

September 2019

# **Highway Safety Plan FY 2020 New Mexico**

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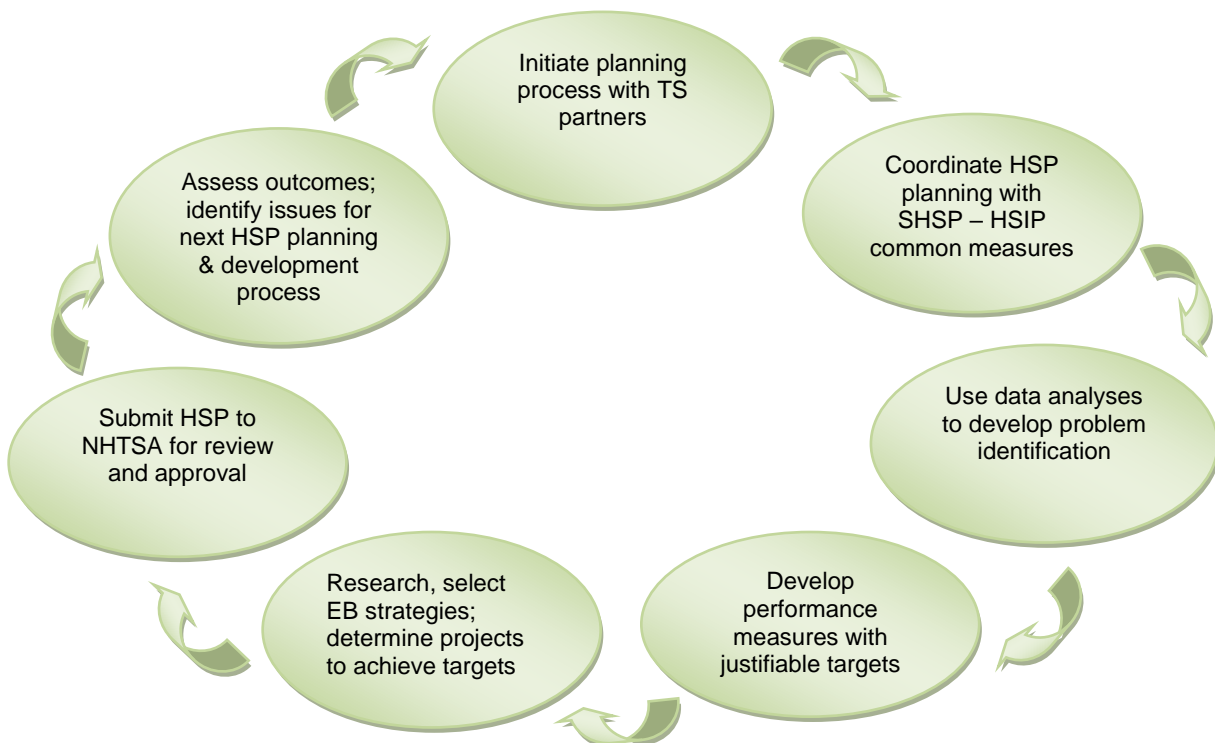
# I. Introduction

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

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

## II. Highway Safety Planning Process

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



## **a. Highway Safety Problem Identification Process**

### **1. Meetings and Data Review**

The problem identification process was conducted primarily between January and June of 2019, 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 are 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. For each NHTSA/GHSA performance measure, ten years of FARS and preliminary State data was presented (2008-2017), along with 2019 and 2020 projected data. The charts include both annual and five-year moving average data.

Statewide and county or city rankings data were detailed for a number of measures including: crashes, fatalities (total, rural, urban), alcohol-involved crashes, alcohol-involved fatalities, serious crash injuries, motorcyclist fatalities, pedestrian fatalities and speeding-related fatalities. TRU 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 UNM 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, Standard Field Sobriety Testing (SFST) and Traffic Records assessments are integrated into the Impaired Driving Plan and the Traffic Records Strategic Plan. 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 January and May 2019 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 February, April and May 2019 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 2009–2016, FARS 2017 Annual Report File (ARF), 2017 final State data, preliminary 2018 State data (2018 behavioral data is final). 2019 and 2020 data are projected based on a linear regression (best fit straight line). 2017 fatality rates are based on FHWA VMT data; 2018-2020 rates use NMDOT preliminary VMT.

In setting the 2020 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 contacted to request their input on the proposed performance measures and targets. Comments received were 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 January 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, 9<sup>th</sup> Edition, 2017 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 contacted to request their input on potential strategies and projects. Comments received were 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 identification 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 and anticipated funds for each program area and for individual proposed projects.

Projections of NHTSA funds for the coming year were based on previous years' appropriations in each program area and anticipated carryover funds. Availability of funds for each of the program 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 required percentage match funds.

During the initial project proposal process, program and finance staff determined if the agency or organization requesting TSD funds has access to other funds to conduct the project. Certain agencies may receive State or other sources of funds for the administration of a project, but 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 – Alcoholic Beverage Control Division
- MPOs, Mid-Region Councils of Government
- University of New Mexico – Geospatial and Population Studies Traffic Research Unit; Center for Injury Prevention Research and Education; 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**

2017 State data are final; 2017 FARS data are preliminary; 2018 State data are preliminary

In 2017, there were 45,906 crashes on New Mexico's roadways – 835 more than in 2016. There were 6 percent fewer fatal crashes in 2017 than in 2016.

The total number of crashes reported via the State uniform crash report increased markedly in 2015, 2016 and 2017, presumably due to improved reporting and electronic reporting by law enforcement agencies.

Despite the increase in crashes in 2017, there was a 6.2 percent decrease in traffic fatalities from 2016 (380 vs. 405). There were more people in crashes in 2017 than in 2016, but fewer people received injuries in those crashes. There were 1.7 percent fewer people with suspected serious (Class A) injuries in 2017, and compared to 2016, there were 14.75 percent fewer people receiving this level of injury.

The total human capital cost of the 45,906 crashes in New Mexico is estimated at \$1.6 billion. This represents the 2017 value of human capital costs for 341 fatal crashes and 45,565 non-fatal crashes.

Bernalillo, Doña Ana, Santa Fe, Sandoval, and San Juan counties had the highest number of total crashes, while Bernalillo, Curry, Chavez, Doña Ana and Valencia counties had the highest crash rates per 100M vehicle miles traveled.

In 2017, Bernalillo, San Juan, McKinley, Doña Ana, Sandoval, Eddy, Santa Fe and Lea counties had the highest number of fatalities in crashes with 65.8 percent of the State's total. Preliminary 2018 State data show a 2.9 percent increase in crash fatalities from 2017, with Bernalillo, McKinley, San Juan, Lea and Sandoval counties accounting for 55.4 percent of these fatalities.

2017 data show that the top counties for fatal and serious injury crashes were Bernalillo, Doña Ana, San Juan, McKinley, Santa Fe, Valencia, Sandoval and Eddy. These eight counties accounted for 70.5 percent of all fatalities and serious injuries in crashes. In Bernalillo County, which had 34.6 percent of these crashes, 17.4 percent were alcohol-involved; in McKinley and San Juan counties, 48 and 43 percent respectively, were alcohol-involved.

In 2017, a large majority of crashes occurred on urban roadways (85%). Crashes on urban roadways resulted in 49.2 percent of fatalities and 73.7 percent of serious injuries; 37.4 percent of crash fatalities occurred on rural non-interstate roadways, and 13.4 percent on rural interstates.

In 2017, 38.2 percent of all people in crashes were between the ages of 15 and 34, and they were 38.2 percent of those killed in crashes. Over 50 percent of persons seriously injured in a crash were aged 15-39.

The teen (15-19) driver crash rate (per 1,000 NM licensed teen drivers) is 130.1, its highest level in the past five years, while the young adult (20-24) driver crash rate is 78.0, its second highest level in the past five years.

The percentage of alcohol-involved crashes among all crashes is at its lowest level in the past five years (4.5%), and alcohol-involved crash fatalities decreased by 14 percent in 2017 from 2016. The alcohol-involved crash fatality rate (per 100M vehicle miles traveled) is 18 percent lower than in 2016. In 2017 alcohol-involved crashes accounted for 38.7 percent of all crash fatalities, down from 42.2 percent in 2016 and 44 percent in 2014. .

Males are twice as likely as females to be an alcohol-involved driver in a crash. Of all NM alcohol-involved drivers in crashes, 69.2 percent were males.

The crash rate of NM resident alcohol-involved drivers, ages 20 to 24, was three times the statewide rate (per the total number of licensed drivers). Among all NM alcohol-involved drivers in crashes, 56.4 percent were aged 20-34.

Counties with the highest number of alcohol-involved crashes were Bernalillo (32.4%), Doña Ana (9.6%), Santa Fe (8.4%), San Juan (8.2%) and McKinley (8.2%).

2017 data show unrestrained occupant fatalities decreased by 18.4 percent from 2016, after increasing by 27.8 percent in 2016 from 2015. Males are 2.5 times as likely to be an unbelted fatality in a crash as females.

Most unbelted fatalities (48.3%) and serious injuries (46%) occurred on rural non-interstate roads and on urban roads (40% and 40.7%).

In 2017, the top contributing factor in fatal crashes was driver inattention, followed by alcohol-involved and excessive speed. Speeding was the top-contributing factor in 8 percent of all crashes. Of these, 33 percent were fatal or injury crashes.



After falling by 21.2 percent in 2015 from 2014, motorcyclist fatalities rose by 19.5 percent in 2016, and then by 16.3 percent in 2017. Unhelmeted fatalities increased by 21 percent in 2017 from 2016. Alcohol/drug involvement was the top contributing factor in 47.4 percent of motorcycle fatal crashes. Excessive speed and driver inattention were the top factors in motorcyclist injury crashes.

In 2017, there were 79 pedestrian fatalities, the highest number in the past five years. Pedestrian fatalities were 20.8 percent of all traffic fatalities. Of all 79 pedestrian fatalities, almost 80 percent were in just 5 counties - Bernalillo (41.8%), San Juan County (12.7%), McKinley (10.1%), Doña Ana (8.9%) and Santa Fe (6.3%).

In pedestrian involved crashes, 90 percent involved a pedestrian under the influence of alcohol; in over half of pedestrian fatalities, the pedestrian was under the influence of alcohol.

The number of under-21 drivers (ages 15-20) in fatal crashes fell by 10.7 percent in 2017 from 2016, while the number of under-21 alcohol-involved drivers in crashes fell by 18 percent from 2016.

#### **Identified Focus Areas**

High-Risk Locations: Bernalillo, Doña Ana, San Juan, Santa Fe, McKinley, Sandoval counties;  
Crashes: Urban Roadways; Crash Fatalities/Serious Injuries: Urban Roadways

High-Risk Persons: Pedestrians; Unrestrained Vehicle Occupants; Unhelmeted Motorcyclists; Teens & Young Adults; Males

High-Risk Activities: Distracted Driving; Impaired Driving; 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, 9<sup>th</sup> Edition 2017; 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, November 2018 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 (UNM) 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 UNM TRU combines crash records, highway data, driver records, geographic information and census data to produce annual statewide crash and DWI reports. UNM 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:** The State Motor Vehicle Division (MVD) maintains a comprehensive driver and vehicle database system known as Tapestry. The driver module compiles driver records, including 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 Tapestry system addresses many of the recommendations addressed in the latest State Traffic Records Assessment, including field edit and validation checks to ensure data is accurate and capturing vehicle brand information and brand history from other states.

In 2019, the MVD began issuing vehicle registrations with a readable barcode by which law enforcement can electronically capture vehicle registration data on crash reports, traffic citations and other related reports. Once all vehicle registrations are bar-coded, manual input of vehicle registration data will be eliminated, thus increasing the accuracy of this data.

The State of New Mexico participates in the Performance and Registration Information Systems Management (PRISM) that seeks to 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 completed updates to 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.

**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 and local law enforcement data, and statewide or local assessments.

## **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 FFY20 HSP and the annual HSIP, staff from the Traffic Safety and Planning Divisions, NM FHWA, and data and planning contractors held meetings in February, April and May 2019. Ten years of annual and five-year moving average data was reviewed for each of the common measures, and included preliminary FARS or State data for 2017, preliminary data for 2018 and projected data for 2019 and 2020. 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 2020 performance targets for the three common measures for the HSP and HSIP.

### III. Performance Report

All common core measure data with the exception of alcohol-impaired fatalities are based on 5-year rolling averages.  
Alcohol-impaired fatalities and the behavioral measure are based on annual data.

	Performance Measure	2016 Baseline	2019 HSP Target	2019 Projected Data	Difference (Projected vs. 2019 Target)	Status
C1	Limit the Increase - Total Fatalities	352.6	375.0	376.7	+1.7	In Progress
C2	Reduce Serious Injuries	1,333.8	1,100.0	1143.4	+43.4	In Progress
C3	Limit the Increase - Fatality Rate	1.343	1.318	1.342	+0.024	In Progress
C4	Limit the Increase - Unrestrained Occupant Fatalities	105	116	119	+3	In Progress
C5	Limit the Increase – Alcohol-impaired Fatalities	118	125	129	+4	In Progress
C6	Reduce Speeding-related Fatalities	130	143	138	-5	In Progress
C7	Reduce Motorcyclist Fatalities	47	45	47	+2	In Progress
C8	Reduce Unhelmeted MC Fatalities	27	27	25	-2	In Progress
C9	Reduce Under-21 Drivers in Fatal Crashes	42	48	47	-1	In Progress
C10	Limit the Increase – Pedestrian Fatalities	62	75	74	-1	In Progress
C11	Maintain Bicyclist Fatalities	5	4	6	+2	In Progress
		2017 Baseline	2019 HSP Target	2019 Projected	Projected vs. 2019 Target	Status
B1	Increase Seatbelt Use Percent	91.5	92	90.7	- 1.3%	In Progress

#### State Measures

	Performance Measure	2019 HSP Target	2019 Projected Data	Projected vs. 2019 Target	Status
S1	Maintain A&A Survey Respondents Reporting Hearing/ Seeing TS Safety Messaging	80%	N/A*	N/A*	In Progress
S2	Fatalities in Distracted Driving Crashes	154	141	-13	In Progress

\*N/A - not available – 2019 A&A Survey results will not be available until the fourth quarter of 2019

	TR Performance Measure 4/1/2017-3/31/2018 to 4/1/2018-3/31/2019	2019 HSP Target	2019 State Data	State Data vs. 2019 Target	Status
S3	Increase the number of VIN-based, batch corrections to vehicle manufacturer (VEMAKE) with missing or invalid data	1,000 vehicle record corrections	1,535	+535 record corrections	Achieved & Exceeded

#### Activity Measures

	FFY17	FFY18
Number of seatbelt citations issued during grant-funded enforcement activities	9,582	10,091
Number of impaired driving arrests made during grant-funded enforcement activities	1,947	2,128
Number of speeding citations issued during grant-funded enforcement activities	40,693	41,354

## **IV. Performance Plan**

### **NHTSA CORE MEASURES**

Core measure data presented are based on 5-year averages or on annual data. The behavioral measure 2018 data is final. For all other measures, 2017 data is final; 2018 data are preliminary. 2019 and 2020 data are projected based on a liner regression (best fit straight line). 2017 fatality rates are based on FHWA VMT data; 2018-2020 rates use NMDOT preliminary VMT. Data charts are on pages 73-76.

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

Baseline Value:	355.8	Baseline Years:	2013-2017
Target Value:	401.9	Target Years:	2016-2020

**Justification:** Although five-year average fatalities rose by a moderate 2.4 percent between 2013 and 2017, preliminary and projected data indicate that fatalities will increase by about 13 percent between 2017 and 2020. Fatalities involving SUVs, pickup trucks and pedestrians have been increasing and in 2018, accounted for 51.4 percent of all crash fatalities. Given the prevalence of SUV and pickup truck ownership, and projected increase in fatalities overall, the State has determined the five-year average target as achievable in 2020.

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

Baseline Value:	1,235.6	Baseline Years:	2013-2017
Target Value:	1,074.2	Target Years:	2016-2020

**Justification:** Five-year average serious injuries are projected to fall by 7.5 percent between 2017 and 2019, and the State anticipates a continued reduction in serious injuries in 2020. The State has determined the 2020 five-year average projection as achievable.

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

Baseline Value:	1.314	Baseline Years:	2013-2017
Target Value:	1.429	Target Years:	2016-2020

Urban	Target Value:	1.525	Target Years:	2016-2020
Rural	Target Value:	1.344	Target Years:	2016-2020

**Justification:** Although five-year average fatalities are expected to increase in 2020 from 2017, VMT is also expected to rise, and the State determines that the projected 2020 five-year fatality rate is an achievable target. Five-year average 2020 projections for urban and rural fatality rates are also determined to be achievable targets.

#### C4: Unrestrained Vehicle Occupant Fatalities

Baseline Value:	105	Baseline Years:	2013-2017
Target Value:	129	Target Years:	2016-2020

**Justification:** Five-year average unrestrained occupant fatalities rose in 2016, and the trend line indicates a continued rise in these fatalities. Given preliminary and projected data, and the State's ongoing BKLUP campaign and participation in CIOT, the State has determined the five-year average projection as achievable in 2020.

