



# 2017 Highway Safety Plan

TRAFFIC SAFETY DIVISION

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# I. EXECUTIVE SUMMARY

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 reducing crashes, fatalities and injuries. These strategies and projects are encompassed in the 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 and its Strategic Highway Safety Plan (SHSP), TSD staff members participate in the development and updating of both plans. The current SHSP outlines 12 emphasis areas with strategies in each area. These SHSP emphasis areas represent an umbrella program for all traffic safety initiatives, and HSP strategies are integrated into relevant SHSP program areas.

New Mexico's HSP includes National Program Areas identified by NHTSA and FHWA, including Alcohol/Impaired Driving, Occupant Protection, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicyclist Safety, and Traffic Records. The NMDOT/ TSD also provide funds for Media, and Driver Education and Safety projects. The State does not plan to purchase any equipment with a cost of \$5,000 or more in this 2017 HSP. Should the State determine the need to purchase equipment costing \$5,000 or more in FFY17, it will seek prior written approval from NHTSA and modify the 2017 HSP, as appropriate.

## **2017 HSP Performance Measures and Targets**

As part of the HSP planning process, extensive data analyses and problem identification were undertaken (see Sections a. and b. of the Highway Safety Planning Process). For all relevant measures, 10-year data trends with projections were reviewed by NMDOT and TSD staff, and traffic safety partners. Other relevant factors including economic and environmental impacts were discussed prior to establishing 2017 targets. Although 5-year moving average trend lines indicate reductions in 2017 from 2014 in most categories of fatalities and in serious injuries, some projections were considered unachievable, and more moderate targets were established.

In 2017, both the HSP and the HSIP include the following three common performance measures.

### **2017 HSP and HSIP Common Measures and Targets**

***C-1: Reduce total fatalities by 5 percent from 352 in 2014 to 334 by December 31, 2017. (FARS)(5-year averages)***

***C-2: Reduce serious injuries in crashes by 26 percent from 1,568 in 2014 to 1,160 by December 31, 2017. (State 5-year averages)***

***C-3: Reduce the fatality rate by 5 percent from 1.39 in 2014 to 1.32 by December 31, 2017. (FARS 5-year averages)***

### ***Alcohol/Impaired Driving Program***

A major focus of New Mexico's HSP is to reduce alcohol/impaired driving crashes, fatalities and injuries. The TSD has adopted a performance-based, evidenced-based, data-driven enforcement program designed to influence drinking and driving behavior. The TSD supports and manages both statewide and local, community-based DWI enforcement programs involving about 75 city, county and tribal law enforcement agencies and the 12 State Police Districts. High-visibility law enforcement operations including Superblitz, the NHTSA National Crackdown and 100 Days and Nights of Summer are coupled with high-visibility media and public awareness activities throughout the State, especially during holiday and special event periods, and over the summer.

In addition to enforcement, aggressive prosecution of DWI offenders and underage DWI prevention programs are the strategies most likely to impact changes in drinking and driving behavior, and thereby, reduce unnecessary deaths and injuries. The TSD provides funding for DWI courts, a Traffic Safety Resource Prosecutor (TSRP), an ALR Hearing Prosecution Attorney, DWI Judicial Education, Court Monitoring, BAC and other drug testing, Drug Recognition Expert (DRE) and Advanced Roadside Driving Impairment Enforcement (ARIDE) trainings, and underage drinking enforcement and prevention programs. Reach of these activities is estimated at 85 percent of the State's population.

The TSD administers an ignition interlock program that approves ignition interlock device manufacturers, licenses service centers, and certifies installers and service providers. They also manage the State's ignition interlock indigent fund. The TSD is actively engaged in supporting and funding a statewide traffic records system, including the electronic collection and transmission of DWI citation and other traffic report information by officers in the field.

**The State's Alcohol/Impaired Driving Program performance measures and targets are to:**

***C-5: Reduce alcohol-impaired fatalities by 4 percent from 107 in 2014 to 103 by December 31, 2017. (FARS)(5-year averages)***

***S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)***

### ***Occupant Protection Program***

New Mexico's primary seatbelt, child safety seat/ booster seat and other related legislation have been instrumental in achieving high use of occupant protection and in reducing traffic-related deaths and injuries. Some of the State's most important occupant protection statutes provide for the following:

- ❖ All motor vehicle occupants (in vehicles weighing less than 10,000 pounds) must use a seatbelt at all times.
- ❖ Children less than one year of age must be in a rear-facing safety seat in the back seat. If the vehicle is not equipped with a back seat, the child may ride in the front seat if the passenger-side air bag is deactivated, or if there is no airbag.
- ❖ Children one to four years of age, or under 40 pounds, must be in a child safety seat. Children five or six years of age must be in a child safety seat or a booster seat. A child under 60 pounds must ride in a child safety seat or booster seat, regardless of age.
- ❖ Children, ages 7 through 12, must be properly restrained in a child safety seat, booster seat or seatbelt. Children, ages 13 through 17, must ride with a seatbelt.

For more than a decade, New Mexico's approach to increasing seatbelt use has focused on a statewide program of high-visibility occupant protection (OP) law enforcement, combined with an aggressive public

awareness media campaign. Agencies receiving OP enforcement funding participate in the NHTSA Click It or Ticket National Seatbelt Enforcement Mobilization. In 2015, 59 city, county, State and tribal police agencies participated in OP and Click It or Ticket enforcement, providing estimated coverage of more than 85 percent of the State's population. In 2015, New Mexico's BKLUP and Click It or Ticket enforcement operations resulted in 9,785 seat belt citations and 844 child restraint citations.

TSD works with local community groups and local government agencies to conduct child safety seat and booster seat clinics, and to support permanent fittings stations. In addition, TSD sponsors a variety of outreach activities to promote the use of occupant protection by all ages.

**The State's Occupant Protection performance measures and targets are to:**

***C-4: Reduce unrestrained occupant fatalities by 8 percent from 103 in 2014 to 95 by December 31, 2017. (FARS)(5-year averages)***

***S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)***

**The State's Occupant Protection behavioral performance measure and target is to:**

***B-1: Increase seatbelt use by 0.2 percent from 93.3 percent in 2015 to 93.5 percent by December 31, 2017. (State)(Annual data)***

### ***Police Traffic Services Program***

TSD manages a number of enforcement, training and prevention programs that support police traffic services. The Selective Traffic Enforcement Program (STEP) allows law enforcement to target high-risk areas in their communities with enhanced manpower and equipment. The New Mexico STEP includes enforcement activities such as 100 Days and Nights of Summer, safety corridors, checkpoints and saturation patrols focused on DWI, occupant protection, speed, distracted driving and commercial vehicle traffic safety.

The TSD supports a Law Enforcement Liaison (LEL) Program that consists of three full-time individuals who are responsible for coordinating with law enforcement agencies on NHTSA and TSD initiatives related to Alcohol/Impaired Driving, Occupant Protection, Police Traffic Services and other related traffic safety programs.

Along with STEP, the TSD contracts to provide training for law enforcement including: Standard Field Sobriety Testing (SFST); Police Officer as Prosecutor; Management of Police Traffic Services; DWI Checkpoints; Accident Reconstruction; Radar and Lidar Certification and Instructor Courses; and public information and media workshops.

**The State's Police Traffic Services performance measures and targets are to:**

***C-6: Reduce speeding-related fatalities by 3 percent from 132 in 2014 to 128 by December 31, 2017. (FARS)(5-year averages)***

***C-5: Reduce alcohol-impaired fatalities by 4 percent from 107 in 2014 to 103 by December 31, 2017. (FARS)(5-year averages)***

***B-1: Increase seatbelt use by 0.2 percent from 93.3 percent in 2015 to 93.5 percent by December 31, 2017. (State)(Annual data)***

***S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)***

### ***Motorcycle Safety Program***

The TSD administers a statutorily required statewide motorcycle training program designed to assist motorcycle riders develop skills and increase knowledge about safety issues. The program is funded by a \$2 motorcycle registration fee, in addition to training fees assessed to each student. The TSD sponsors motorcycle safety awareness events that promote safety strategies and techniques, and emphasize the need for increased automobile driver awareness.

**The State's Motorcycle Safety performance measures and targets are to:**

***C-7: Reduce motorcyclist fatalities by 6 percent from 48 in 2014 to 45 by December 31, 2017. (FARS)(5-year averages)***

***C-8: Reduce unhelmeted motorcyclist fatalities by 3 percent from 35 in 2014 to 34 by December 31, 2017. (FARS)(5-year averages)***

### ***Pedestrian and Bicyclist Safety Program***

In New Mexico, there is high demand and need for non-motorized modes of transportation such as bicycling, walking and running. While these activities may provide health, economic and environmental benefits, they increase exposure to traffic and traffic crashes. To successfully reduce pedestrian and bicyclist fatalities and injuries, at-risk populations need to be identified and their safety needs addressed.

TSD staff works with various State and local agencies and entities involved in pedestrian and bicyclist safety-related issues and programs to coordinate efforts to reduce fatalities and injuries. Education and outreach targets both drivers and pedestrians.

