor messaging via billboards. A press conference 'kicks-off' each statewide campaign with participation by State, county and local officials. Earned media is obtained for any paid media for these events. All paid media services are assessed by matching the target markets and target population to the number of spots run, the target reach percentage, the frequency of the airings and the gross rating percentage of each spot. Nielson and Arbitron ratings are used to estimate the size of the target populations. For more information on Alcohol/Impaired Driving media, see the Media and Marketing Section on pages 51-53.

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

In FFY19, New Mexico will support DWI media and public Information dissemination by:

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

(Countermeasures That Work, 8th Edition, 2015: Chapter 1, Alcohol- and Drug-Impaired Driving: Section 5.2 Mass Media Campaigns. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy – Alcohol Interlocks

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

New Mexico law mandates an ignition interlock license and the installation of the device for anyone in the State convicted of a DWI. This includes first-time DWI offenders. The NMDOT/ TSD are responsible for the

licensing and certification of ignition interlock providers. TSD staff members monitor, investigate and resolve complaints and respond to calls for information about ignition interlock requirements from the public, service providers and other government agencies.

Currently there are 10 manufacturers distributing interlocks in New Mexico with a total of 60 service centers, 121 installers and 64 service technicians. Ignition interlock service is available in 26 cities in New Mexico, with five additional locations providing mobile service. To date in FFY18, there are over 12,000 individuals with interlock devices installed in their vehicles.

TSD also administers a legislatively mandated ignition interlock indigent fund to provide a subsidy to indigent offenders required to install an interlock device in their vehicles. At the end of FFY17 there were 1,281 active approved indigent clients eligible for indigent benefits.

In FFY19, New Mexico will maintain the Ignition Interlock Program and Ignition Interlock Indigent Fund by:

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

(Countermeasures That Work, 8th Edition, 2015: Chapter 1, Alcohol- and Drug-Impaired Driving: Section 4.2 Alcohol Ignition Interlocks. Transportation Research Board's National Cooperative Highway Research Program Rpt 622, 2008: Chapters 2-7.)

Strategy – Underage Drinking and Underage Alcohol-Involved Driving Prevention

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

In New Mexico, it is a fourth-degree felony for any person to sell, serve, give, buy or deliver alcohol to a minor, or to assist a minor to buy, procure or be served alcohol. New Mexico law imposes severe penalties on alcohol retailers who sell alcohol to minors. These penalties include suspension and revocation of liquor licenses. The Special Investigative Division (SID) of the State Police coordinates an Underage Drinking Enforcement and Training Project designed to significantly increase enforcement of liquor control laws to reduce youth access to alcohol, thereby reducing underage drinking, and underage drinking and driving.

NMDOT/ TSD funds evidence-based UAD prevention projects and coordinates with other agencies and partners to reduce the incidence of drinking by youths under age 21. Prevention of underage drinking is aimed at reducing young persons' risk of using alcohol and/or increasing factors that help protect them against alcohol use.

In FFY19, New Mexico will collaborate on and provide resources for new and ongoing DWI and underage drinking prevention initiatives by:

- a) developing and supporting underage drinking prevention programs statewide for youths under age 21 to delay the age of onset and reduce binge drinking
- b) coordinating the activities and resources of DWI and youth prevention programs to help lower the number of alcohol-related fatal and serious injury crashes involving 15-20 year olds

- c) funding and coordinating underage drinking enforcement efforts with law enforcement agencies
- d) managing contracts and funding of projects to sustain DWI and underage drinking prevention efforts at the local community level for youths under age 21

(Countermeasures That Work, 8th Edition, 2013: Chapter 1, Alcohol- and Drug-Impaired Driving: Sections 6.1 Minimum Legal Drinking Age 21 Laws; 6.2 Zero-Tolerance Law Enforcement; 6.3 Alcohol Vendor Compliance Checks; 6.4 Other Minimum Drinking Age 21 Law Enforcement; 6.5 Youth Programs. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Assessment of Overall Projected TS Impacts

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

In addition to high-visibility law enforcement and media, aggressive prosecution and adjudication of DWI offenders and a comprehensive ignition interlock program are the strategies most likely to impact changes in impaired driving behavior, and thereby, reduce unnecessary deaths and injuries. Training of law enforcement officers improves their ability to identify and arrest impaired drivers. Training of prosecutors improves their knowledge about impaired driving laws, including minimum mandatory sanctions, ignition interlock use and other sentencing guidelines. TSD also provides funding for training for BAC and other drug testing, DRE, ARIDE and SFST trainings and enforcement of underage drinking laws.

Program Component Linkages

The Alcohol/ID Program problem identification data pinpoint the high-risk counties, demographic and times for alcohol and drug involved crashes, fatalities and serious injuries. The performance target of limiting the increase in alcohol-impaired fatalities in FFY19 to 6 percent from 2016 will assist the State in assessing the overall impact of its planned countermeasures strategies and projects. The rise in alcohol-impaired fatalities is likely the result of a number of factors including higher rates of travel due to an improving economy and law enforcement capacity limitations in some areas of the State.

The planned countermeasure strategies have been shown to be among the most effective methods for reducing impaired driving and its consequences. Enforcement and high-visibility media activities are supported by other projects such as ignition interlock, DWI courts and supervised probation that focus on preventing recidivism among high-risk offenders. Law enforcement training, court monitoring, and judicial education and outreach increase the likelihood of successful prosecution and adjudication of impaired driving offenders. These projects account for 95% of Federal funds in the Alcohol/ID Program Plan.

Alcohol/Impaired Driving Program countermeasure projects are estimated to reach at least 85 percent of the State's population. The State will continue to focus on implementing the planned strategies and projects, and is confident that proposed levels of funding and activities will produce positive results for the Program and allow the State to achieve its performance targets.

Planned Federal Funding

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|--------------------------------------|--------------------------------------|----------------|
| 19-AL-64-P01 | Alcohol/Impaired Driving Enforcement | 164AL | 1,700,000 |
| 19-ID-05d-P01 | | 405d | 791,000 |
| Funds overtime enforcement for checkpoints and DWI-directed enforcement patrols for the Alcohol/Impaired Driving Program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 48 agencies statewide and a minimum 85% of the State's population. Total Project Funds = \$2,491,000 | | | |
| Intended Subrecipient: Law Enforcement Agencies | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: 164AL:None; 405d:158,200 | | Estimated Local Benefit: 1,700,000 | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|----------------------------------|--------------------------------------|----------------|
| 19-AL-64-P02 | DWI Task Force – McKinley County | 164AL | 485,000 |
| 19-AL-RF-P01 | | 20100 | 23,000 |
| Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and other overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, Navajo Nation PD, Zuni PD and Ramah-Navajo PD. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project. Funds are provided for a half-time prosecutor focused on DWI cases in both State and tribal courts, including cases submitted by Task Force agencies, a full-time Task Force supervisor and a full-time officer dedicated to enforcement of DWI laws. Total Project Funds = \$508,000 | | | |
| Intended Subrecipient: McKinley County DWI Task Force | | Staff Oversight: Cora Anaya | |
| Estimated Match Amount: None | | Estimated Local Benefit: 485,000 | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|--|--------------------------------------|---------------|
| 19-AL-64-P03 | Alcohol Sales Compliance/DWI Warrant Enforcement | 164AL | 150,000 |
| Provides overtime funds to the NM Department of Public Safety (NMDPS) for Special Investigations Unit (SIU) to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order. Provides overtime funds to the SIU to conduct compliance checks at establishments serving or selling alcohol and to conduct underage enforcement sting operations. The SIU focuses on enforcing New Mexico's 4th-degree felony law against providing or purchasing alcohol for minors. In New Mexico, on a third offense of sale of liquor to a minor, the liquor establishment is fined \$10,000, and the liquor license is revoked. Total Project Funds = \$150,000 | | | |
| Intended Subrecipient: NMDPS - SIU | | Staff Oversight: Rey Martinez | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|------------------------------------|--------------------------------------|---------------|
| 19-AL-64-P04 | Supervised Probation – Metro Court | 164AL | 132,000 |
| Funds two full-time individuals whose time is dedicated to identifying and providing enhanced supervision and monitoring of eligible convicted high-risk first-time DWI offenders. Also, when feasible, to assist with monitoring the compliance of other DWI offenders with orders for an ignition interlock. Total Project Funds = \$132,000 | | | |
| Intended Subrecipient: Bernalillo County Metropolitan Court | | Staff Oversight: Jolyn Sanchez | |
| Estimated Match Amount: None | | Estimated Local Benefit: 132,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|--|--------------------------------------|---------------|
| 19-AL-64-P05 | Supervised Probation – Santa Fe County | 164AL | 60,000 |
| <p>Funds one full-time employee whose time is dedicated to supervising and monitoring eligible DWI offenders in Santa Fe County's DWI Compliance Monitoring/Tracking Program who are subject to ignition interlock restrictions. This project is focused on providing enhanced supervision of high-risk first-time offenders.</p> <p>Total Project Funds = \$60,000</p> | | | |
| Intended Subrecipient: Santa Fe County | | Staff Oversight: Jolyn Sanchez | |
| Estimated Match Amount: None | | Estimated Local Benefit: 60,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|-------------------------------|--------------------------------------|---------------|
| 19-AL-64-P06 | Vehicle Forfeiture Conference | 164AL | 10,000 |
| <p>Provides funds to support a Vehicle Forfeiture Conference for New Mexico communities interested in developing a local vehicle forfeiture program. Conference includes information on community benefits, writing a sustainable forfeiture ordinance, what it takes to manage the program, due process and other legal issues and law enforcement perspectives. Funds will pay for the conference venue, audio visual rental, informational binders, continuing education credits, and speakers. Total Project Funds = \$10,000</p> | | | |
| Intended Subrecipient: City of Santa Fe | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: None | | Estimated Local Benefit: 10,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|------------------------------------|--------------------------------------|---------------|
| 19-AL-64-P07 | DWI Workgroup Meeting Facilitation | 164AL | 25,000 |
| <p>Funds will be used to provide facilitation services (i.e. meeting room, copying and distribution of meeting documents, meeting minutes, etc.) to the DWI Workgroup. The DWI Workgroup meets quarterly to review progress toward achieving the objectives of the Impaired Driving Strategic Plan. The Workgroup develops and approves updates to the Plan, as required. Total Project Funds = \$25,000</p> | | | |
| Intended Subrecipient: None | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: None | | Estimated Local Benefit: 25,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|---|------------------------------------|--------------------------------------|----------------|
| 19-AL-64-P08 | Statewide DWI Enforcement Training | 164AL | 320,000 |
| | | FHWA | 30,000 |
| Provides DWI information and training to an estimated 400 law enforcement officers involved in DWI-related police traffic services. Training may include Standard Field Sobriety Testing (SFST) and conducting DWI checkpoints. Also provides statewide coordination and oversight of the SFST training to ensure compliance with existing standards and procedures. Total Project Funds = \$350,000 | | | |
| Intended Subrecipient: Southwest Training Consultants | | Staff Oversight: Thomas Lujan | |
| Estimated Match Amount: None | | Estimated Local Benefit: 320,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|------------------------------|---|---------------|
| 19-AL-64-P09 | Traffic Safety Clearinghouse | 164AL | 220,000 |
| <p>Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed. The contractor will staff a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. <i>The 164AL funds are used only for the alcohol-related materials. Additional funds for this project in DE Section - 19-DE-02-P01 (180,000) & 19-DE-RF-P03 (60,000)</i> Total Project Funds = \$460,000</p> | | | |
| Intended Subrecipient: Safer NM Now | | Staff Oversight: Thomas Lujan | |
| Estimated Match Amount: None | | Estimated Local Benefit: 164AL – 220,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|----------------------------------|---|---------------|
| 19-AL-64-P10 | ALR Hearing Prosecution Attorney | 164AL | 108,000 |
| <p>Funds a contract for an administrative license revocation (ALR) prosecution attorney to assist law enforcement to represent the interests of the State at these hearings. An ALR prosecution attorney can limit the ability of defense attorneys to use ALR hearings as an opportunity for discovery and exceeding the statutorily defined scope of the hearing. Annually, the ALR hearing office will provide a report detailing case outcomes. Outcomes will be assessed and compared with previous years to determine if the prosecutor presence has an impact on the revocation confirmation rate. Total Project Funds = \$108,000</p> | | | |
| Intended Subrecipient: Attorney General's Office | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: None | | Estimated Local Benefit: 108,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|------------------------------------|---|---------------|
| 19-AL-64-P11 | Alcohol/ID Program Management-FTEs | 164AL | 215,000 |
| <p>Provides program management in the Alcohol/Impaired Driving (ID) Program area to coordinate ENDWI, Superblitz, and other projects related to ID. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to ID projects. Collaborate with the State's law enforcement (LE) liaisons and NM LE agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce ID. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year approximately 42% of all time is spent on ID-related projects. Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP and PT program areas. Total Project Funds = \$215,000</p> | | | |
| Intended Subrecipient: None | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|---|--------------------------------------|---------------|
| 19-AL-64-P12 | Traffic Safety Law Enforcement Liaisons | 164AL | 302,000 |
| Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. <i>The 164AL funds are used only for alcohol-related activities. State funds are used for promotional materials. Additional funds for project in 19-PT-02-P01 (180,000) & 19-PT-RF-P03 (3,000). Total Project Funds = \$485,000</i> | | | |
| Intended Subrecipient: Safer NM Now | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: None | | Estimated Local Benefit: 302,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|----------------------|--------------------------------------|---------------|
| 19-PA-64-P13 | E-Grants – Phase Two | 164AL | 54,500 |
| Funds to continue a contract to continue development of further enhancements to the E-grants system to include Community DWI and Education & Enforcement projects. Funds will be used for the annual maintenance fee and for technical support. <i>The 164AL funds are used for alcohol-related activities. Additional funds for project in 19-PA-02-P03 (22,500) & 19-PA-RF-P01 (4,000). Total Project Funds = \$81,000</i> | | | |
| Intended Subrecipient: Agate Software | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|------------------------|--------------------------------------|---------------|
| 19-PA-64-P14 | E-Grants – Web Hosting | 164AL | 17,000 |
| Provides funds to continue funding web hosting of E-Grant system on the New Mexico Department of Information Technology cloud. <i>The 164AL funds are used for alcohol-related activities. Additional funds for project in 19-PA-02-P04 (6,500) & 19-PA-RF-P02 (900). Total Project Funds = \$24,400</i> | | | |
| Intended Subrecipient: NM Department of Information Technology | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|--|--------------------------------------|---------------|
| 19-AL-64-P15 | DWI Media Creative Design and Production | 164AL | 1,200,000 |
| Funds the costs to produce television, radio and other messages related to Alcohol/ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong Alcohol/ID enforcement and deterrence messages targeting high-risk populations. Total Project Funds = \$1,200,000 | | | |
| Intended Subrecipient: RK Venture | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: None | | Estimated Local Benefit: 500,000 | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|---------------------|--------------------------------------|---------------|
| 19-AL-PM-P16 | DWI Media Placement | 164AL | 1,800,000 |
| Funds for paid media placement during the Superblitz Mobilizations conducted throughout the year and the NHTSA Impaired Driving National Crackdown. Funds individual television and radio stations to air strategically placed ENDWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ENDWI traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations. Total Project Funds = \$1,800,000 | | | |
| Intended Subrecipient: Marketing Solutions | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: None | | Estimated Local Benefit: 800,000 | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|-------------------------|--------------------------------------|---------------|
| 19-AL-64-P17 | Court Monitoring - MADD | 164AL | 475,000 |
| Funds a contract to gather information and provide a monitoring report to the NMDOT/TSD on a minimum of 250 impaired driving court cases during the year using a court monitoring information storage system. The cases will be primarily from courts in Bernalillo, Santa Fe, Doña Ana, McKinley San Juan and Rio Arriba counties. Information collected on each case will include basic case information, including defendant's name and location of arrest, charges, arraignment information, pretrial hearing information, sanctions, comparisons to ID sanctions in other jurisdictions in the State, and name of court, judge, district attorney and defendant's counsel. Total Project Funds = \$475,000 | | | |
| Intended Subrecipient: MADD | | Staff Oversight: Michael Sandoval | |
| Estimated Match Amount: None | | Estimated Local Benefit: 475,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|---|--------------------------------------|----------------|
| 19-AL-64-P18 | UAD Prevention Creative Design & Production | 164AL | 100,000 |
| 19-DPE-10-P01 | | 20700 | 200,000 |
| <p>Funds a statewide media campaign targeted at youths aged 10 to 18, and/or their parents, regarding the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.</p> <p>Total Project Funds = \$300,000</p> | | | |
| Intended Subrecipient: RK Venture | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|--------------------|--------------------------------------|---------------|
| 19-AL-64-P19 | ZeroProof Campaign | 164AL | 200,000 |
| Funds a contractor to develop and support a ZeroProof website, posters, rack cards, social videos, and multiple social media platforms and smart phone options that focus on outreach activities on: the importance of delaying onset of alcohol use and reducing binge drinking; how to talk to kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age. Contractor will work with New Mexico prevention stakeholders to coordinate efforts. Total Project Funds = \$200,000 | | | |
| Intended Subrecipient: RK Venture | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|--|--|---------------|
| 19-AL-64-P20 | Department of Public Safety - Batmobiles | 164AL | 700,000 |
| Funds to purchase two 'Batmobile' mobile command posts to be used by State Police for DWI enforcement activities in two counties identified with high numbers of DWI crashes and fatalities. The Batmobiles will provide officers in these counties with high numbers of DWI crashes and fatalities with the equipment necessary to conduct checkpoint operations. Project is contingent upon funding for DPS, per project 19-ID-05d-P06. Total Project Funds = \$700,000 | | | |
| Intended Subrecipient: Department of Public Safety | | Staff Oversight: Rey Martinez | |
| Estimated Match Amount: None | | Estimated Local Benefit: 700,000 | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: Yes | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|------------------------|---|---------------|
| 19-ID-05d-P02 | DWI/ Drug Courts – AOC | 405d | 300,000 |
| Provides funds to the Administrative Office of the Courts to expand the DWI/Drug Court program to the Municipal Court in Farmington. Funding will include personnel services and benefits, contractual services for surveillance/ compliance, training, travel and related costs, supplies and drug testing kits for the Farmington Municipal Court and for the San Juan County DWI/Drug Court. Project also funds training and travel for DWI/Drug court team members from Doña Ana, Eddy, San Juan, San Miguel, Santa Fe, Torrance and Valencia counties. Total Project Funds = \$300,000 | | | |
| Intended Subrecipient: Administrative Office of the Courts | | Staff Oversight: Shannell Townsend | |
| Estimated Match Amount: 60,000 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|----------------------------|---|---------------|
| 19-ID-05d-P03 | BAC Testing Training – SLD | 405d | 75,000 |
| Provides funding for a full-time person from the NM Department of Health - Scientific Labs Division (SLD) to assist in providing IR 8000 intoximeter (alcohol detection) training to law enforcement personnel and to calibrate all IR 8000 intoximeters in the State. The SLD provides training and education to prosecutors, law enforcement and community groups and provides information to assist in the successful prosecution of alcohol/ impaired driving cases. The SLD provides data on the prevalence and trends of alcohol/ drug-impaired driving in New Mexico, data on surviving drivers in alcohol/ impaired driving crashes and monthly BAC reports on all fatal crashes. Total Project Funds = \$75,000 | | | |
| Intended Subrecipient: NMDOH Scientific Labs Division | | Staff Oversight: Carmelita Chavez | |
| Estimated Match Amount: 15,000 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|------------------------|---|---------------|
| 19-ID-05d-P04 | DRE and ARIDE Training | 405d | 193,500 |
| Provides funding for DRE (Drug Recognition Expert) trainings and re-certification, and ARIDE (Advanced Roadside Driving Impairment Enforcement) training to an estimated 200 officers statewide, using the NHTSA approved curriculum. Total Project Funds = \$193,500 | | | |
| Intended Subrecipient: BRV Consulting, LLC | | Staff Oversight: Thomas Lujan | |
| Estimated Match Amount: 38,700 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|------------------------------------|---|---------------|
| 19-ID-05d-P05 | Traffic Safety Resource Prosecutor | 405d | 128,000 |
| <p>Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors.</p> <p>Additional funds for this project in PT Section – 19-PT-02-P04 (85,000). Total Project Funds = \$213,000</p> | | | |
| Intended Subrecipient: Attorney General's Office | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|--|---|---------------|
| 19-ID-05d-P06 | Department of Public Safety – Special Projects | 405d | 900,000 |
| <p>Provides overtime funds for officers to conduct checkpoints, directed patrols and warrant roundups. Provides funds for advanced law enforcement training, including DWI detection methods, DWI case law, DWI arrest procedures and court testimony procedures. Provides overtime funds for court and travel time for officers and SIU agents to allow them to participate in administrative revocation hearings and DWI prosecution cases. Provides funds for DPS to announce enforcement operations to the public and for educational materials to distribute to the public during checkpoint operations. Provides overtime funds for law enforcement to speak at schools and universities about the impact of DWI. Total Project Funds = \$900,000</p> | | | |
| Intended Subrecipient: NM Department of Public Safety | | Staff Oversight: Rey Martinez | |
| Estimated Match Amount: None | | Local Benefit: None | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|--|---|---------------|
| 19-ID-05d-P07 | Impaired Driving Media Creative Design | 405d | \$300,000 |
| <p>Funds the costs to produce television, radio and other messages related to ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong ID enforcement and deterrence messages targeting high-risk populations. Total Project Funds = \$300,000</p> | | | |
| Intended Subrecipient: RK Venture | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|----------------------------------|---|---------------|
| 19-ID-05d-P08 | Impaired Driving Media Placement | 405d | \$300,000 |
| <p>Funds paid media placement during the Superblitz Mobilizations conducted throughout the year and the NHTSA Impaired Driving National Crackdown. Funds individual television and radio stations to air strategically placed ID messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ID traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations.</p> | | | |
| Intended Subrecipient: Marketing Solutions | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