#### C5: Alcohol-impaired Fatalities

Baseline Value:	111	Baseline Years:	2013-2017
Target Value:	126	Target Years:	2016-2020

**Justification:** Five-year average alcohol-impaired fatalities rose in 2016 and 2017, and the trend line indicates further increases in these fatalities into 2020. Given this data and the State's continued focus on reducing drunk driving through ENDWI enforcement and media efforts, the State has determined the 2020 five-year average projection as achievable.

#### C6: Speeding-related Fatalities

Baseline Value:	134	Baseline Years:	2013-2017
Target Value:	142	Target Years:	2016-2020

**Justification:** Five-year average speeding-related fatalities rose by 3 percent in 2017 from 2016, and preliminary and projected data indicate continued increases in these fatalities into 2020. New Mexico's STEP will receive additional State funds in 2020 to increase speed enforcement, and the State has determined the 2020 five-year average projection as achievable.

#### C7: Motorcyclist Fatalities

Baseline Value:	53	Baseline Years:	2017
Target Value:	51	Target Years:	2020

**Justification:** Annual 2017 motorcyclist fatality data show a 12.8 percent jump in fatalities from 2016, but projected 2019 and 2020 data indicate a modest decline in these fatalities. The State determines that the annual projection of 51 fatalities is achievable in 2020.

#### C8: Unhelmeted Motorcyclist Fatalities

Baseline Value:	35	Baseline Years:	2017
Target Value:	29	Target Years:	2020

**Justification:** Annual motorcyclist fatality data indicate a moderate decline in unhelmeted fatalities from 2017 to 2020. Based on 2014-2018 data, about 58 percent of motorcyclist fatalities have been unhelmeted. Given this, the State has determined the annual projection of 29 unhelmeted fatalities as achievable in 2020.

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

Baseline Value:	43	Baseline Years:	2013-2017
Target Value:	51	Target Years:	2016-2020

**Justification:** Five-year average data show these fatalities steadily increasing between 2016 and 2020. Given the State's continued focus on driver education and distracted driving issues, the State determines the five-year target as achievable in 2020.

### C10: Pedestrian Fatalities

Baseline Value:	74	Baseline Years:	2017
Target Value:	92	Target Years:	2020

**Justification:** Annual data show that pedestrian fatalities rose by 37 percent between 2015 and 2017, following trends seen in many other states. Pedestrian fatalities are expected to continue rising, but the State is projecting a lower 24 percent increase in these fatalities between 2017 and 2020.

### C11: Bicyclist Fatalities

Baseline Value:	4	Baseline Years:	2013-2017
Target Value:	6	Target Years:	2016-2020

**Justification:** Five-year average data indicate the State can anticipate a higher number of bicyclist fatalities in 2020 than in 2017. With the State's increasing number of bicyclists and bicyclist events, the State has determined the 2020 five-year average target as achievable.

### B1: Seatbelt Use Percentage

Baseline Value:	90.2%	Baseline Year:	2018
Target Value:	90.4%	Target Year:	2020

**Justification:** New Mexico's observed seatbelt use percentage has remained above 90 percent since 2011. The State anticipates being able to maintain its seatbelt use above 90 percent in 2020 and has determined the annual 2020 projection as achievable.

## **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 2020. (State) (Annual)

### **Traffic Records**

#### ***Barcode Vehicle Registrations***

Increase the accuracy of vehicle registration data on uniform crash reports and citations issued by law enforcement by increasing the number of the barcode vehicle registrations issued from 393,948 in the period 4/1/2018 – 3/31/2019 to 550,000 for the period 4/1/2019 – 3/31/2020. (State) (Annual)

**Justification:** Barcode vehicle registrations allow law enforcement to scan the barcode with an electronic reader. The scanned barcode then auto-populates the crash report and citation with relevant vehicle data including VIN number, license plate number and license year. This auto-population will eliminate errors in these fields.

#### ***Data Entry Verification***

Increase the accuracy of the crash database by increasing the number of database elements available to be verified after data entry by the data entry supervisor from 15 elements in the period 4/1/2018 to 3/31/2019 to 20 elements for the period 4/1/2019 to 3/31/2020. Verification is for the 2019 version of the uniform crash reports submitted and sent to NMDOT as hard copies. (State) (Annual)

**Justification:** Increasing the number of database elements available to be verified improves crash database accuracy and completeness. Upgrading the Kofax data-capture system, which will occur upon implementation of the 2019 UCR form, will allow verification of more elements. Note: XML files transferred through TraCS are excluded from this process, because they bypass manual data entry.

### **Police Traffic Services**

Reduce the number of fatalities in distracted driving crashes from 152 in 2017 to 140 by December 31, 2020. (State) (5-year averages)

**Justification:** Five-year average data indicate the State can anticipate a lower number of fatalities in distracted driving crashes in 2020 from 2017, and the State has determined the five-year target as achievable in 2020.

### **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

### Impaired Driving Program Plan

In its ongoing efforts to reduce impaired driving (alcohol and drug) crashes, fatalities and injuries, New Mexico's Traffic Safety Division (TSD) has adopted a performance-based, evidenced-based, data-driven enforcement program designed to influence impaired driving behavior. Impaired driving enforcement operations involve State, city, county and tribal law enforcement agencies and are coordinated with high-visibility media and public awareness activities.

New Mexico continues to have some of the toughest and most diverse DWI laws of any state in the Nation:

- *Mandated ignition interlock installed on every vehicle driven by a convicted first or subsequent DWI offender; vehicle operators who disconnect or otherwise tamper with a mandated interlock are subject to the same penalties as those for driving while revoked for DWI; out-of-state drivers who apply for a NM license are eligible only for an interlock license, according to the same schedule as NM DWI offenders*
- *All convicted first-time DWI offenders must obtain an ignition interlock license for a year; two years for a second conviction; three years for a third conviction; and for life for a fourth or subsequent conviction, subject to a five year review in the District Court*
- *Mandatory jail time of at least 7 days when convicted of driving under the influence and person's privilege to drive was revoked*
- *Mandatory jail time for 2nd and subsequent DWI convictions*
- *Administrative license revocation is six months to one year for drivers aged 21 and over; revocation for one year for all under-21 drivers regardless of whether or not they have been previously convicted*
- *Automatic one-year license revocation for refusing to take a BAC test; high BAC sanctions (aggravated DWI) and open container laws*
- *Mandatory screening for all convicted DWI offenders*
- *Treatment mandated for all second and subsequent DWI offenders based on screening results*

### Program Area Problem Identification

In 2017, there were 2,050 alcohol-involved crashes\*, 147 fatalities and 170 serious injuries; 38.7 percent of all crash fatalities were alcohol-involved. Alcohol-involved fatal crashes and serious injury crashes both decreased in 2017.

Fatalities in alcohol-involved crashes increased in 2017 from 2016 on rural interstate roads (10.3%), but decreased on rural non-interstate (5%) and urban roads (< 1%).

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.

Preliminary 2018 data indicate about the same number of alcohol-involved fatalities as in 2017. Counties showing increases in these fatalities in 2018 include: Catron (+5), Chaves (+3), Colfax (+3), Lea (+6), Rio Arriba (+3), Sandoval (+3) and Torrance (+3)

In 2017, 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 of alcohol-involved crashes was from 6 p.m. to 11 p.m., but there is a dramatic increase by 5 p.m. that is sustained at high levels to 3 a.m. On Friday nights and Saturday nights, most alcohol-involved crashes occur between 4 p.m. and 4 a.m.

Drivers ages 20-34 were 56.4 percent of New Mexican alcohol-involved drivers in crashes. Overall, males were 2.2 times more likely than females to be an alcohol-involved driver in a crash. Male drivers accounted for 69.2 percent of all New Mexican alcohol-involved drivers in crashes.

The alcohol-involved driver crash rate for young adult drivers aged 20-24, rose from 2.81 in 2016 to 3.28 in 2017. The crash rate of New Mexico resident alcohol-involved drivers ages 20 to 24 is three times as much as the statewide rate, based on the number of licensed drivers in New Mexico. The 21 to 24 year old age group had the highest percentage (27%) of drivers with BACs of .08 g/dL or higher in fatal crashes.

According to the 2017 Youth Risk Behavior Survey, 6.5 percent of NM high school students said they had driven when they had been drinking alcohol; the National median was 5.7 percent. In addition, 20.4 percent of NM high school students said they have ridden with a driver who had been drinking alcohol; the National median was 16.5 percent.

In 2017, the number of alcohol-impaired (.08 g/dl and above) fatalities remained the same as in 2016, but are expected to rise over the next few years. The 120 fatalities accounted for 31.6 percent of all crash fatalities. In DWI arrests where BAC levels were known, 87.5 percent had levels above .08; 51 percent had BAC levels of .16 and above. In 2017, 27.5 percent of persons refused to take a BAC test.

In 2017, there were 10,501 DWI arrests; 52.6 percent resulted in convictions and 13.6 percent resulted in dismissals or not guilty rulings; 33.7 percent were awaiting disposition as of December 2018.

In 2017, there were 52 drug-positive fatalities\*\* in crashes, accounting for 14 percent of all fatalities. Preliminary 2018 data indicate 115 drug-positive fatalities in crashes, accounting for 29 percent of all fatalities.

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

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

**Identified Focus Areas**

- High-Risk Locations: Bernalillo, San Juan, McKinley, Santa Fe and Doña Ana counties; rural interstate roads
- High-Risk Demographic: Males 20-34
- High-Risk Times: Friday-Sunday; 6 p.m. to 11 p.m.

**Performance Measure Targets**

**NHTSA C5: Alcohol-impaired Fatalities**

2013-2017 Baseline	111	2016-2020 Target:	126
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**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 2020.

## **Rationale for Selected Countermeasure Strategies**

Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 9<sup>th</sup> Edition, 2017 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 reducing impaired driving crashes and the incidence of DWI. Strategies are based primarily on high-visibility and sustained enforcement combined with communications and outreach, law enforcement training and support of the judiciary.

The following strategies encompass the NMDOT's primary impaired driving countermeasures and 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, evidence-based, data-driven enforcement program designed to influence impaired driving behavior. Enforcement of DWI laws is essential to reducing crashes, fatalities and injuries due to impaired driving. Unfortunately, in New Mexico many law enforcement agencies continue to experience high rates of turn-over and are finding it challenging to maintain an optimal number of law enforcement officers for their jurisdictions. Given this situation, it can be difficult for agencies to commit their limited number of officers to work overtime on TSD grant-funded enforcement activities. Despite this, in FFY18, TSD high-visibility enforcement projects utilizing both Federal and State funds resulted in over 2,100 DWI arrests.

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

The TSD uses 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 State CDWI, Education & Enforcement projects and other contracts will continue to be implemented in FFY2020.

Annually, over 48 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.

To increase the likelihood that arrests will lead to prosecution and convictions, the NMDOT provides funds for a traffic safety resource prosecutor (TSRP) and administrative 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. In FFY20, the TSRP and administrative assistant will also coordinate and participate in the Courts to School program to educate youth on the dangers and consequences of DWI. The TSRP positions are housed in the New Mexico Attorney General's office.

The TSD insures law enforcement officers receive ongoing training in Standardized Field Sobriety Testing (SFST), DWI Checkpoints, Drug Recognition Expert (DRE) and Advanced Roadside Driving Impairment Enforcement (ARIDE).

In FFY20, 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) providing funds for a TSRP to train law enforcement, prosecutors, and others involved with prosecuting or managing DWI cases and provide education on DWI issues including arrest, adjudication, sentencing, screening, treatment, ignition interlock requirements and new developments in the law
- d) 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
- e) continuing to explore new public policy options to reduce death and injury due to impaired driving and to strengthen existing laws

*(Countermeasures That Work, 9th Edition, 2017 - Chapter 1, Alcohol- and Drug-Impaired Driving: Section 1. Deterrence: Laws; Section 2: Deterrence: Enforcement; Sections 7.1 Enforcement of Drug-Impaired Driving and 7.2 Drug-Impaired Driving Laws. Chapter 5, Motorcycle Safety: Section 2.1 Alcohol-Impaired Motorcyclists: Detection, Enforcement and Sanctions. 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, strategies including aggressive prosecution and adjudication, supervision of convicted DWI offenders and comprehensive ignition interlock programs are most likely to impact changes in impaired driving behavior, particularly in recidivism, and thereby reduce unnecessary deaths and injuries.

Currently, there are ten 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, Magistrate and Municipal court levels. DWI/ Drug courts are grounded in evidence-based practices, have been found to reduce recidivism by as much as 50-60 percent and are less expensive than incarceration of the offender. Conservative estimates by researchers show that for every \$1 invested in DWI/Drug Courts, the justice system saves \$3.36. The community saves up to \$12 (per \$1 investment) on reduced emergency room visits and other medical care, foster care and property loss.

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

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

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

In FFY20, New Mexico will support prosecution and adjudication processes, and will seek to improve judicial outcomes, particularly in DWI cases by:

- a) funding DWI/ Drug Courts
- b) funding a court monitoring project, an ALR hearing prosecution attorney and a DWI prosecution support project
- c) funding BAC testing and training
- d) funding supervised probation programs for high-risk DWI offenders

*(Countermeasures That Work, 9th Edition, 2017: Chapter 1, Alcohol- and Drug-Impaired Driving: Section 3: Deterrence: Prosecution and Adjudication; Sections 4.1 Alcohol Problem Assessment and Treatment, 4.2 Alcohol Ignition Interlocks, 4.3 Vehicle and License Plate Sanctions and 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 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 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](http://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 FFY20, 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, 9th Edition, 2017: Chapter 1, Alcohol- and Drug-Impaired Driving: Sections 5.2 Mass Media Campaigns, 5.3 Responsible Beverage Service, 5.4 Alternative Transportation and 5.5 Designated Drivers. Chapter 5, Motorcycle Safety: Section 2.2 Alcohol-Impaired Motorcyclists: Communication and Outreach. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy – Ignition Interlocks**

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

New Mexico law mandates an ignition interlock license and the installation of the device for anyone in the State convicted of a DWI. This includes first-time DWI offenders. The NMDOT/ TSD 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 7 manufacturers distributing interlocks in New Mexico with a total of 71 service centers, 158 installers and 64 service technicians. Ignition interlock service is available in 29 cities in New Mexico with mobile service offered in 32 locations. In SFY18, over 11,570 individuals had interlock devices in their vehicles, and 9,777 ignition interlock licenses were issued by the Motor Vehicle Division during the State fiscal year.

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 FFY18 there were 1,347 active approved indigent clients eligible for indigent benefits.

In FFY20, 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, 9th Edition, 2017: 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.

Since NHTSA began recording alcohol-related statistics in 1982, nationally, the number of persons under-21 killed in drunken driving crashes has decreased 79.6% from the record high of 5,215 in 1982 to 1,064 in 2017. In an effort to continue this trend, 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.

Recently released results from the 2017 New Mexico High School Youth Risk and Resiliency Survey (NM-YRRS) showed that fewer of these youth reported having their first drink of alcohol before age 13 (reduced by 33 percent between 2007 and 2017) and decreases in binge drinking (reduced by 60 percent between 2007 and 2017).

In FFY20, 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, 9th Edition, 2017: Chapter 1, Alcohol- and Drug-Impaired Driving: Section 6. Underage Drinking and Drinking and Driving. 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 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 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 Impaired Driving 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 FFY20 to 13.5 percent from 2017 will assist the State in assessing the overall impact of its planned countermeasures strategies and projects. The rise in alcohol-impaired fatalities continues to likely be 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.