**The State's Pedestrian and Bicyclist Safety performance measures and targets are to:**

***C-10: Limit the expected increase in pedestrian fatalities to 29 percent from 51 in 2014 to not more than 66 by December 31, 2017. (FARS)(5-year averages)***

***C-11: Reduce bicyclist fatalities by 17 percent from 6 in 2014 to 5 by December 31, 2017. (FARS)(5-year averages)***

### ***Traffic Records Program***

The Traffic Records Program uses the updated Statewide Traffic Records System (STRS) Strategic Plan (FFY17 – FFY19) to guide its annual activities and projects. TSD executive and management staff participate in the Statewide Traffic Records Executive Oversight Committee and the Statewide Traffic Records Coordinating Committee. These committees are charged with ensuring that the goal and objectives of the multi-year STRS Strategic Plan are achieved. The goal of the Strategic Plan is to maintain an STRS that includes the following data systems: crash, roadway inventory, traffic, driver history, injury surveillance, vehicle, citation and adjudication, Fatality Analysis Reporting System (FARS) and Federal Motor Carrier Management Information System.

The State's Traffic Records performance measures and targets are to:

**S2: Crash Data Accuracy**

**Increase the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent from 62 percent from 4/1/2015-3/31/2016 to 75 percent from 4/1/2016-3/31/2017 for crash reports that are manually data entered. (State) (Annual data)**

**S3: Crash Data Timeliness:**

**Decrease the average number of days from the date of the crash to the date when the data are added to the crash database from 94 days from 4/1/2015-3/31/2016 to 75 days from 4/1/2016-3/31/2017. (State) (Annual data)**

**Driver Education and Safety Program**

The Traffic Safety Division strives to influence the behavior of drivers on New Mexico's roadways through information dissemination and educational efforts. 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, primarily focused on occupant protection and DWI, coincide with National and local events and enforcement operations. Additional public awareness and educational activities are developed for pedestrian, safety corridor, speeding, distracted driving and other selective traffic enforcement programs.

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.

The State's Driver Education and Safety performance measures and targets are to:

**C-1: Reduce total fatalities by 5 percent from 352 in 2014 to 334 by December 31, 2017. (FARS)(5-year averages)**

**C-9: Reduce the number of drivers under age 21 in fatal crashes by 19 percent from 43 in 2014 to 35 by December 31, 2017. (FARS)(5-year averages)**

**S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)**

# 2016 State Legislative Summary

## Relevant Bills Passed

### **HB 99 — Driver's License Issuance and Federal Real ID**

This bill ends the practice of giving driver's licenses to illegal immigrants and brings the state into compliance with the federal REAL ID Act. Provides a driver's authorization permit card to illegal immigrants called a driver's authorization card that cannot be used for federal identification purposes.

Fingerprints and background checks are required for illegal immigrants who wish to obtain a driver's authorization card (which will not be granted until aliases and criminal bench warrants are resolved). Those who want a driver's authorization card will need to prove their identity and residency.

### **SB 118 – Increased DWI Penalties**

Increases the penalties and mandatory period of incarceration for eighth and subsequent convictions; becomes a second degree felony with a maximum period of incarceration of 12 years, 10 years which shall not be suspended, deferred or taken under advisement.

Increases the penalty for vehicular homicide while under the influence of alcohol or drugs; becomes a second degree felony allowing judges to increase sentences from six years to 15 years incarceration.

### **SB 171 – Commercial Driver Use of Mobile Devices**

Prohibits use of handheld mobile device while driving a commercial motor vehicle; offense classified as a 'serious traffic violation;' designates texting while driving offense as a 'serious traffic violation,' as well. Commercial motor vehicle drivers may be disqualified from driving a commercial motor vehicle for a period of time if convicted of more than one 'serious traffic violation while driving a commercial motor vehicle within a three-year period.

### **SB 193 – Ski Area Alcoholic Beverage Sales**

This bill allows for the sale and consumption of alcoholic beverages at ski areas.

### **SB 270 – Off-Highway Vehicles on Paved Roads**

If authorized by ordinance or resolution of a local authority or the state transportation commission, an ATV may be operated on a paved street or highway owned and controlled by the authorizing entity if: (1) the vehicle has one or more headlights and taillights that comply with the Off-Highway Motor Vehicle Act; (2) the vehicle has brakes, mirrors and mufflers; (3) the operator has a valid driver's license, instruction permit or provisional license and an off-highway motor vehicle safety permit; (4) the operator is insured; and (5) the operator of the vehicle is wearing eye protection and a safety helmet that comply with the Off-Highway Motor Vehicle Act.

## **Bill Not Passed**

### **HB 203 – Increased Amount for Indigent Use of Interlock**

This bill would have increased the amount the state could underwrite for use of an ignition interlock by qualified indigent DWI offenders from \$30 to \$50 a month.



## II. HIGHWAY SAFETY PLANNING PROCESS

The New Mexico Department of Transportation's Traffic Safety Division (TSD) is committed to preventing injuries and saving lives by reducing the number of crashes on New Mexico's roadways. To accomplish this, the TSD develop, support and implement a variety of traffic safety programs including Alcohol/Impaired Driving, Occupant Protection, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicyclist Safety, Traffic Records and Driver Education and Safety.

The following sections provide a description of the processes, traffic safety partners and data sources used to identify the State's highway safety problems, determine data-driven performance measures and targets, and select evidence-based countermeasures, strategies and projects to address the identified problems and achieve the performance targets.

### a. Overview of Planning Process

#### i. Traffic Safety Planning Participants/ Partners

TSD's traffic safety partners, listed below, include representatives from State, Federal, local and tribal agencies and organizations including law enforcement, the courts, education, health, research and data analysis; government, media, program stakeholders and constituent safety groups. These partners participate in the State's Highway Safety planning process in various ways including participating in HSP planning meetings, providing information and input regarding traffic safety issues and needs, and assisting with the development of performance measures and countermeasure strategies and projects.

<b>Administrative Office of the Courts Attorney General's Office</b>	<b>NM Department of Transportation NM Health Policy Commission NM Law Enforcement Agencies NM Restaurant Association NM Regulation &amp; Licensing Department Alcohol and Gaming Division NM Taxation and Revenue Department Motor Vehicle Division NM Transportation Safety Management Team</b>
<b>Bernalillo County Metro Court Bureau of Indian Affairs and Various Tribes</b>	<b>RK Venture</b>
<b>Federal Highway Administration Federal Motor Carrier Safety Administration</b>	<b>Safer NM Now Statewide Traffic Records Executive Oversight Committee Statewide Traffic Records Coordinating Committee</b>
<b>Marketing Solutions Metropolitan Planning Organizations Mothers Against Drunk Driving Motorcycle Safety Foundation</b>	<b>University of New Mexico Traffic Research Unit Institute of Public Law/ Judicial Ed Dept. of Emergency Medicine Continuing Ed/ Community Services Center for Injury Prevention Research and Education</b>
<b>NHTSA Region 6 NM Broadcasters Association NM Department of Finance &amp; Administration Local Program Division DWI Program NM Department of Health Scientific Lab Division Injury Prevention and EMS Bureau Child Fatality Review Board Injury Surveillance Alliance</b>	<b>Various City &amp; County Governments</b>
<b>NM Department of Public Safety State Police Motor Transportation Division Special Investigations Division</b>	

## ii. Data Sources

**Federal :** Fatality Analysis Reporting System (FARS); NHTSA Countermeasures That Work, 7<sup>th</sup> Edition; Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008; NHTSA Traffic Safety Performance Measures for States and Federal Agencies; GHSA Guidance for Developing Highway Safety Plans, May 2013; FMCSA and FHWA traffic-related statistics; and US Census Bureau population statistics.

**New Mexico Crash Data System:** The State uses an updated data entry system. Data is derived from police reports submitted on the uniform crash report (UCR) form used by all New Mexico law enforcement agencies. Activities are ongoing to further develop the new data system to accept electronic data. The State also maintains its own fatality tracking system (fatallog) to facilitate access to the most current fatality statistics.