Planned State-only Funding

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|--|-------------------------------|--------------------|-----------------------|--------------------|
| 19-CD-05-P01 | Community DWI (CDWI) Projects | 20800 | 257,000 | \$257,000 |
| Provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and offender projects. State funds come from a \$75.00 fee imposed on convicted drunk drivers. Funding amounts vary by fiscal year based on fees collected in the previous year. | | | | |
| Staff Oversight: Carmelita Chavez | | | | |

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|---|----------------------|--------------------|-----------------------|--------------------|
| 19-DPE-10-P02 | Life of an Athlete | 20700 | 100,000 | \$100,000 |
| Funds the New Mexico Activities Association (NMAA) to conduct the 'Life of an Athlete' program. This multi-year prevention-intervention program focuses on alcohol education for student athletes, their parents, coaches and athletic directors statewide. Provides for continued on-line maintenance of the existing user-friendly website which provides education to student athletes regarding the dangers of alcohol use. | | | | |
| Staff Oversight: Kimberly Wildharber | | | | |

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|--|------------------------|--------------------|-----------------------|--------------------|
| 19-DPE-10-P03 | UAD Community Programs | 20700 | 200,000 | \$200,000 |
| Provides funding to four counties to implement programs integrating evidence-based practices and policies that postpone the age of first use (i.e. onset) among middle school/pre-teen youth, reduce binge drinking among middle or high school youth and reduce social access to alcohol. | | | | |
| Staff Oversight: Kimberly Wildharber/ KariAnn Blea | | | | |

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|---|------------------------|--------------------|-----------------------|--------------------|
| 19-DPE-10-P04 | UAD Statewide Programs | 20700 | 200,000 | \$200,000 |
| Funds for two to three statewide programs to address prevention of underage drinking in the areas of: reducing binge drinking; delaying the early onset of drinking; education to schools and parents; and education on how alcohol affects of the brain. | | | | |
| Staff Oversight: KariAnn Blea | | | | |

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|--|----------------------------|--------------------|-----------------------|--------------------|
| 19-DPE-10-P05 | UAD Prevention Coordinator | 20700 | 60,000 | \$60,000 |
| Funds a contract with a certified prevention specialist to coordinate and oversee NMDOT underage drinking prevention efforts statewide to include outreach in communities based on data driven problem identification and attendance at relevant meetings. | | | | |
| Staff Oversight: Kimberly Wildharber | | | | |

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|---|----------------------------------|-------------|----------------|-------------|
| 19-II-54-P01 | Ignition Interlock Indigent Fund | 82600 | 2,600,000 | \$2,600,000 |
| A fund to reimburse interlock service providers for services provided, pursuant to State statute 66-8-102 NMSA 1978. Recurring revenues are statutorily generated and deposited into the fund through fees collected by MVD from non-indigent drivers for every year interlocked and from a portion of the local liquor excise tax. | | | | |
| Staff Oversight: Paula Gonzales | | | | |

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|---|--|-------------|----------------|-------------|
| 19-II-54-P02 | Ignition Interlock Indigent Fund – FTE | 82600 | 75,000 | \$75,000 |
| Funds one FTE to administer the ignition interlock fund program. The Department, per State statute, can use up to 10% of the fund for program administration. | | | | |
| Staff Oversight: Franklin Garcia | | | | |

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|---|---|-------------|----------------|-------------|
| 19-II-54-P03 | Ignition Interlock Indigent Fund- Contractual | 82600 | 193,000 | \$193,000 |
| Funds additional administrative staff as needed to support the administration of the ignition interlock fund. | | | | |
| Staff Oversight: Franklin Garcia | | | | |

Federal and State Budget Funds Summary

| | |
|------------------------------|--------------|
| Total Planned Federal Funds: | \$11,261,000 |
| Total Planned State Funds: | \$3,908,000 |

Occupant Protection Program Plan

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

Program Area Problem Identification

In 2016, there were 147 passenger vehicle unrestrained fatalities, up by 27.8 percent from 2015; 12.9 percent of unbelted occupants in passenger vehicles in crashes were killed compared with only 0.1 percent of belted occupants.

2016 data indicate that 54.8 percent of vehicle occupant fatalities were unbelted, compared to 62 percent in 2015.

The age groups with the highest number of unbelted fatalities were: 20-24 (17%); 25-29 (13.6%); 15-19 (12.9%); and 35-39 (9.5%). Four percent of unbelted fatalities were age 4 or younger.

In 2015, 40 percent of children under age 13 with fatal or serious injuries from a passenger vehicle crash were unbelted; in 2016, 31 percent were unbelted.

Compared to females, males killed in passenger vehicles were 1.7 times more likely to not be wearing a seatbelt.

In 2016, the highest numbers of unbelted fatalities were in Bernalillo (29), Doña Ana (11), McKinley (11), San Juan (10), Santa Fe (10), and Cibola (9) counties.

In 2016, 45.6 percent of unbelted fatalities occurred on rural, non-interstate roads, 18.4 percent occurred on rural interstate roads, and 36.1 percent occurred on urban roads. When unbelted serious injuries are combined with unbelted fatalities, 46.9 percent occurred on urban roads, 39.3 occurred on rural non-interstate roads, and 13.8 percent occurred on rural interstate roads.

According to New Mexico's 2016 Seatbelt Survey Report, the State's observed seatbelt use was 92.3 percent. Driver use was 92.2 percent, while front seat passenger use was 90.9 percent. Seatbelt use by pickup truck drivers and passengers was 2.5 percent lower than for car/van/SUV drivers and passengers. Nighttime use for all drivers and front seat passengers was 3 percent lower than daytime use. The decrease in observed seatbelt use mirrors the increase in unrestrained occupant protection fatalities.

Identified Focus Areas

- High-Risk Locations: Bernalillo, Doña Ana, McKinley, San Juan, Santa Fe, and Cibola counties;
Rural non-interstate roads: Urban roads
- High-Risk Groups: Pickup truck drivers/passengers; Males 20-34; Children under age 13
- High-Risk Times: Nighttime, in general

Performance Measure Targets

C4: Unrestrained Vehicle Occupant Fatalities

| | | | |
|-----------------|-----|-----------------|-----------|
| Baseline Value: | 105 | Baseline Years: | 2012-2016 |
| Target Value: | 116 | Target Years: | 2015-2019 |

Justification: Five-year average unrestrained occupant fatalities rose in 2016, and the trend line indicates a continued rise in these fatalities. The State has determined the five-year average projection as achievable in 2019.

B1: Seatbelt Use Percentage

| | | | |
|-----------------|------|----------------|------|
| Baseline Value: | 91.5 | Baseline Year: | 2017 |
| Target Value: | 92 | Target Year: | 2019 |

Justification: New Mexico's observed seatbelt use percentage has remained above 90 percent since 2011. After declining by 1 percent between 2015 and 2016, the State determines it can maintain its seatbelt use at 92 percent in 2019.

State: Public Information

Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information campaign messages/slogans at or above 80 percent in 2019. (State) (Annual)

Justification: The State maintains high levels of public information media and education efforts in support of its enforcement activities, and anticipates maintaining wide-spread recognition of its campaign messages and slogans.

Rationale for Selected Countermeasure Strategies

Occupant Protection Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing occupant protection issues. Strategies are based primarily on high-visibility and sustained enforcement combined with outreach and media, and support for child restraint distribution and inspection stations.

The following strategies align with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – High Visibility and Sustained OP Enforcement

Research shows that using an appropriate child restraint or seatbelt is the most effective way to reduce fatalities and injuries in crashes. Enforcement of New Mexico's primary seatbelt and child restraint laws is an essential component of the State's efforts to increase the use of seatbelts and child restraints, and reduce fatalities and injuries.

New Mexico's primary enforcement approach is BKLUP, an intense statewide program of seatbelt and child safety seat enforcement combined with a public awareness media campaign. Superblitz campaigns, combining BKLUP and ENDWI enforcement, the Click It or Ticket National Seatbelt Enforcement

Mobilization, and local sustained enforcement activities are conducted by law enforcement officers from city, county, State and tribal agencies. In FFY17, through grant-funded statewide and national mobilizations, and sustained enforcement activities, New Mexico law enforcement officers issued over 12,600 seatbelt and child restraint citations.

Based on New Mexico's 2017 Seatbelt Survey results, increased enforcement and media efforts in 2019 will be focused on those individuals with lower seatbelt use, in particular pickup truck drivers and passengers, drivers on local/rural roads and nighttime drivers. In many rural areas of the State, however, law enforcement agencies have difficulty recruiting and retaining law enforcement officers, thus limiting their ability to maintain or increase seatbelt enforcement activity.

In FFY19, an estimated 54 city, county, State and tribal law enforcement agencies are expected to participate in BLKUP, Superblitz and the Click It or Ticket National Seatbelt Enforcement Mobilization. The State will provide NHTSA with FFY19 law enforcement participation and activity data in the 2019 Annual Report. A list of planned participating agencies for the 2019 Click It or Ticket Campaign is on pages 76 and 77.

In FFY19, New Mexico will support enforcement of New Mexico's primary seatbelt use law by:

- a) establishing agreements with law enforcement agencies statewide to conduct BKLUP, Superblitz and other local OP daytime and nighttime enforcement activities;
- b) participating in the Click It or Ticket National Seatbelt Enforcement Mobilization
- c) ensuring enforcement coverage at an estimated 85 percent of the State

(Countermeasures That Work, 8th Edition, 2015: Chapter 2, Seatbelts and Child Restraints: Sections 1.1 Seat Belt Use Laws; 2.1 Short-Term, High-Visibility Belt Law Enforcement; 2.2 Combined Seat Belt and Alcohol Enforcement, Nighttime; 2.3 Sustained Enforcement; 5.1 Short-Term, High-Visibility Child Restraint/ Booster Law Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy – OP Communications and Outreach

Comprehensive communications and outreach strategies are essential components of TSD's OP program and assist the TSD in informing the public about New Mexico's primary seatbelt use and child restraint use laws. These strategies can raise awareness, increase use, and reduce deaths and injuries in crashes.

NMDOT/ TSD funds paid media for BKLUP, Superblitz and the Click It or Ticket National Seatbelt Mobilization using the messages: *BKLUP and Click It or Ticket*. Television and radio spots are broadcast in both English and Spanish. NMDOT coordinates the distribution and running of the spots in all the major media markets. A press conference is conducted to kick-off each statewide event. In addition, earned media is obtained for paid media for these events.

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

In an effort to increase awareness of the importance of occupant protection use in rural areas and on non-interstate roadways identified as high-risk locations for unbelted fatalities, the NMDOT will increase its use of media, signage and public education. These same outreach efforts will be used to raise awareness about the importance of occupant protection use for children under the age of 13, and among males in the high-risk age group. New Mexico will continue to conduct its NHTSA-approved statewide seatbelt use survey.

In FFY19, New Mexico will promote occupant protection awareness and use, and heighten perceived risk of enforcement consequences for non-users by:

- a) purchasing media (television, radio and print)for BKLUP, Superblitz, Click It or Ticket and other OP enforcement campaigns

- b) funding outreach efforts to educate relevant agency personnel and the public in the appropriate use of occupant protection
- c) funding a clearinghouse for statewide distribution of occupant protection educational materials on seatbelts, booster seats, child safety seats and airbags
- d) funding a contract to conduct the annual statewide seatbelt use surveys

(Countermeasures That Work, 8th Edition, 2015: Chapter 2, Seatbelts and Child Restraints: Sections 3.1 Communications and Outreach Supporting Enforcement; 3.2 Communications and Outreach Strategies for Low-Belt-Use Groups; 6.1 Communications and Outreach Strategies for Older Children; 6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

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

New Mexico's high availability of child restraint inspection stations, which include child safety seat and booster seat fitting stations and clinics, is critical to saving lives and reducing injuries among the most vulnerable populations. In FFY19, through its 37 inspection fitting stations, the State plans to conduct an estimated 90 safety seat inspection and fitting station events and 75 safety seat clinics making services available to approximately 92 percent of the State's population (details provided on page 78). 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.

TSD's contractor, Safer New Mexico Now, provides child passenger safety (CPS) certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. All persons providing services at child safety seat fitting stations, clinics and distribution sites must be trained using the NHTSA Standardized CPS Technical Training curriculum and be certified through SafeKids Worldwide, or must complete a mandatory training session conducted by a certified CPS Technician Instructor. This six-hour course includes hands-on learning on proper seat selection and installation, and a written test. Every fitting station or clinic event is overseen by a Senior CPS Technician. Statewide, there are 469 CPS advocates (16 Senior Technicians, 9 Technician Instructors, and 444 technicians) representing all six NMDOT districts and 28 of 33 counties.

State Plan to Recruit, Train and Retain CPS Technicians

In FFY19, to ensure that the State maintains a sufficient number of trained and certified CPS technicians, Safer plans to conduct four 4-day CPS technician trainings for individuals not yet trained, the 2-day BKLUP New Mexico Recertification Training for trained technicians seeking re-certification, and a 1-day Certification Renewal course for technicians whose certification has expired.

Planned FFY19 Certified Child Passenger Safety Technician Training

| Training | Planned Date | Location | Estimated Students Needed to Maintain Coverage |
|-----------------------------------|---------------------|-----------------|---|
| 4-Day CPS Technician | October 2018 | Albuquerque | 20 |
| 4-Day CPS Technician | February 2019 | Las Cruces | 20 |
| 4-Day CPS Technician | April 2019 | Roswell | 20 |
| 4-Day CPS Technician | June 2019 | Farmington | 20 |
| BKLUP NM Recertification Training | March 2019 | Albuquerque | 180 |
| 1-Day Recertification Renewal | August 2019 | Rio Rancho | 10 |

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

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

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

In FFY19, New Mexico will support the use of appropriate and correctly installed child occupant protection, including booster seats by:

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

(Countermeasures That Work, 8th Edition, 2015: Chapter 2, Seatbelts and Child Restraints: 7.2 Inspection Stations. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Assessment of Overall Projected TS Impacts

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

New Mexico's primary seatbelt, child safety seat/ booster seat and other related legislation have been instrumental in achieving high use of occupant protection and in reducing traffic-related deaths and injuries. All child restraint devices must meet Federal standards, must be appropriate for the age and size of the child, and must be properly used.