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**

### **Countermeasure: Prosecution and Adjudication**

<b>Project Number</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Fund Estimate</b>
20-AL-64-P04	Supervised Probation – Metro Court	164AL	197,950
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. <b>Total Project Funds = \$197,950</b>			
<b>Intended Subrecipient:</b> Bernalillo County Metropolitan Court		<b>Staff Oversight:</b> Jolyn Sanchez	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> 197,950	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

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



Project Number	Project Title	Fund Source	Fund Estimates
20-AL-64-P10	ALR Hearing Prosecution Attorney	164AL	80,000
20-ID-05d-P06		405d	28,000
<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. ALR attorney will assist TSRP in training and other efforts, as needed.</p> <p><b>Total Project Funds = \$108,000</b></p>			
Intended Subrecipient: Attorney General's Office		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 164AL:None; 405d: 7,000		Estimated Local Benefit: 80,000	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
20-AL-64-P17	Court Monitoring - MADD	164AL	475,000
<p>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.</p> <p><b>Total Project Funds = \$475,000</b></p>			
Intended Subrecipient: MADD		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
20-AL-64-P22	2 <sup>nd</sup> Judicial District DWI Prosecution Support	164AL	500,000
<p>This project provides funds to the Office of the Second Judicial District Attorney for five FTE paralegals whose time will be dedicated exclusively to supporting tasks necessary to prosecute DWI cases. Paralegals will coordinate and schedule necessary police officer interviews (such as pre-trial); attend interviews, as needed; check and draft necessary pleadings and continuances; and perform other duties related to prosecuting DWI cases. The project agreement will allow for funds to purchase needed computer and related equipment for each FTE. No individual equipment purchase will exceed \$5,000. <b>Total Project Funds = \$500,000</b></p>			
Intended Subrecipient: Office of 2 <sup>nd</sup> Judicial District		Staff Oversight: Carmelita Chavez	
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
20-ID-05d-P02	DWI/ Drug Courts – AOC	405d	300,000
<p>Provides funds to the Administrative Office of the Courts (AOC) to maintain the DWI/Drug Court program at the Farmington Municipal and start a new DWI/Drug Court in McKinley County. Funding will include personnel services and benefits, contractual services for surveillance/ compliance, and related costs, supplies and drug testing kits. Project also funds training and travel for DWI/Drug court team members from AOC and Bernalillo, Doña Ana, Eddy, McKinley, San Juan, San Miguel, Santa Fe, Torrance and Valencia counties. <b>Total Project Funds = \$300,000</b></p>			
Intended Subrecipient: Administrative Office of the Courts		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 75,000		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
20-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. <b>Total Project Funds = \$75,000</b>			
Intended Subrecipient: NMDOH Scientific Labs Division		Staff Oversight: Carmelita Chavez	
Estimated Match Amount: 18,750		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

### Countermeasure: Enforcement and Training

Project Number	Project Title	Fund Source	Fund Estimates
20-AL-64-P01	Alcohol/Impaired Driving Enforcement	164AL	1,700,000
20-ID-05d-P01		405d	791,000
Funds overtime enforcement for checkpoints and DWI-directed enforcement patrols, including enforcement in support of NHTSA National Mobilizations. Funds are used to maintain the enforcement activities, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 46 agencies statewide and a minimum 85% of the State's population. <b>Total Project Funds = \$2,491,000</b>			
Intended Subrecipient: Law Enforcement Agencies		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 164AL:None; 405d:197,750		Estimated Local Benefit: 1,700,000	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
20-AL-64-P02	DWI Task Force – McKinley County	164AL	641,468
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. The task force consists of Gallup Police Department; Ramah Navajo Police Department; Zuni Police Department and the Navajo Nation Police Department. The New Mexico State Police will participate in the task force through a separate agreement. 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 two full time attorney positions to prosecute DWI cases in State and Tribal courts, coordinate cases between jurisdictions, and review and prosecute cases submitted by the McKinley County DWI Task Force; one full-time paralegal in the District Attorney's Office dedicated exclusively to assist and support DWI prosecutors with tasks necessary to prosecute DWI cases; a full-time Task Force Coordinator, and a one full-time law enforcement officer whose time is totally dedicated to high visibility enforcement of DWI laws. <b>Total Project Funds = \$641,468</b>			
Intended Subrecipient: McKinley County DWI Task Force		Staff Oversight: Cora Anaya	
Estimated Match Amount: None		Estimated Local Benefit: 641,468	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
20-AL-64-P03	Alcohol Sales Compliance/DWI Warrant Enforcement	164AL	150,000
<p>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.</p> <p>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. <b>Total Project Funds = \$150,000</b></p>			
Intended Subrecipient: NMDPS - SIU		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: None		Estimated Local Benefit: 60,000	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
20-AL-64-P08	Statewide DWI Enforcement Training	164AL	320,000
		FHWA	30,000
<p>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. <b>Total Project Funds = \$350,000</b></p>			
Intended Subrecipient: Southwest Training Consultants		Staff Oversight: Carmelita Chavez	
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
20-AL-64-P12	Traffic Safety Law Enforcement Liaisons	164AL	302,000
<p>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.</i> <b>Additional funds for this project in PT Section: 20-PT-02-P01 (180,000) &amp; 20-PT-RF-P02 (3,000). Total Project Funds = \$485,000</b></p>			
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
20-ID-05d-P04	DRE and ARIDE Training	405d	193,500
<p>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. <b>Total Project Funds = \$193,500</b></p>			
Intended Subrecipient: BRV Consulting, LLC		Staff Oversight: Carmelita Chavez	
Estimated Match Amount: 48,375		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
20-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. The administrative assistant will also coordinate the Courts to School program to educate youth on the dangers of DWI.</p> <p><b>Additional funds for this project in PT Section: 20-PT-02-P04 (85,000). Total Project Funds = \$213,000</b></p>			
<b>Intended Subrecipient:</b> Attorney General's Office		<b>Staff Oversight:</b> Kimberly Wildharber	
<b>Estimated Match Amount:</b> 32,000		<b>Estimated Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

### Countermeasure: Communications and Outreach, and Prevention Education

Project Number	Project Title	Fund Source	Fund Estimate
20-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 will develop an updated ID Plan Strategic Plan in 2020. <b>Total Project Funds = \$25,000</b></p>			
<b>Intended Subrecipient:</b> None		<b>Staff Oversight:</b> Kimberly Wildharber	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> 25,000	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

Project Number	Project Title	Fund Source	Fund Estimate
20-AL-64-P09	Traffic Safety Clearinghouse	164AL	208,500
<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.</i> <b>Additional funds for this project in DE Section: 20-DE-02-P01 (180,000) &amp; 20-DE-RF-P03 (60,000)</b> <b>Total Project Funds = \$448,500</b></p>			
<b>Intended Subrecipient:</b> Safer NM Now		<b>Staff Oversight:</b> Kimberly Wildharber	
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> 164AL – 208,500	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

Project Number	Project Title	Fund Source	Fund Estimate
20-AL-64-P15	DWI Media Creative Design and Production	164AL	300,000
<p>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.</p> <p><b>Total Project Funds = \$300,000</b></p>			
<b>Intended Subrecipient:</b> RK Venture		<b>Staff Oversight:</b> Franklin Garcia	

<b>Estimated Match Amount:</b> None	<b>Estimated Local Benefit:</b> None
<b>Project part of TSEP:</b> Yes	<b>Purchases Costing \$5000 or more:</b> No

Project Number	Project Title	Fund Source	Fund Estimate
20-AL-PM-P16	DWI Media Placement	164AL	300,000

Funds for paid media placement during the Superblitz Mobilizations conducted throughout the year and the NHTSA Drive Sober or Get Pulled Over National Crackdowns. Funds individual television and radio stations to air strategically placed ENDWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ENDWI traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations. **Total Project Funds = \$300,000**

**Intended Subrecipient:** Marketing Solutions **Staff Oversight:** Franklin Garcia

<b>Estimated Match Amount:</b> None	<b>Estimated Local Benefit:</b> None
<b>Project part of TSEP:</b> Yes	<b>Purchases Costing \$5000 or more:</b> No

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

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

**Total Project Funds = \$300,000**

**Intended Subrecipient:** RK Venture **Staff Oversight:** Franklin Garcia

<b>Estimated Match Amount:</b> None	<b>Estimated Local Benefit:</b> None
<b>Project part of TSEP:</b> No	<b>Purchases Costing \$5000 or more:</b> No

Project Number	Project Title	Fund Source	Fund Estimate
20-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

<b>Estimated Match Amount:</b> None	<b>Estimated Local Benefit:</b> None
<b>Project part of TSEP:</b> No	<b>Purchases Costing \$5000 or more:</b> No

Project Number	Project Title	Fund Source	Fund Estimate
20-ID-05d-P07	Impaired Driving Media Creative Design	405d	1,200,000

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

**Total Project Funds = \$1,200,000**

**Intended Subrecipient:** RK Venture **Staff Oversight:** Franklin Garcia

<b>Estimated Match Amount:</b> 300,000	<b>Estimated Local Benefit:</b> None
<b>Project part of TSEP:</b> Yes	<b>Purchases Costing \$5000 or more:</b> No

Project Number	Project Title	Fund Source	Fund Estimate
20-ID-05d-P08	Impaired Driving Media Placement	405d	1,800,000
Funds paid media during the Superblitz Mobilizations conducted throughout the year and the NHTSA Impaired Driving National Crackdown. Funds individual television and radio stations to air strategically placed ID messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ID traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations. <b>Total Project Funds = \$1,800,000</b>			
Intended Subrecipient: Marketing Solutions		Staff Oversight: Franklin Garcia	
Estimated Match Amount: 450,000		Estimated Local Benefit: None	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

### Countermeasure: Highway Safety Office Program Management

Project Number	Project Title	Fund Source	Fund Estimate
20-AL-64-P11	Impaired Driving Program Management-FTEs	164AL	236,500
Provides program management in the Impaired (Alcohol and Drug) Driving Program area to coordinate ENDWI, Superblitz, and other projects related to ID. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to ID projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce ID. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year approximately 42% of all time is spent on ID-related projects. Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP and PT program areas. <b>Total Project Funds = \$236,500</b>			
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	

### ID Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimate
20-CD-05-P01	Community DWI (CDWI) Projects	20800	279,000
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 Estimate
20-DPE-10-P02	Life of an Athlete	20700	100,000
Funds the New Mexico Activities Association (NMAA) to conduct the 'Life of an Athlete' program. This multi-year prevention-intervention program focuses on alcohol education for student athletes, their parents, coaches and athletic directors statewide. Provides for continued on-line maintenance of the existing user-friendly website which provides education to student athletes regarding the dangers of alcohol use.			
Staff Oversight: Nick Rivera			

Project Number	Project Title	Fund Source	Fund Estimate
20-DPE-10-P03	UAD Community Programs	20700	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.			
<b>Staff Oversight:</b> Kimberly Wildharber/ Kariann Blea			

Project Number	Project Title	Fund Source	Fund Estimate
20-DPE-10-P04	UAD Statewide Programs	20700	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.			
<b>Staff Oversight:</b> Kariann Blea			

Project Number	Project Title	Fund Source	Fund Estimate
20-DPE-10-P05	UAD Prevention Coordinator	20700	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.			
<b>Staff Oversight:</b> Kimberly Wildharber			

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

Project Number	Project Title	Fund Source	Fund Estimate
20-II-54-P02	Ignition Interlock Indigent Fund – FTE	82600	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.			
<b>Staff Oversight:</b> Franklin Garcia			

Project Number	Project Title	Fund Source	Fund Estimate
20-II-54-P03	Ignition Interlock Indigent Fund- Contractual	82600	193,000
Funds additional administrative staff as needed to support the administration of the ignition interlock fund.			
<b>Staff Oversight:</b> Franklin Garcia			

### ID Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	\$10,311,918
Total Planned State Funds:	\$3,907,000
Total FHWA Funds	\$30,000

## **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, fatalities and injuries. 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 2017, there were 120 unbelted passenger vehicle fatalities, a decrease of 18.4 percent from 2016; 10.4 percent of unbelted occupants in passenger vehicles in crashes were killed compared with only 0.1 percent of belted occupants.

The majority of unbelted person fatalities and serious injuries occurred on rural, non-interstate roadways (47.2%), followed by those on urban roadways (40.3%), and those on rural interstates (12.4%).

Fatalities and serious injuries among unbelted occupants were highest among those aged: 20-29 (19.2%); 30-39 (17.5%); 45-54 (15.8%). Among those aged 70+, there were 11 unbelted male fatalities vs. one unbelted female fatality.

In 2017, three children aged 14 and under were unbelted fatalities compared to 12 in 2016. Among those aged 15-19, there were 6 unbelted fatalities, compared to 19 in 2016. However, of all children under age 13 who were killed or received serious injuries in a crash in 2017, 28.9 percent were unbelted.

Compared to females, males killed in passenger vehicles were 2.5 times more likely to not be wearing a seatbelt.

In 2017, the highest numbers of unbelted fatalities and serious injuries were in Bernalillo (36), San Juan (27), Doña Ana (21), McKinley (20), and Eddy (14) counties. These five counties accounted for over 50 percent of the State's unbelted crash fatalities and serious injuries.

According to New Mexico's 2018 Seatbelt Survey Report, the State's official observed seatbelt use was 90.2; 1.3 percent lower than in 2017, but higher than the 2018 National rate of 89.6%. Un-weighted data indicate that driver use was 90.5 percent, while front seat passenger use was 90.6 percent.

Seatbelt use by pickup truck drivers and passengers was 3.1 percent lower than for car/van/SUV drivers and passengers. Drivers on local roads (as opposed to primary or secondary roads) had the lowest observed seatbelt use percentages, regardless of type of vehicle driven.

Un-weighted data show that nighttime use for all drivers and front seat passengers was 85.6 percent, 4.6 percent lower than daytime use. Nighttime use in 2018 was 2 percent lower than in 2017.

### **Identified Focus Areas**

- High-Risk Locations: Bernalillo, San Juan, Doña Ana, McKinley, and Eddy counties; Rural non-interstate roads: Urban roads
- High-Risk Groups: Pickup truck drivers/passengers, especially on local roads; Males 20-34, 45-54, and 75+; Children under age 13
- High-Risk Times: Nighttime, in general



## Performance Measure Targets

### **NHTSA C4: Unrestrained Vehicle Occupant Fatalities**

2013-2017 Baseline	105	2016-2020 Target:	129
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### **NHTSA B1: Seatbelt Use Percentage**

2018 Baseline	90.2	2020 Target:	90.4
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### **STATE: Public Information**

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

## Rationale for Selected Countermeasure Strategies

Occupant Protection Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 9th Edition, 2017 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***

Nationally in 2017, 47 percent of passenger vehicle occupants who died in crashes were unrestrained, while in New Mexico, 52.6 percent of passenger vehicle occupant fatalities were unrestrained. 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, which research show is the most effective way to reduce fatalities and injuries in crashes.

New Mexico's comprehensive child occupant restraint laws 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 29 percent of these children with fatal or serious injuries from a passenger vehicle crash reported as unbelted or unsecured in 2017. National data indicate that restraint use among young children can depend on the driver's seatbelt use, and recent reports show that almost 40 percent of children riding with an unbelted driver were themselves unbelted. Use of seatbelt observation surveys assists the State in assessing the impact of its overall occupant protection activities.

The State'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 (CIOT) National Seatbelt Enforcement Mobilization, and local sustained enforcement activities are conducted by law enforcement officers from city, county, State and tribal agencies. In FFY18, through grant-funded statewide and national mobilizations, and sustained enforcement activities, New Mexico law enforcement officers issued over 11,600 seatbelt and child restraint citations.

Based on New Mexico's 2018 Seatbelt Survey results, increased enforcement and media efforts in FFY20 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, law enforcement agencies continue to have difficulty recruiting and retaining law enforcement officers, thus limiting their ability to maintain or increase seatbelt enforcement activity.

In FFY20, an estimated 58 city, county, State and tribal law enforcement agencies are expected to participate in BLKUP, Superblitz and the CIOT National Seatbelt Enforcement Mobilization. The State will provide NHTSA with FFY20 law enforcement participation and activity data in the FFY20 Annual Report. A list of planned participating agencies for the 2020 Click It or Ticket Campaign is on pages 77 and 78.

In FFY20, 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, 9th Edition, 2017 - Chapter 2, Seat Belts and Child Restraints: Sections 1. Seat Belt Use Laws; 2. Seat Belt Law Enforcement; 4. Child/Youth Occupant Restraint Laws; 5. Child Restraint/Booster Seat 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 FFY20, 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, 9th Edition, 2017: Chapter 2, Seatbelts and Child Restraints: Section 3: Communications and Outreach - 3.1 Supporting Enforcement; 3.2 Strategies for Low-Belt-Use Groups; Section 6: Communications and Outreach - 6.1 Strategies for Older Children; 6.2 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 FFY20, through its 42 inspection stations, including 10 permanent inspection fitting stations, the State plans to conduct an estimated 96 fitting station events. Additionally, the State plans to hold 55 child safety seat clinics. Through these child safety seat inspection events, Child Passenger Safety services are available to approximately 96 percent of the State’s population (*details provided on page 79*). Fitting stations and clinics are conducted in both urban and rural areas of the State, with urban stations providing services to a large number of residents from surrounding rural communities. All inspection fitting stations and clinics serve at-risk populations including low-income families of all ethnic groups, and are staffed with at least one current nationally Certified Child Passenger Safety Technician.

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 nationally Certified CPS Technician. Statewide, there are 460 CPS advocates (12 Senior Technicians, 10 Technician Instructors, and 438 technicians) representing all six NMDOT districts and 28 of 33 counties.

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

In FFY20, to ensure that the State maintains a sufficient number of trained and certified CPS technicians, Safer plans to conduct four National Child Passenger Safety Technician Trainings for individuals not yet trained, the 2-day Buckle Up New Mexico (BUNM) Recertification Training for trained technicians seeking re-certification, and a 1-day Certification Renewal course for technicians whose certification has expired.

**Planned FFY20 Certified Child Passenger Safety Technician Training**

Training	Planned Date	Location	Estimated Students Needed to Maintain Coverage
4-Day CPS Technician	October 2019	Albuquerque	20
4-Day CPS Technician	January 2020	Las Cruces	20
4-Day CPS Technician	May 2020	Albuquerque	20
4-Day CPS Technician	August 2020	Espanola	20
BUNM Recertification Training	March 2020	Albuquerque	180
1-Day Recertification Renewal	August 2020	Rio Rancho	10

Technicians must receive re-certification every two years, and efforts are made to support technicians in the re-certification process to ensure high retention rates. The estimate of students needed to maintain adequate numbers of CPS technicians is based on an assessment of both past years’ re-certification rates and new technicians’ certification rates. All planned inspection fitting stations and events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

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 FFY20, 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, 9th Edition, 2017: Chapter 2, Seatbelts and Child Restraints: Section 6: Communications and Outreach - 6.1 Strategies for Older Children; 6.2 Strategies for Child Restraint and Booster Seat Use. Section 7: Other Strategies - 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 ongoing efforts to reduce traffic-related deaths and injuries. All child restraint devices must meet Federal standards, must be appropriate for the age and size of the child, and must be properly used.