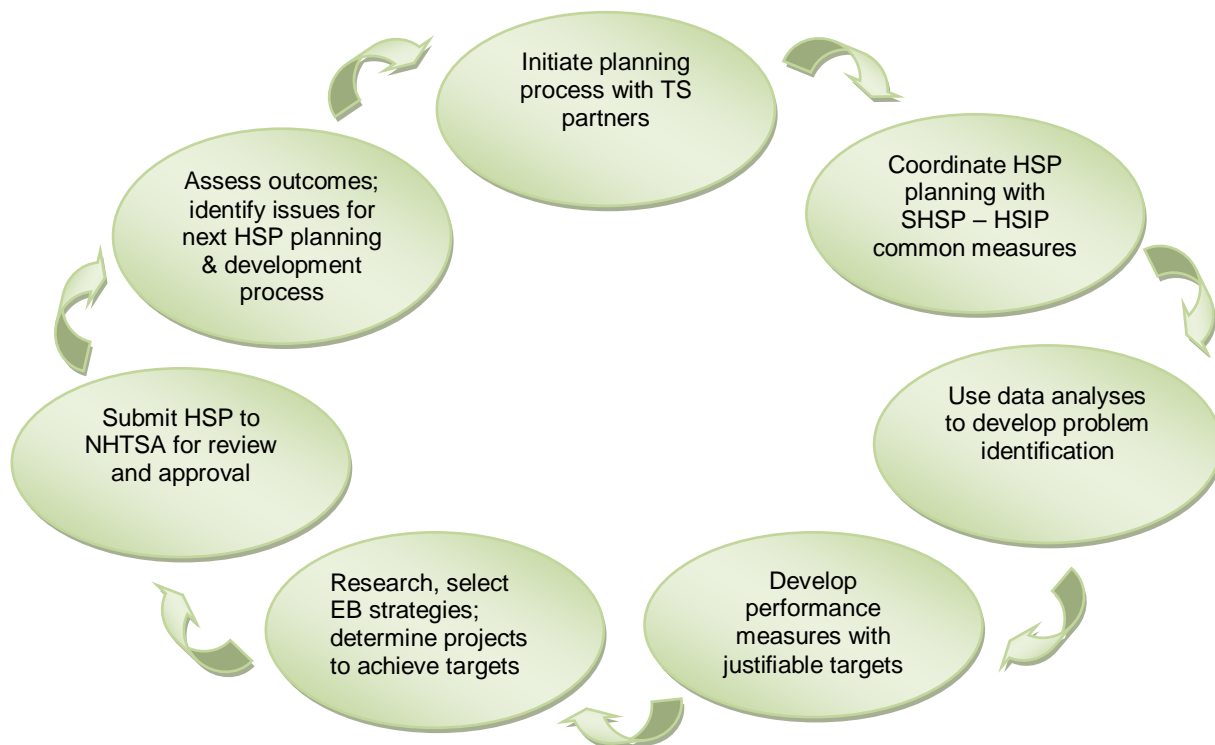
**Motor Vehicle Database:** This comprehensive driver and vehicle databases are maintained by the Motor Vehicle Division, NM Tax and Revenue Department. They include DWI offenses and case outcomes, and vehicle registration information.

**University of New Mexico (UNM) – Traffic Research Unit (TRU):** Using data analysis and data linkage techniques, the TRU combines crash records, highway data, driver records, geographic information and census data to produce statewide and community profiles and reports.

**New Mexico Department of Transportation:** Highway data provides information on highway usage, vehicle miles traveled, speed monitoring and road characteristics.

**Other Information/ Data Sources:** Program/project sub-grantee reports, NM seatbelt observation surveys, NM State Police, and statewide or local assessments.

## iii. Planning Process Flowchart



## iv. TSD HSP Planning Process Calendar

### December -

- ❖ Conduct HSP meeting with TSD staff:  
Set dates for future HSP meetings; review any comments on previous year HSP or management review from NHTSA; discuss overall HSP development process and data to be obtained for problem identification process

### January -

- ❖ Conduct HSP meeting with TSD staff:  
Review current federal regulations, certifications and compliance; discuss any anticipated changes in programs or projects; discuss TS partner participation in the upcoming planning, target setting and project selection processes; review content of program presentations for February and March meetings
- ❖ Identify legislative priorities

### February -

- ❖ Conduct HSP meeting with TSD staff and TS partners:  
Program staff gives presentations on programs and projects to include status of current projects, problem ID, anticipated changes in program, projects or budget for 2017
- ❖ Request data presentation by UNM Traffic Research Unit (TRU) for April HSP meeting
- ❖ Begin HSP and FAST Act grant applications development

### March -

- ❖ Conduct HSP meeting with TSD staff and TS partners:  
Program staff gives presentations on programs and projects to include status of current projects, problem ID, anticipated changes in program, projects or budget for 2017

### April - May

- ❖ Conduct HSP meetings with TSD staff and TS partners:  
Data presentation made by the University of New Mexico Traffic Research Unit; discuss any current social, demographic or environmental factors; complete problem identification; determine priority areas and performance measures with targets; determine use of evidence-based strategies; determine anticipated need for new projects and continuation of existing projects; project available funding (new and carry-forward); implement proposal solicitation/project selection process

### June -

- ❖ Finalize proposal/ project selection process; finalize budget and individual project funding; finalize project descriptions based on available funding; review draft HSP and FAST Act grant applications - make any needed changes; submit draft HSP and FAST Act grant applications to NHTSA Region 6 for comments and modify, as necessary; submit final HSP to NHTSA Region 6 and submit FAST Act grant applications to NHTSA

### July–June -

- ❖ Conduct project monitoring site visits year-round with grantees and contractors

### July–September -

- ❖ Draft and execute project grant agreements/ contracts for the upcoming fiscal year

### October -

- ❖ Implement project grant agreements/ contracts for new fiscal year
- ❖ Carry forward partial funds for operations until next year's funds are available

### Oct–Dec -

- ❖ Draft, finalize and submit Annual Report

## **b. Problem Identification 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.

### **i. Participants**

- NMDOT/ TSD Director
- TSD Program and Project Managers
- NMDOT Planning and Safety Division; NMDOT Traffic Technical Support Bureau
- NM State, city, county, tribal law enforcement agencies
- Federal Highway Administration, New Mexico
- Department of Public Safety
- 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
- Regulation and Licensing Department
- Safer New Mexico Now (Safer), including law enforcement liaisons
- RK Venture
- TSD Planner/ Technical Writer

### **ii. Data Sources**

See data sources listed in II. (a.)(ii.)  
LEA operational plans

### **iii. Steps in the Problem Identification Process**

#### ***1. Meetings Conducted February – April 2016***

##### **Data Review and Discussion**

The problem identification process was conducted primarily between February and April, 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.

In addition, 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 was presented at HSP planning meetings to help identify issues of concern and local problem areas. Law enforcement operational plans and sub-grantee reports were used to assist in the problem identification process. Operational plans include a presentation of current, localized data analyses that pinpoint times and locations of higher crash rates. Relevant information from the ongoing update to the State Strategic Highway Safety Plan was also discussed.

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 or State data was presented (2006-2015) showing annual, three year moving average 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. 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 were reviewed and considered.

## **3. Other**

### **Assessments**

Staff members reviewed information from the most recent Impaired Driving, SFST and Traffic Records assessments conducted by NHTSA teams. Recommendations from these assessments will be integrated into a new Impaired Driving Plan in late 2016 and an update to the Traffic Records Strategic Plan. Assessment recommendations are used to identify needs, improve programs, and to develop strategies and projects.

### **Review of New Mexico Geographic and Demographic Data**

At 121,298 square miles, New Mexico is the fifth largest state in the country in land area. It has 33 counties; Los Alamos County is the smallest at 109 square miles and the largest is Catron at 6,923 square miles.

New Mexico has 70,805 miles of public road, 47.5 percent of it rural (33,640 miles). In 2014 on NM roadways, there were 25.6 billion vehicle miles of travel, over 56 percent of them rural miles. In 2014, New Mexico had 1,487,472 licensed drivers and 1,930,706 registered vehicles.

New Mexico had an estimated population of 2,085,109 in 2015, compared to a 2014 estimate of 2,085,572. According to 2010 U.S. Census 2014 population estimates, New Mexico's largest racial/ethnic group was Hispanic (47.7%), followed by non-Hispanic Whites (38.9%). New Mexico's American Indian population is one of the largest percentage-wise in the nation at 10.4 percent. Blacks and Asians make up 4.2 percent of the population. In 2014, 24.1 percent of New Mexico's total population was under age 18. A language other than English is spoken at home by 36.2 percent of the population. Persons with a high school degree or higher make up 84 percent of the population and 26.1 percent of persons have a bachelor's degree or higher.

Roughly 2/3 of the population lives in the NW quadrant of the State (includes Bernalillo County with 1/3 of the State's population); another 1/4 live in the SE quadrant, and the remaining live in the NE

and SW quadrants of the State. In 2015, five counties accounted for 62.2 percent of the State's population (Bernalillo, Doña Ana, Sandoval, San Juan and Santa Fe).

There are 12 State Police districts in the State, 33 sheriffs' offices, 63 municipal law enforcement agencies, 23 tribal agencies (including the Bureau of Indian Affairs), seven university campus agencies and three military bases with law enforcement agencies.

New Mexico has 38 non-federal general acute care hospitals and nine federal hospitals (1 Veterans Administration and 8 Indian Health Service). There are 25 counties with hospitals and seven without (Valencia, Torrance, Hidalgo, Catron, De Baca, Mora and Harding). New Mexico has one level-one trauma center at the UNM Hospital, but trauma centers in El Paso and Lubbock, Texas also provide services to New Mexico residents.

#### **iv. SHSP Coordination Process**

The TSD Director, and TSD program and planning staff worked with NMDOT personnel on problem identification as part of the development of the new SHSP and on updates to the HSIP.