Program Component Linkages

The Occupant Protection Program problem identification data pinpoint the high-risk demographic, and counties and roadways associated with unrestrained crashes, fatalities and serious injuries. Data show high risk locations for unrestrained occupant fatalities are in the State's two most populated counties, Bernalillo and Doña Ana. Other locations are in the northwestern part of the New Mexico and in Chavez County in the southeastern part of the State. All these counties have large areas of rural/non-interstate roadways, and pickup trucks are commonly used vehicles on these roadways.

The Occupant Protection Program utilizes two of the highest rated OP countermeasure strategies for effectiveness – seatbelt enforcement and communications/ outreach. The Occupant Protection performance measure of limiting the increase in unrestrained occupant fatalities to 10.5 percent from 105 in 2016 to 116 in 2019 is based not only on a trend analysis of annual and five-year average data, but on identified

economic, social and environmental factors. Increased travel due to an improving economy, and continued oil and gas industry development in the northwestern and southeastern part of New Mexico are seen as contributing factors in the increases in unrestrained fatalities. People traveling from one work site to another on rural, non-interstate roadways are less likely to buckle up during these short distant trips. Another factor is the State's overall enforcement capacity limitations and reduced ability to increase its nighttime enforcement capabilities due to fewer officers signing up for this overtime assignment.

New Mexico has comprehensive child occupant restraint laws that are shown to be the primary proven countermeasure for effectiveness. Despite these laws, children under age 13 are still a high-risk group for non-use of seatbelts and child safety/booster seats, with 31 percent of these children with fatal or serious injuries from a passenger vehicle crash reported as unbelted or unsecured in 2016. These statistics strongly support New Mexico's continued emphasis on its child safety restraint program that includes its inspection stations and the distribution of child safety/booster seats. Child safety seat distribution and inspection stations projects are conducted to reach citizens statewide, but with emphasis in identified areas of need.

Seatbelt observation surveys assist the State in assessing the impact of the occupant protection activities. These surveys, high-visibility media for the Click It or Ticket enforcement activity and the child safety restraint projects account for over 84% of Federal funds in the OP Program Plan.

Planned Federal Funding

| Project Number | Project Title | Fund Source | Fund Estimates |
|---|---|---|-----------------------|
| 19-OP-02-P01 | Child Restraint Program | 402 | 501,000 |
| 19-OP-RF-P02 | OP Promotional Materials | 20100 | 10,000 |
| 19-OP-RF-P03 | Buckle Up Conference Registration Materials | 20100 | 3,000 |
| Provides funds to maintain an active network of child safety seat/ booster seat clinics, fitting and inspection stations/events throughout the State. Provides funds to train child safety seat/ booster seat technicians, support for the child safety seat/ booster seat distribution system, increase availability of child safety seat /booster seat equipment for low-income families, and provide statewide community and school-based occupant protection education and information. Annual CPS training fees estimated at \$1,500 and Buckle Up NM conference fees estimated at \$12,000 are used to offset training/conference expenses. <i>State funds are used for promotional materials for the annual Buckle-Up Conference and other OP events.</i> Total Project Funds = \$514,000 | | | |
| Intended Subrecipient: Safer NM Now | | Staff Oversight: Thomas Lujan | |
| Estimated Match amount: 100,200 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|---|------------------------------|---|-----------------------|
| 19-OP-02-P02 | OP Program Management – FTEs | 402 | 165,000 |
| Provides program management in the Occupant Protection Program area to coordinate statewide local law enforcement efforts related to BKLUP, Superblitz or other OP enforcement operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned annual NM Seatbelt Survey and the Click It or Ticket National Seatbelt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year, approximately 25% of all time is spent on OP-related projects Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the AL and PT program areas. Total Project Funds = \$165,000 | | | |
| Subrecipient: None | | Staff Oversight: Franklin Garcia | |
| Match amount: 24,024 | | Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|------------------------------|---|---------------|
| 19-OP-05b-P01 | Seatbelt Observation Surveys | 405b | \$150,000 |
| Conduct statewide pre-and-post seatbelt observation surveys prior to and following the Click It or Ticket National Seatbelt Enforcement Mobilization to determine the annual seatbelt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for the surveys. Total Project Funds = \$150,000 | | | |
| Intended Subrecipient: Preusser Research Group, Inc. | | Staff Oversight: Shannell Townsend | |
| Estimated Match Amount: 30,000 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|---|---|---------------|
| 19-OP-PM-P02 | Click It or Ticket Paid Media Placement | 405b | 100,000 |
| Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the Click It or Ticket National Seatbelt Mobilization. Total Project Funds = \$100,000 | | | |
| Intended Subrecipient: Marketing Solutions | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: 20,000 | | Estimated Local Benefit: None | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|-----------------------------------|---|---------------|
| 19-OP-05dII-P01 | Child Safety Seats/ Booster Seats | 405d II | 135,000 |
| Provides funds to purchase and distribute child safety seats and booster seats to low income families throughout the State to enhance child passenger use efforts. Total Project Funds = \$135,000 | | | |
| Intended Subrecipient: Safer NM Now | | Staff Oversight: Thomas Lujan | |
| Estimated Match Amount: 27,000 | | Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

Planned State-only Funding

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|--|---------------------------------|----------------------------------|----------------|-------------|
| 19-OP-RF-P01 | Occupant Protection Enforcement | 20100 | 308,000 | \$308,000 |
| Funds overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities, to include participation in the Click It or Ticket National Seatbelt Mobilization in May 2019. Both paid and earned media will run during the Mobilization period. These activities have been successful in producing a steady increase in occupant protection use in New Mexico. | | | | |
| Staff Oversight: Kimberly Wildharber | | Project Part of TSEP: Yes | | |

Federal and State Budget Funds Summary

| | |
|------------------------------|-------------|
| Total Planned Federal Funds: | \$1,051,000 |
| Total Planned State Funds: | \$321,000 |

Police Traffic Services Program Plan

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

Program Area Problem Identification

The top contributing factors in crashes in 2016 were driver inattention (21%), failure to yield (14%) and following too closely (12%). The top contributing factors in crash fatalities in 2016 were alcohol/drug involvement (50%), excessive speed (11%) and driver inattention (8%).

Urban roadways accounted for 76.8 percent of alcohol-involved crashes, but rural roadways accounted for 45.1 percent of alcohol-involved crash-related fatalities.

In 2016, drivers ages 20-34 were 51.6 percent of NM resident alcohol-involved drivers in crashes. The rate of alcohol-involved New Mexico drivers age 29 and younger in crashes is two times the statewide rate.

Five percent of all crashes and 42 percent of crash fatalities involved alcohol; 62 percent of all pedestrian fatalities involved pedestrians under the influence of alcohol.

There were 3,626 speeding-related crashes in 2016, down by 626 crashes (14.7%) from 2015, however speeding related fatalities were up by 11.5 percent.

Speeding-related fatalities are highest among 20-29 year-olds, accounting for 1/3 of all speeding-related fatalities. Males are generally twice as likely to be drivers in speeding-related crashes. Drivers younger than age 30 account for 44 percent of speeding drivers in crashes.

In New Mexico, distracted driving is defined as driver inattention, texting or cell phone use as indicated on the uniform crash report. In 2016, there were 21,507 distracted driving crashes, up slightly from 2015; there were 172 distracted driving fatalities, up from 135 in 2015. Motor Vehicle Division data indicate there were 2,909 convictions in 2016 for using a hand-held mobile for texting or talking while driving (1,210 for texting while driving; 2,699 for violating prohibitions on using a hand-held mobile while driving).

Thirteen percent of unbelted occupants in passenger vehicles in crashes were killed compared with only 0.1 percent of belted occupants in passenger vehicles in crashes. In 2016, 45.6 percent of unbelted fatalities occurred on rural non-Interstate roads. Pickup truck drivers have significantly lower seatbelt use than drivers in other passenger vehicles.

In 2016, 31 percent of the children under age 13 who received fatal or suspected serious injuries in passenger vehicles crashes were unbelted.

Identified Focus Areas

- General law enforcement to include impaired driving, speeding, distracted driving, occupant protection use and other unsafe driving practices.
- High-Risk Driver/ Occupants: Males 20-34, pedestrians under the influence of alcohol or drugs, drivers on urban roads; pickup truck drivers - particularly in rural areas, and children under age 13

Performance Measure Targets

C6: Speeding-related Fatalities

| | | | |
|-----------------|-----|-----------------|-----------|
| Baseline Value: | 130 | Baseline Years: | 2012-2016 |
| Target Value: | 143 | Target Years: | 2015-2019 |

Justification: Five-year average speeding-related fatalities have been declining since 2014, but preliminary 2017 data indicate a rise in these fatalities, as do the projected data. The State determines that the 2019 five-year projection is achievable.

State: Fatalities in Distracted Driving Crashes

| | | | |
|-----------------|-----|----------------|-----------|
| Baseline Value: | 159 | Baseline Year: | 2012-2016 |
| Target Value: | 154 | Target Year: | 2015-2019 |

Justification: Five-year average data indicate the State can anticipate a lower number of distracted driving crashes in 2019 from 2016, and the State has determined the five-year target as achievable in 2019.

Rationale for Selected Countermeasure Strategy

The Police Traffic Services Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. The chosen countermeasure is evidence-based and has been shown to be an effective strategy for addressing traffic safety issues. The strategy is based primarily on high-visibility and sustained enforcement combined with outreach and media, and on law enforcement training.

The following strategy aligns with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy - PTS Enforcement and Training

High-visibility enforcement efforts focus on violators of speeding and other unsafe driving, including use of cell phones for calling or texting, aggressive driving, alcohol/impaired driving, and non-use of occupant protection and on violations of other traffic laws. Ongoing high-visibility enforcement has been shown to result in reduced crashes, fatalities and injuries, and reduced numbers of repeat violations. If the public knows and sees that law enforcement is on the streets, they are likely to be more aware of their driving behavior. Additional effective activities include safety corridors and using lower levels of enforcement in a randomized fashion.

To ensure law enforcement officers have access to essential training, TSD contracts to provide training sessions including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, impaired driving checkpoint training, accident reconstruction, 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 regionally and are provided at no cost or low cost to officers.

The NMDOT/TSD supports three law enforcement liaisons that are responsible for coordinating with city, county, State and tribal law enforcement agencies on NHTSA and TSD initiatives related to police traffic services and other related traffic safety projects.

The TSD also funds a Traffic Safety Resource Prosecutor (TSRP) to conduct training to law enforcement officers regarding case law and updates to local, State or Federal laws pertinent to their law enforcement duties. The TSRP also 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.

In FFY19, New Mexico will support high-visibility enforcement activities in identified high-crash or high-risk areas to prevent and reduce traffic crashes, fatalities, injuries and violations, and support efforts to increase the effectiveness of general traffic law enforcement on New Mexico roadways by:

- a) funding contracts for 100 Days and Nights and selected traffic enforcement focused on general traffic enforcement during high-travel, high-risk times to reduce speeding and other unsafe driving practices
- b) coordinating sustained enforcement activities with New Mexico tribes and the Navajo Nation
- c) funding contracts to provide training to law enforcement officers in SFST, STEP, conducting DWI checkpoints, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses
- d) managing and distributing the New Mexico Traffic Safety Education and Enforcement funds based on local law enforcement assessments
- e) providing law enforcement agencies with technical assistance via law enforcement liaisons and the TSRP, and providing other resources to help law enforcement agencies identify, prioritize and address traffic safety problem areas
- f) working cooperatively with law enforcement agencies to raise their awareness of traffic code enforcement and its impact on safety
- g) outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems
- h) reviewing legislation regarding State laws and fines for speeding, cell phone/ texting and other unsafe driving violations and on increasing traffic safety law violation fees

(Countermeasures That Work, 8th Edition, 2015: Chapter 3, Speeding and Speed Management: Sections 1.1 Speed Limits; 2.2 High-Visibility Enforcement; 3.1 Penalty Types and Levels; Section 4.1 Communications and Outreach Supporting Enforcement; Chapter 1, Alcohol- and Drug-Impaired Driving: Section 2.5 Integrated Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Assessment of Overall Projected TS Impacts

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

Program Component Linkages

The FFY19 performance targets of limiting the increase in speeding-related fatalities and reducing fatalities in distracted driving crashes will assist the State in assessing the overall impact of the PTS Program planned countermeasures strategy and projects. Fatalities and injuries related to speeding, alcohol-impairment, and unrestrained occupants are all projected to rise over the next few years, as are distracted driving crashes. Given the projected increases in high-risk behaviors, high levels of law enforcement visibility on the streets and roadways are critical to mitigating these avoidable outcomes.

The Police Traffic Services (PTS) Program strategy focuses on general traffic safety law enforcement, training, technical assistance and support for law enforcement agencies 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. Enforcement, training and support for law enforcement account for 82% of Federal funds in the PTS Program Plan.

State, city, county and tribal enforcement activities reach an estimated 85% of the State's population. Given this level of coverage, the State is confident that proposed levels of funding and activities will allow for achievement of the PTS performance targets.

Planned Federal Funding

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|---|--------------------------------------|----------------|
| 19-PT-02-P01 | Traffic Safety Law Enforcement Liaisons | 402 | 180,000 |
| | | 20100 | 3,000 |
| Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. State funds come from 19-PT-RF-P02 and are used for promotional materials for the annual LEL Conference. Additional funds for this project in AL Section – 19-AL-64-P13 (302,000) Total Project Funds = \$485,000 | | | |
| Intended Subrecipient: Safer NM Now | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: 26,208 | | Estimated Local Benefit: 180,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|--|---|----------------------|
| 19-PT-02-P02 | Police Traffic Services Program Management | 402 | 170,000 |
| Provides program management in the Police Traffic Services Program area to coordinate projects related to police traffic services, traffic enforcement, and the statewide program of training, development and quality assurance for police traffic services. Oversees law enforcement efforts in general traffic law enforcement such as speed, driver inattention, restraint use and alcohol/impaired driving. Provides for management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets; however, based on the past year, approximately 33% of all time is spent on police traffic services related projects. Travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP and AL program areas. Total Project Funds = \$170,000 | | | |
| Intended Subrecipient: None | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: 24,752 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|---|-------------------------------|--------------------------------------|----------------|
| 19-PT-02-P03 | 100 Days and Nights of Summer | 402 | 90,000 |
| 19-PT-RF-P03 | | 20100 | 120,000 |
| Provides funds for the 100 Days and Nights of Summer project to be conducted throughout the State. Activities will include checkpoints and directed enforcement to target traffic safety problems and enforce traffic safety laws. Participating agencies include State Police, Motor Transportation and local law enforcement. These activities encompass at least 80 agencies in 32 of 33 counties and a minimum 90% of the State's population. Total Project Funds = \$210,000 | | | |
| Intended Subrecipient: Law Enforcement Agencies | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: 13,104 | | Estimated Local Benefit: 90,000 | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|------------------------------------|--------------------------------------|---------------|
| 19-PT-02-P04 | Traffic Safety Resource Prosecutor | 402 | 85,000 |
| Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors. Additional funds for this project in AL Section – 19-ID-05d-P05 (128,000). Total Project Funds = \$213,000 | | | |
| Intended Subrecipient:: Attorney General's Office | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: 12,376 | | Estimated Local Benefit: 85,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|-------------------------------|--------------------------------------|----------------|
| 19-PT-02-P05 | Selective Traffic Enforcement | 402 | 314,000 |
| 19-PT-RF-P01 | | 20100 | 400,000 |
| Provides funding for a statewide sustained enforcement project to target traffic safety problems and enforce traffic laws. Participating agencies include State Police, Motor Transportation, and local law enforcement. These activities encompass at least 80 agencies in 32 of 33 counties and a minimum 90% of the State's population. Total Project Funds = \$714,000 | | | |
| Intended Subrecipient: Law Enforcement Agencies | | Staff Oversight: Kimberly Wildharber | |
| Estimated Match Amount: 45,718.40 | | Estimated Local Benefit: 314,000 | |
| Project part of TSEP: Yes | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|----------------------------------|--------------------------------------|----------------|
| 19-PT-02-P06 | General Law Enforcement Training | 402 | 120,500 |
| | | FHWA | 79,500 |
| Provides traffic safety information and training to all involved in police traffic services. Training may include STEP, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses. Trainings are approved by NMDOT and the NM Law Enforcement Academy. Total Project Funds = \$200,000 | | | |
| Intended Subrecipient: Safer NM Now | | Staff Oversight: Thomas Lujan | |
| Estimated Match Amount: 17,544.80 | | Estimated Local Benefit: 120,500 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

Planned State-only Funding

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|---|---|-------------|----------------|-------------|
| 19-EE-05-P01 | Education and Enforcement Funds to LEAs | 20800 | 243,700 | \$243,700 |
| State education and enforcement funds are authorized by Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, education, commodities, training and program administration. Funding is based on fees collected in the previous year. | | | | |
| Staff Oversight: Carmelita Chavez | | | | |

Federal and State Budget Funds Summary

| | |
|------------------------------|-----------|
| Total Planned Federal Funds: | \$959,500 |
| Total Planned State Funds: | \$766,700 |

Motorcycle Safety Program Plan

The NMDOT Traffic Safety Division is the designated State authority over motorcyclist safety issues and is the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle. The New Mexico Motorcycle Safety Program (NMMSP) is administered through contractual services and is funded by a \$2 motorcycle registration fee and by training fees assessed each student.

New Mexico maintains an effective motorcycle rider training program that is currently offered in Bernalillo, Otero, Curry, Chavez, Santa Fe, San Juan and Doña Ana counties. Locations may be adjusted based on training needs. In FFY17, the NMMSP provided training to 918 students. Harley Davidson dealerships also conduct motorcycle training using MSF curricula in Albuquerque, Las Cruces and Santa Fe. In FFY17, Harley Davidson trained 1,150 students.