## **Program Component Linkages**

The Occupant Protection Program problem identification data pinpoint the high-risk demographic, counties and roadways associated with unrestrained crashes, fatalities and serious injuries. Data show high risk locations for unrestrained occupant fatalities are in two of the State's most populated counties, Bernalillo and Doña Ana. Other high risk locations are in the northwestern part of the New Mexico and in Eddy 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 NMDOT/ TSD utilize 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 23 percent from 105 in 2017 to 129 in 2020 is based not only on a trend analysis of five-year average data, but on identified economic, social and environmental factors.

Continued high levels of 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

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.

Data 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.

NMDOT/TSD's Occupant Protection Program projects reach over 90 percent 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 OP performance targets.

**Planned Federal Funding**

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

Project Number	Project Title	Fund Source	Fund Estimates
20-OP-02-P01	Child Restraint Program	402	501,000
20-OP-RF-P02	OP Promotional Materials	20100	10,000
20-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> <b>Total Project Funds = \$514,000</b>			
<b>Intended Subrecipient:</b> Safer NM Now		<b>Staff Oversight:</b> Kimberly Wildharber	
<b>Estimated Match amount:</b> 72,945.60		<b>Estimated Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

Project Number	Project Title	Fund Source	Fund Estimate
20-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. <b>Total Project Funds = \$135,000</b>			
<b>Intended Subrecipient:</b> Safer NM Now		<b>Staff Oversight:</b> Kimberly Wildharber	
<b>Estimated Match amount:</b> 33,750		<b>Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

**Countermeasure: OP Communications and Outreach**

Project Number	Project Title	Fund Source	Fund Estimate
20-OP-05b-P01	Seatbelt Observation Surveys	405b	210,000
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. <b>Total Project Funds = \$210,000</b>			
<b>Intended Subrecipient:</b> Preusser Research Group, Inc.		<b>Staff Oversight:</b> Pierrot Bendegue	

<b>Estimated Match Amount:</b> 52,500	<b>Estimated Local Benefit:</b> None
<b>Project part of TSEP:</b> No	<b>Purchases Costing \$5000 or more:</b> No

<b>Project Number</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Fund Estimate</b>
20-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. <b>Total Project Funds = \$100,000</b>			
<b>Intended Subrecipient:</b> Marketing Solutions		<b>Staff Oversight:</b> Franklin Garcia	
<b>Estimated Match amount:</b> 25,000		<b>Estimated Local Benefit:</b> None	
<b>Project part of TSEP:</b> Yes		<b>Purchases Costing \$5000 or more:</b> No	

### Countermeasure: Highway Safety Office Program Management

<b>Project Number</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Fund Estimates</b>
20-OP-02-P02	OP Program Management – FTEs	402	181,500
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. <b>Total Project Funds = \$181,500</b>			
<b>Subrecipient:</b> None		<b>Staff Oversight:</b> Franklin Garcia	
<b>Match amount:</b> 26,426.40		<b>Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

### OP Planned State-only Funding

<b>Project Number</b>	<b>Project Title</b>	<b>Fund Source</b>	<b>Fund Estimate</b>
20-OP-RF-P01	Occupant Protection Enforcement	20100	508,000
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 2020. Both paid and earned media will run during the Mobilization period.			
<b>Staff Oversight:</b> Kimberly Wildharber			

### OP Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	\$1,127,500
Total Planned State Funds:	\$521,000

## **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 about and sees law enforcement on the streets, they are more likely to be aware of their driving behavior.

### **Program Area Problem Identification**

The top contributing factors in crashes in 2017 were driver inattention (20.3%), failure to yield (13.8%), following too closely (11.7%), and excessive speed (5.3%). The top contributing factors in crash fatalities were alcohol/drug involvement (46.1%), excessive speed (9.5%), drove left of center (8.7%), and driver inattention (7.9%).

In New Mexico, distracted driving is defined as driver inattention, texting or cell phone use as indicated on the uniform crash report. In 2017, there were 21,825 distracted driving crashes, up by 318 crashes from 2016; there were 137 distracted driving fatalities, down from 172 in 2016.

There were 3,681 speeding-related crashes in 2017, up by 55 crashes from 2016. Speeding-related crashes are highest among drivers 15-34, accounting for over 50 percent of all speeding-related crashes. Males are generally twice as likely to be drivers in speeding-related crashes.

Speeding was a top contributing factor in 37 percent of crash fatalities in 2017.

In 2017, 4.5 percent of all crashes and 38.7 percent of crash fatalities involved alcohol; 52 percent of all pedestrian fatalities involved pedestrians under the influence of alcohol.

In 2017, drivers ages 20-34 were 56.4 percent of NM resident alcohol-involved drivers in crashes. The crash rate of alcohol-involved New Mexico drivers age 20-24 is three times the statewide rate.

Male drivers are 69.2 percent of all NM alcohol-involved drivers in crashes.

The lowest observed belt use was in pickup truck occupants on local roads, at 85.4%.

Urban roadways accounted for 85 percent of all crashes, 77.2 percent of alcohol-involved crashes, and about 50 percent of all crash fatalities and alcohol-involved crash fatalities.

Rural roadways accounted for 15 percent of all crashes, 22.8 percent of alcohol-involved crashes, and about 50 percent of all crash fatalities and alcohol-involved crash fatalities.

### **Identified Focus Areas**

- General law enforcement to include impaired driving, distracted driving, speeding, and other unsafe driving practices
- High-Risk Drivers: Males 20-34; drivers and pedestrians under the influence of alcohol or drugs; drivers on urban roads; pickup truck drivers - particularly in rural areas

## **Performance Measure Targets**

### **NHTSA C6: Speeding-related Fatalities**

2013-2017 Baseline	134	2016-2020 Target:	142
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### **STATE: Fatalities in Distracted Driving Crashes**

2013-2017 Baseline	152	2016-2020 Target:	140
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## **Rationale for Selected Countermeasure Strategy**

The Police Traffic Services Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 9th Edition, 2017 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 will focus on violators of speeding and other unsafe driving, including use of cell phones for calling or texting, aggressive driving, alcohol/impaired driving, and non-use of occupant protection, and on violations of other traffic laws. Ongoing high-visibility enforcement has been shown to result in reduced crashes, fatalities and injuries, and on reduced numbers of repeat violations. Additional effective activities include safety corridors and using lower levels of enforcement in a randomized fashion. In FFY18, through state and national mobilizations, and sustained enforcement activities, New Mexico law enforcement officers issued over 41,500 speeding, distracted and reckless driving citations.

To ensure law enforcement officers have access to essential training, TSD contracts to provide trainings, including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, impaired driving checkpoints and accident reconstruction. Also provided are radar and lidar certification and instructor courses, and public information and media workshops. Well-trained officers are more likely to be successful in their law enforcement efforts and to make arrests that are likely to lead to a conviction. Courses are offered locally or regionally, and are provided at no cost or low cost to officers.

The 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 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 FFY20, 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, and coordinating enforcement activities with NM tribes and the Navajo Nation
- b) funding contracts to provide training to law enforcement officers in SFST, STEP, conducting DWI checkpoints, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses
- c) managing and distributing the New Mexico Traffic Safety Education and Enforcement funds based on local law enforcement assessments
- d) 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
- e) working cooperatively with law enforcement agencies to raise their awareness of traffic code enforcement and its impact on safety
- f) outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems
- g) reviewing legislation regarding State laws and fines for speeding, cell phone/ texting and other unsafe driving violations and on proposed increases of traffic safety law violation fees

*(Countermeasures That Work, 9th Edition, 2017: Chapter 3, Speeding and Speed Management: Section 1. Laws; Section 2.2 High-Visibility Enforcement; Section 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. Chapter 4, Distracted and Drowsy Driving: Section 1.1 Graduated Driver Licensing Requirements for Beginning Drivers, Section 1.2 Cell Phone and Text Messaging Laws, High-Visibility Cell Phone and Text Messaging Enforcement; Section 2.2 Communications and Outreach on Distracted Driving. 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, as well as training and support for law enforcement officers statewide.

## **Program Component Linkages**

The FFY20 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-impaired driving, 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 and their outcomes, high levels of law enforcement visibility on the streets and roadways are critical to mitigating these avoidable incidents.

The Police Traffic Services (PTS) Program strategy focuses on general traffic safety law enforcement, training, and 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.

State, city, county and tribal enforcement activities reach an estimated 90% 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

### Countermeasure: PTS Enforcement and Training

Project Number	Project Title	Fund Source	Fund Estimates
20-PT-02-P01	Traffic Safety Law Enforcement Liaisons	402	180,000
20-PT-RF-P02		20100	3,000
<p>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 20-PT-RF-P02 and are used for promotional materials for the annual LEL Conference. <b>Additional funds for this project in AL Section - 20-AL-64-P12 (302,000) Total Project Funds = \$485,000</b></p>			
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
20-PT-02-P04	Traffic Safety Resource Prosecutor	402	85,000
<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. The administrative assistant will also coordinate the courts to school program to educate youth on the dangers of DWI. <b>Additional funds for this project in AL Section - 20-ID-05d-P05 (128,000). Total Project Funds = \$213,000</b></p>			
Intended Subrecipient: Attorney General's Office		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 12,376		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
20-PT-02-P05	Selective Traffic Enforcement	402	404,000
20-PT-RF-P01		20100	1,320,000
<p>Provides funding for a statewide sustained enforcement project to target traffic safety problems and enforce traffic laws. Project includes the 100 Days and Nights of Summer enforcement period. Participating agencies include State Police and local law enforcement. These activities encompass at least 85 agencies and an estimated 90% of the State's population. <b>Total Project Funds = \$1,724,000</b></p>			
Intended Subrecipient: Law Enforcement Agencies		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 58,822.40		Estimated Local Benefit: 404,000	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

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

### Countermeasure: Highway Safety Office Program Management

Project Number	Project Title	Fund Source	Fund Estimate
20-PT-02-P02	Police Traffic Services Program Management	402	187,000
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. <b>Total Project Funds = \$187,000</b>			
Intended Subrecipient: None		Staff Oversight: Franklin Garcia	
Estimated Match Amount: 27,227.20		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

### PTS Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimates
20-EE-05-P01	Education and Enforcement Funds to LEAs	20800	266,000
Education and Enforcement funds are State funds authorized by State Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, commodities, education, training and program administration. Funding amounts vary by fiscal year based on fees collected in the previous year.			
Staff Oversight: Carmelita Chavez			

### PTS Federal and State Budget Funds Summary

Total Planned NHTSA Funds	\$976,500
Total Planned State Funds	\$1,589,000
Total Planned FHWA Funds	\$79,500

## 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 NMDOT contracts with the New Mexico Motorcycle Safety Program (NMMSP) to manage its motorcycle safety program which is largely funded by a \$2 motorcycle registration fee and by training fees assessed each student.

### Program Area Problem Identification

In 2017, 57 motorcycle riders (drivers and passengers) died in crashes and 175 were seriously injured; 77.8 percent of all people on motorcycles in crashes were either injured or killed.

In 2017, 67 percent of motorcyclists killed in a crash were not wearing a helmet. Although helmet use data was missing for about 9 percent of motorcyclists receiving serious injuries in a crash, among those for whom helmet use data was available, 55 percent of motorcyclists seriously injured were not wearing a helmet.

Counties with the highest number of motorcycle crashes were Bernalillo, Doña Ana, Santa Fe, San Juan, Sandoval, Valencia and Otero. Counties with the highest number of motorcyclist fatalities were Bernalillo (31.6%), Doña Ana (7%), Santa Fe (7%) and Sierra (7%). These four counties accounted for 52.6 percent of all motorcyclist fatalities.

The age groups with the highest number of motorcyclist crashes in 2017 were 20-24 (14.2%), 25-29 (10.7%) and 30-34 (9.5%). The ratio of male to female motorcycle drivers in crashes was 6.4.

Among motorcycle vehicles in fatal crashes, alcohol/drug Involvement was the most prevalent top contributing factor at 47.4 percent. In 2017, counties with the highest number of alcohol-involved motorcycle crashes were Bernalillo (30 crashes), Doña Ana (8), Santa Fe (8) and Otero (7) counties. They accounted for 60.2 percent of alcohol-involved motorcycle crashes (53 out of 88).

Almost all alcohol-involved motorcycle drivers in crashes were male (68 vs. 3, or 95.8 percent). In 2017, all impaired motorcycle drivers killed in crashes (BAC=0.08+) were male (13 out of 13).

### **Identified Focus Areas**

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

### Performance Measure Targets

#### **NHTSA C7: Motorcyclist Fatalities**

2017 Baseline	53	2020 Target:	51
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#### **NHTSA C8: Unhelmeted Motorcyclist Fatalities**

2017 Baseline	35	2020 Target:	29
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## **Rationale for Selected Countermeasure Strategy**

The Motorcycle Safety Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 9th Edition, 2017 and other NHTSA reports (*see references below*). The chosen countermeasure is evidence-based and has been shown to be an effective strategy for addressing motorcyclist safety issues. NHTSA provides support to states for motorcyclist training and awareness, and recommends that states ensure the availability of motorcyclist training and education.

The following countermeasure strategy aligns with Safety Emphasis Areas detailed in 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 (BRC) and carry a valid motorcycle license with the appropriate endorsement or have a valid driver's instructional permit, provisional license or full unrestricted license with the appropriate endorsement. Motorcyclists under age 18 are required to wear a helmet.

Persons age 18 and above are required to have a valid license with a motorcycle endorsement, but are not required to receive training or wear a helmet; however they must pass a written and road test. As an incentive to receive appropriate training, the Motor Vehicle Division does not require the written and road tests if the person age 18 or over completes the MSF-certified BRC or the BRC-2. In an effort to ensure that rider skills testing is standardized throughout the State, the NMDOT and the NMMSP are in the process of working with the State MVD to train their licensing agents.

In FFY18, the NMMSP provided 89 training classes to 887 students. Students can train on their own motorcycle, or can utilize one of the NMMSP motorcycles, as available. The NMDOT assists the NMMSP with replacing motorcycles that have exceeded their useful life, as funds are available. Harley Davidson dealerships also conduct motorcycle training in Albuquerque, Las Cruces and Santa Fe using MSF curricula. In FFY18, Harley Davidson dealerships trained 937 students.

The NMMSP began offering 3W BRC training for 3-wheeled motorcycle trike riders in early 2019 in Albuquerque. Riders can train on their own registered trike or use one provided by NMMSP. Training consists of five hours of classroom activities and ten hours of on-cycle riding exercises, plus knowledge and skills tests. State MVD written and rider skills testing is waived on successful completion of this training.

In an effort to increase the number of motorcyclists receiving training and required license endorsements, the State MVD is now capturing data of endorsed riders who received a training waiver where the training certification of completion was issued by the NMMSP or by any of the motorcycle dealerships. The NMDOT plans to work with the MVD to then notify non-endorsed motorcyclists regarding the State's motorcycle training and licensing laws, and provide them with information on available trainings.

The NMMSP conducts a quality assurance program to ensure that training provided through its sites meets or exceeds Motorcycle Safety Foundation standards. All training sites receive at least two QA site visit and are provided with reports on any areas for improvement. Evaluators provide training to ensure instructors and facilities meet the highest standards. In 2018, the NMMSP reached out to the motorcycle dealerships in the State concerning QA issues and conducted complementary site visits at two of the dealerships. This outreach continues in 2019.

The NMMSP plans to provide training in FFY20 in seven counties which account for 60 percent of all registered motorcycles. An additional 19 counties adjoin at least one of these seven counties, increasing the relative reach to 94 percent of all registered motorcycles. In addition, the NMMSP will continue training MVD motorcycle licensing agents throughout the State using the MSF certified curriculum.

Planned 2020 MC Training Courses - Counties	Most Recent MC Registrations	Planned 2020 MC Training Courses - Counties	Most Recent MC Registrations
Bernalillo	17,050	Santa Fe	5,341
Otero	2,768	San Juan	4,022
Roosevelt	453	Doña Ana	5,768
Chaves	1,838	<b>Total</b>	<b>37,240</b>

**Total Statewide Registrations = 62,614**

**Percent Coverage = 59.5**

Outreach regarding motorcycle safety including training, helmet use and adherence to traffic laws is an important component of a state's motorcycle safety program. Riders need to be made aware of licensing requirements, the value of appropriate training for both the beginner and more experienced rider, and the risks associated with not wearing a helmet or with driving while impaired. In 2019, in an effort to reach high-risk 20-29 year old motorcyclists, several motorcycle dealerships will be hosting a 'Safety Day' to provide information on the importance of motorcyclist training and related safe motorcycling issues. As a draw to the event, the dealerships will bring in professional trick riders to provide entertainment, as well as to promote rider safety. In 2020, the NMMSP will continue to work with dealerships throughout the State to promote this important outreach, and will maintain partnerships with state agencies and motorcycle groups throughout New Mexico to increase the reach and impact of the safety program.