#### **v. Process for Determining Highest Priorities Based on Problem ID Process**

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

## **c. Performance Measures Development Process**

### **i. Participants**

- TSD Program Managers and Project staff
- NMDOT Planning and Safety Division staff
- NMDOT Engineering staff
- New Mexico State Police
- Mothers Against Drunk Driving
- Federal Highway Administration, New Mexico
- Marketing Solutions
- RK Venture
- Traffic Safety Resource Prosecutor
- Department of Health, Scientific Labs Division
- University of New Mexico, Traffic Research Unit
- TSD Planner/ Technical Writer

### **ii. Data Sources**

See data sources listed in II. (a.)(ii.)

### **iii. Steps in the Performance Measures Process**

#### ***1. Meetings Conducted April 2016***

Establishing performance measures and targets was the primary focus of the April HSP meeting. The University of New Mexico Traffic Research Unit provided an extensive data review of the NHTSA/ GHSA core and behavioral measures and other relevant analyses (as described above in the Problem Identification process section). NMDOT program and planning staff and traffic safety partners reviewed the data for each measure and discussed relevant factors related to each measure (see #3 below).

Based on the top priority issues/areas determined during the problem identification process, proposed performance measures were discussed and assessed for their ability to measure the impact of implementing appropriate evidence-based countermeasure strategies and projects for each priority issue/area. Attendees then proposed preliminary targets for each measure. Through further discussion, consensus was reached on the performance measures and targets.

#### ***2. Input Solicited from TS Partners***

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

#### **iv. SHSP Coordination Process – HSP and HSIP Common Measures**

TSD staff and entities responsible for the HSIP and SHSP met to collaborate on FFY17 targets for the three common measures.

#### **v. Development of Core Performance Measures Process**

The University of New Mexico Traffic Research Unit (TRU) provided TSD and its traffic safety partners with a data presentation at the April HSP meeting. Annual data were presented for each performance measure in addition to both three-year and five-year rolling averages data. TSD staff and traffic safety partners discussed the analyses and charts presented, and determined to use five-year rolling averages for the baseline measures and targets for each core measure. Per NHTSA recommendation, annual data was used for the behavioral measure on seatbelt use.

In setting the 2017 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 detailed above (see c.iii. 3. Other – Review of Trend Analyses and Other Relevant Factors) and their assessment of the potential safety impacts of various strategies and projects. Any variation in the targets from the data projections is detailed in the justification sections.

Utilizing the NHTSA/ GHSA recommended template, a table was developed with final FARS or State data for each year 2010–2014, preliminary data for 2015, and projected data for 2016 and 2017. Five-year moving average data was included for each core measure. Linear trend lines were projected to 2017 as advised by NHTSA to provide an additional data point to consider when setting targets.



## **d. Evidence-Based Strategy and Project Selection Process**

### **i. Participants – Meeting Attendees**

- NMDOT/ TSD Director
- TSD Program and Project Managers
- NMDOT Planning and Safety Division
- TSD Planner/ Technical Writer
- Safer New Mexico Now
- Department of Finance and Administration
- Motor Vehicle Division

### **ii. Data Sources**

See data sources listed in II. (a.)(ii)

### **iii. Steps in the Evidence-Based Strategy and Project Selection Processes**

#### **1. Meetings conducted April – June 2016**

Between April and June, TSD program and planning staff and TS partners met during HSP, staff and other meetings to discuss and select evidence-based countermeasure strategies and projects. Participants used both the Countermeasures That Work, 7<sup>th</sup> Edition, 2013 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 and any other relevant factors that could impact the ability to implement projects to address identified problems, such as available resources other than funds or lack of public support.

#### **2. Input Solicited from TS Partners**

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

#### **3. How the State Assessment Process Determines the Potential Impact of Countermeasure Strategies**

In assessing the potential impact of countermeasure strategies selected to address identified problems in each program area, TSD program and planning staff and TS partners evaluated whether the strategies were linked to the problem ID and the program performance measures and targets. Issues not listed during the problem identification process, but 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 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 to 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 combined with other

strategies in the program area would be expected to address the various factors necessary to achieve the performance measure targets.

#### **4. 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 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.

#### **5. Process for identifying funds from all sources**

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

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

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

### III. PERFORMANCE PLAN

#### **a. Problem Identification Data Section**

2013 & 2014 State Data and 2014 FARS Data

##### WHERE?

In 2014, there were over 40,600 crashes on New Mexico's roadways. The top five counties for crashes were Bernalillo, Dona Ana, Santa Fe, San Juan and Eddy. These counties accounted for 63.7 percent of all crashes. Just over three percent of crashes were fatal or serious injury crashes.

In 2014, there were 383 traffic fatalities in New Mexico and 1,252 serious injuries. Fatalities increased by 4.6 percent between 2012 and 2014, but serious injuries were reduced by 23 percent during the same time period.

The top counties for traffic fatalities and serious injuries were Bernalillo, Dona Ana, San Juan, McKinley, Eddy, Lea and Santa Fe. These counties accounted for 72 percent of all traffic fatalities and serious injuries. Bernalillo County, with 32 percent of the State's population, accounted for 44.4 percent of all crashes and 35 percent of all fatalities and serious injuries.

Lea and Eddy counties, in the far southeast corner of the State, saw increased population growth as well as increased roadway travel in 2013 and 2014 due to the oil and gas boom. In 2014, these two counties, with 6 percent of the population, accounted for 9 percent of the traffic fatalities and serious injuries.

2014 FARS data show a rural fatality rate of 1.71 and an urban fatality rate of 1.20. Rural fatalities accounted for 60 percent of total fatalities. State data show that 67 percent of crashes in which a person was killed or seriously injured occurred in an urban area.

In 2014, the top five counties for fatalities and serious injuries in alcohol-involved crashes were Bernalillo, McKinley, San Juan, Doña Ana and Lea. These counties accounted for 64.5 percent of all alcohol-involved fatalities and serious injuries.

In 2014, 41 percent of pedestrian fatalities occurred in Bernalillo County, all but two of these fatalities in the city of Albuquerque; 19 percent were in McKinley County, 9 percent were in San Juan County and 5 percent were in Santa Fe County.

Counties highest in motorcyclist fatalities included Bernalillo, Dona Ana, Santa Fe and San Juan. These counties accounted for 50% of all motorcyclist fatalities.

##### WHO?

###### Gender/ Age/ Race

In 2014, 72 percent of traffic fatalities were males.

In 2014, there were more than four times as many teen (ages 15-19) males as teen females killed in crashes. From 2009-2014, the number of teen males killed in crashes varied, but the number of teen female fatalities has been trending down and fell 62 percent from 2009 to 2014.

There were twice as many young adult (ages 20-24) males as young adult females killed in crashes. From 2009 through 2014, the number of young adult males killed in crashes varied substantially, but 2014 had essentially the same number as 2009. The number of young adult female traffic fatalities has been trending up, and increased 64 percent between 2009 and 2014.

2014 FARS data show that the highest percentages of fatalities were in the age groups: 25-34 (22%), 45-54 (16.4%), and 55-64 (12.5%). The number of fatalities among persons in crashes ages 65+ decreased by 11 percent in 2014 from 2013.

Males are more likely than females to be in a motorcycle crash (8.82 times more), a bicyclist crash (4.39 times more) and a pedestrian crash (1.63 times more).

Although 2013\* FARS data does not list a specific ethnicity for 67 of the 311 fatalities, data indicate that Hispanics (over 47 percent of NM population) were about 36 percent of the fatalities; American Indians (10.4 percent of NM population) were about 24 percent of the fatalities; and White, non-Hispanics (39 percent of NM population) were about 33.6 percent of the fatalities.

### **Pedestrians/ Bicyclists**

In 2014, 74 pedestrians were killed and 94 were seriously injured in traffic crashes. Pedestrian deaths were up by 124 percent from 2010. Pedestrian deaths accounted for 19 percent of all traffic fatalities, compared to the National average of 15 percent. In 2014, New Mexico had the highest in the nation rate of pedestrian fatalities per 100,000 persons.

Of all pedestrians with fatal or serious injuries due to a traffic crash, 81 percent were relatively evenly distributed by 5-year age groups among those aged 15-59.

2014 FARS data show that pedestrian fatalities most often occurred in the 45-54, 35-44 and 25-34 age groups. Most pedestrian fatalities occurred between 6 p.m. and 9 p.m. (41%) and between 9 p.m. and midnight (30%). Over 86 percent of pedestrian fatalities occurred in non-intersection locations.

Factors cited in pedestrian fatalities included: darting or running into the road (40%); standing, lying, working or playing in roadway (8%); and influence of alcohol, drugs, or medication (14.9%).

Five bicyclists were killed in crashes in 2014; 29 were seriously injured. Bicyclists in crashes were four times more likely to be male than female.

Bicyclists aged 45-64 and 21-34 died in crashes in 2014. Most bicyclist crashes occurred between 6 p.m. and 8:59 p.m.

Pedestrians and bicyclists accounted for 21 percent of all crash-related deaths in New Mexico, up from 17 percent in 2013.

### **Motorcyclists**

In 2014, 46 motorcycle riders (drivers and passengers) died in crashes, and 170 were seriously injured.