The number of motorcyclists receiving training has declined in recent years as have motorcycle registrations. In FFY19, the NMMSP plans to provide training in seven counties which account for 62 percent of all registered motorcycles. An additional 17 counties are adjoining at least one of these seven counties, which would increase the relative reach to 94 percent of all registered motorcycles.

| Planned 2019 Training Courses - Counties | Most Recent Motorcycle Registration Data |
|---|---|
| Bernalillo | 17,516 |
| Otero | 2,733 |
| Curry | 1,638 |
| Chaves | 1,890 |
| Santa Fe | 5,390 |
| San Juan | 4,189 |
| Dona Ana | 5,954 |
| | |
| Total | 39,229 |
| Total Statewide Registrations | 63,026 |
| Percent Coverage | 62.2 |

Performance Measure Targets

C7: Motorcyclist Fatalities

| | | | |
|-----------------|----|-----------------|-----------|
| Baseline Value: | 47 | Baseline Years: | 2012-2016 |
| Target Value: | 45 | Target Years: | 2015-2019 |

C8: Unhelmeted Motorcyclist Fatalities

| | | | |
|-----------------|----|-----------------|-----------|
| Baseline Value: | 27 | Baseline Years: | 2012-2016 |
| Target Value: | 27 | Target Years: | 2015-2019 |

Program Area Problem Identification

In 2016, 49 motorcycle riders (drivers and passengers) died in crashes and 167 were seriously injured; 48.9 percent of motorcycle fatalities were in urban areas. Motorcyclist crashes are highest from June through September; highest on Fridays and Saturdays.

The age groups with the highest number of motorcyclist crashes in 2016 were 20-24 (14.9%), 25-29 (11.9%) and 30-34 (9.6%). The ratio of male to female motorcycle drivers in crashes was 11.6.

In 2016, 47 percent of motorcyclists killed in a crash were not wearing a helmet. Although helmet use data was missing for 11 percent of motorcyclists receiving serious injuries in a crash, among those for whom helmet use data was available, 48 percent of motorcyclists seriously injured were not wearing a helmet.

Counties with the highest number of motorcycle crashes were Bernalillo, Doña Ana, Santa Fe, Otero, and San Juan. Counties with the highest number of motorcyclist fatalities were Bernalillo (34.7%), Lincoln (6.1%), and Doña Ana (6.1%).

The top contributing factors in motorcycle fatal and serious injury crashes were excessive speed (22.5%), followed by alcohol/drug involvement (17.1%), and driver inattention (4.8%). Counties with the highest number of alcohol-involved motorcycle crashes were Bernalillo, San Juan, Doña Ana, Eddy and Rio Arriba. Almost all alcohol-involved motorcyclists in crashes were male (60 vs. 5).

Identified Focus Areas

- High-Risk Locations: Bernalillo, Doña Ana, Santa Fe, San Juan and Otero counties
- High-Risk Groups: Males, aged 20-34
- High-Risk Times: Summer months; Friday and Saturday
- High-Risk Behavior: Speeding; alcohol/drug use; driver inattention; no helmet use

Rationale for Selected Countermeasure Strategy

The Motorcycle Safety Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and other NHTSA reports (*see references below*). The chosen countermeasure is evidence-based and has been shown to be effective strategies for addressing motorcyclist safety issues. NHTSA provides support to states for motorcyclist training and awareness, and recommends that states ensure the availability of motorcyclist training and education.

The following countermeasure strategy aligns with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – Motorcycle Rider Training

In New Mexico, a person who wants to operate a motorcycle on a public roadway is required to have a valid license with a motorcycle endorsement. Motorcycle operators who are under age 18 are required to attend and complete a Motorcycle Safety Foundation (MSF) certified Basic *RiderCourse* and carry a valid motorcycle license with the age appropriate endorsement or a valid driver's instructional permit, provisional license or license with the age appropriate endorsement.

Motorcyclists under age 18 are required to wear a helmet. Persons age 18 and above are not required to receive training or wear a helmet. As an incentive to receive appropriate training, the Motor Vehicle Division does not require a road test if a person age 18 or over completes the MSF certified *RiderCourse*.

Outreach about motorcycle safety including training, helmet use and adherence to traffic laws is an important component of a state's motorcycle safety program. Riders need to be made aware of licensing

requirements, the value of appropriate training for both the beginner and more experienced rider, and the risks associated with not wearing a helmet or with driving while impaired.

Reminding motorists to be aware of motorcyclists through ‘*Look for Me*’ and ‘*Share the Road*’ media messaging is critically important. New Mexico participated in NHTSA-supported Motorcycle Safety Awareness Month and a National Ride to Work Day which focus on mutual responsibility for the safety of motorcyclists.

In FFY19, New Mexico will support statewide motorcycle rider safety training by:

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

(Countermeasures That Work, 8th Edition, 2015; Chapter 5, Motorcycle Safety: Section 3.1 Motorcycle Rider Licensing; 3.2 Motorcycle Rider Training; Sections 4.1 Communications and Outreach: Conspicuity and Protective Clothing; 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists NHTSA Prioritized Recommendations of the National Agenda for Motorcycle Safety-Final Report June 2013)

Assessment of Overall Projected TS Impacts

The countermeasure strategy proposed for the Motorcyclist Safety Program will ensure access to appropriate training and education for the majority of motorcyclists statewide and thus help reduce motorcyclist crashes, fatalities and injuries.

Program Component Linkages

The Motorcyclist Safety Program problem identification data pinpoint the high-risk demographic, counties and behaviors associated with motorcyclist crashes, fatalities and serious injuries. The State’s two motorcycle safety performance targets will assess the impact of the State’s motorcycle safety strategies and projects designed to reduce the increasing number of motorcyclist fatalities and injuries.

Motorcycle safety training, paired with high-visibility motorcycle safety messaging and enforcement of drunken driving laws are the State’s best strategies for reducing motorcyclist fatalities and serious injuries. Strategies proposed for the Motorcycle Safety Program impact most areas of the State. New Mexico’s Motorcyclist Safety Foundation training is made available in counties with 62 percent of the State’s registered motorcycles. The Program provides critically needed certified basic and advanced safety training to novice and experienced riders.

Identified high-risk counties either have training available in the county or in a neighboring county. Motorcyclist Safety training not only includes training on how to handle a motorcycle, but it also includes an emphasis on high-risk behavior issues such as speeding, alcohol-use and non-helmet use. The State has been unsuccessful in repeated attempts to pass a universal helmet use law, but does require helmet use by motorcyclists under the age of 18.

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

Planned Federal Funding

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|----------------------------|--------------------------------------|----------------|
| 19-MC-05f-P01 | Motorcycle Safety Training | 405f | 50,000 |
| 19-MC-08-P01 | | 20600 | 130,000 |
| Funds to administer a quality motorcycle safety training program utilizing Motorcycle Safety Foundation curricula. The formal program of instruction includes training in crash avoidance and other safety-oriented skills to motorcyclists, both in-class and on the motorcycle. Total Project Funds = \$180,000 | | | |
| Intended Subrecipient: NM Motorcycle Safety Program | | Staff Oversight: Cora Anaya | |
| Estimated Match Amount: None | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

Federal and State Budget Funds Summary

| | |
|------------------------------|-----------|
| Total Planned Federal Funds: | \$50,000 |
| Total Planned State Funds: | \$130,000 |

Pedestrian and Bicyclist Safety Program Plan

The NMDOT seeks to reduce the number of pedestrian and bicyclist crashes in New Mexico, and to encourage walking and biking as comfortable, accessible, safe and efficient modes of transportation. To successfully reduce New Mexico's pedestrian and bicyclist injury and fatality rates, at-risk populations need to be identified and their safety needs addressed. The NMDOT works with community members and pedestrian injury stakeholders to identify and address specific local pedestrian safety problems.

Program Area Problem Identification

Pedestrians

In 2016, 77 pedestrians were killed and 84 were seriously injured in traffic crashes. Pedestrian deaths rose by 40 percent, while the number of pedestrians seriously injured decreased by 33%.

In 2016, pedestrian-involved crashes fell by 3 percent, but fatal crashes rose by 34.2 percent and represented 20.8 percent of all fatal crashes.

In 2016, New Mexico had the highest in the nation pedestrian fatality rate per 100,000 population (3.45 vs. 1.92) with pedestrian deaths accounting for 19 percent of all New Mexico traffic fatalities, compared to 16 percent nationally.

The age groups with the highest number of pedestrian fatalities were: 60-64 and 30-34, followed closely by those aged 25-29 and 45-54. The age groups with the highest number of serious injuries were: 35-39 and 45-49, followed closely by those aged 15-19 and 25-29.

Male pedestrians were more than twice as likely as female pedestrians to be in a crash, and were four times as likely as females to be an alcohol-involved pedestrian in a crash.

Pedestrian-involved crashes were highest between 5 p.m. and 9 p.m. The majority of pedestrian fatalities occurred in dark-not lighted conditions, followed by dark-lighted conditions, with these fatalities accounting for 87 percent of all pedestrian fatalities.

Factors cited in pedestrian fatal crashes included alcohol/drug involved (76%) and pedestrian error (12%). In overall pedestrian-involved crashes, over 50 percent of the pedestrians killed were under the influence of alcohol. In alcohol-involved pedestrian crashes, almost 90 percent of the pedestrians were under the influence of alcohol.

The age groups with the highest number of alcohol-involved pedestrians in crashes were: 45-54 (29.4%); 25-29 (14%); 20-24 (10.9%); 30-34 (9.3%); and 35-39(8.5%).

Factors cited in pedestrian injury crashes included: pedestrian error (28.4%), driver inattention (20.1%), alcohol/drug involved (18.6%), and failure to yield right-of-way (9.4%).

In 2016, 34 (44.2%) of the pedestrian fatalities occurred in Bernalillo County, with 33 of the 34 occurring in Albuquerque; 11.7 percent were in San Juan County, 10.4 percent were in McKinley County and 5 percent were in Doña Ana County; 71.4 percent of all pedestrian fatalities occurred in these 4 counties.

Bicyclists

Four bicyclists were killed in crashes in 2016, down from seven in 2015; 26 were seriously injured.

In 13 of the 15 alcohol-involved bicyclist crashes, the bicyclists were under the influence of alcohol. The top contributing factor in three of the four bicyclist fatal crashes was alcohol/drug involved.

Bicyclists in crashes were five times more likely to be male than female. More than a third (38%) of bicyclists in crashes were aged 15-34. One bicyclist was killed in each of the following age ranges: 5-9; 30-34; 40-44; and 55-59.

Bicyclist crashes were highest between 7 a.m. and 8 p.m. with peak times between 4 and 5 p.m., at 2 p.m. and at 8 a.m. Three of the four bicyclist fatal crashes occurred in dark (lighted and not lighted) conditions.

Identified Focus Areas

- High-Risk Demographic: Pedestrians: Males 60-64 and 25-34; Bicyclists: Males 15-34
- High-Risk Locations: Pedestrians - Bernalillo (Albuquerque), San Juan, McKinley and Doña Ana counties
- High-Risk Behavior: Alcohol use
- High-Risk Times: Pedestrians – 5 p.m. to 9 p.m.; Bicyclists – 2 p.m. to 5 p.m.

Performance Measures and Targets

C10: Pedestrian Fatalities

| | | | |
|-----------------|----|-----------------|-----------|
| Baseline Value: | 62 | Baseline Years: | 2012-2016 |
| Target Value: | 75 | Target Years: | 2015-2019 |

Justification: Five-year average data show that pedestrian fatalities rose by 48 percent between 2012 and 2016, following trends seen in many other states. Pedestrian fatalities are expected to continue rising, and the State is projecting a slightly higher target than the five-year average, but a smaller year-to-year increase than in previous years.

C11: Bicyclist Fatalities

| | | | |
|-----------------|---|-----------------|-----------|
| Baseline Value: | 5 | Baseline Years: | 2012-2016 |
| Target Value: | 4 | Target Years: | 2015-2019 |

Justification: Five-year average data indicate the State can anticipate a lower number of bicyclist fatalities in 2019 than in the two previous years, but with the number of bicyclists and bicyclist events increasing, and the increased impact of alcohol-impaired bicyclists, the State has determined to maintain its target at the same level as in the two previous years.

Rationale for Selected Countermeasure Strategy

The Pedestrian and Bicyclist Safety Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. The chosen countermeasure is evidence-based and has been shown to be an effective strategy for addressing pedestrian and bicyclist safety issues. The strategy is based primarily on public education, communications and outreach.

The following strategy aligns with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – PED Communications and Outreach

In FFY19, New Mexico will increase communications and outreach regarding pedestrian and bicyclist safety and awareness by:

- a) funding community-based projects, particularly in identified high-risk areas, focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems to reduce pedestrian deaths and injuries
- b) working with local law enforcement, shelters and clinics in high-risk communities to increase awareness of pedestrian laws, and increase awareness of high risk activities and factors that contribute to pedestrian crashes
- c) continuing to provide updated information on pedestrian safety events and resources via the University of New Mexico Center for Injury Prevention Research and Education website - <http://hsc.unm.edu/som/programs/cipre/NMPSIP.shtml>
- d) providing training to law enforcement on pedestrian crash investigations
- e) working with local communities, schools, universities and media to create a pedestrian safety education campaign for communities at higher risk of pedestrian injuries and fatalities, with particular emphasis in identified high-risk counties
- f) working with local media to air the 'Look for Me' pedestrian safety radio spot statewide, and continue to run the radio spot in both English and Navajo in high-risk communities
- g) distributing 'Look for Me' bookmarks and 'Rules of the Road' cards with pedestrian safety tips to driver education, driver safety and DWI schools statewide
- h) providing funding for bus wraps, bus and bus shelter 'Look for Me' ads
- i) providing education and awareness about crosswalk and roadway modifications designed to increase public safety
- j) using PSAs and distribution of bright, reflective 'Look for Me' backpacks, vests to increase bicyclist awareness and the visibility of bicyclists in high-risk communities
- k) purchasing 'Look for Me' safety brochures for distribution at bicyclist safety events and to schools and law enforcement agencies
- l) working with the local community leaders and schools to promote bicyclist safety among university students and school-age children, including the distribution of bright, reflective 'Look for Me' backpacks
- m) providing training to law enforcement on bicyclist crash investigations

(Countermeasures That Work, 8th Edition, 2015; Chapter 8, Pedestrians: Sections 3.1 Impaired Pedestrians: Communications and Outreach; 4.3 Conspicuity Enhancement; 4.4 Targeted Enforcement; 4.5 Driver Training; 4.6 Pedestrian Gap Acceptance Training. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7)

(Countermeasures That Work, 8th Edition, 2015: Chapter 9, Bicycles: Section 1.3 – Bicycle Safety Education for Children; 2.2 Bicycle Safety Education for Adult Cyclists; 3.1 Active Lighting and Rider Conspicuity; 3.2 Promote Bicycle Helmet Use With Education; Safe Routes to School. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7)

Assessment of Overall Projected TS Impacts

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

Program Component Linkages

The detailed problem identification data pinpoint the high-risk demographic, locations and behaviors associated with pedestrian and bicyclist crashes, fatalities and injuries. The two performance measures and targets will assess the impact of the State's pedestrian and bicyclist safety strategies and project designed to reduce the escalating number of pedestrian fatalities and injuries, as well as the program's impact on reducing bicyclist fatalities and injuries.

Strategies proposed for the Pedestrian and Bicyclist Safety Program impact specific areas and populations of the State shown to be at highest risk for pedestrian and/or bicyclist fatalities, including the city of Albuquerque and the northwestern part of the State. These tend to be urban areas and areas where pedestrian/ bicyclist traffic on roadways is most common. The NMDOT works closely with FHWA, the City of Albuquerque and traffic safety partners in the high-risk counties to develop and implement a joint plan to address the high numbers of pedestrian fatalities.

The Pedestrian and Bicyclist Safety Program educational and awareness strategies and activities interface with the NMDOT and FHWA's efforts to structurally make roadways safer for the walking and bicycling public. 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 these interventions.

Planned Federal Funding

| Project Number | Project Title | Fund Source | Fund Estimates |
|---|-------------------------------|--------------------------------------|----------------|
| 19-PS-05h-P01 | Pedestrian & Bicyclist Safety | 405h | 240,000 |
| 19-PS-RF-P01 | | 20100 | 60,000 |
| <p>Provides funds for a contract with the University of New Mexico Center for Injury Prevention Research and Education (CIPRE) to conduct community outreach, education and training with a focus on drivers, pedestrians, bicyclists and the general public. Assist local communities, MPOs, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian injuries and fatalities, particularly in the downtown Albuquerque area and the 4-corners region of the State.</p> <p>Contractor will partner with law enforcement, shelters and clinics in high-pedestrian fatality/injury communities to increase awareness of pedestrian and bicyclist laws, and highlight ways to increase awareness and safety among high-risk populations; and partner with NMDOT Bicycle/Pedestrian/Equestrian and Safe Routes to School programs, and Driver Education instructors to highlight pedestrian and bicyclist safety issues. Encourage increased awareness of pedestrians and bicyclists through a ‘Look for Me’ campaign. Contractual costs include personnel and benefits, educational materials, training or meeting venue costs, and travel. <i>State funds used for educational materials and promotional items for pedestrian and bicyclist safety activities and events.</i></p> <p>Total Project Funds = \$300,000</p> | | | |
| Intended Subrecipient: UNM CIPRE | | Staff Oversight: Jonathan Fernandez | |
| Estimated Match Amount: 34,944 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

Federal and State Budget Funds Summary

| | |
|------------------------------|-----------|
| Total Planned Federal Funds: | \$240,000 |
| Total Planned State Funds: | \$60,000 |

Media and Marketing to Support TS Programs

New Mexico is committed to providing high levels of media and public information to correspond with its programs in the areas of alcohol/impaired driving, occupant protection, unsafe driving such as speeding or texting, pedestrian/ bicyclist safety, motorcyclist safety and driver education. Media and public information efforts have been very effective, particularly in areas such as alcohol/impaired driving and occupant protection.