Annually, New Mexico participates in the NHTSA-supported Motorcycle Safety Awareness Month and in the National Ride to Work Day which focus on mutual responsibility for the safety of motorcyclists. Reminding motorists to be aware of motorcyclists through 'Look for Me' and 'Share the Road' media messaging is utilized primarily during the summer months and during these safety event periods. Motorcycle safety brochures and posters are available via the Safer New Mexico website:

<https://shop.safernm.org/motorcycle-safety>.

In FFY20, New Mexico will support statewide motorcycle rider safety training by:

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

*(Countermeasures That Work, 9th Edition, 2017; Chapter 5, Motorcycle Safety: Section 3 Motorcycle Rider Licensing and 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 Motorcycle Safety Program will ensure access to appropriate training and education for the majority of motorcyclists statewide, and thus will help reduce motorcyclist crashes, fatalities and injuries. Limited funds impact the State's ability to ensure adequate motorcycles for the program to have available for novice individuals seeking training.

## Program Component Linkages

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

Identified high-risk counties for motorcycle crashes, fatalities or injuries either have training available in the county or in a neighboring county. Motorcyclist safety training not only includes training on how to handle a motorcycle, but also emphasizes 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. Motorcyclist safety materials are available through the Safer New Mexico Now Injury Prevention Resource Center: <https://shop.safernm.org/motorcycle-safety>.

## Planned Federal Funding

### Countermeasure: Motorcycle Rider Training

Project Number	Project Title	Fund Source	Fund Estimates
20-MC-05f-P01	Motorcycle Safety Training	405f	50,000
20-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. <b>Total Project Funds = \$180,000</b>			
<b>Intended Subrecipient:</b> NM Motorcycle Safety Program		<b>Staff Oversight:</b> Cora Anaya	
<b>Estimated Match Amount:</b> 12,500		<b>Estimated Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

### MC Federal and State Budget Funds Summary

Total Planned NHTSA 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 2017, 79 pedestrians were killed and 95 were seriously injured in traffic crashes. Pedestrian deaths rose by 46 percent, while the number of pedestrians seriously injured increased by 13%.

New Mexico had the highest in the nation pedestrian fatality rate per 100,000 population (3.54 vs. 1.84 nationally) with pedestrian deaths accounting for 19.5 percent of all New Mexico traffic fatalities, compared to 16 percent nationally.

In 2017, 92.9 percent of all pedestrians in crashes were either injured or killed. Crashes occur primarily at midblock and intersection crossing locations.

The age groups with the highest number of pedestrian fatalities were 25-29, followed closely by those aged 30-39 and 55-59. The age groups with the highest number of serious injuries were 40-44, 25-29 and 45-49.

Male pedestrians were 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.

In 2017, 50.7 percent of pedestrian-involved crashes occurred in daylight conditions and accounted for 27.8 percent of pedestrian fatalities, while 25.3 percent of crashes in dark-lighted or dark-not lighted accounted for 65.8 percent of pedestrian fatalities.

Factors cited in pedestrian fatal crashes included alcohol/drug involved (58.2%) and pedestrian error (25.3%). Factors cited in pedestrian injury crashes included: pedestrian error (28%), alcohol/drug involved (20.2%), driver inattention (19.8%) and failure to yield right-of-way (11.5%).

In alcohol-involved pedestrian crashes, almost 90 percent of the pedestrians were under the influence of alcohol. Of all pedestrian fatalities, 52 percent of the pedestrians killed were under the influence of alcohol.

The age groups with the highest number of alcohol-involved pedestrians in crashes were: 50-54 (14.8%); 30-34 (13.9%); 25-29 (13.1%); and 35-39(12.3%).

In 2017, 33 (41.8%) of the pedestrian fatalities occurred in Bernalillo County, with 31 of the 33 occurring in Albuquerque; 12.7 percent were in San Juan County, 10.1 percent were in McKinley County and 8.9 percent were in Doña Ana County; 73.4 percent of all pedestrian fatalities occurred in these four counties.

In Bernalillo County, pedestrian fatalities were 36.7 percent of all crash-related fatalities in the county; in Santa Fe County they were 31.3 percent and in San Juan County they were 28.6 percent.



## **Bicyclists**

Although the number of bicyclists in crashes was at the highest level in 2017, only two bicyclists were killed, down from four in 2016 and seven in 2015; 21 were seriously injured.

Bicyclists in crashes were five times more likely to be male than female. Of the two bicyclists killed, one was in the age range 30-34, the other in 45-49.

The two bicyclist fatal crashes occurred in daylight and dark lighted conditions.

Top factors cited in the bicyclist fatal and injury crashes were failure to yield the right of way, driver inattention and alcohol/drug involved.

In 15 of the 19 alcohol-involved bicyclist crashes, the bicyclist was under the influence of alcohol.

## **Identified Focus Areas**

- High-Risk Demographic: Pedestrians: Males 25-39 and 55-59; Bicyclists: Males 30-49
- High-Risk Locations: Pedestrians - Bernalillo (Albuquerque), San Juan, McKinley and Doña Ana counties
- High-Risk Behavior: Alcohol use; driver inattention; pedestrian error; failure to yield

## **Performance Measures and Targets**

### **NHTSA C10: Pedestrian Fatalities**

2017 Baseline	74	2020 Target:	92
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### **NHTSA C11: Bicyclist Fatalities**

2013-2017 Baseline	4	2016-2020 Target:	6
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## **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, 9th Edition, 2017 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, and 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 FFY20, 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) participating in New Mexico's Safe Transportation for Every Pedestrian initiative
- f) 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
- g) working with local media to air the 'Look for Me' pedestrian safety radio spot statewide, and continue to run the radio spot in high-risk communities
- h) distributing 'Look for Me' bookmarks and 'Rules of the Road' cards with pedestrian safety tips to driver education, driver safety and DWI schools statewide
- i) providing funding for bus wraps, and bus and bus shelter 'Look for Me' ads
- j) providing education and awareness about crosswalk and roadway modifications designed to increase public safety
- k) using PSAs and distribution of bright, reflective 'Look for Me' backpacks and vests to increase bicycle safety awareness and the visibility of bicyclists
- l) purchasing 'Look for Me' safety brochures for distribution at bicyclist safety events, and to schools and law enforcement agencies
- m) working with local community leaders and schools to promote walking and bicyclist safety among university students and school-age children, including the distribution of bright, reflective 'Look for Me' backpacks

*(Countermeasures That Work, 9th Edition, 2017; Chapter 8, Pedestrian Safety: Sections 2.1 Elementary-age Child Pedestrian Training; 2.2 Safe Routes to School; 3.1 Impaired Pedestrians: Communications and Outreach; 4.3 Conspicuity Enhancement; 4.4 Enforcement Strategies; 4.5 Driver Training; 4.6 Pedestrian Gap Acceptance Training; 4.7 University Educational Campaign. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7)*

*(Countermeasures That Work, 9th Edition, 2017: Chapter 9, Bicycles: Section 1.2 Safe Routes to School; 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; 4.1 Driver Training; 4.2 Share the Road Awareness Programs. 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 the public's awareness about the importance of looking out for pedestrians and bicyclists, sharing the road, and taking other safety precautions to reduce the chances of their being involved in a traffic crash that could result in death or injury. Pedestrians and bicyclists are reminded to be aware of their surroundings and be as highly visible as possible when interacting with vehicle traffic, while drivers are reminded to be alert and cautious in areas with pedestrian and bicycle traffic.

## **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 program strategy and project designed to reduce the escalating number of pedestrian fatalities.

The strategy proposed for the Pedestrian and Bicyclist Safety Program impacts specific areas and populations of the State shown to be at highest risk for pedestrian and/or bicyclist fatalities, including the

city of Albuquerque and the northwestern part of the State. Primary focus is placed on urban and rural areas where pedestrian/ bicyclist traffic on roadways is most common.

In 2019, the NMDOT, FHWA-NM, University of New Mexico, NM Mid-Region Council of Governments and the City of Santa Fe began participating in the Safe Transportation for Every Pedestrian (STEP-5) pedestrian safety initiative. As pedestrian safety continues to be a concern for transportation agencies across the country, STEP-5 supports cost-effective countermeasures to assist communities with developing and implementing pedestrian safety plans. The NMDOT will continue to engage with STEP-5 partners in 2020.

The Pedestrian and Bicyclist Safety Program educational and awareness strategy 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 the changes serves to increase the overall impact of these interventions.

### Planned Federal Funding

#### Countermeasure: PED Communications and Outreach

Project Number	Project Title	Fund Source	Fund Estimates
20-PS-05h-P01	Pedestrian & Bicyclist Safety	405h	240,000
20-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 fatalities and injuries, 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. Contractor will partner with NMDOT Bicycle/Pedestrian/Equestrian and Safe Routes to School programs, and with Driver Education instructors to highlight pedestrian and bicyclist safety issues. Contractor will 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 are used for educational materials and promotional items for pedestrian and bicyclist safety activities and events. Total Project Funds = \$300,000</i></p>			
<b>Intended Subrecipient:</b> UNM CIPRE		<b>Staff Oversight:</b> Jonathan Fernandez	
<b>Estimated Match Amount:</b> 60,000		<b>Estimated Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

### PED/Bike Federal and State Budget Funds Summary

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

## **Media and Marketing Plan to Support TS Programs**

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

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 community event activities to maximize the effect on the public, whether to change behavior or to increase awareness.

### **Media Communications and Outreach**

In FFY20, 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 initiatives to maximize paid media and enforcement campaigns
- ❖ Developing and/or implementing strategies to decrease 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 activities. This contract is essential for the State's year-round traffic safety messaging. The contractor assists in marketing the NMDOT's and National traffic safety messages through promotions and events involving the broadcast media. They prepare regular reports on traffic safety media aired on the stations under contract with the NMDOT.

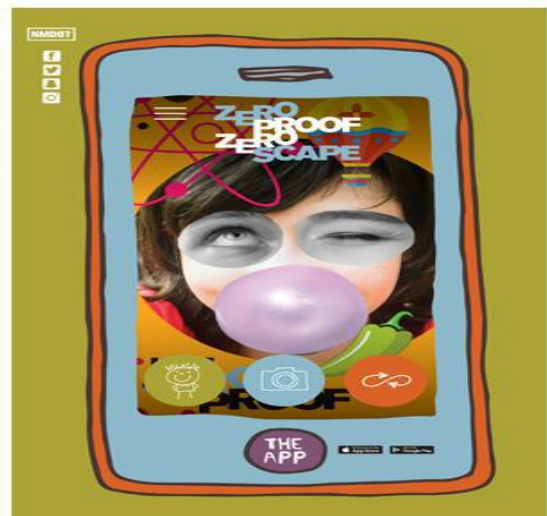
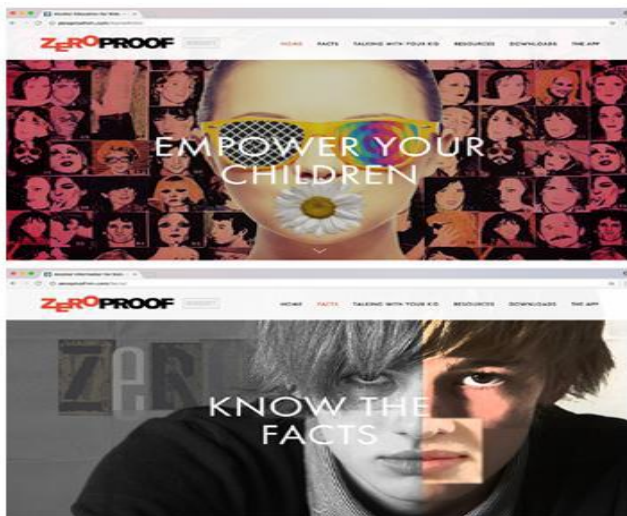
Radio, television and billboard advertising have proven to be effective throughout the State. Earned media is a large component of the media mix, and intensive efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the NMDOT works with county DWI prevention and other safety coalitions to distribute collateral materials to supplement paid media messages.

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

The NMDOT continues to provide web-based ZeroProof underage drinking prevention program materials for use by schools throughout the State and through the NM Public Education Department. Ongoing communication via social media platforms has continued to make the program available. <https://www.zeroproofnm.com/>



**buzzed**  
driving is  
**drunk**  
driving  
designate a sober driver



**Impact of Media Support**

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

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

**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
20-EE-05-P02	General Media Creative and Production	20800	200,000
20-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.			
<b>Staff Oversight:</b> Franklin Garcia			

Project Number	Project Title	Fund Source	Fund Estimate
20-EE-PM-P03	General Paid Media	20800	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.			
<b>Staff Oversight:</b> Franklin Garcia			

**Media State Budget Funds Summary**

Total Planned State Funds:	\$562,500
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**FEDERALLY-FUNDED ALCOHOL/IMPAIRED DRIVING, OCCUPANT PROTECTION AND DRIVER EDUCATION MEDIA PROJECTS ARE LISTED IN THEIR CORRESPONDING PROGRAM AREA.**

## Traffic Records Program Plan

New Mexico's Traffic Records Program is focused on facilitating an effective traffic records system to provide timely access to accurate, uniform and complete data on traffic activity by supporting the 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:** TBD

**FFY19 TRCC Meeting Dates:** October 24, 2018, January 18, 2019, April 16, 2019

<b>NEW MEXICO TRCC MEMBERSHIP</b>			
<b>Member</b>	<b>Title/ Function</b>	<b>Home Organization/ Agency</b>	<b>Core System</b>
Sonia Abeyta	TraCS Project Manager	NM Department of Public Safety (DPS)	Crash; Citation
Dason Allen	Sergeant	Doña Ana County Sheriff's Department	Crash; Citation
John Baker	Staff Manager	NMDOT Roadway Inventory	Roadway
Charles Becvarik	EMS Data Coordinator	NM DOH/ EMS Bureau	EMS/ Injury Surveillance
Kariann Blea	TraCS Project Manager	NMDOT Traffic Safety	Crash; Citation
Jessica Bloom	Research Scientist	UNM Traffic Research Unit-Contractor	Crash
Brian Bullard	Support & Maintenance	DPS/ IT Solutions- TraCS Contractor	Crash; Citation
Todd Cullers	Captain	DPS-Commercial Motor Vehicle	Crash; Citation
Adam Diamond	Program Manager	NM Tax and Revenue/ Motor Vehicle Div.	Vehicle; Driver
Yolanda Duran	Chief, Data Management	NMDOT Asset Management and Planning	Roadway
Genevieve Grant	IT Technical Support Mgr.	NM Administrative Office of the Courts	Citation/ Adjudication
Jessica Griffin	HSIP Coordinator	NMDOT Statewide Planning Bureau	Roadway; Crash
Steve Harrington	Software Development Mgr.	NM Administrative Office of the Courts	Citation/ Adjudication
Luis Melgoza	Engineer/ FHWA Liaison	FHWA	Roadway
Sean Noonan	Traffic Counts Staff Manager	NMDOT Asset Management & Planning	Roadway
John Palmer	LEA Liaison	Doña Ana Sheriff Office	Crash; Citation
Sophia Roybal-Cruz	Crash Data Supervisor	NMDOT Traffic Records	Crash
Jolyn Sanchez	Ignition Interlock Program	NMDOT Traffic Safety	Driver
Jerry Valdez	Deputy Director	NM Tax and Revenue/ Motor Vehicle Div.	Vehicle; Driver
Roberta Vasquez	Project Manager	NMDOT Traffic Records	Crash
Kimberly Wildharber	Bureau Chief	NMDOT Traffic Safety – Impaired Driving	Crash
Mike Archibeque	TR Contractor	MA Strategies	All
Sandra Martinez	TR Contractor	MA Strategies	All

## **Performance Measures and Targets**

### **STATE: Barcode Vehicle Registrations**

Increase the accuracy of vehicle registration data on uniform crash reports and citations issued by law enforcement by increasing the number of the barcode vehicle registrations issued from 393,948 in the period 4/1/2018 – 3/31/2019 to 550,000 for the period 4/1/2019 – 3/31/2020.

### **STATE: Data Entry Verification**

Increase the accuracy of the crash database by increasing the number of database elements available to be verified after data entry by the data entry supervisor from 15 elements in the period 4/1/2018 to 3/31/2019 to 20 elements for the period 4/1/2019 to 3/31/2020. Verification is for the 2019 version of the uniform crash reports submitted and sent to NMDOT via hard copy.

## **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 FFY20, New Mexico planned projects will increase the availability, quality and utility of crash, fatality and injury data for highway safety planning and resource allocation by:

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

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

### ***Strategy – Facilitate Crash Data Entry and Maintenance of Crash Database***

In FFY20, New Mexico will facilitate crash report data collection for analyses and report development by:

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

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

## **Assessment of Overall Projected TS Impacts**

Evidence-based countermeasure strategies and the projects to implement them 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 electronic collection of crash data facilitates more timely and accurate entry, analysis and access to this data. Over the past years, the Traffic Records Program has made significant improvements in its ability to improve the quality and utility of its crash database, including updates to the uniform crash report to add new MMUCC elements and attributes, and to add new fields – secondary crash; roadway clearance time; and incident clearance time – to assist the Every Day Counts initiative to improve incident management.