Of motorcyclists killed or seriously injured, 89 percent were males, and 59 percent of all those killed or seriously injured were not wearing a helmet.<sup>\*</sup> The age groups with the highest number of motorcyclists killed or seriously injured in 2014 were 25-29 (15%), 50-54 (14%) and 20-24 (13%).

2014 FARS data show that 26 percent of motorcyclist fatalities occurred between the three hours of 6 p.m. and 9 p.m.; 26 percent occurred between 9 p.m. and 6 a.m.; and 48 percent occurred between 6 a.m. and 6 p.m.

Alcohol/drug involvement (20%), failure to yield (18%) and excessive speed (14%) were the top contributing factors in motorcycle-involved fatal or serious injury crashes.

<sup>\*</sup>helmet use data not available for 24% of motorcyclists

WHY?

In 2014, the top contributing factors in fatal or serious injury crashes were: alcohol/drug-involved, driver inattention failed to yield, excessive speed and disregarded traffic signal.

### **Alcohol/ Drugs**

In 2014, fatalities involving alcohol-impaired (.08 and above) drivers increased for the first time since 2010 and accounted for 30 percent of all crash fatalities; fatalities with a BAC of 0.15 or above accounted for 20.2 percent of all fatalities.

Among New Mexican drivers in crashes for whom age and sex data are available, alcohol-involved drivers in crashes were 2.5 times as likely to be male than female.

Drivers ages 20-24 composed the largest group of drivers in alcohol-involved crashes, followed by drivers ages 25-29. Among alcohol-involved New Mexican drivers in crashes for whom age and sex data are available, the rate for drivers ages 20-24 (3.24 per 1,000 licensed drivers) is nearly three times the statewide rate of 1.12.

Alcohol-impaired (.08 and above) motorcyclist fatalities increased by 58 percent from 2013 to 2014.

Fifty-seven percent of pedestrian crash fatalities involved alcohol consumed by the pedestrian.

In 2015, there were 67 drug-related traffic fatalities in New Mexico (FARS data) compared to 15 in 2011.

### **Driver Inattention/ Distracted Driving**

In New Mexico, distracted driving is defined as driver inattention, cell phone use, and/or texting, as these are the factors captured on the uniform crash report (UCR). It can be difficult for an officer to identify crashes involving texting or cell phone use, as the driver is typically no longer calling or texting when the officer arrives at the scene, and the driver may not honestly admit to calling or texting while driving. Only in fatal crashes can the officer request cell phone usage records. Many crashes involving calling or texting are likely reported as 'driver inattention' on the UCR.

In 2014, driver Inattention was the top contributing factor in 16 percent of crashes that resulted in a fatality or serious injury. That factor was second only to alcohol/drug Involvement, at 25 percent. Cell phone use or texting were not found to be top contributing factor in crashes which resulted in a fatality or serious injury.

Among all contributing factors reported in crashes with a fatality or serious injury, driver inattention was reported for 27 percent of drivers, cell phone use for 0.5 percent of drivers and texting for 0.1 percent of drivers.

### **Speeding**

In 2014, speeding was #4 of the top contributing factors in fatal crashes. Counties ranking highest for speeding-involved fatalities were Bernalillo, McKinley, San Juan, Dona Ana, Valencia, Otero, Rio Arriba and Lea.

### **Restraint Use**

In 2014, there were 98 passenger vehicle unrestrained fatalities. Of these, 21.4 percent were aged 25-34, 17.3 percent were 21-24, 15.3 percent were 16-20, 15.3 percent were 35-44, and six percent were age 15 or younger.

In 2009, 22 percent of children under age 13 with fatal or serious injuries from a passenger vehicle crash were unbelted; in 2014, 35 percent were unbelted.

Forty-eight percent of unbelted fatalities occurred on rural non-interstate roads.

Males killed in passenger vehicles were 1.8 times more likely to not be wearing a seatbelt compared to females.

#### WHEN?

In 2014, the majority of fatal and serious injury crashes (31%) occurred on Saturday and Monday, followed by Thursday and Friday (29%). The majority of these crashes occurred in daylight (64%); 16 percent occurred in dark, not-lighted areas; and 15 percent occurred in dark, but lighted areas.

The majority of fatal and serious injury crashes occurred from 3 to 6 p.m., followed by noon to 3 p.m. and then 6 to 9 p.m. Teen (ages 15-19) and young adult (ages 20-24) drivers are most often in crashes between the hours of 3 and 6 p.m.

The majority of alcohol-involved fatal and serious injury crashes (56.7%) occurred on Friday (15.7 percent), Saturday (23.2%) and Sunday (17.8%).

2014 FARS data show that 19.6 percent of alcohol-impaired driving fatalities occurred between 3 p.m. and 6 p.m.; 24.5 percent between 6:00 p.m. and 9 p.m.; 14.7 percent between 9 p.m. and midnight; and 14.7 percent between midnight and 3 a.m.

The majority of unrestrained fatal and serious injury crashes occurred in daylight (45%), as opposed to in dark or at dusk or dawn.

Most motorcycle fatal and serious injury crashes occurred in daylight (73%).

Crashes at night in lighted areas accounted for 34.1 percent of all pedestrian-involved fatalities and serious injuries. Crashes at night in unlighted areas accounted for 27.1 percent of all pedestrian-involved fatalities and serious injuries.

## Outcome of Problem Identification Process

### Top Priority Areas based on Trend Data and Crash Data Analyses:

#### ➤ Overall Focus- Fatal and Serious Injury Crashes

- High-Risk Demographic: Males – particularly those aged 15-24; Females – particularly those aged 20-24; American Indians
- High-Risk Locations: Bernalillo, Dona Ana, San Juan, McKinley, Eddy, Lea and Santa Fe counties; Urban roadways
- Contributing Factors: Alcohol/drugs; distracted driving, speed
- High-Risk Times: Saturday and Monday; Noon to 6 p.m., particularly 3-6 p.m.

#### ➤ Need for continued focus on the primary National priority areas:

##### • Alcohol/ Impaired Driving

- High-Risk Demographic: Males 20-29
- High-Risk Locations: Bernalillo, McKinley, San Juan, Dona Ana and Lea counties
- High-Risk Times: Friday-Sunday; 7 p.m. to 2 a.m.

- **Occupant Protection**
  - High-Risk Demographic: Males 25-34; Children under age 13
  - High-Risk Locations: Rural non-interstate roads
  
- **Pedestrian and Bicyclist Safety**
  - High-Risk Demographic: Pedestrians: Males 25-54; Bicyclists: Males 45-64 and 21-34
  - High-Risk Locations: Bernalillo (Albuquerque), McKinley, San Juan and Santa Fe counties
  - Contributing Factors in Pedestrian Fatalities: Darting/ running into road; alcohol/ drugs/ medications
  - High-Risk Times: Pedestrians – 6 p.m. to midnight; Bicyclists – 4 p.m.to 6 p.m.
  
- **Motorcyclist Safety**
  - High-Risk Demographic: Males 20-29 and 50-54;
  - High-Risk Locations: Bernalillo (Albuquerque), McKinley, San Juan and Santa Fe counties
  - Contributing Factors: Alcohol Use; Failure to Yield; Excessive Speed
  - Other High-Risk Behavior: No helmet use; alcohol/ drug use; failure to yield; speed
  - High-Risk Times: 6 a.m. – 6 p.m.

## **b. SHSP Common Core Performance Measure Coordination**

The TSD coordinated with NMDOT's Transportation Planning and Safety Division and agreed that the following measures and targets will be included in both the FFY17 HSP and the FFY17 HSIP as coordinated through the SHSP.

***C-1: Reduce total fatalities by 5 percent from 352 in 2014 to 334 by December 31, 2017. (FARS)(5-year averages)***

***C-2: Reduce serious injuries in crashes by 26 percent from 1,568 in 2014 to 1,160 by December 31, 2017. (State)(5-year averages)***

***C-3: Reduce the fatality rate by 5 percent from 1.39 in 2014 to 1.32 by December 31, 2017. (FARS)(5-year averages)***

## c. Data Analysis – Measures, Annual Targets, Justifications

All fatality data are from the NHTSA Fatality Analysis Reporting System (FARS). Serious injury data are from the State crash database, with the injury rate utilizing FHWA vehicle miles traveled (VMT). Seatbelt data are from the New Mexico Occupant Protection Seatbelt Observation Survey. All 2014 FARS data are final; 2014 State data are preliminary; 2015 fatality and serious injury data are preliminary and will change; 2015 New Mexico seatbelt survey data are final. All 2016 and 2017 data are projections. Projected data shown in the charts below are based on a linear regression calculation.