Media messages are developed to reach targeted audiences and generate widespread message exposure. Public information and education campaigns occur in conjunction with law enforcement or public event activities to maximize the effect on the public, whether to change behavior or to increase awareness.

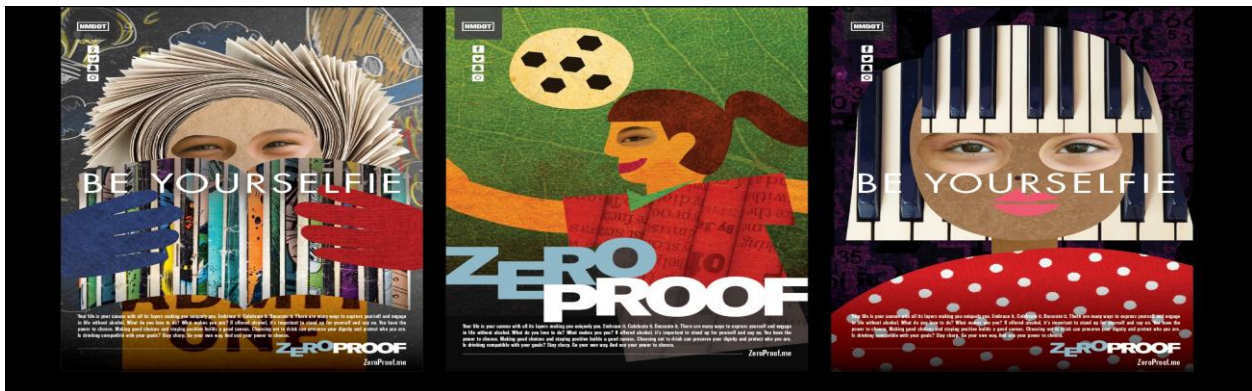
Media Communications and Outreach

In FFY19, 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 coordinating earned media (news) initiatives to maximize paid media and enforcement campaigns
- ❖ Developing and/or implementing strategies to decrease Navajo and tribal member fatalities and injuries through media and public information
- ❖ Continuing dissemination of collateral and earned media information 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 media activities. This contract is essential for the State's year-round traffic safety messaging. This 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 have proven to be effective throughout the State. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the NMDOT works with county DWI prevention and safety coalitions to distribute collateral materials to supplement paid media messages.

An NMDOT-sponsored website (<http://www.endwi.com/>) provides information regarding DWI laws, policies and programs as well as access to information about on-going campaigns.

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, cell phone use/ texting and other traffic safety laws.

Much of the media and outreach is coordinated with enforcement operations focused on alcohol/impaired driving, occupant protection, and underage drinking prevention, and these activities are essential

components to help stem recent increases in alcohol-impaired, unrestrained, and speeding-related fatalities, as well as fatal crashes involving under age 21 drivers.

Use of 164 Funds – Alcohol/Impaired Driving Media Campaigns

All paid media services are assessed by matching the target markets and target population to the number of spots run, the target reach percentage, the frequency of the airings and the gross rating percentage of each spot. Nielson and Arbitron ratings are used to estimate the size of the target populations.

Planned State-only Funding

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|---|---------------------------------------|---------------------------|----------------|-------------|
| 19-EE-05-P02 | General Media Creative and Production | 20800 | 200,000 | \$287,500 |
| 19-CP-RF-P01 | | 20100 | 87,500 | |
| Develop informational and educational pro-active marketing and media campaigns that achieve high public awareness of enforcement and education efforts statewide. Use marketing and media strategies to target effective messages to those who are most likely to drink and drive, not use occupant restraints and engage in other risky driving behavior. Funds the costs to create and produce television, radio and other messages related to traffic safety issues. | | | | |
| Staff Oversight: Franklin Garcia | | Project Part of TSEP: Yes | | |

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|---|--------------------|----------------------------------|----------------|-------------|
| 19-EE-PM-P03 | General Paid Media | 20800 | 275,000 | \$275,000 |
| Funds paid media during a major summer traffic safety effort, to include messages that pertain to increasing seatbelt use and child restraint use, and deterring speeding and distracted driving. | | | | |
| Staff Oversight: Franklin Garcia | | Project Part of TSEP: Yes | | |

State Budget Funds Summary

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

| | |
|----------------------------|-----------|
| Total Planned State Funds: | \$562,500 |
|----------------------------|-----------|

Traffic Records Program Plan

New Mexico's Traffic Records Program is focused on facilitating an effective traffic records system to provide timely access to accurate, uniform and complete data on traffic activity by supporting the electronic collection, storage, analysis and sharing of data. Such a system is essential for definitive identification of traffic safety problems so that effective countermeasures can be developed and implemented.

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

Traffic Records Coordinating Committee

State Traffic Records Coordinator: Jimmy Montoya, NMDOT Traffic Records Program Manager

FFY18 TRCC Meeting Dates: February 1, 2018; May 3, 2018; May 23, 2018

| NEW MEXICO TRCC MEMBERSHIP-2018 | | | |
|--|----------------------------|----------------------------------|---|
| Member | Title | Home Organization/ Agency | Core Safety Database or Focus Area |
| Jessica Bloom | Research Scientist | UNM Traffic Research Unit | Crash Data Analyst |
| Jerry Valdez | Deputy Director | Motor Vehicle Division | Driver/ Vehicle Records |
| Sophia Roybal-Cruz | Crash Data Supervisor | Department of Transportation | Crash |
| Cynthia Romero | Licensing Coordinator | Department of Health | EMS |
| Sean Noonan | Traffic Monitoring Manager | Department of Transportation | Roadway |
| Genevieve Grant | IT Manager | Office of the Courts | Citation/Adjudication |
| | | | |
| Auxiliary Member | | | |
| Kariann Blea | Project Manager | NMDOT Traffic Safety | TraCS |
| Steve Harrington | Program Manager | Office of the Courts | Citation/ Adjudication |
| Kim Wildharber | Bureau Chief | NMDOT Traffic Safety | DWI |
| Teresa Murray | Program Specialist | FMCSA | CMV Reporting |
| Luis Melgoza | Safety Engineer | FHWA, NM Division | Roadway |
| Dason Allen | Sergeant | Dona Ana County Sheriff | LE/ TraCS |
| Robert Thornton | Major | New Mexico DPS | LE/ TraCS |
| David Abieta | Captain | New Mexico DPS | CMV/TraCS |
| Rose Manning | FARS Analyst | NMDOT Traffic Records | FARS |

Performance Measure and Target

State – Crash Database Accuracy: Increase the number of VIN-based, batch corrections to vehicle manufacturer initially in the crash database with missing or invalid vehicle manufacturer from 0 vehicle record corrections in 4/1/2017 to 3/31/2018 to 1,000 vehicle record corrections in 4/1/2018 to 3/31/2019.

Justification: Increasing use of NHTSA's vPIC batch VIN decoder tool during crash database cleaning to populate the missing and invalid vehicle manufacture will generate this proposed improvement and improve accuracy of data in the crash database.

Program Area Problem Identification

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

Rationale for Selected Countermeasure Strategies

The following strategies align with Plan Implementation and Evaluation areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan (SHSP). The SHSP emphasizes the importance of timely, accurate and complete safety data and data analyses to support identification and development of traffic and highway safety strategies and their use in assessing the effectiveness of safety countermeasures.

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

In FFY19, 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
- b) ensuring ongoing use of quality improvement measures
- c) providing timely statewide annual reports, city and county-specific reports, and special reports by request to traffic safety planners, State leaders and the public via website access

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

Strategy – Facilitate Crash Data Entry and Maintenance of Crash Database

In FFY19, New Mexico will facilitate the collection of crash report data 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 will improve timely access to and the utility of accurate and complete crash data and crash data analyses for traffic safety problem identification. Crash data analyses and local and statewide reports produced assist traffic safety partners, planners and advocates to better assess needs and improve allocation of resources. The State's use of electronic collection of crash data facilitates more timely and accurate entry, analysis and access to such data.

Program Component Linkages

The Traffic Records Program performance target will assess the planned improvements to the crash data system. The countermeasure strategies, performance measure and target, 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.

Planned Federal Funding

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|---|---|---------------|
| 19-TR-05c-P01 | Crash Data Statistical and Analytical Reporting | 405c | 465,000 |
| <p>Funds a contract with the University of NM (UNM) to provide advanced data analyses using data merging techniques to more easily and accurately identify problem locations and conditions used for generating timely crash-related community and statewide reports to traffic safety partners, State and community leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and increase its traffic crash database quality improvement capabilities. These efforts result in more timely access to and availability of high quality crash-related data. UNM provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.</p> <p>Total Project Funds = \$465,000</p> | | | |
| Intended Subrecipient: University of New Mexico | | Staff Oversight: Jimmy Montoya | |
| Estimated Match Amount: 93,000 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|------------------------------|---|---------------|
| 19-TR-02-P01 | Traffic Records Statistician | 402 | 60,000 |
| <p>Statistician will conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers; will apply appropriate statistical techniques in the analysis of data and provide interpretation of analysis outcomes. Statistician will work under the direction of the Traffic Records Bureau.</p> <p>Total Project Funds = \$60,000</p> | | | |
| Intended Subrecipient: TBD | | Staff Oversight: Jimmy Montoya | |
| Estimated Match Amount: 8,736 | | Estimated Local Benefit: 60,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

Planned State-only Funding

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|--|--|-------------|----------------|-------------|
| 19-TR-RF-01 | Crash Records Data Entry/ Database Maintenance | 20100 | 300,000 | \$300,000 |
| <p>Provides funds for data entry of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or other electronic transfer methods and for crash database maintenance. Personnel services will cover salary and benefits for a full-time data entry supervisor and student data entry clerks. Travel, supplies and training are included to support data maintenance efforts.</p> | | | | |
| Staff Oversight: Sophia Roybal-Cruz | | | | |

Federal and State Budget Funds Summary

| | |
|------------------------------|-----------|
| Total Planned Federal Funds: | \$525,000 |
| Total Planned State Funds: | \$300,000 |

Driver Education and Safety Program Plan

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

The TSD has statutory responsibility to develop rules to provide minimum and uniform standards for the issuance, renewal and revocation of driving school licenses and instructor certificates, and to establish requirements for the operation of driving schools. TSD is responsible for assuring that all driving schools complete certification training and use TSD-approved curricula. In addition, the TSD has statutory responsibility to approve and certify training programs that provide traffic safety and DWI information and education to the public. Through driver education and safety training, individuals obtain knowledge and skills that should aid in their making better decisions as drivers, and ultimately, they should be less likely to be involved in a motor vehicle crash. In 2017, the State added questions to its State Driver Licensing Exam on distracted driving issues.

Performance Measure and Target

C9: Under-21 Drivers in Fatal Crashes

| | | | |
|-----------------|----|-----------------|-----------|
| Baseline Value: | 42 | Baseline Years: | 2012-2016 |
| Target Value: | 48 | Target Years: | 2015-2019 |

Justification: After steadily declining between 2012 and 2015, these fatalities have begun increasing. Preliminary and projected data indicate increases over the next three years; however given the State's focus on driver education and distracted driving issues, the State has determined the five-year target as achievable in 2019.

Program Area Problem Identification

New Mexican drivers, aged 15-19, had the State's highest crash rate at 127 per 1,000 NM licensed drivers in their age group. The highest percentages of NM drivers in crashes were aged 20-24 (14.1%); 25-29 (11.9%) and 15-19 (11.1%).

New Mexican drivers, aged 15-19, had the highest fatal crash rate at 7 drivers per 10,000 NM licensed drivers in that age group. The highest percentages of NM drivers in fatal crashes were aged 20-24 (17.6%); 25-29 (15.5%) and 15-19 (10.4%).

In 2016, 25 percent of persons aged 20-24 were unbelted and killed in a fatal crash, followed by persons aged 25-29 (20%) and persons aged 15-19 (19%).

Of speeding drivers in crashes, 16.8 percent were aged 20-24, 14.9 percent were 15-19 and 12.7 percent were 25-29. Of alcohol-involved drivers in crashes, 19.4 percent were aged 25-29; 19 percent were 20-24 and 13.2 percent were 30-34.

In 2016, the ratio of males to females aged 20-24 killed in crashes was 2.6; the ratio was 2.1 for those aged 15-19.

Identified Focus Areas

- High-Risk Demographic: Males 19-29
- High-Risk Behaviors: Unbelted; speeding; alcohol use

Rationale for Selected Countermeasure Strategies

Driver Education Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing traffic safety issues. The following countermeasure strategies are based primarily on education, outreach and media.

Strategy – DE Communications and Outreach

In FFY19, New Mexico will increase public knowledge, perception and understanding of driver education and traffic safety issues by all road users, but with particular focus on high-risk age groups and young males by:

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

(Countermeasures that Work, 8th Edition, 2015; Chapter 1, Alcohol and Drug-Impaired Driving: Section 5.2 Mass Media Campaigns; Chapter 2, Seatbelts and Child Restraints: Section 3 Communications and Outreach; Chapter 3, Speeding and Speed Management: Section 4 Communications and Outreach; Chapter 4, Distracted and Drowsy Driving: Section 2 Communications and Outreach; Chapter 5, Motorcycle Safety: Section 4 Communications and Outreach; Chapter 8, Pedestrians: Section 3.1 Impaired Pedestrians: Communications and Outreach)

Strategy – Driver Education

In FFY19, New Mexico will improve the quality of all driver education and safety programs certified, licensed or funded by the TSD by:

- a) continuing to monitor Driver Education, Driving Safety and DWI schools to ensure that course instruction complies with TSD regulations
- b) contracting with UNM/ Division of Continuing Education to monitor the quality of Driver Education schools and instructor training, and to maintain a database to track the certification status of all driver education instructors 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 safety programs in New Mexico, and to evaluate driver education requirements and legislative opportunities
- e) increasing driver education availability in tribal areas statewide

(Countermeasures That Work, 8th Edition, 2015: Chapter 6, Young Drivers: Section 1. Graduated Driver Licensing; Section 2. Driver Education. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Assessment of Overall Projected TS Impacts

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

Program Component Linkages

The problem identification data highlight the need for education of young drivers and re-education of problem drivers. With data showing that teen and young drivers had the highest crash rates and the highest percentage of fatal crashes of drivers in the State, driver education is a necessary strategy for reducing these crashes. Alongside education, the public information and education campaigns designed to raise and maintain awareness about risky driving behaviors and about sustained and focused traffic safety enforcement are critical for new drivers, as well as for identified problem drivers.

The performance target for reducing under-21 drivers in fatal crashes will assess the effectiveness of the DE Program strategies and projects. Strategies proposed for the State's Driver Education and Safety Program are focused on educating new drivers and on drivers that have received sanctions that require they attend driver improvement classes or DWI awareness classes. Quality of driver education schools and instructor training is monitored, and schools are located in communities throughout the State.

The Driver Education and Safety Program will continue to emphasize the consequences of risky driving behavior, including alcohol/impaired driving, non-use of occupant protection, speeding and distracted driving. Driver education efforts will be supported by prevention and education materials and by media messaging that keeps traffic safety issues in front of the public.

Planned Federal Funding

Countermeasure: Communications and Outreach

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|------------------------------|--------------------------------------|----------------|
| 19-DE-02-P01 | Traffic Safety Clearinghouse | 402 | 180,000 |
| 19-DE-RF-P03 | | 20100 | 60,000 |
| Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed. The contractor will staff a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. Additional funds for this project in AL Section – 19-AL-64-P09 (220,000). Total Project Funds = \$460,000 | | | |
| Intended Subrecipient: Safer NM Now | | Staff Oversight: Thomas Lujan | |
| Estimated Match Amount: 26,208 | | Estimated Local Benefit: 180,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|---|-----------------------|--------------------------------------|----------------|
| 19-DE-02-P02 | NCSAs/ Media Training | 402 | 160,000 |
| 19-DE-05b-P01 | | 405b | 75,000 |
| 19-DE-RF-P02 | | 20100 | 30,000 |
| Provides for non-paid media (non-commercial sustaining announcements - NCSAs) developed and implemented by broadcasters and broadcasters-in-training on statewide traffic safety awareness and education to reduce fatal and serious injury crashes. NCSAs will focus on problem identified issues including impaired driving, occupant protection, and pedestrian, motorcyclist, and bicyclist safety. | | | |
| Provides training for law enforcement agencies, including how to write press releases and how to handle interviews and media inquiries. This training is based on the NHTSA Administration Law Enforcement Public Information Workshop and is accredited by the New Mexico Law Enforcement Academy. Total Project Funds = \$265,000 | | | |
| Intended Subrecipient: NM Broadcasters Association | | Staff Oversight: Leann Adams | |
| | | | |
| Estimated Match Amount: 402: 23,296; 405b:15,000 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|---------------------------------|--------------------------------------|---------------|
| 19-DE-02-P03 | Traffic Safety Awareness Survey | 402 | 60,000 |
| This is part of the GHSA/NHTSA agreement for there to be a survey conducted every year, nationwide, with standard questions. Provides funds for an awareness survey to be conducted with this agreement. Total Project Funds = \$60,000 | | | |
| Intended Subrecipient: TBD | | Staff Oversight: Leann Adams | |
| Estimated Match Amount: 8,736 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimate |
|---|--|--------------------------------------|---------------|
| 19-DE-05e-P01 | Distracted Driving Awareness Media Placement | 405e | 40,000 |
| Provides funds for paid media placement for distracted driving (DD) awareness messaging in selected markets. Television and radio stations will air strategically placed DD messages, and funds will be used for other advertising methods, including outdoor (billboard) ads, during the 2018 summer months. Total Project Funds = \$40,000 | | | |
| Intended Subrecipient: Marketing Solutions | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: 8,000 | | Estimated Local Benefit: 40,000 | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

Planned State-only Funding

| Project Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|--|------------------------------|-------------|----------------|-------------|
| 19-DI-09-P01 | DE Programs – State Mandated | 10020 | 285,000 | \$535,000 |
| 19-DE-RF-P01 | | 20100 | 250,000 | |
| Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and TSD policies and procedures. Provides funding to assist with updates to existing Department regulations, as necessary. | | | | |
| Staff Oversight: Leann Adams | | | | |

| Project Agreement Number | Project Title | Fund Source | Fund Estimates | Total Funds |
|--|-----------------------|-------------|----------------|-------------|
| 19-DI-09-P02 | DWI School Curriculum | 10020 | 60,000 | \$60,000 |
| Funding provides for a standardized curriculum for the State-mandated DWI Education Program. | | | | |
| Staff Oversight: Leann Adams | | | | |

Federal and State Budget Funds Summary

| | |
|------------------------------|-----------|
| Total Planned Federal Funds: | \$515,000 |
| Total Planned State Funds: | \$685,000 |

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 must develop and implement 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.