## Program Component Linkages

The Traffic Records Program performance targets will help the State 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, and data analysis and reporting, and have been reviewed and approved by the STRCC.

## Planned Federal Funding

Project Number	Project Title	Fund Source	Fund Estimates
20-TR-05c-P01	Crash Data Statistical and Analytical Reporting	405c	368,416
		20100	153,054
<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.  <b>Total Project Funds = \$521,470</b></p>			
Intended Subrecipient: University of New Mexico		Staff Oversight: Sophia Roybal-Cruz	
Estimated Match Amount: 92,104		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
20-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; 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. <b>Total Project Funds = \$60,000</b></p>			
Intended Subrecipient: TBD		Staff Oversight: Sophia Roybal-Cruz	
Estimated Match Amount: 8,736		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

## Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimate
20-TR-RF-01	Crash Records Data Entry/ QA	20100	300,000
<p>Funds for data entry and front-end quality control of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or other electronic transfer methods. Crash database maintenance will be provided. Personnel services will cover salary and benefits for a full-time data entry supervisor and student data entry clerks. Travel, supplies and training are included to support data maintenance and quality improvement efforts.</p>			
Staff Oversight: Sophia Roybal-Cruz			

## TR Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	\$428,416
Total Planned State Funds:	\$453,054

## 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.

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

### Performance Measure and Target

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

2013-2017 Baseline	43	2016-2020 Target:	51
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### Program Area Problem Identification

New Mexican drivers, aged 15-19, had the State's highest crash rate at 130.1 per 1,000 NM licensed drivers in their age group, their highest rate in the past five years. Drivers 20-24 had a crash rate of 78.0.

The highest percentages of NM drivers in crashes were aged 20-24 (13.2%); 25-29 (11.5%); and 15-19 (11.0%).

The alcohol-involved driver crash rate is at its highest point in the past five years for drivers aged 20-24, at 3.28 per 1,000 licensed young adult drivers. Young adult males are three times more likely than young adult females to be an alcohol-involved driver in a crash.

In 2017, approximately one-third of all crashes involving New Mexican teen drivers (age 15-19) occurred between 3 p.m. and 6 p.m.

In 2017, of unbelted person fatalities, 38.4 percent were aged 20-29.

Of speeding drivers in crashes, 15.3 percent were aged 20-24, 14.6 percent were 15-19 and 11.8 percent were 25-29.

Results from the 2017 NM High School Youth Risk and Resiliency Survey showed that 39.6 percent of NM high school students said they had texted or emailed while driving; the National median was 39.3 percent.

New Mexico's Motor Vehicle Division data indicate there were 2,381 convictions in 2017 for using a hand-held mobile for texting or talking while driving (1,043 for texting while driving; 1,338 for violating prohibitions on using a hand-held mobile while driving).

### **Identified Focus Areas**

- High-Risk Demographic: Males 15-29
- High-Risk Behaviors: Unbelted; speeding; alcohol use, distracted driving

### **Rationale for Selected Countermeasure Strategies**

Driver Education Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 9<sup>th</sup> Edition, 2017 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 FFY20, 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 & bicyclist safety, and on unsafe driving practices like cell phone use while driving
- b) using results from pre and post awareness surveys to inform education and safety messaging

*(Countermeasures that Work, 9<sup>th</sup> Edition, 2017; 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 6, Young Drivers: Section 1 Graduated Driver Licensing; Chapter 8, Pedestrian Safety: Section 3.1 Impaired Pedestrians: Communications and Outreach; Section 4.3 Conspicuity Enhancement; 4.5 Driver Training; Chapter 9, Bicycle Safety: Section 4 Drivers and Bicyclists)*

#### ***Strategy – Driver Education***

In FFY20, 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

**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 per licensed drivers in their age group, and drivers aged 20-24 had the highest percentage of fatal crashes 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 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: DE Communications and Outreach**

Project Number	Project Title	Fund Source	Fund Estimates
20-DE-02-P01	Traffic Safety Clearinghouse	402	180,000
20-DE-RF-P03		20100	60,000
<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</p> <p>Provides funds for Injury Prevention Resource Center (IPRC) promotional materials for NMDOT/TSD programs including Impaired Driving, Occupant Protection, Pedestrian and Bicyclist Safety, Motorcycle Safety and Driver Education and Safety. <b>Additional funds for this project in AL Section: 20-AL-64-P09 (208,500).</b></p> <p><b>Total Project Funds = \$448,500</b></p>			

<b>Intended Subrecipient:</b> Safer NM Now		<b>Staff Oversight:</b> Kimberly Wildharber	
<b>Estimated Match Amount:</b> 26,208		<b>Estimated Local Benefit:</b> 180,000	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

Project Number	Project Title	Fund Source	Fund Estimates
20-DE-02-P02	NCSAs/ Media Training	402	160,000
20-DE-05b-P01		405b	75,000
20-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**

<b>Intended Subrecipient:</b> NM Broadcasters Association		<b>Staff Oversight:</b> Leann Adams	
<b>Estimated Match Amount:</b> 402: 23,296; 405b:18,750		<b>Estimated Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

Project Number	Project Title	Fund Source	Fund Estimate
20-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**

<b>Intended Subrecipient:</b> TBD		<b>Staff Oversight:</b> Leann Adams	
<b>Estimated Match Amount:</b> 8,736		<b>Estimated Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

Project Number	Project Title	Fund Source	Fund Estimate
20-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 2020 summer months. **Total Project Funds = \$40,000**

<b>Intended Subrecipient:</b> Marketing Solutions		<b>Staff Oversight:</b> Franklin Garcia	
<b>Estimated Match Amount:</b> 10,000		<b>Estimated Local Benefit:</b> None	
<b>Project part of TSEP:</b> No		<b>Purchases Costing \$5000 or more:</b> No	

### **Planned State-only Funding**

Project Number	Project Title	Fund Source	Fund Estimates
20-DI-09-P01	DE Programs – State Mandated	10020	285,000
20-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

<b>Project Number</b>	<b>Project Title</b>	<b>Funds</b>	<b>Amount</b>
20-DI-09-P02	DWI School Curriculum	10020	60,000
Funding provides for a standardized curriculum for the State-mandated DWI Education Program.			
<b>Staff Oversight:</b> Jonathan Fernandez			

### **DE Federal and State Budget Funds Summary**

Total Planned NHTSA 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 develops and implements administrative processes to collect and analyze data, identify problems/issues, research evidence-based strategies, obtain resources, ensure involvement of traffic safety partners, solicit and oversee projects, assess program effectiveness, and organize roles and responsibilities across diverse agencies and communities.

### Process Measures

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

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

### Strategies to Achieve Process Measures

In FFY20, 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 FFY20, 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 are considered to be adequate to meet the State's P&A process measures. The NMDOT plans to maintain relatively level P&A funding and activity.

## P&A 2020 Planned Staff Salary and Project Area Allocations

	State	P&A Federal	AL	OP	PT	TR FARS
Director OSP – Franklin Garcia	100%					
Director TSD – Vacant	100%					
ID Staff Manager- Kimberly Wildharber			49%	24%	27%	
Finance Staff Manager- Reynaldo Martinez		15%	40%	20%	25%	
District 1 PM – Nick Rivera	100%					
District 2 PM – Pierrot Bendegue	100%					
District 3 PM - Carmelita Chavez			44%	25%	35%	
District 4 & 6 PM – Cora Anaya			40%	25%	35%	
District 5 PM – Vacant			40%	25%	35%	
PE Staff Manager Vacant	100%					
DE PM MA A – Leann Adams	100%					
Pedestrian/Bicycle PM MA A - Jonathan Fernandez	100%					
TR Staff Manager – Vacant	100%					
PA Staff Manager – Judith Duran	100%					
Quality Assurance – Vacant	100%					
FARS Analyst – Vanessa Ortiz						100%
FARS Analyst – Steven Lujan	75%					25%
Finance Bus Ops Spec A - Tommy Campos		100%				
Financial Spec A - Venus Howley	100%					
Financial Spec O – Vacant		100%				
Bus Spec Ops A – Debbie Varela	100%					
Bus Spec Ops A – Vacant	100%					
MA A - Jolyn Sanchez	100%					
TR MA Supervisor - Sophia Roybal-Cruz	100%					
TR MA B – Vacant	100%					
TR Clerk - (Vacant)	100%					
TR MA A – Roberta Vasquez	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
20-PA-02-P01	Financial Management – FTEs	402	145,000
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). <b>Total Project Funds = \$130,000</b>			
Intended Subrecipient: None		Staff Oversight: Franklin Garcia	
Estimated Match Amount: 21,112		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
20-PA-02-P02	HSP, Grant and Technical Writing Services	402	70,000
20-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. <b>Total Project Funds = \$100,000</b>			
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
20-PA-64-P13	E-Grants – Phase Two	164AL	68,000
20-PA-02-P03		402	26,500
20-PA-RF-P01		20100	5,000
Funds to continue development and further enhancements to the E-grants system to include contracts, and Community DWI and Education & Enforcement projects. Funds will also be used for the annual maintenance fee, system hosting and technical support. <i>The 164AL funds are used for alcohol-related activities.</i> <b>Total Project Funds = \$99,500</b>			
Intended Subrecipient: Agate Software		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 402:3,858.40		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

## P&A Federal and State Budget Funds Summary

Total Planned NHTSA Funds	\$309,500
Total Planned State Funds	\$35,000

## **VI. Strategy Selection and EB Enforcement**

### **NMDOT Evidence-Based Traffic Safety Enforcement Plan**

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

In terms of laws and policies, New Mexico has some significant advantages. It has some of the toughest and most diverse DWI laws in the Nation, including mandated ignition interlocks on vehicles of convicted first and subsequent DWI offenders. New Mexico has a primary 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.

#### **2017 Crash Data Analyses**

In 2017, a large majority of crashes occurred on urban roadways (85%). Crashes on urban roadways resulted in 49.2 percent of fatalities and 73.7 percent of serious injuries; 37.4 percent of crash fatalities occurred on rural non-interstate roadways, and 13.4 percent on rural interstates. Fatalities decreased in 2017 from 2016 by about 4 percent on rural interstate and non-interstate roadways.

The top five counties for crashes were Bernalillo, Doña Ana, Santa Fe, Sandoval and San Juan. Bernalillo, Curry, Chaves, Doña Ana and Valencia had the highest crash rates per 100M vehicle miles traveled.

Of the 15 cities with the highest number of total crashes, the highest crash rates (crashes per 1,000 city residents) were in Taos (60.7), Española (42.4) and Gallup (37.4).

The top counties for traffic fatalities were Bernalillo, San Juan, McKinley, Doña Ana, Sandoval, Eddy, Santa Fe and Lea. These counties accounted for 65.8 percent of all traffic fatalities.

2017 and preliminary 2018 data show that the top counties for fatal and serious (Class A) injury crashes were Bernalillo, Doña Ana, San Juan, McKinley, Eddy, Santa Fe and Lea.

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

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 Gallup (41.4), Ruidoso (32.2), Zuni Pueblo (28.6) and Shiprock (27.7).

In 2017, 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 and serious injuries were Bernalillo (37%), Doña Ana (7.3%) and Rio Arriba (6%), and accounted for 50% of all motorcyclist fatalities and serious injuries.

Among motorcycle vehicles in fatal crashes, alcohol/drug Involvement was the most prevalent top contributing factor at 47.4 percent. In 2017, counties with the highest number of alcohol-involved motorcycle crashes were Bernalillo (30 crashes), Doña Ana (8), Santa Fe (8) and Otero (7) counties. They accounted for 60.2 percent of alcohol-involved motorcycle crashes (53 out of 88).

In 2017, the highest numbers of unbelted fatalities and serious injuries were in Bernalillo (36), San Juan (27), Doña Ana (21), McKinley (20), and Eddy (14) counties. These five counties accounted for over 50 percent of the State's unbelted crash fatalities and serious injuries.

In 2017, 47.2 percent of unbelted fatalities and serious injuries occurred on rural, non-interstate roads, 40.3 percent occurred on urban roads, and 12.4 percent occurred on rural interstate roads. Drivers on local roads (as opposed to primary or secondary roads) had the lowest observed seatbelt use percentages, regardless of type of vehicle driven. The lowest observed belt use was in pickup truck occupants on local roads, at 85.4%.

Un-weighted data show that nighttime use for all drivers and front seat passengers was 85.6 percent, 4.6 percent lower than daytime use. Nighttime use in 2018 was 2 percent lower than in 2017.

In 2017, 79 pedestrians were killed and 95 were seriously injured in traffic crashes; 41 of the 79 pedestrian fatalities in 2017 involved an alcohol-impaired pedestrian.

Thirty-three (41.8%) of the 79 pedestrian fatalities occurred in Bernalillo County; 10 were in San Juan County, 8 were in McKinley County and 7 were in Doña Ana County; 73.4 percent of all pedestrian fatalities occurred in these 4 counties.

2017 data show that there were 137 pedestrians in alcohol-involved crashes, with 89 percent of these where the pedestrian was under the influence of alcohol; Bernalillo (52 pedestrians), San Juan (19) and McKinley (18) counties accounted for 73.0 percent of the 122 alcohol-involved pedestrians in 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 2019, the State Police received funds to purchase two mobile command posts for DWI enforcement activities in counties with high numbers of DWI crashes and fatalities. These mobile command posts enable officers to process arrests and allow them to stay onsite to manage enforcement activities.

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).

## FATALITY & CRASH DATA FOR PLANNED AGREEMENTS WITH LEAs

			2018 Data			
			All Crashes			
County	Population	Law Enforcement Agency	Fatalities	%	Total Crashes	%
Bernalillo County	676,771		92	23.5%	15,183	36.9%
		Albuquerque PD				
		Bernalillo County SO				
McKinley County	78,866		42	10.7%	1,221	3.0%
		Gallup PD				
		Ramah Navajo PD				
		Zuni Pueblo PD				
		McKinley County SO				
San Juan County	126,926		32	8.2%	1,884	4.6%
		Aztec PD				
		Bloomfield PD				
		Farmington PD				
		San Juan County SO				
Lea County	68,759		28	7.2%	1,701	4.1%
		Hobbs PD				
		Lovington PD				
		Lea County SO				
Sandoval County	142,509		25	6.4%	1,949	4.7%
		Bernalillo PD				
		Corrales PD				
		Cuba PD				
		Jemez Springs				
		Rio Rancho PD				
		Jemez Pueblo PD				
		Sandia Pueblo PD				
		Santa Ana Pueblo PD				
		Sandoval County SO				
Santa Fe County	145,464		17	4.3%	3,118	7.6%
		Santa Fe PD				
		Pojoaque Tribal PD				
		Tesuque Pueblo PD				
		Santa Fe County SO				
		Edgewood PD				
Eddy County	56,997		17	4.3%	1,908	4.6%
		Artesia PD				
		Carlsbad PD				

		Hope PD				
		Loving PD				
		Eddy County SO				
Doña Ana County	215,579		15	3.8%	4,296	10.4%
		Anthony PD				
		Hatch PD				
		Las Cruces PD				
		Sunland Park PD				
		Doña Ana County SO				
Chaves County	64,866		15	3.8%	1,326	3.2%
		Chaves County SO				
Torrance County	15,506		14	3.6%	228	0.6%
		Moriarty PD				
		Torrance County SO				
Rio Arriba County	42,445		13	3.3%	791	1.9%
		Espanola PD				
		Ohkay Owingeh Pueblo PD				
		Rio Arriba County SO				
Taos County	32,795		9	2.3%	640	1.6%
		Taos PD				
		Taos County SO				
Otero County	65,817		8	2.0%	841	2.0%
		Alamogordo PD				
		Cloudcroft PD				
		Tularosa PD				
		Otero County SO				
Cibola County	20,551		8	2.0%	418	1.0%
		Grants PD				
		Milan PD				
		Cibola County SO				
Curry County	49,812		7	1.8%	990	2.4%
		Clovis PD				
		Texico PD				
San Miguel County	27,748		7	1.8%	440	1.1%
		Las Vegas PD				
		San Miguel County SO				
Catron County	3,587		6	1.5%	58	0.1%
Valencia County	7,594		6	1.5%	958	2.3%
		Belen PD				
		Los Lunas PD				
		Valencia County SO				

Luna County	24,078		6	1.5%	432	1.0%
		Deming PD				
		Luna County SO				
Colfax County	12,174		5	1.3%	338	0.8%
		Cimarron PD				
		Raton PD				
Guadalupe County	4,429		5	1.3%	247	0.6%
		Santa Rosa PD				
		Guadalupe SO				
Lincoln County	19,395		4	1.0%	326	0.8%
		Capitan PD				
		Carrizozo PD				
		Ruidoso PD				
		Ruidoso Downs PD				
		Lincoln County SO				
Grant County	27,687		2	0.5%	544	1.3%
		Bayard PD				
		Hurley PD				
		Santa Clara (Village) PD				
		Silver City PD				
		Grant County SO				
Roosevelt County	18,847		2	0.5%	192	0.5%
		Portales PD				
		Roosevelt County SO				
		Eastern New Mexico University PD				
De Baca County	1829		1	0.3%	32	0.1%
		De Baca County SO				
Hidalgo County	4,305		1	0.3%	95	0.2%
		Lordsburg PD				
		Hidalgo County SO				
Mora County	4,551		1	0.3%	118	0.3%
		Mora County SO				
Sierra County	11,116		1	0.3%	217	0.5%
		T or C PD				
Socorro County	16,798		1	0.3%	250	0.6%
		Socorro PD				
		Socorro County SO				
Union County	4,187		1	0.3%	72	0.2%
		Clayton PD				
		Union County SO				
Harding County			0	0.0%	14	0.0%

Los Alamos County	18,738		0	0.0%	145	0.4%
		Los Alamos PD				
Quay County	8,306		0	0.0%	228	0.6%
		Logan PD				
		Tucumcari PD				
<b>Total</b>	<b>2,019,032</b>		<b>391</b>		<b>41,200</b>	

All crash data excludes station reports. All crash data from 2018 are preliminary. The data for 2018 fatalities, alcohol-involved fatalities, and corresponding rates are from the state preliminary Fatallog database, as of April 2, 2019. All other data are from the NMDOT crash database.