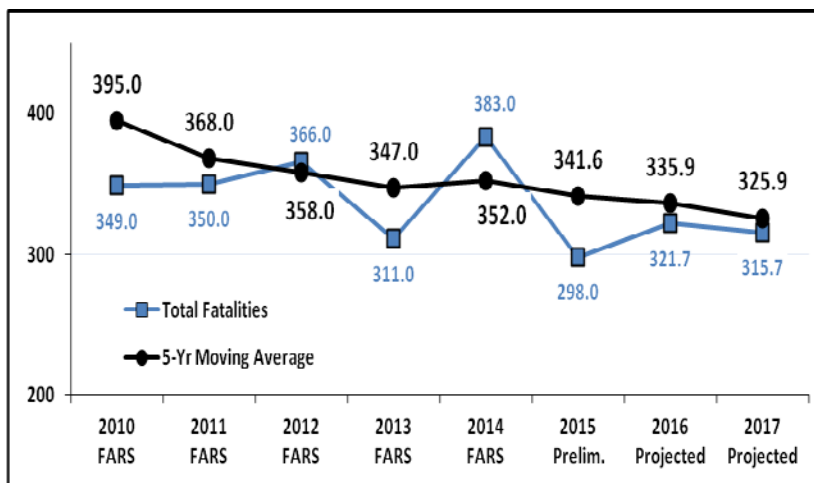
Charts show annual and 5-year average data from 2010 through 2017. TSD staff and traffic safety partners established the 2017 HSP performance targets based on both data projections and discussions of other relevant factors, including the State's improved economic conditions, continued low gas prices which result in increases in speed and in miles driven, and continued oil and gas industry-related population and traffic growth in the southeastern part of the State.

With the exception of pedestrian and speeding-related fatalities, preliminary 2015 data are showing reductions in fatalities. However preliminary 2016 data are indicating higher numbers of fatalities, similar to those seen in 2014. As a result, some 2017 performance targets were set higher than the 2017 projections.

TSD staff and traffic safety partners agreed to use 5-year averages for the baseline and 2017 targets for all measures except observed seatbelt use. The three common measures (fatality, fatality rate, serious injuries) were defined identically with the annual HSIP and coordinated through the State Strategic Highway Safety Plan.

### Core Measures

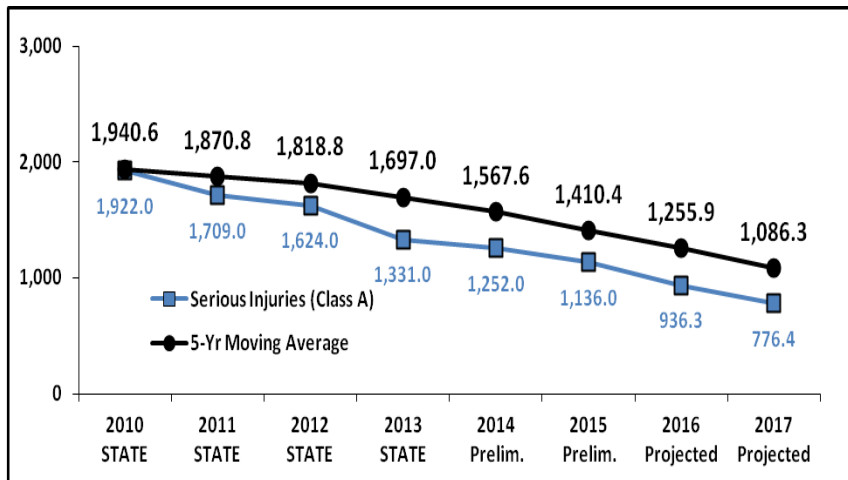
#### ***C-1: Reduce total fatalities by 5 percent from 352 in 2014 to 334 by December 31, 2017. (FARS)(5-year averages)***



**Justification:** Five-year average fatalities fell by 9.4 percent between 2010 and 2012, but only by 1.7 percent between 2012 and 2014. Although 2015 numbers are showing a 22 percent reduction from 2014 to 2015, preliminary 2016 data are showing a 34 percent increase for the first 4 months of 2016 compared to the same period in 2015. Due to this anticipated rise in fatalities, the State has determined a 5 percent reduction in fatalities as an achievable 2017 target.



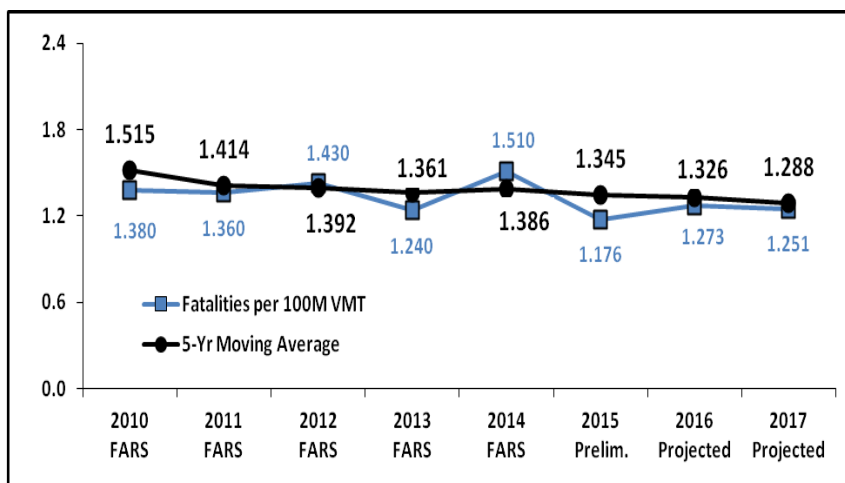
**C-2: Reduce serious injuries in crashes by 26 percent from 1,568 in 2014 to 1,160 by December 31, 2017. (State)(5-year averages)**



**Justification:** Five-year average serious injuries fell by 19 percent between 2010 and 2014. The State anticipates a continued reduction in serious injuries, but not the projected 31 percent reduction indicated between 2014 and 2017. The State has determined a 26 percent reduction as achievable in 2017.

The State anticipates a similar 26 percent reduction in the serious injury rate for 2017.

**C-3: Reduce the fatality rate by 5 percent from 1.39 in 2014 to 1.32 by December 31, 2017. (FARS)(5-year averages)**

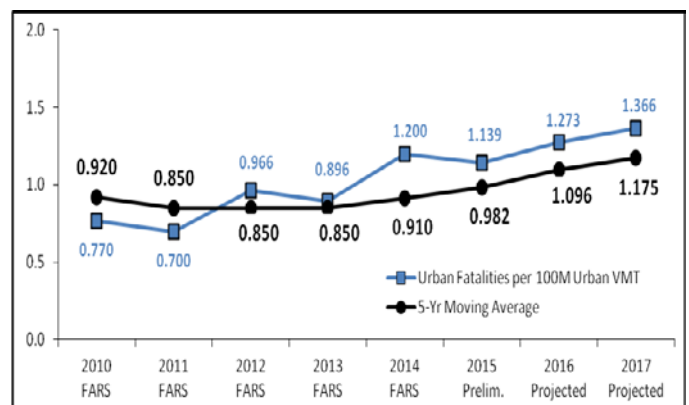
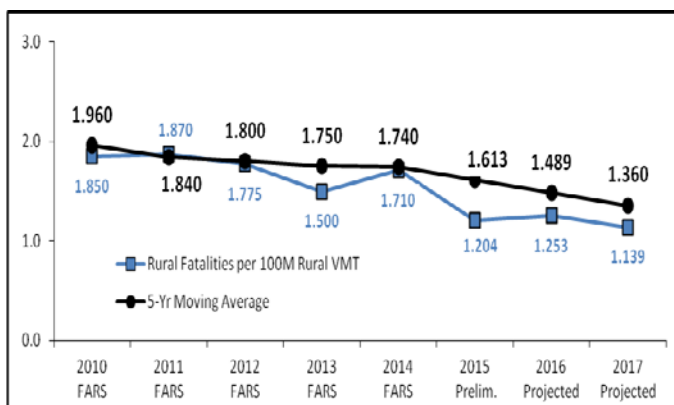


**Justification:** The five-year fatality rate dropped by 8.5 percent between 2010 and 2014, but the actual rate remained at 1.39 in 2014. Given the anticipated rise in overall fatalities in 2016, the State has determined that a 5 percent reduction in the fatality rate is an achievable target in 2017.

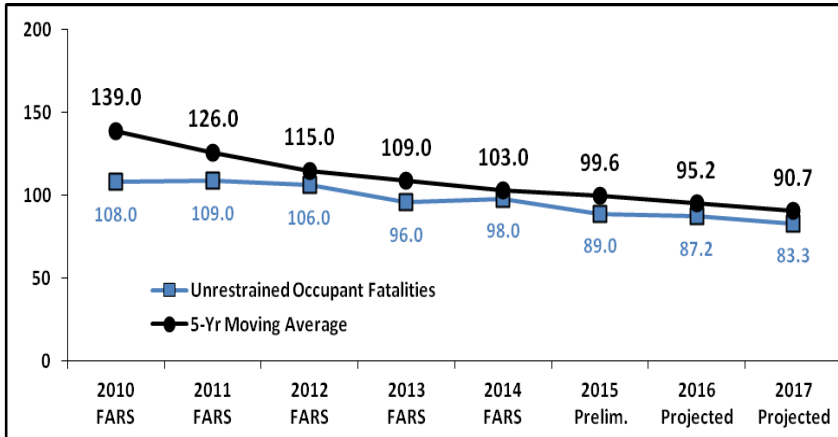
The State anticipates a continued decline in the rural fatality rate, but not at the rate indicated by the 5-year trend. The urban fatality rate is expected to increase, but not at the level indicated by the 5-year trend.