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) (Annual)

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

Strategies to Achieve Process Measures

In FFY19, the NMDOT will facilitate communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries by:

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

In FFY19, the NMDOT will support sound and fiscally responsible planning and financial management practices by:

- a) developing, implementing and updating well documented procedures and processes for compliance with all applicable laws, regulations and management policies
- b) providing monitoring and oversight of sub-grantees
- c) submitting grant applications to support TSD programs
- d) processing contractor reimbursements and contractor 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 continue to be adequate to meet the State's P&A process measures. The NMDOT plans to maintain relatively level P&A funding and activity.

P&A Staff Salary and Project Area Allocations

| | State | P&A Federal | AL | OP | PT | TR FARS |
|--|-------|----------------|-----|-----|-----|------------|
| Director OSP - Michael Sandoval | 100% | | | | | |
| Director TSD – Franklin Garcia | 100% | | | | | |
| ID Staff Manager- Kimberly Wildharber | | | 49% | 24% | 27% | |
| Finance Staff Manager- Vacant | | 15% | 40% | 40% | 5% | |
| District 1 PM - Thomas Lujan | | | 47% | 34% | 19% | |
| District 2 PM – Shannell Townsend | 100% | | | | | |
| District 3 PM - Carmelita Chavez | | | 44% | 28% | 28% | |
| District 4 & 6 PM – Cora Anaya | | | 40% | 30% | 30% | |
| District 5 PM – Rey Martinez | | | 40% | 30% | 30% | |
| PE Staff Manager Vacant | 100% | | | | | |
| DE PM MA A – Leann Adams | 100% | | | | | |
| Pedestrian/Bicycle PM MA A - Jonathan Fernandez | 100% | | | | | |
| TR Staff Manager - Jimmy Montoya | 100% | | | | | |
| PA Staff Manager – Judith Duran | 100% | | | | | |
| Quality Assurance - Vacant | 100% | | | | | |
| FARS Analyst – Rose Manning | | | | | | 100% |
| FARS Analyst – Vanessa Ortiz | 75% | | | | | 25% |
| Finance Bus Ops Spec A - Tommy Campos | | 100% | | | | |
| Financial Spec A - Venus Howley | 100% | | | | | |
| Financial Spec O – Lauren Vigil | | 100% | | | | |
| Bus Spec Ops A – Debbie Varela | 100% | | | | | |
| Bus Spec Ops A - Paula Gonzales | 100% | | | | | |
| MA A - Jolyn Sanchez | 100% | | | | | |
| TR Management Analyst Supervisor - Sophia Roybal-Cruz | 100% | | | | | |
| TR MA O – Jason Lujan | 100% | | | | | |
| TR Clerk - (Vacant) | 100% | | | | | |
| TR MA A - Vacant | 100% | | | | | |
| TR MA A - Kariann Blea | 100% | | | | | |
| TR - (vacant) | 100% | | | | | |
| Admin Clerk - Clarice Marien | 100% | | | | | |

Planned Federal Funding

| Project Number | Project Title | Fund Source | Fund Estimate |
|--|-----------------------------|---|---------------|
| 19-PA-02-P01 | Financial Management – FTEs | 402 | 130,000 |
| Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all functions related to managing the NHTSA funding through the Grant Tracking System (GTS). Total Project Funds = \$130,000 | | | |
| Intended Subrecipient: None | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: 18,928 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|---|---|--------------------------------------|----------------|
| 19-PA-02-P02 | HSP, Grant and Technical Writing Services | 402 | 70,000 |
| 19-EE-05-P04 | | 20800 | 30,000 |
| Funds a contract to develop and prepare New Mexico’s Highway Safety Plan, develop and prepare Federal grant applications and the Annual Report, and provide technical writing assistance, as necessary. Total Project Funds = \$100,000 | | | |
| Intended Subrecipient: Pricehall Research | | Staff Oversight: Franklin Garcia | |
| Estimated Match Amount: 10,192 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|----------------------|--------------------------------------|----------------|
| 19-PA-02-P03 | E-Grants – Phase Two | 402 | 22,500 |
| 19-PA-RF-P01 | | 20100 | 4,000 |
| | | | |
| Funds to continue a contract to develop further enhancements to the E-grants system to include Community DWI and Education & Enforcement projects. Funds will be used for the annual maintenance fee and for technical support. Additional funds for project in Alcohol/ID Section – 19-PA-64-P13 (\$4,500). Total Project Funds = \$81,000 | | | |
| Intended Subrecipient: Agate Software | | Staff Oversight: Kimberly Wildharber | |
| | | | |
| Estimated Match Amount: 3,276 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

| Project Number | Project Title | Fund Source | Fund Estimates |
|--|------------------------|--------------------------------------|----------------|
| 19-PA-02-P04 | E-Grants – Web Hosting | 402 | 6,500 |
| 19-PA-RF-P02 | | 20100 | 900 |
| | | | |
| Provides funds to continue funding web hosting of E-Grant system on the New Mexico Department of Information Technology cloud. Additional funds for project in Alcohol/ID Section – 19-PA-64-P14 (17,000). Total Project Funds = \$24,400 | | | |
| Intended Subrecipient: NM Department of Information Technology | | Staff Oversight: Kimberly Wildharber | |
| | | | |
| Estimated Match Amount: 946.40 | | Estimated Local Benefit: None | |
| Project part of TSEP: No | | Purchases Costing \$5000 or more: No | |

Also see 19-AL-64-P11 Alcohol/Impaired Driving Program Management, 19-PA-64-P13 E-Grants Phase Two and 19-PA-64-P14 E-Grants Web Hosting in the Alcohol/Impaired Driving Program area; 19-OP-02-P02 Occupant Protection Program Management in the Occupant Protection Program area; and 19-PT-02-P02 Police Traffic Services Program Management in the Police Traffic Services Program area.

Federal and State Budget Funds Summary

| | |
|------------------------------|-----------|
| Total Planned Federal Funds: | \$229,000 |
| Total Planned State Funds: | \$34,900 |

VI. Strategy Selection and EB Enforcement

NMDOT Evidence-Based Traffic Safety Enforcement Plan

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

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

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

2016 Crash Data Analyses

In 2016, the top five counties for crashes were Bernalillo, Doña Ana, Santa Fe, San Juan and Sandoval. Bernalillo Chavez and Curry had the highest crash rates per vehicle miles traveled. A large majority of crashes occurred on urban roadways (85.1%), but 54.4 percent of crash-related fatalities occurred on rural roadways.

The top counties for traffic fatalities were Bernalillo, San Juan, Doña Ana, Santa Fe, McKinley and Cibola. These counties accounted for 53.8 percent of all traffic fatalities.

Fatalities increased in 2016 from 2015 in both urban and rural areas, but the percent increase was greater in rural areas (42% vs. 38%). The same was true for fatalities in alcohol-involved crashes (51% vs. 36.2%).

2016 data show that the top counties for serious (Class A) injuries were Bernalillo, Doña Ana, San Juan, Santa Fe, Chavez, Sandoval and Valencia. These seven counties accounted for 75.3 percent of all serious injuries in crashes.

The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe.

Of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Taos (50.7) and Española (46.1).

Of the cities with the highest number of alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 10,000 city residents) were in Laguna (80.6), Gallup (38.8), and Española (24.7).

2016 data indicate a 43 percent increase in alcohol-involved fatalities compared to 2015. Counties showing large increases in these fatalities from 2015 to 2016 included: Bernalillo, Doña Ana, Santa Fe, San Juan and Sandoval. A number of smaller counties saw large increases as well, including Luna (from 1 to 5), San Miguel (0 to 4), Taos (2 to 5) and DeBaca (0 to 3).

In 2016, counties with the highest number of motorcycle crashes were Bernalillo, Doña Ana, Santa Fe, Otero, and San Juan. Counties with the highest number of motorcyclist fatalities were Bernalillo (34.7%), Lincoln (6.1%), and Doña Ana (6.1%), and accounted for 47% of all motorcyclist fatalities.

In 2016, 45.6 percent of unbelted fatalities occurred on rural, non-interstate roads, 18.4 percent occurred on rural interstate roads, and 36.1 percent occurred on urban roads. When unbelted serious injuries are combined with unbelted fatalities, 46.9 percent occurred on urban roads, 39.3 occurred on rural non-interstate roads, and 13.8 percent occurred on rural interstate roads.

In 2016, 77 pedestrians were killed and 84 were seriously injured in traffic crashes. Pedestrian deaths rose by 40 percent, while the number of pedestrians seriously injured decreased by 33%. Thirty-four (44%) of the pedestrian fatalities occurred in Bernalillo County; 12 percent were in San Juan County, 10 percent were in McKinley County and 5 percent were in Doña Ana County; 71 percent of all pedestrian fatalities occurred in these 4 counties.

2016 data show that there were 129 pedestrians in alcohol-involved crashes; 48 of the 77 pedestrian fatalities involved an alcohol-impaired pedestrian. Bernalillo, McKinley and San Juan counties accounted for 78.7 percent of alcohol-involved pedestrian crashes.

Deployment of Resources Based on Crash Data Analyses

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

Many projects, such as high-visibility DWI, occupant protection and general traffic safety enforcement, enforcement of underage drinking and alcohol server laws, and high-visibility media are ongoing, multi-year projects with proven track-records in reducing the incidence of traffic crashes, fatalities and injuries. Additional projects may be solicited and implemented to focus on identified high-risk populations and areas of the State. In 2018, the Doña Ana Sheriff's Department received funds to purchase a mobile command post for DWI enforcement activities. In 2019, the State Police will receive funds to purchase two of the mobile command posts for DWI enforcement activities in counties with high numbers of DWI crashes and fatalities. The mobile command posts allow officers to process arrests onsite.

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

CRASH/ FATALITY DATA FOR PLANNED AGREEMENTS WITH LEAs

| County | Population | Law Enforcement Agency | All Crashes – 2017 Data ** | | | |
|-------------------|------------|------------------------|----------------------------|-------|---------------|-------|
| | | | Fatalities | % | Total Crashes | % |
| Bernalillo County | 674,462 | | 90 | 25.8% | 14,394 | 38.5% |
| | | Albuquerque PD | | | | |
| | | Bernalillo County SO | | | | |
| San Juan County | 115,079 | | 35 | 10.0% | 1,874 | 5.0% |
| | | Aztec PD | | | | |
| | | Bloomfield PD | | | | |
| | | Farmington PD | | | | |
| | | San Juan County SO | | | | |
| McKinley County | 81,225 | | 31 | 8.9% | 1,232 | 3.3% |
| | | Gallup PD | | | | |
| | | McKinley County SO | | | | |
| | | Ramah Navajo PD | | | | |
| | | Zuni Pueblo PD | | | | |
| Dona Ana County | 214,207 | | 29 | 8.3% | 4,194 | 11.2% |
| | | Anthony PD | | | | |
| | | Dona Ana County SO | | | | |
| | | Hatch PD | | | | |
| | | Las Cruces PD | | | | |
| | | Mesilla PD | | | | |
| | | Sunland Park PD | | | | |
| Eddy County | 57,621 | | 17 | 4.9% | 1,487 | 4.0% |
| | | Artesia PD | | | | |
| | | Carlsbad PD | | | | |
| | | Eddy County SO | | | | |
| | | Hope PD | | | | |
| | | Loving PD | | | | |
| Santa Fe County | 142,110 | | 16 | 4.6% | 3,311 | 8.8% |
| | | Edgewood PD | | | | |
| | | Pojoaque Tribal PD | | | | |
| | | Santa Fe County SO | | | | |
| | | Santa Fe PD | | | | |
| Sandoval County | 141,575 | | 16 | 4.6% | 1,920 | 5.1% |
| | | Bernalillo PD | | | | |
| | | Corrales PD | | | | |
| | | Cuba PD | | | | |
| | | Jemez Pueblo PD | | | | |
| | | Rio Rancho PD | | | | |
| | | Sandia Pueblo PD | | | | |
| | | Sandoval County SO | | | | |
| | | Santa Ana Pueblo PD | | | | |

| | | | | | | |
|-------------------|--------|-----------------------------|----|------|-------|------|
| Lea County | 69,749 | | 16 | 4.6% | 903 | 2.4% |
| | | Hobbs PD | | | | |
| | | Lea County SO | | | | |
| | | Lovington PD | | | | |
| Cibola County | 21,185 | | 12 | 3.4% | 363 | 1.0% |
| | | Cibola County SO | | | | |
| | | Grants PD | | | | |
| | | Milan PD | | | | |
| Hidalgo County | 4,302 | | 12 | 3.4% | 149 | 0.4% |
| | | Hidalgo County SO | | | | |
| | | Lordsburg PD | | | | |
| Grant County | 28,280 | | 10 | 2.9% | 550 | 1.5% |
| | | Bayard PD | | | | |
| | | Grant County SO | | | | |
| | | Hurley PD | | | | |
| | | Santa Clara (Village) PD | | | | |
| | | Silver City PD | | | | |
| Taos County | 30,702 | | 9 | 2.6% | 332 | 0.9% |
| | | Taos County SO | | | | |
| | | Taos PD | | | | |
| Valencia County | 71,806 | | 8 | 2.3% | 738 | 2.0% |
| | | Belen PD | | | | |
| | | Los Lunas PD | | | | |
| | | Valencia County SO | | | | |
| Chavez County | 65,282 | | 6 | 1.7% | 1,298 | 3.5% |
| | | Chaves County SO | | | | |
| Otero County | 65,410 | | 6 | 1.7% | 942 | 2.5% |
| | | Alamogordo PD | | | | |
| | | Cloudcroft PD | | | | |
| | | Otero County SO | | | | |
| | | Tularosa PD | | | | |
| Rio Arriba County | 42,296 | | 6 | 1.7% | 605 | 1.6% |
| | | Espanola PD | | | | |
| | | Ohkay Owingeh Pueblo PD | | | | |
| | | Rio Arriba County SO | | | | |
| Lincoln County | 19,429 | | 6 | 1.7% | 482 | 1.3% |
| | | Capitan PD | | | | |
| | | Carrizozo PD | | | | |
| | | Lincoln County SO | | | | |
| | | Ruidoso Downs PD | | | | |
| | | Ruidoso PD | | | | |
| Roosevelt County | 18,897 | | 6 | 1.7% | 255 | 0.7% |
| | | Eastern New Mexico Univ. PD | | | | |
| | | Portales PD | | | | |
| | | Roosevelt County SO | | | | |

| | | | | | | |
|-------------------|------------------|--------------------|------------|------|---------------|------|
| Torrance County | 13,718 | | 5 | 1.4% | 200 | 0.5% |
| | | Moriarty PD | | | | |
| | | Torrance County SO | | | | |
| Curry County | 40,483 | | 2 | 0.6% | 802 | 2.1% |
| | | Clovis PD | | | | |
| | | Texico PD | | | | |
| Luna County | 22,827 | | 2 | 0.6% | 391 | 1.0% |
| | | Deming PD | | | | |
| | | Luna County SO | | | | |
| Socorro County | 17,027 | | 2 | 0.6% | 219 | 0.6% |
| | | Socorro County SO | | | | |
| | | Socorro PD | | | | |
| Mora County | 4,504 | | 2 | 0.6% | 93 | 0.2% |
| | | Mora County SO | | | | |
| Colfax County | 7,002 | | 2 | 0.6% | 70 | 0.2% |
| | | Cimarron PD | | | | |
| | | Raton PD | | | | |
| Sierra County | 6,023 | | 1 | 0.3% | 83 | 0.2% |
| | | T or C PD | | | | |
| Union County | 4,183 | | 1 | 0.3% | 62 | 0.2% |
| | | Clayton PD | | | | |
| | | Union County SO | | | | |
| Guadalupe County | 2,680 | | 1 | 0.3% | 33 | 0.1% |
| | | Santa Rosa PD | | | | |
| San Miguel County | 13,285 | | 0 | 0.0% | 271 | 0.7% |
| | | Las Vegas PD | | | | |
| Los Alamos County | 18,147 | | 0 | 0.0% | 141 | 0.4% |
| | | Los Alamos PD | | | | |
| De Baca County | 1,793 | | 0 | 0.0% | 33 | 0.1% |
| | | De Baca County SO | | | | |
| Quay County | 5,929 | | 0 | 0.0% | 4 | 0.0% |
| | | Logan PD | | | | |
| | | Tucumcari PD | | | | |
| Total | 2,021,218 | | 349 | | 37,431 | |

**For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU), on behalf of the New Mexico Department of Transportation (NMDOT) ODWI report 2014-2017.

All crash data excludes station reports. All crash data from 2017 are preliminary. The data for 2017 fatalities, alcohol-involved fatalities, and corresponding rates are from the State preliminary Fatallog database, as of March 5, 2018. All other data are from the NMDOT crash database.

The 2017 population estimates for cities and counties are not yet available from the US Census Bureau. Therefore 2016 population estimates are used for cities and counties. Pueblo population data are from the 2010 US Census Bureau.

TSEP Monitoring and Adjustment

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

In FFY19, TSD staff members will continue to periodically meet to review overall progress toward statewide performance targets and make adjustments to the Traffic Safety Enforcement Plan and the HSP countermeasures and projects, as warranted by data.