The 2018 population estimates for cities and counties are not yet available from the US Census Bureau. Therefore 2017 population estimates are used for cities and counties. Pueblo population data are from the 2010 US Census Bureau.

### **TSEP 2020 Planned Activities**

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

### **TSEP Monitoring and Adjustment**

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

In FFY2020, TSD staff members will continue to meet periodically to review overall progress toward statewide performance targets and make adjustments to the Traffic Safety Enforcement Plan and the HSP countermeasures and projects, as warranted by data.

### **NMDOT/ TSD Planned HVE Campaigns 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 Crackdown (Fourth of July)
- Drive Sober or Get Pulled Over National Enforcement Crackdown (August)

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

**See Media and Marketing Plan on pages 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

**CDC** – Centers for Disease Control and Prevention

**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

**GDL** – Graduated Driver Licensing

**g/dL** – Grams per Deciliter

**HSIP** – Highway Safety Improvement Program

**HSP** – Highway Safety Plan

**HVE** – High Visibility Enforcement

**ID** – Impaired Driving

**IPRC** – Injury Prevention Resource Center

**LEL** – Law Enforcement Liaison

**MPOs** – Metropolitan Planning Organizations

**NHTSA** – National Highway Traffic Safety Administration

**NMDOT** – New Mexico Department of Transportation

**OP** – Occupant Protection

**SFST** – Standard Field Sobriety Testing

**SHSP** – Strategic Highway Safety Plan

**SID** – Special Investigations Division (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

**TBD** – To be determined

**TraCS** – Traffic and Criminal Software

**TRU** – Traffic Research Unit (of University of NM)

**TS** – Traffic Safety

**TSD** – Traffic Safety Division (of NMDOT)

**UAD** – Underage Drinking

**UCR** – Uniform Crash Report

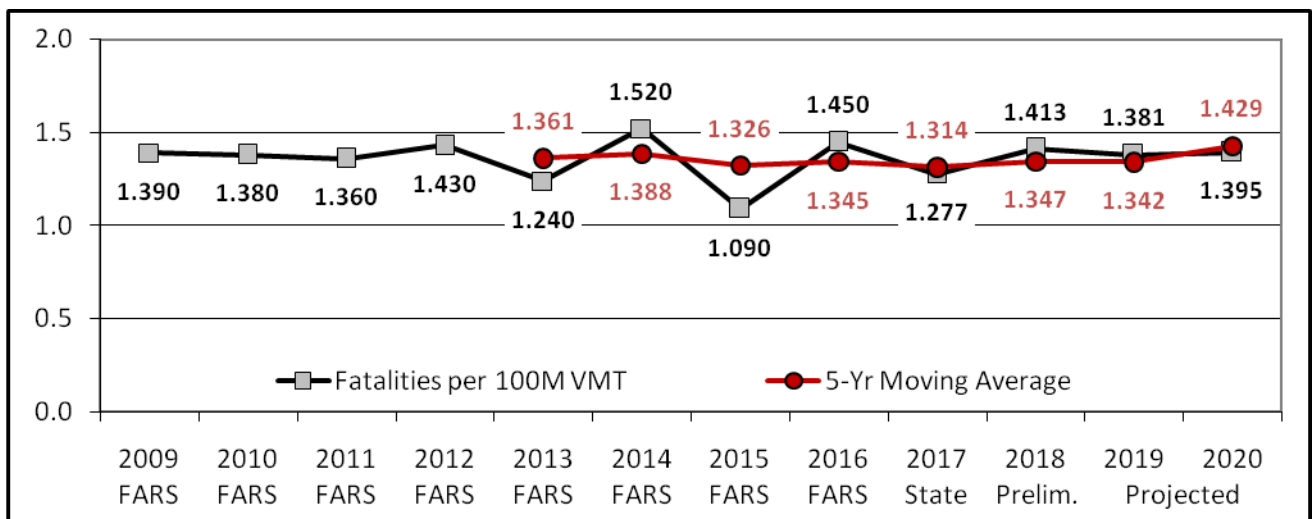
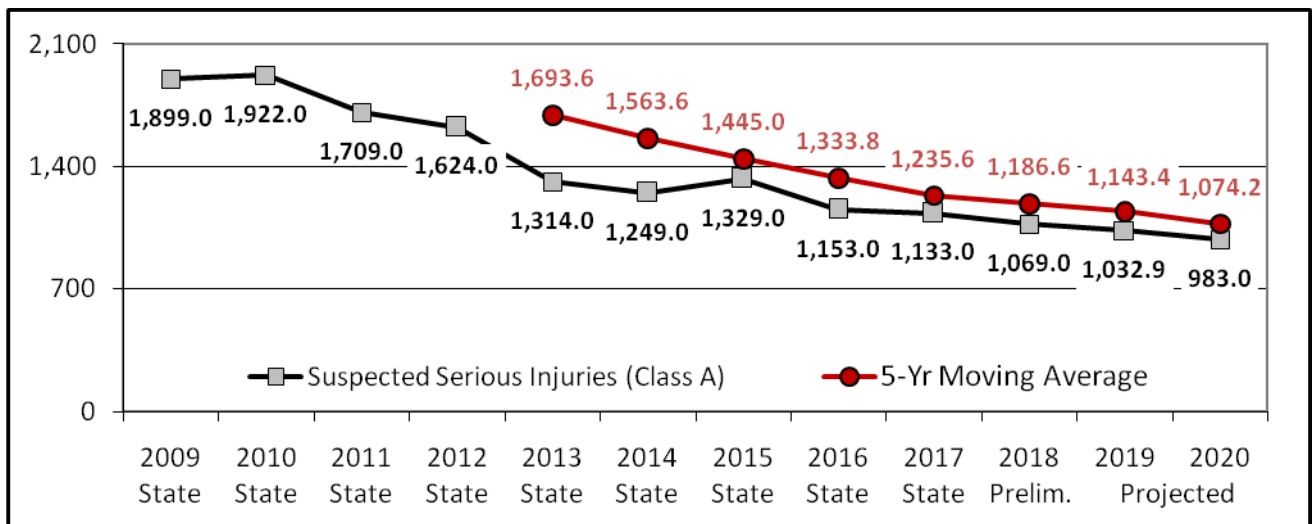
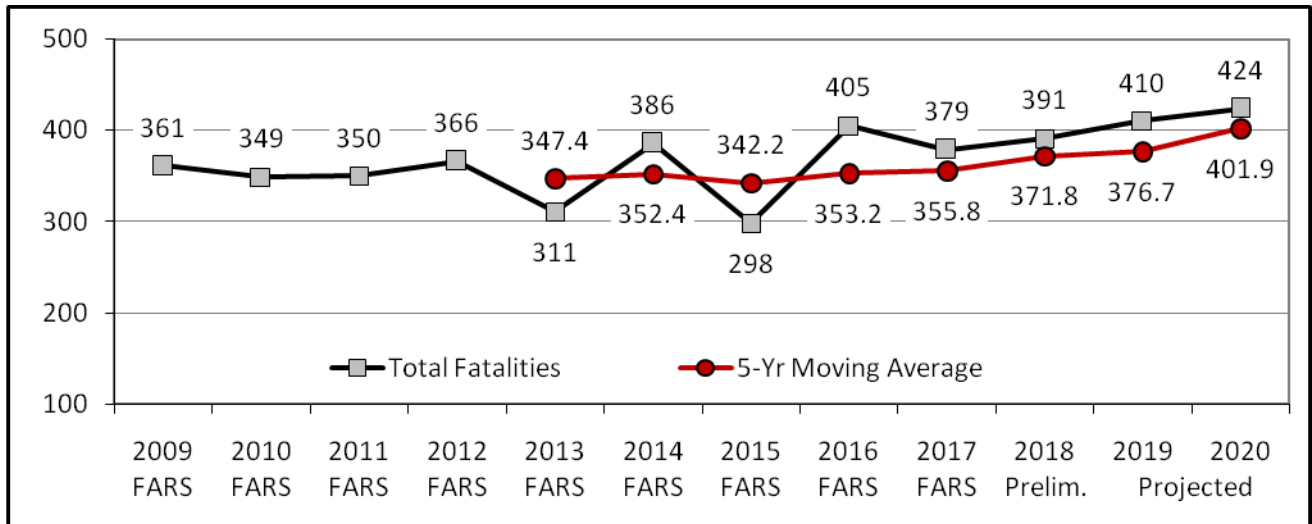
**UNM** – University of New Mexico

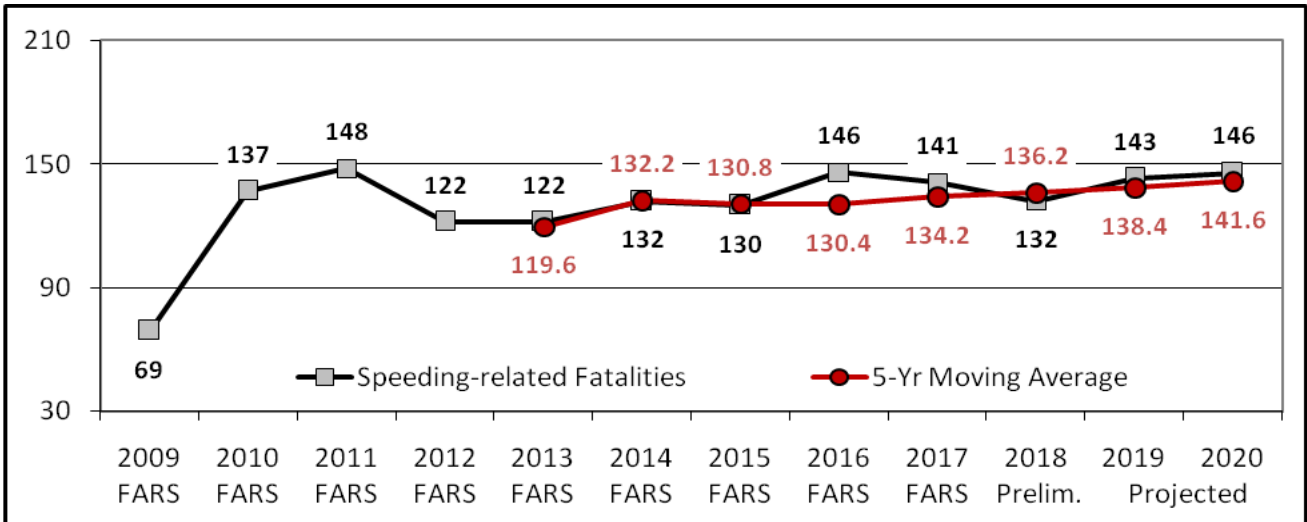
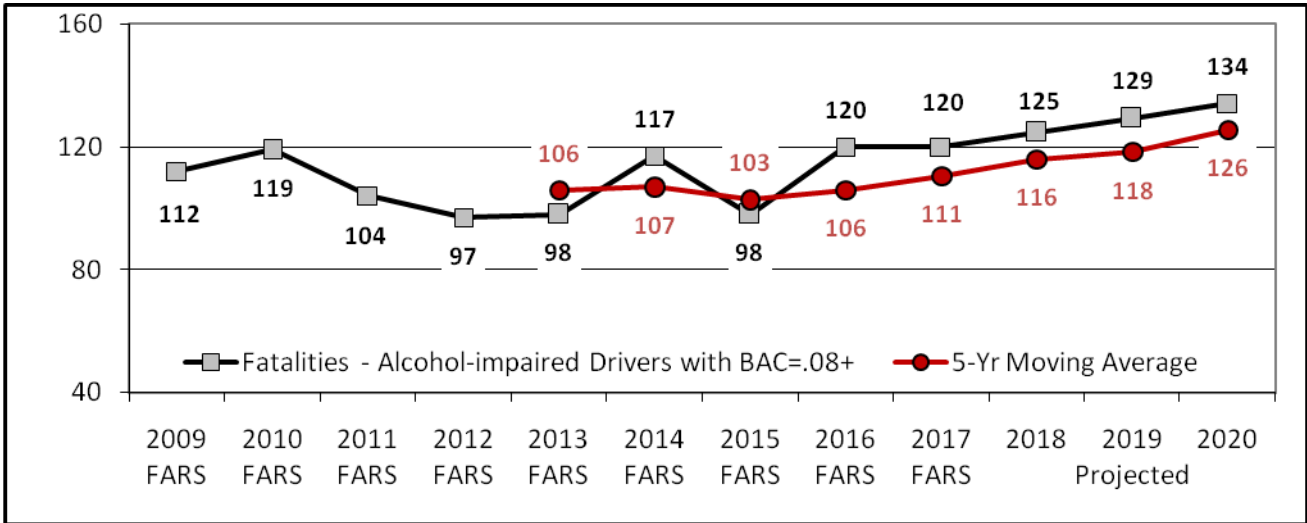
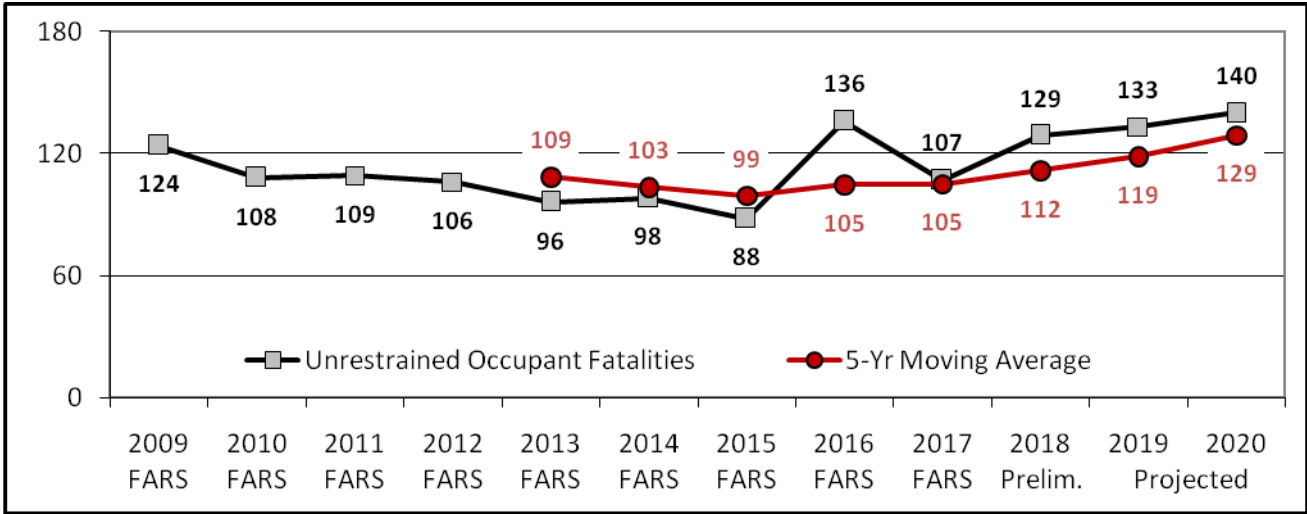
**VIN** – Vehicle Identification Number