**C-3.1: Reduce the rural fatality rate by 13 percent from 1.74 in 2014 to 1.51 by December 31, 2017. (FARS, FHWA)(5-year averages)**

**C-3.2: Limit the expected increase in the urban fatality rate to 37 percent from 0.91 in 2014 to not more than 1.25 by December 31, 2017. (FARS, FHWA)(5-year averages)**

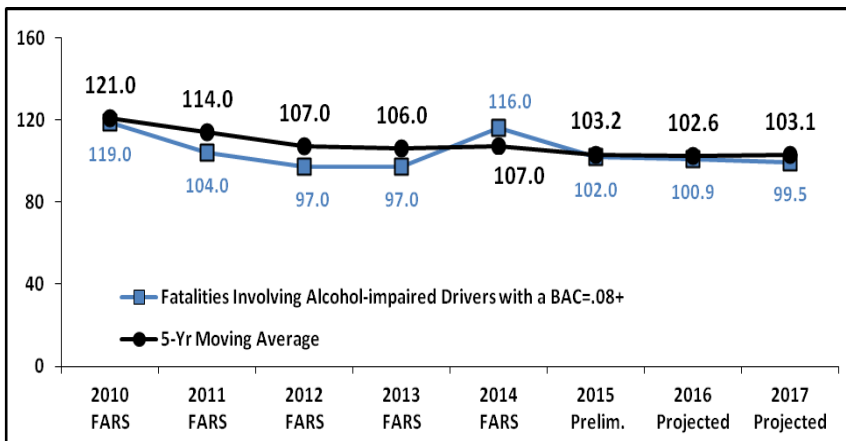


**C-4: Reduce unrestrained occupant fatalities by 8 percent from 103 in 2014 to 95 by December 31, 2017. (FARS)(5-year averages)**



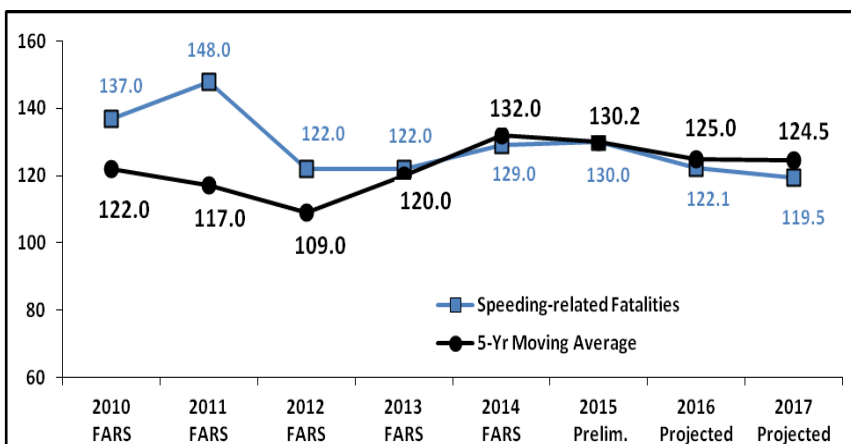
**Justification:** Five-year average unrestrained occupant fatalities declined by 17 percent between 2010 and 2012, then by 10.4 percent between 2012 and 2014. These fatalities are expected to continue to decline in the coming years, but not by the amount projected. Preliminary 2016 State data indicate an increase in unrestrained fatalities; therefore the State has determined that an 8 percent decrease in these fatalities is achievable in 2017.

**C-5: Reduce alcohol-impaired fatalities by 4 percent from 107 in 2014 to 103 by December 31, 2017. (FARS)(5-year averages)**



**Justification:** Five-year average alcohol-impaired fatalities declined by 11.6 percent between 2010 and 2014, and are expected to continue to decrease over the next two years. The State has selected the 5-year average target as achievable in 2017.

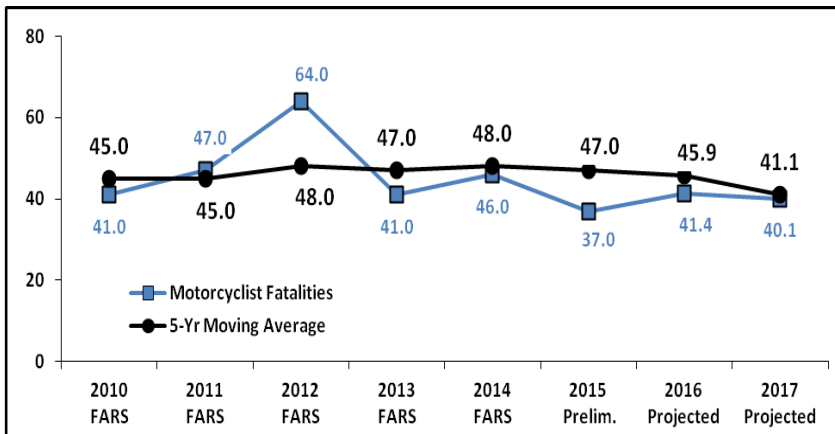
**C-6: Reduce speeding-related fatalities by 3 percent from 132 in 2014 to 128 by December 31, 2017. (FARS)(5-year averages)**



**Justification:** Five-year average speeding-related fatalities declined by 11 percent between 2010 and 2012; then rose by 21 percent between 2012 and 2014. Preliminary State data indicate an increase in 2015, with projected declines in 2016 and 2017.

The State does not anticipate achieving a 5 percent decrease in this measure between 2014 and 2017, and has selected a 3 percent reduction from the 2014 5-year average as achievable.

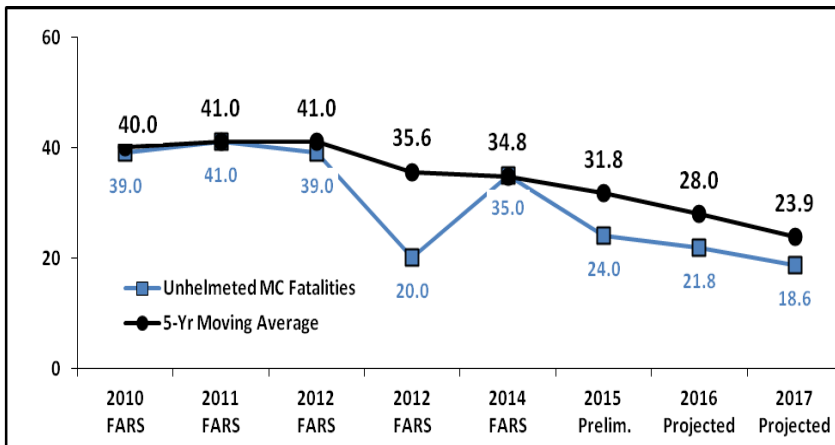
**C-7: Reduce motorcyclist fatalities by 6 percent from 48 in 2014 to 45 by December 31, 2017. (FARS)(5-year averages)**



**Justification:** Five-year average motorcyclist fatalities rose by 7 percent between 2010 and 2014. Trend data indicate fatalities remaining steady through 2016, with a decrease in 2017.

The State does not anticipate a 14.6 percent decrease in fatalities by 2017 and has selected a 6 percent decrease from the 2014 5-year average as its achievable 2017 target.

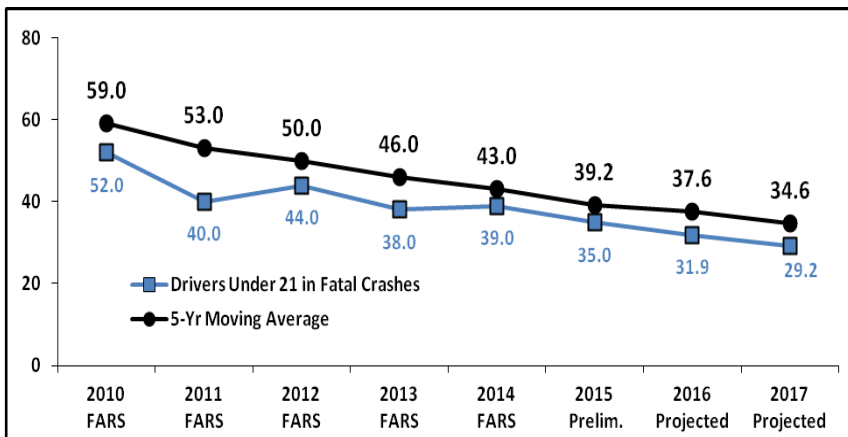
**C-8: Reduce unhelmeted motorcyclist fatalities by 3 percent from 35 in 2014 to 34 by December 31, 2017**



**Justification:** Five-year unhelmeted motorcyclist fatalities decreased by 12.5 percent between 2010 and 2014 and are expected to continue to decrease, but not by the rate indicated through 2017.