NMDOT/ TSD Planned HVE Strategies Supporting NHTSA National Mobilizations

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

Additional High-visibility Enforcement and Communication/Outreach details provided in Alcohol/ Impaired Driving, Police Traffic Services and Occupant Protection Program Sections

See Media Section on pages 51-53 for media logo samples

Acronyms

ARIDE - Advanced Roadside Driving Impairment Enforcement

BAC - Blood/ Breath Alcohol Content

BKLUP – Buckle Up (occupant protection enforcement and media messaging)

CDWI - Community DWI Program

DNTXT – Don't Text (media messaging)

DRE – Drug Recognition Education

DWI - Driving While Intoxicated

EB – Evidence-Based

ENDWI – End DWI (alcohol/impaired driving enforcement and media messaging)

EMS - Emergency Medical Services

FARS – Fatality Analysis Reporting System

FHWA - Federal Highway Administration

FMCSA – Federal Motor Carrier Safety Association

HSIP – Highway Safety Improvement Program

HSP - Highway Safety Plan

HVE – High Visibility Enforcement

IPRC - Injury Prevention Resource Center

LEL - Law Enforcement Liaison

MPOs – Metropolitan Planning Organizations

NHTSA - National Highway Traffic Safety Administration

NM - New Mexico

NMDOT - New Mexico Department of Transportation

OP – Occupant Protection

PD – Police Department

SFST - Standard Field Sobriety Testing

SHSP – Strategic Highway Safety Plan

SID – Special Investigations Division (of NM Department of Public Safety)

SLD – Scientific Laboratory Division (of NM Department of Health)

SO – Sheriff's Office

STEP - Selective Traffic Enforcement Program

STRCC – Statewide Traffic Records Coordinating Committee

STREOC – Statewide Traffic Records Executive Oversight Committee

TraCS – Traffic and Criminal Software

TRU – Traffic Research Unit (of University of NM)

TSD – Traffic Safety Division (of NMDOT)

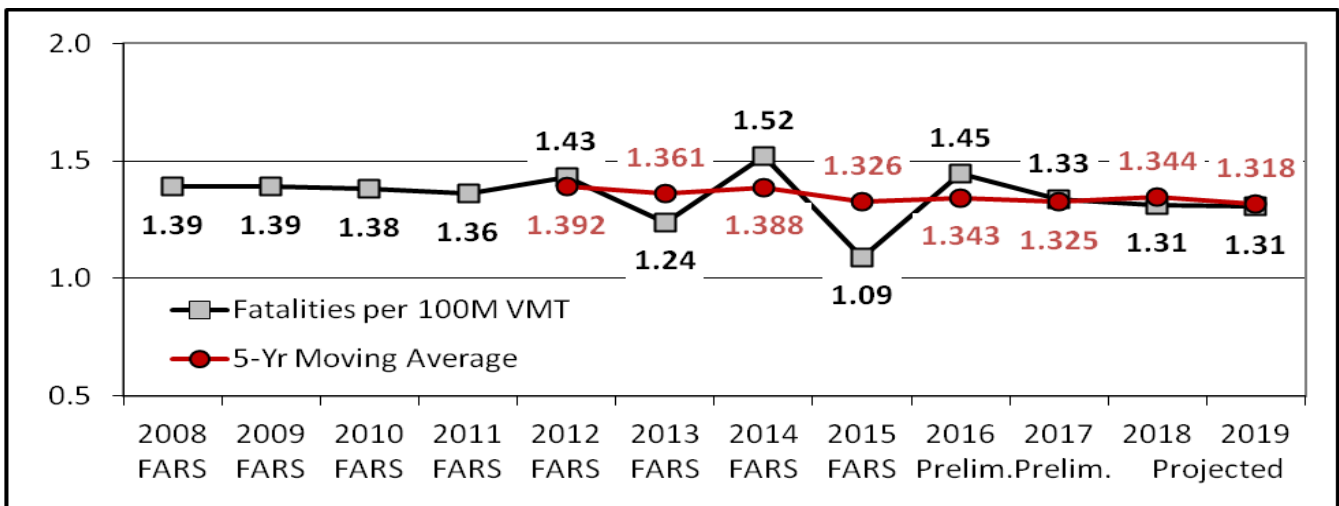
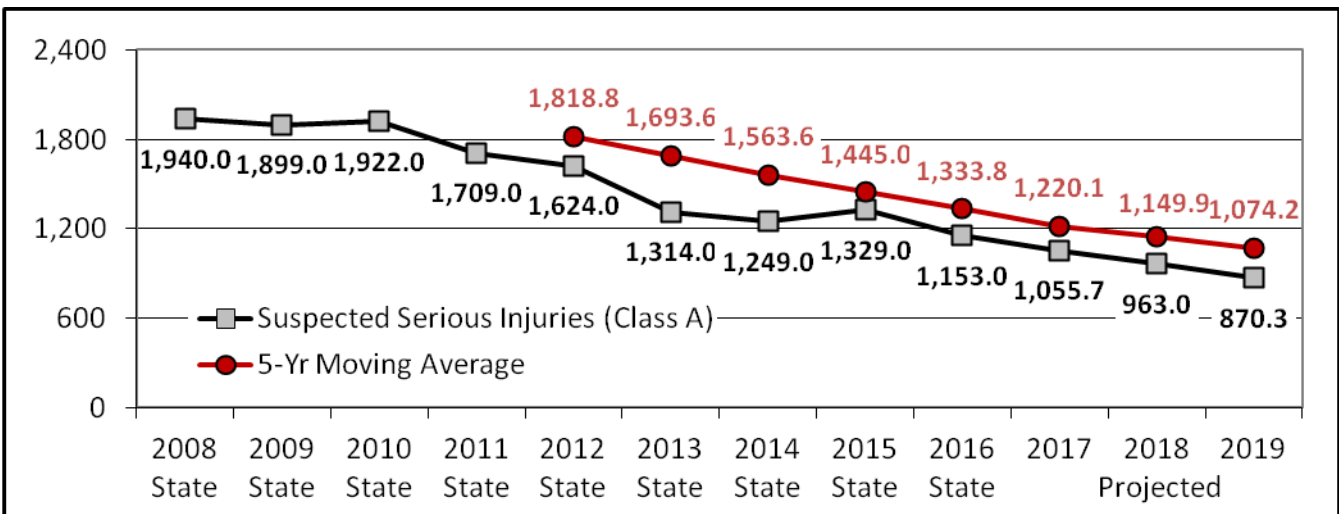
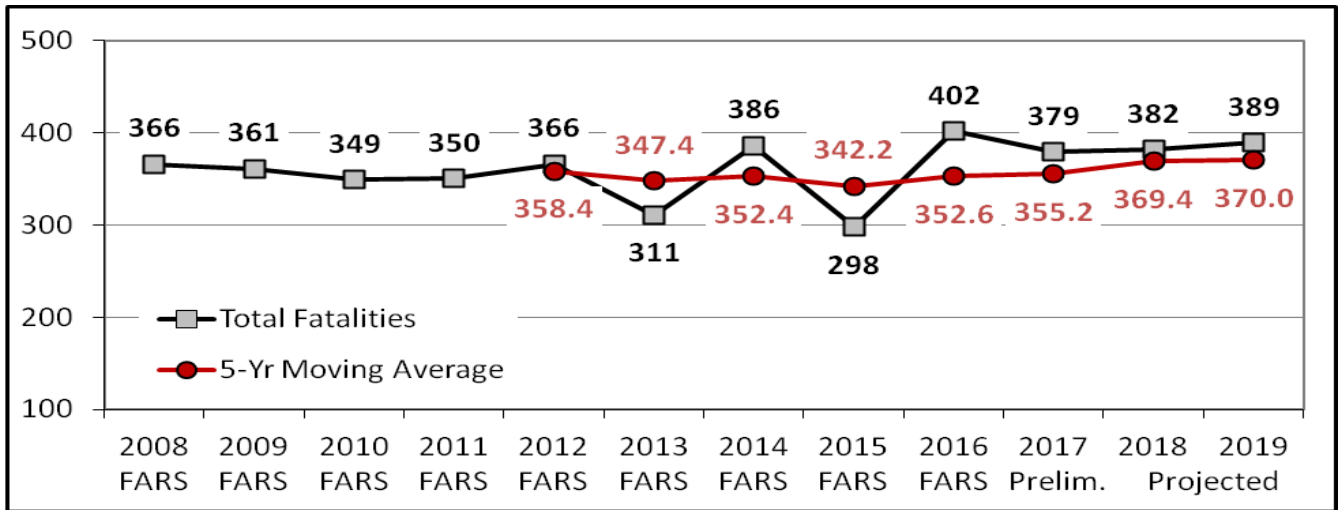
UAD – Underage Drinking

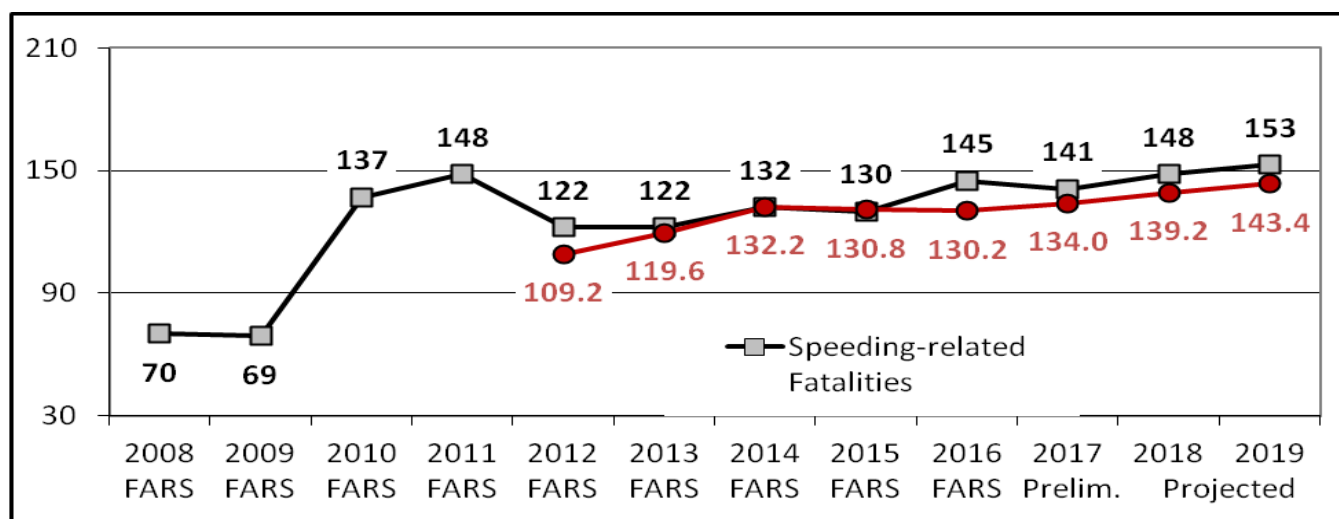
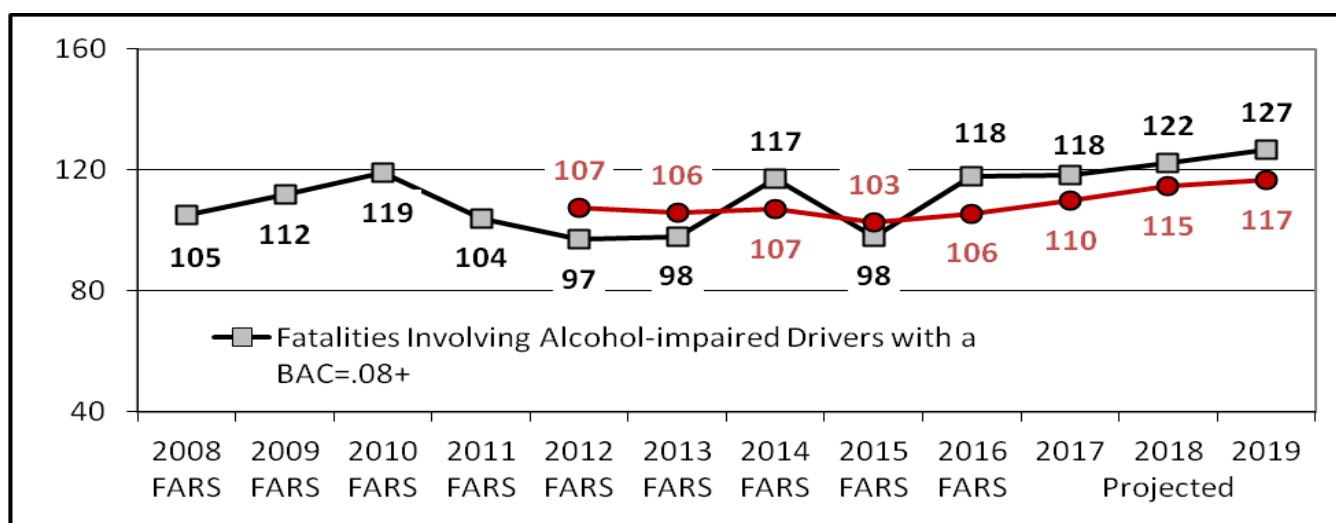
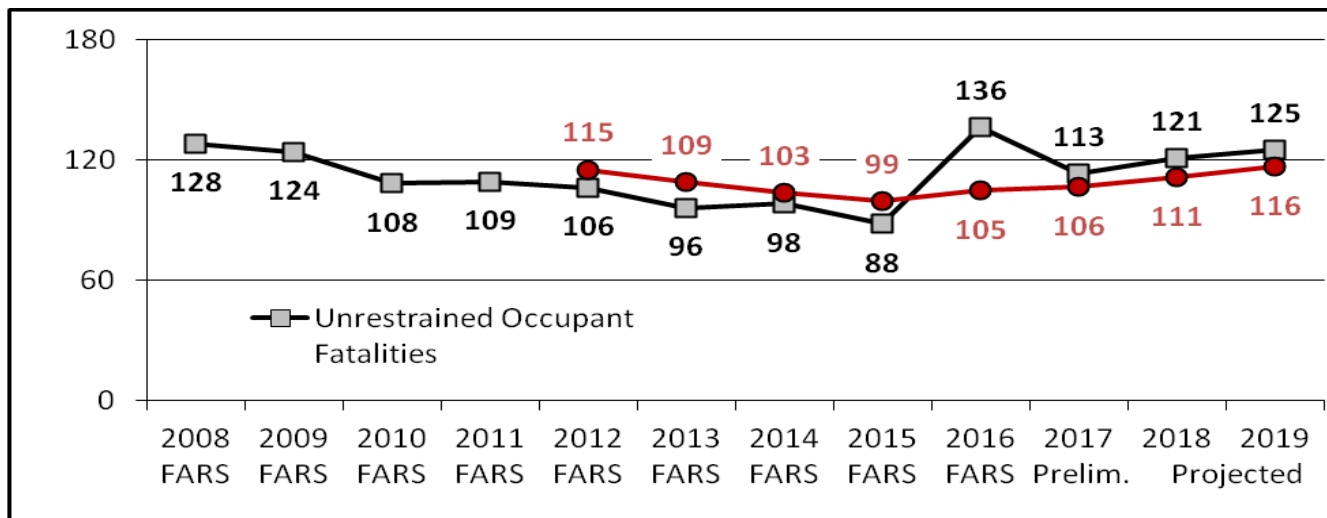
UCR – Uniform Crash Report