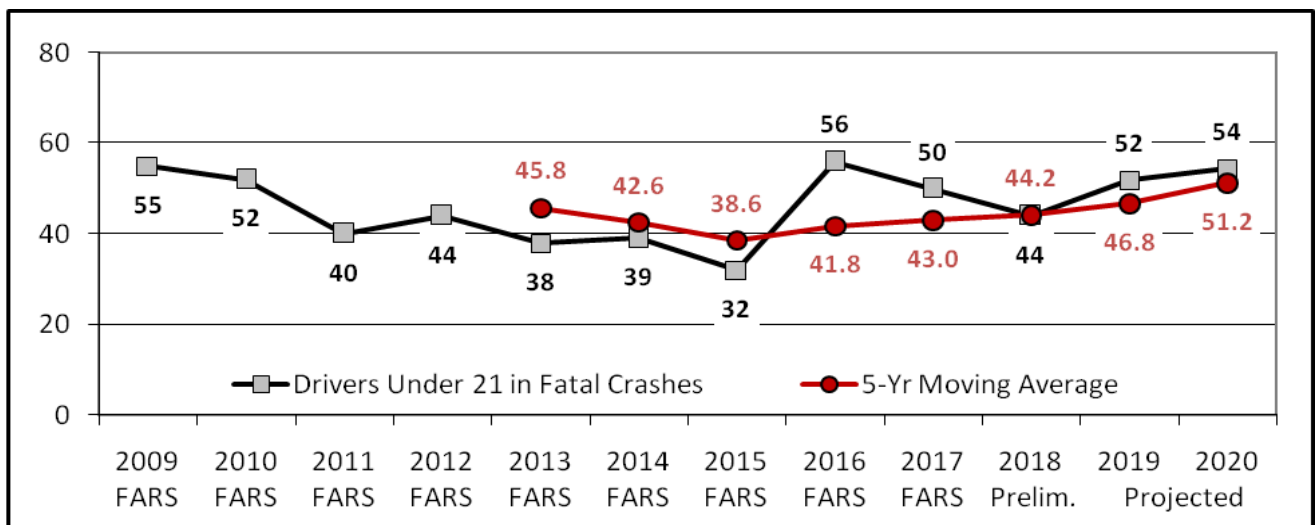
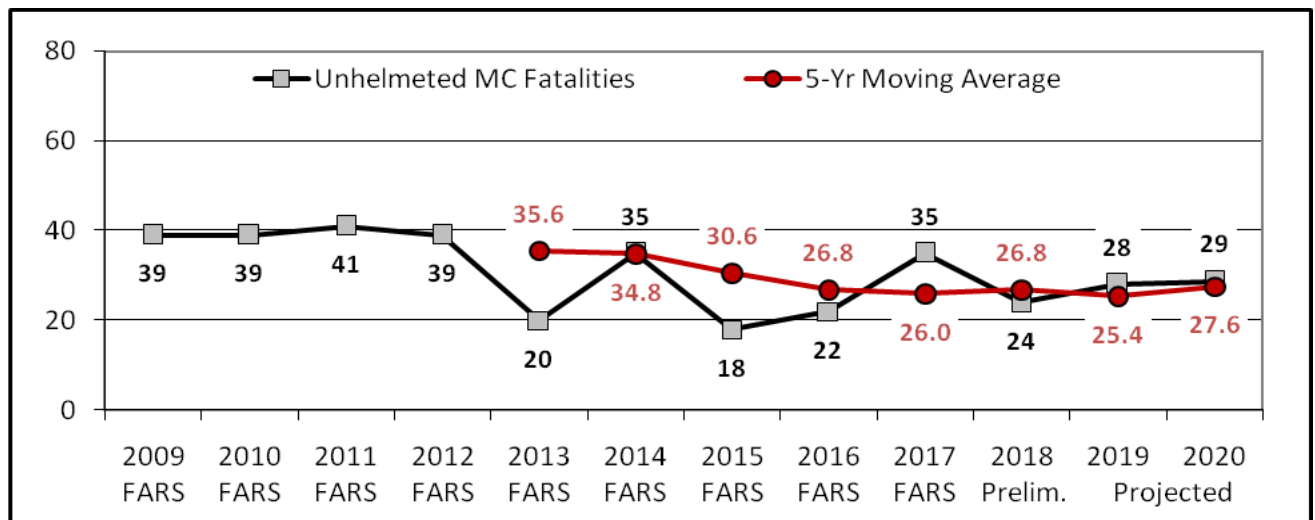
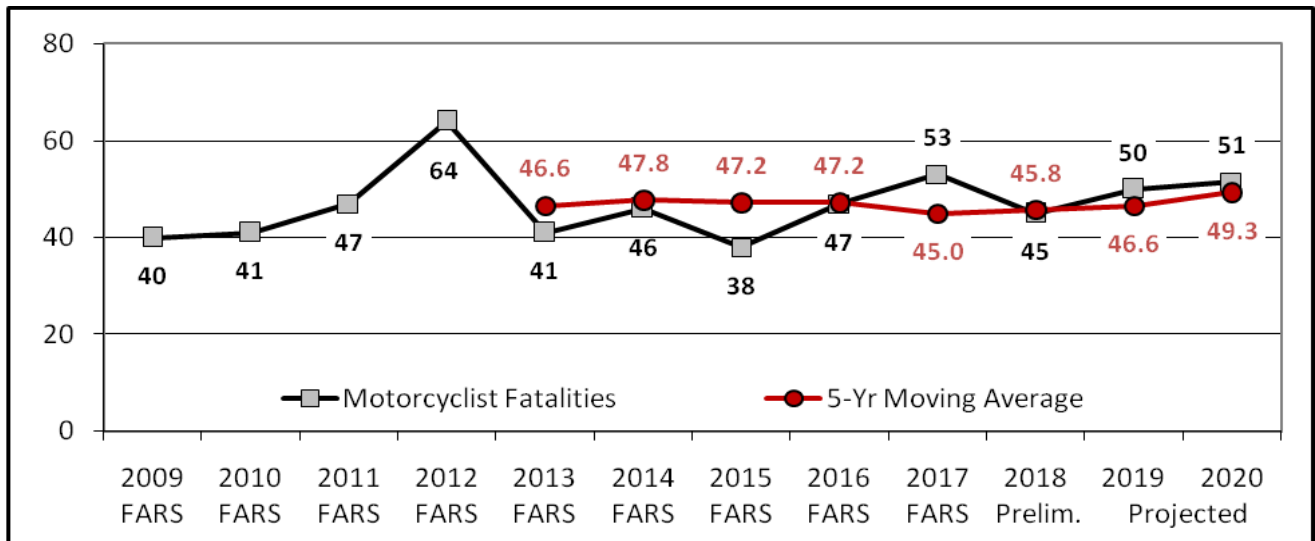
**VMT** – Vehicles per Mile Traveled

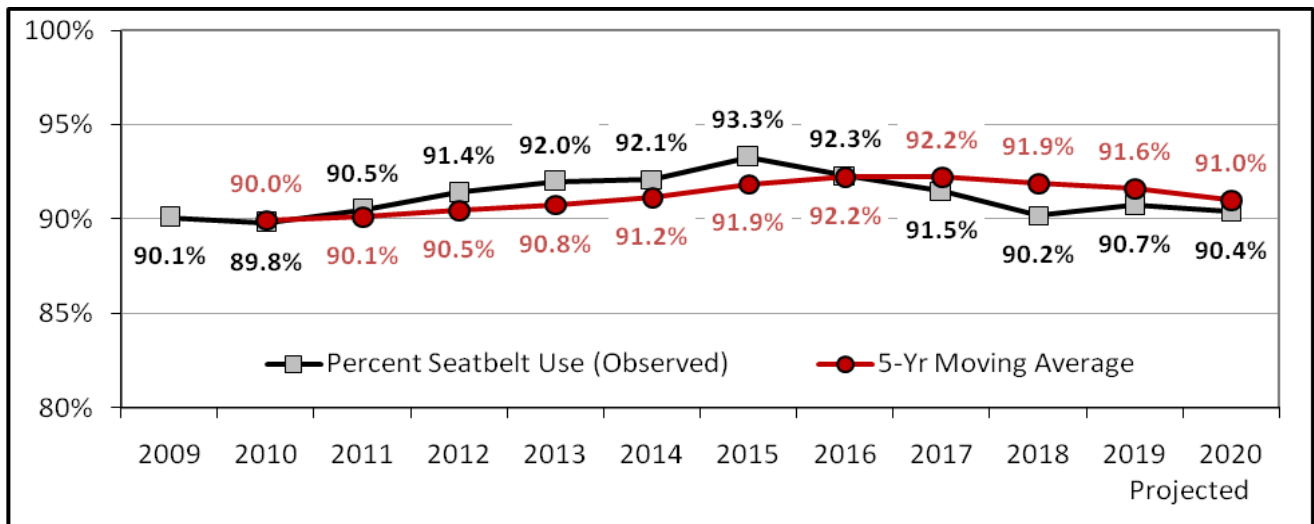
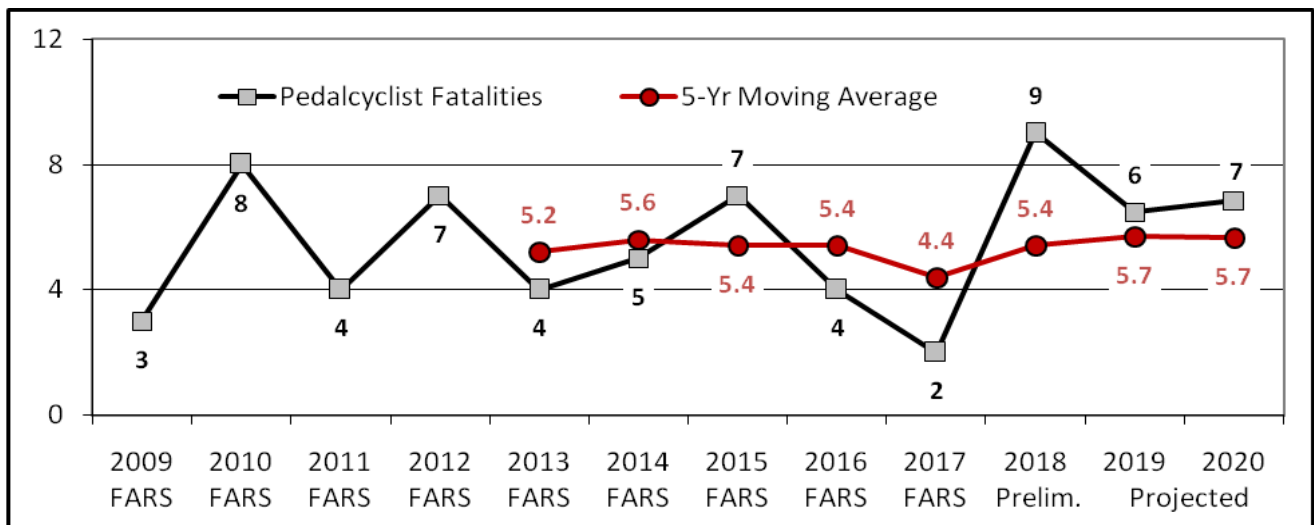
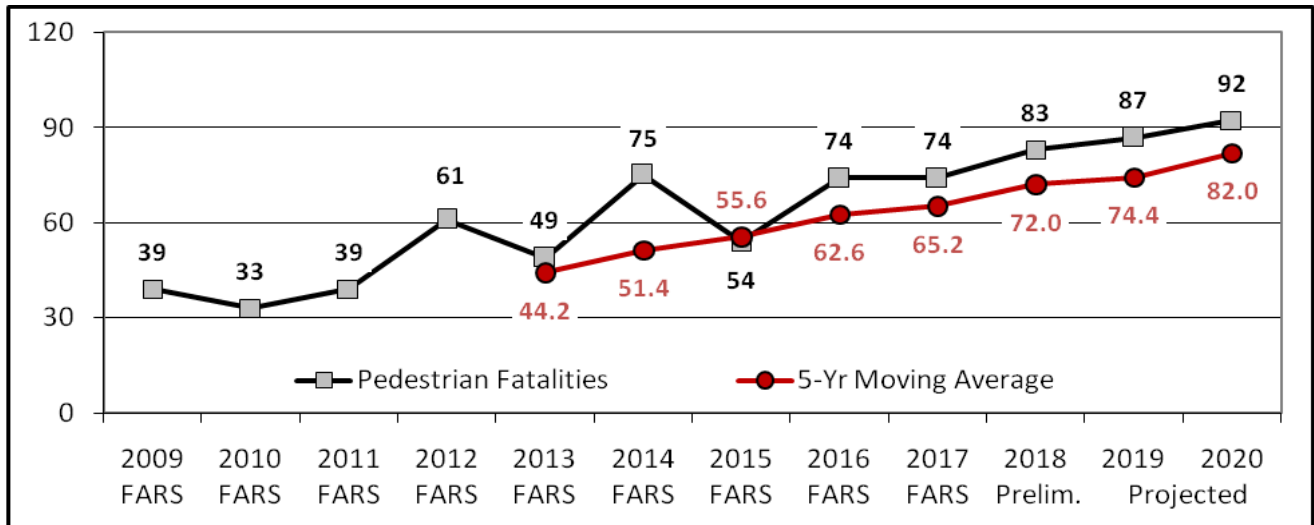
# Performance Plan Data Charts

## Performance Measure Core and Behavioral Data Charts









# 405 Grants Supporting Documentation

## 405b OCCUPANT PROTECTION

### ***PLANNED PARTICIPATION IN 2020 CLICK IT OR TICKET CAMPAIGN AND PLANNED PARTICIPATING AGENCIES***

In May 2020, New Mexico plans to provide funds for overtime enforcement for an estimated 58 law enforcement agencies to participate in the National Click It or Ticket Mobilization. Law enforcement will conduct seatbelt and child safety seat enforcement operations statewide. Both paid and earned media will run during the Mobilization period. These OP enforcement activities have been successful in producing high levels of occupant protection use in New Mexico. The State will provide NHTSA with FFY20 law enforcement participation and activity data in the 2020 Annual Report.

	<b>CIOT Planned Agencies</b>	<b>County</b>	<b>2010 County Populations*</b>
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	Carlsbad PD	Eddy	
12	Cibola County SO	Cibola	27,213
13	Clovis PD	Curry	48,376
14	Corrales PD	Sandoval	
15	Cuba PD	Sandoval	
16	Eddy County SO	Eddy	
17	Edgewood PD	Santa Fe	144,170
18	Farmington PD	San Juan	
19	Gallup PD	McKinley	71,492
20	Grant County SO	Grant	
21	Grants PD	Cibola	
22	Guadalupe County SO	Guadalupe	4,687
23	Hidalgo County SO	Hidalgo	4,894
24	Hobbs PD	Lea	64,727
25	Jemez Pueblo PD	Sandoval	
26	Las Cruces PD	Doña Ana	
27	Las Vegas PD	San Miguel	29,393
28	Logan PD	Quay	9,041
29	Lordsburg PD	Hidalgo	
30	Los Lunas PD	Valencia	
31	Loving PD	Eddy	
32	Lovington PD	Lea	
33	Luna County SO	Luna	25,095
34	McKinley County SO	McKinley	
35	Mora County SO	Mora	4,881

36	Moriarty PD	Torrance	16,383
37	NM DPS-State Police	Statewide	
38	Ohkay Owingeh Pueblo PD	Rio Arriba	40,246
39	Portales PD	Roosevelt	19,846
40	Raton PD	Colfax	13,750
41	Rio Rancho PD	Sandoval	
42	Ruidoso PD	Roosevelt	
43	San Juan County SO	San Juan	
44	Sandia Pueblo PD	Rio Arriba	
45	Sandoval County SO	Sandoval	
46	Santa Ana Pueblo PD	Sandoval	
47	Santa Clara Village PD	Grant	
48	Santa Fe County SO	Santa Fe	
49	Santa Fe PD	Santa Fe	
50	Santa Rosa PD	Guadalupe	
51	Silver City PD	Grant	
52	Socorro County SO	Socorro	17,866
53	Sunland Park PD	Doña Ana	
54	T or C PD	Sierra	11,988
55	Taos County SO	Taos	32,937
56	Torrance County SO	Torrance	
57	Valencia County SO	Valencia	
58	Zuni Pueblo PD	McKinley	
		<b>Total</b>	<b>1,944,096</b>
		<b>% State Coverage</b>	<b>94.4</b>

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

### Planned FFY20 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
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	Doña Ana	209,233	Yes
Sunland Park	15,588	Rural	Doña Ana		Yes
Anthony	9,459	Rural	Doña Ana		Yes
Chaparral	14,095	Rural	Doña Ana		Yes
Artesia*	11,817	Rural	Eddy	53,829	Yes
Carlsbad	26,239	Rural	Eddy		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
Hobbs	34,120	Rural	Lea	64,594	Yes
Los Alamos	12,019	Rural	Los Alamos	17,950	Yes
Deming	14,582	Rural	Luna	25,095	Yes
Columbus	1,244	Rural	Luna		Yes
Zuni Pueblo	8,635	Rural	McKinley	71,492	Yes
Crownpoint	2,278	Rural	McKinley		Yes
Gallup	21,824	Rural	McKinley		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
Elephant Butte	1,437	Rural	Sierra		Yes
Socorro	8,760	Rural	Socorro	17,866	Yes
Alamo Reservation	1,085	Rural	Socorro		Yes
Rio Communities	4,688	Rural	Valencia	76,369	Yes
			<b>Total</b>	<b>1,973,157</b>	
			<b>% State Coverage</b>	<b>95.8</b>	
			2010 NM Population	2,059,179	

\* Permanent Inspection Fitting Stations (Albuquerque has 3; Santa Fe has 2; All \* others have 1 each)  
 Urban - 2010 US Census Urbanized Areas - based on population density