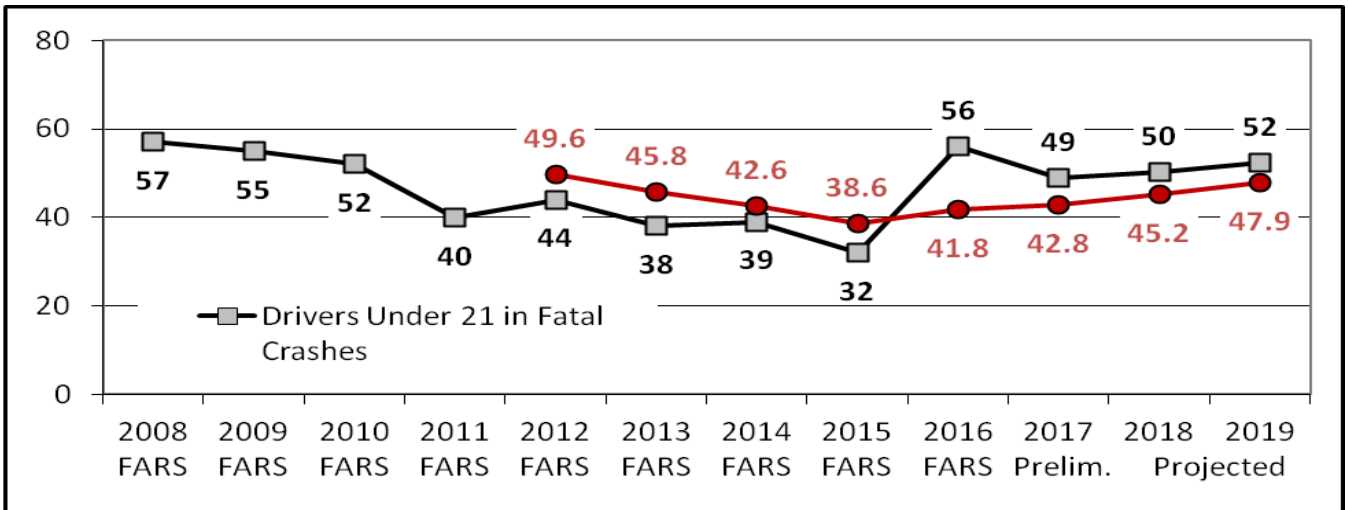
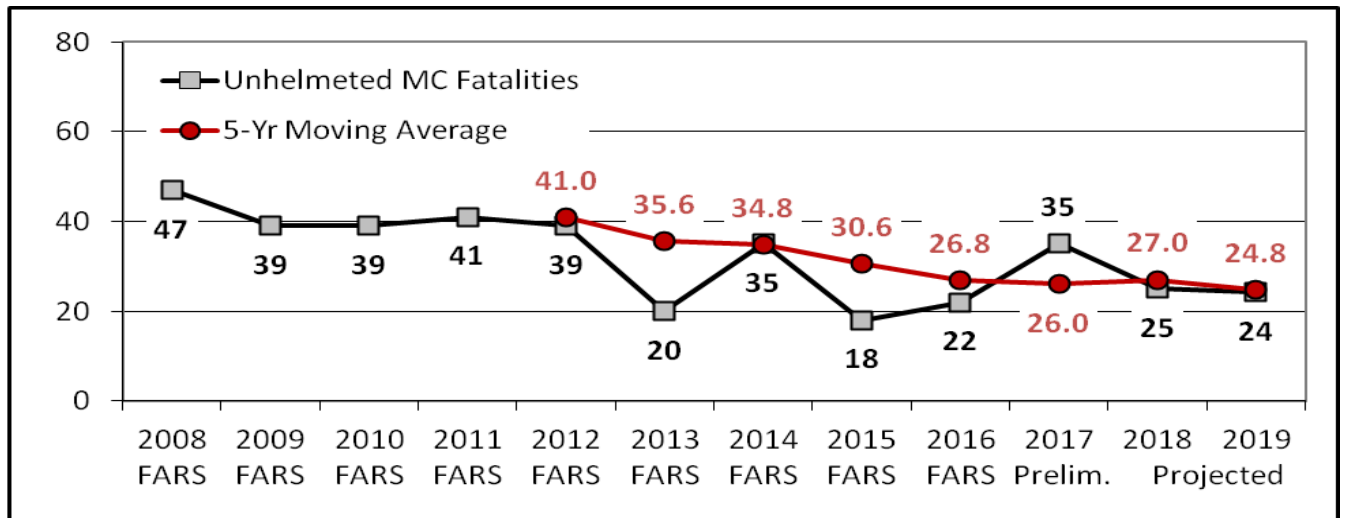
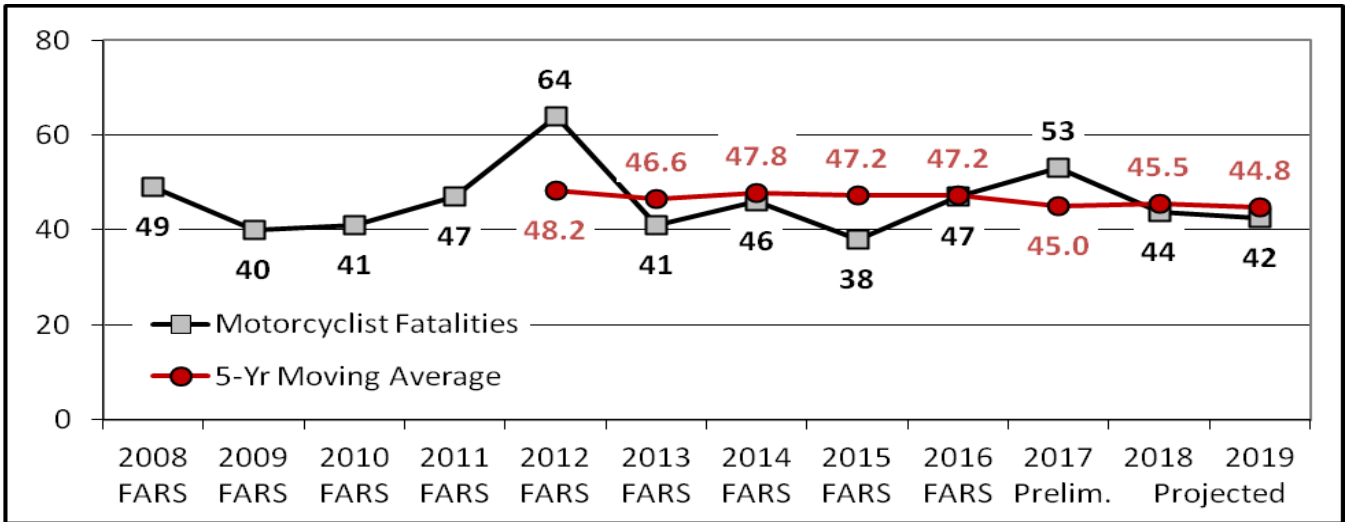
UNM - University of New Mexico

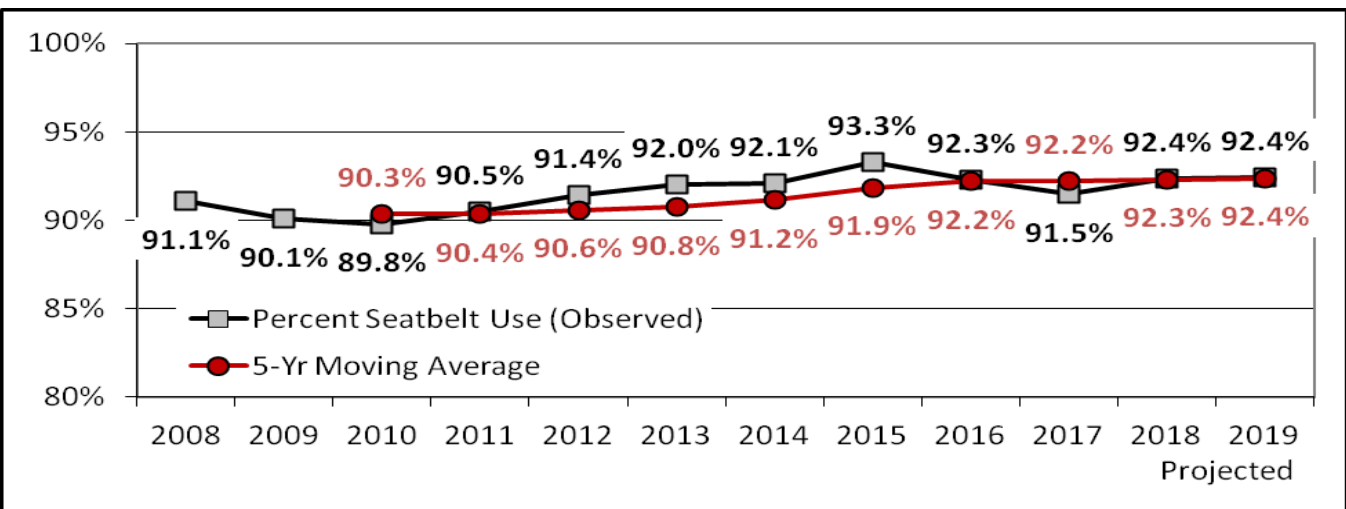
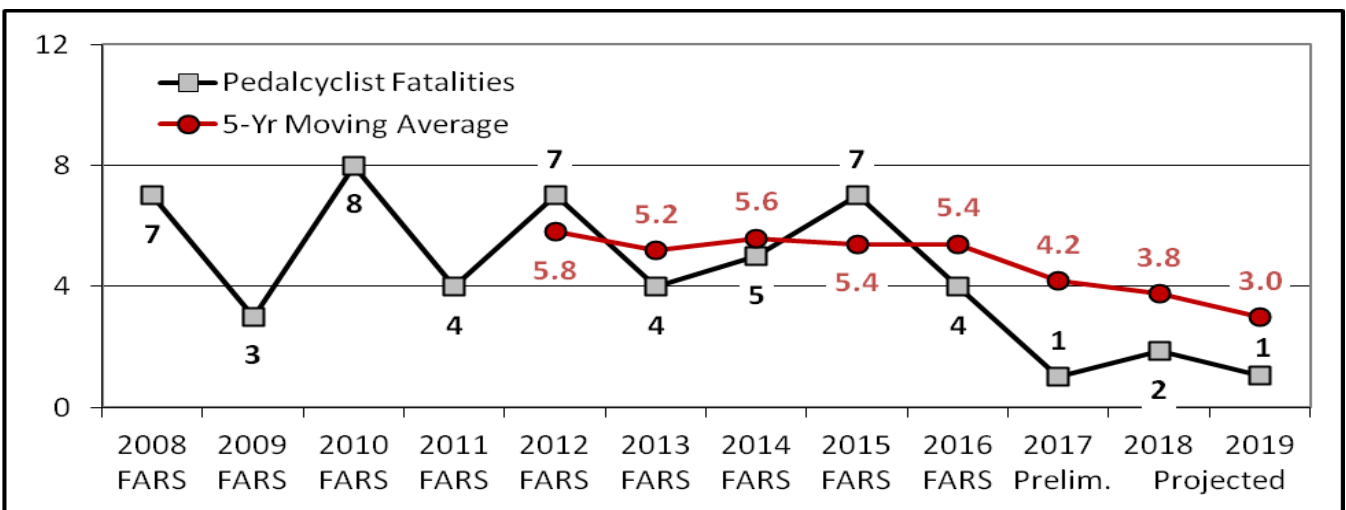
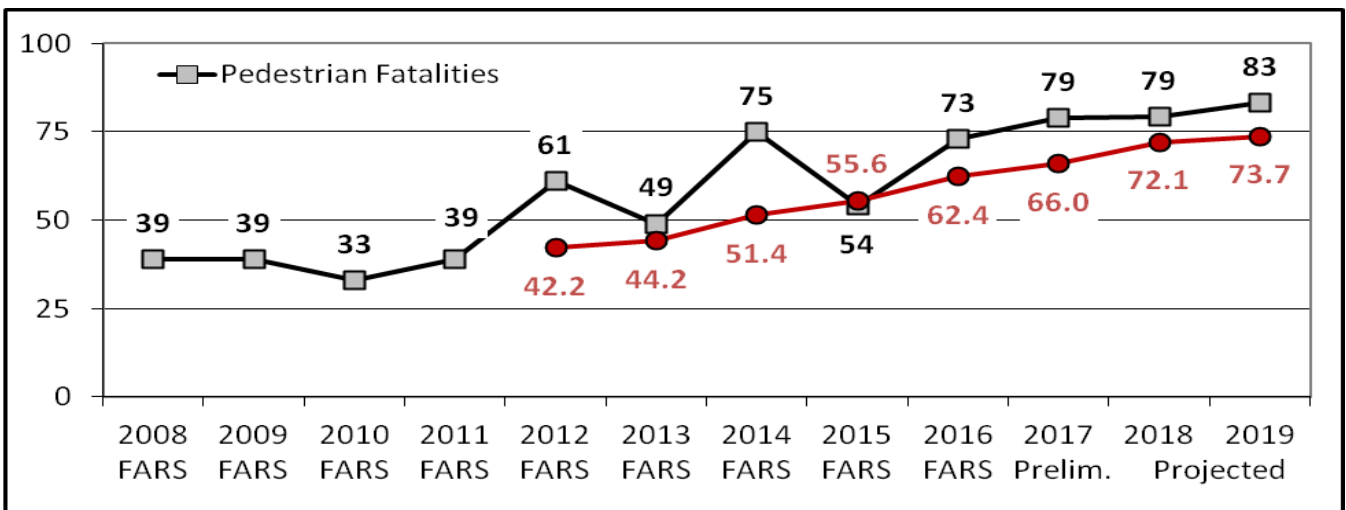
Performance Plan Data Charts

Performance Measure Core and Behavioral Data Charts









405 Grants Supporting Documentation

405b OCCUPANT PROTECTION

PLANNED PARTICIPATING AGENCIES FOR 2019 CLICK IT OR TICKET CAMPAIGN

| | CIOT Participating Agencies | County | County Populations |
|----|--|---------------|-------------------------------|
| 1 | Alamogordo DPS | Otero | 63,797 |
| 2 | Albuquerque PD | Bernalillo | 662,564 |
| 3 | Anthony PD | Doña Ana | 209,233 |
| 4 | Artesia PD | Eddy | 53,829 |
| 5 | Aztec PD | San Juan | 130,044 |
| 6 | Bayard PD | Grant | 29,514 |
| 7 | Belen PD | Valencia | 76,569 |
| 8 | Bernalillo County SO | Bernalillo | |
| 9 | Bernalillo PD | Sandoval | 131,561 |
| 10 | Bloomfield PD | San Juan | |
| 11 | Bosque Farms PD | Valencia | |
| 12 | Carlsbad PD | Eddy | |
| 13 | Clovis PD | Curry | 48,376 |
| 14 | Corrales PD | Sandoval | |
| 15 | Cuba PD | Sandoval | |
| 16 | Eddy County SO | Eddy | |
| 17 | Farmington PD | San Juan | |
| 18 | Gallup PD | McKinley | 71,492 |
| 19 | Grant County SO | Grant | |
| 20 | Grants PD | Cibola | 27,213 |
| 21 | Hidalgo County SO | Hidalgo | 4,894 |
| 22 | Hobbs PD | Lea | 64,727 |
| 23 | Las Cruces PD | Doña Ana | |
| 24 | Las Vegas PD | San Miguel | 29,393 |
| 25 | Lordsburg PD | Hidalgo | |
| 26 | Los Alamos PD | Los Alamos | 17,950 |
| 27 | Los Lunas PD | Valencia | |
| 28 | Loving PD | Eddy | |
| 29 | Lovington PD | Lea | |
| 30 | Luna County SO | Luna | 25,095 |
| 31 | McKinley County SO | McKinley | |
| 32 | Moriarty PD | Torrance | 16,383 |
| 33 | NM DPS-State Police | Statewide | |
| 34 | Pojoaque Tribal PD | Santa Fe | 144,170 |
| 35 | Portales PD | Roosevelt | 19,846 |
| 36 | Raton PD | Colfax | 13,750 |
| 37 | Rio Rancho PD | Sandoval | |

| | | | |
|----|------------------------|------------|--------|
| 38 | Ruidoso PD | Roosevelt | |
| 39 | San Juan County SO | San Juan | |
| 40 | Sandia Pueblo PD | Rio Arriba | 40,246 |
| 41 | Sandoval County SO | Sandoval | |
| 42 | Santa Ana Pueblo PD | Sandoval | |
| 43 | Santa Clara Village PD | Grant | |
| 44 | Santa Fe County SO | Santa Fe | |
| 45 | Santa Fe PD | Santa Fe | |
| 46 | Silver City PD | Grant | |
| 47 | Socorro County SO | Socorro | 17,866 |
| 48 | Sunland Park PD | Doña Ana | |
| 49 | T or C PD | Sierra | 11,988 |
| 50 | Taos County SO | Taos | 32,937 |
| 51 | Torrance County SO | Torrance | |
| 52 | Tucumcari PD | Quay | 9,041 |
| 53 | Valencia County SO | Valencia | |
| 54 | Zuni Pueblo PD | McKinley | |

| | |
|----------------------------------|------------------|
| Total Counties Population | 1,952,478 |
| % State Coverage | 94.8 |

Counties and State Population Based on 2010 U.S. Census – New Mexico Population: 2,059,179

Planned FFY19 NM Child Restraint Inspection Stations

| City | Community Population | Urban/Rural | County | County Population | Serves At-Risk Populations |
|---------------------------------|----------------------|-------------|------------|-------------------|----------------------------|
| Albuquerque* | 556,859 | Urban | Bernalillo | 662,564 | Yes |
| Isleta Pueblo | 489 | Rural | Bernalillo | | Yes |
| Kirtland Air Force Base | 751 | Rural | Bernalillo | | Yes |
| Roswell | 48,407 | Rural | Chaves | 65,645 | Yes |
| Grants | 9,263 | Rural | Cibola | 27,213 | Yes |
| Acoma Pueblo | 4,989 | Rural | Cibola | | Yes |
| Pinehill | 73 | Rural | Cibola | | Yes |
| Raton | 6,348 | Rural | Colfax | 13,750 | Yes |
| Clovis | 39,461 | Rural | Curry | 48,376 | Yes |
| Las Cruces* | 101,459 | Urban | Dona Ana | 209,233 | Yes |
| Sunland Park | 15,588 | Rural | Dona Ana | | Yes |
| Anthony | 9,459 | Rural | Dona Ana | | Yes |
| Chaparral | 14,095 | Rural | Dona Ana | | Yes |
| Artesia* | 11,817 | Rural | Eddy | 53,829 | Yes |
| Silver City | 10,103 | Rural | Grant | 29,514 | Yes |
| Santa Clara Pueblo | 1,009 | Rural | Grant | | Yes |
| Anton Chico | 66 | Rural | Guadalupe | 4,687 | Yes |
| Lordsburg | 2,673 | Rural | Hidalgo | 4,894 | Yes |
| Deming | 14,582 | Rural | Luna | 25,095 | Yes |
| Columbus | 1,244 | Rural | Luna | | Yes |
| Zuni Pueblo | 8,635 | Rural | McKinley | 71,492 | Yes |
| Alamogordo* | 30,687 | Rural | Otero | 63,797 | Yes |
| Tucumcari | 5,091 | Rural | Quay | 9,041 | Yes |
| Dulce | 2,743 | Rural | Rio Arriba | 40,246 | Yes |
| Portales | 12,275 | Rural | Roosevelt | 19,846 | Yes |
| Farmington* | 44,067 | Urban | San Juan | 130,044 | Yes |
| Shiprock | 8,135 | Rural | San Juan | | Yes |
| Las Vegas* | 13,570 | Rural | San Miguel | 29,393 | Yes |
| Rio Rancho* | 92,966 | Urban | Sandoval | 131,561 | Yes |
| Santo Domingo Pueblo | 2,737 | Rural | Sandoval | | Yes |
| Jemez Pueblo | 2,002 | Rural | Sandoval | | Yes |
| Santa Fe* | 82,927 | Urban | Santa Fe | 144,170 | Yes |
| Edgewood | 3,775 | Rural | Santa Fe | | Yes |
| T or C | 6,157 | Rural | Sierra | 11,988 | Yes |
| Socorro | 8,760 | Rural | Socorro | 17,866 | Yes |
| Alamo Reservation | 1,085 | Rural | Socorro | | Yes |
| Rio Communities | 4,688 | Rural | Valencia | 76,569 | Yes |
| Total | | | | 1,890,813 | |
| % State Coverage | | | | 91.8 | |
| * Permanent Inspection Stations | | | | | |
| 2010 NM Population | | | | 2,059,179 | |