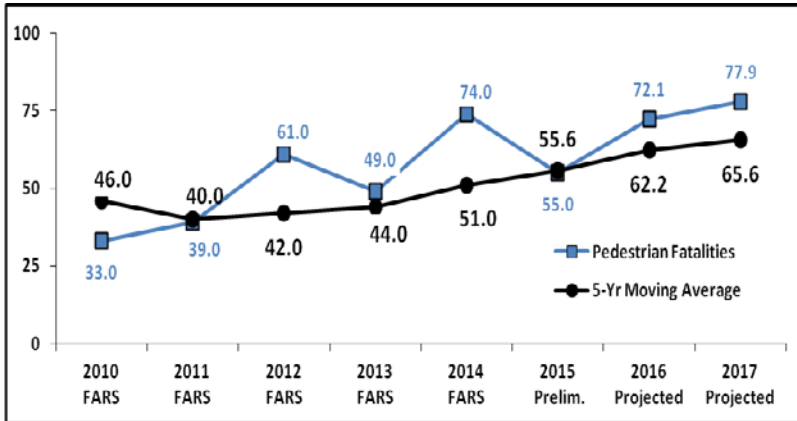
Preliminary State data for 2015 show that 65 percent of motorcyclist fatalities were unhelmeted and early 2016 data are indicating similar numbers. The State has determined to set its 2017 target for unhelmeted fatalities at 75 percent of anticipated motorcyclist fatalities.

**C-9: Reduce the number of drivers under age 21 in fatal crashes by 19 percent from 43 in 2014 to 35 by December 31, 2017. (FARS)(5-year averages)**



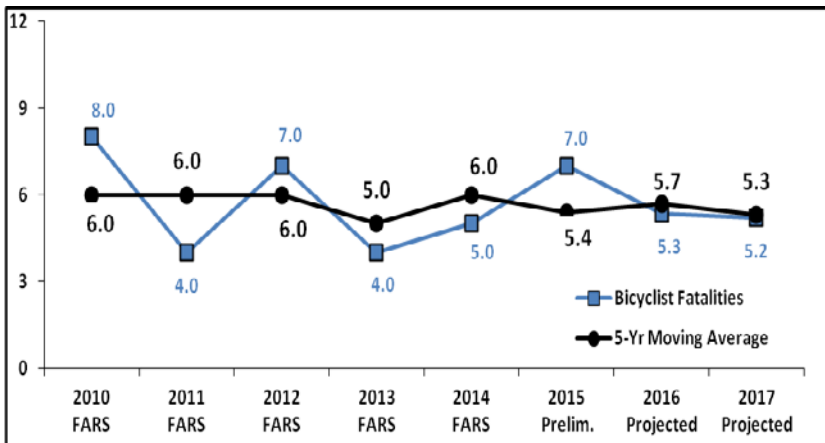
**Justification:** Five-year average fatal crashes among drivers under age 21 declined steadily between 2010 and 2014 and are expected to continue to decline. The State has determined the 5-year average target as achievable in 2017.

**C-10: Limit the expected increase in pedestrian fatalities to 29 percent from 51 in 2014 to not more than 66 by December 31, 2017. (FARS)(5-year averages)**



**Justification:** Five-year average data show that pedestrian fatalities have been rising in New Mexico, as they have nationally, since 2011. Projections indicate continuing increases in this measure, but the State does not anticipate the increases projected by the FARS annual data trend line, and therefore has determined the 5-year average target as achievable in 2017.

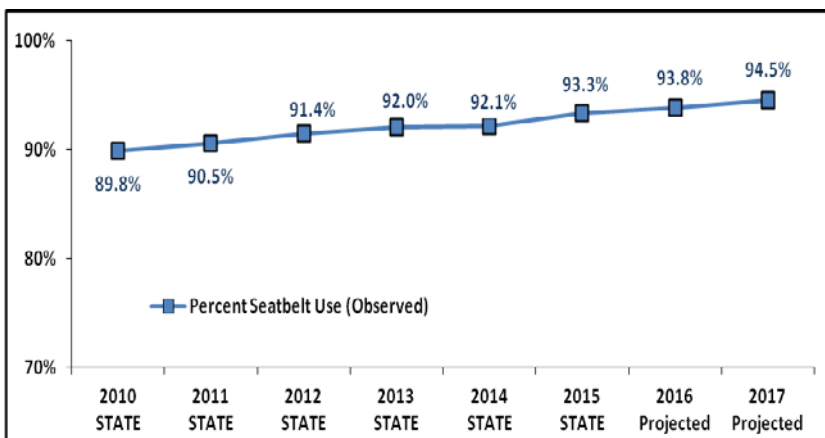
**C-11: Reduce bicyclist fatalities by 17 percent from 6 in 2014 to 5 by December 31, 2017. (FARS)(5-year averages)**



**Justification:** Five-year averages have evened out the fluctuations in the bicyclist fatality data since 2010. The State has determined the 5-year average target as achievable in 2017.

## Behavioral Measure

**B-1: Increase seatbelt use by 0.2 percent from 93.3 percent in 2015 to 93.5 percent by December 31, 2017. (State)(Annual data)**



**Justification:** New Mexico's observed seatbelt use percentage has remained above 90 percent over the past five years and it's anticipated to remain at or close to the 2015 level in 2016 and 2017. The State does not anticipate more than a 0.2 percent increase from 2015 to 2017.

## State Measures

### Alcohol/ID, OP, PTS and DE Communications and Outreach

**S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)**

**Justification:** The number of media impressions, i.e. the number of people who may have heard something on the radio, watched something on television, seen a message on a billboard or a web page helps set the context for behavioral changes and in resulting changes in crash, fatality and injury rates. This performance measure and target relates to all the primary program areas utilizing media funds. The NMDOT plans to increase its media budget in FFY17 to expand the reach of its traffic safety messages, therefore a 2 percent increase in this measure is considered achievable.

### Police Traffic Services

**S2: Decrease the number of distracted driving-related fatalities by 10 percent from 114 in 2014 to 103 by December 31, 2017 (State) (5-year averages).**

**Justification:** New Mexico collects information on distracted driving using three items from the uniform crash report: cell phone; texting; driver inattention. The State enacted a statewide texting ban effective July 1, 2014, however, bans on cell phone use are in place in only a number of municipalities. Given the lack of uniformity of the cell phone use ban statewide, the State does not anticipate more than a 10 percent decrease in this measure in 2017.

### Traffic Records

#### **S3: Crash Data Accuracy**

**Increase the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent from 62 percent from 4/1/2015-3/31/2016 to 75 percent from 4/1/2016-3/31/2017 for crash reports that are manually data entered. (State) (Annual data)**

#### **S4: Crash Data Timeliness:**

**Decrease the average number of days from the date of the crash to the date when the data are added to the crash database from 94 days from 4/1/2015-3/31/2016 to 75 days from 4/1/2016-3/31/2017. (State) (Annual data)**

**Justification:** Corrections made during manual data entry of paper crash reports are expected to generate these improvements.

### Planning and Administration

**S5: 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 data)**

**S6: Submit a draw-down through the NHTSA grants tracking system on a monthly basis. (State) (Annual data)**

## 2017 NHTSA/GHSA PERFORMANCE MEASURES AND TARGETS SUMMARY

	Core Measures	2010	2011	2012	2013	2014	2017 HSP Target
<b>C1</b>	<b>Traffic fatalities (FARS)</b>	349	350	366	311	383	<b>334</b> (2013-2017)
	<b>5-year moving averages</b>	395	368	358	347	<b>352</b>	
<b>C2</b>	<b>Serious (Class A) injuries in traffic crashes (State)</b>	1,922	1,709	1,624	1,331	1,252	<b>1,160</b> (2013-2017)
	<b>5-year moving averages</b>	1,941	1,871	1,819	1,697	<b>1,568</b>	
	Serious (Class A) injuries per 100M VMT (State, FHWA)	7.60	6.66	6.35	5.31	4.94	<b>4.57</b> (2013-2017)
	<b>5-year moving averages</b>	7.45	7.19	7.06	6.65	<b>6.18</b>	
<b>C3</b>	<b>Fatalities per 100M VMT (FARS, FHWA)</b>	1.38	1.36	1.43	1.24	1.51	<b>1.32</b> (2013-2017)
	<b>5-year moving averages</b>	1.52	1.41	1.39	1.36	<b>1.39</b>	
	Rural Fatalities per 100M VMT	1.85	1.87	1.78	1.50	1.71	<b>1.51</b> (2013-2017)
	<b>5-year moving averages</b>	1.96	1.84	1.80	1.75	<b>1.74</b>	
	Urban Fatalities per 100M VMT	0.77	0.70	0.97	0.90	1.20	<b>1.25</b> (2013-2017)
	<b>5-year moving averages</b>	0.92	0.85	0.85	0.85	<b>0.91</b>	
<b>C4</b>	<b>Unrestrained passenger vehicle occupant fatalities all seat positions (FARS)</b>	108	109	106	96	98	<b>95</b> (2013-2017)
	<b>5-year moving averages</b>	139	126	115	109	<b>103</b>	
<b>C5</b>	<b>Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)</b>	119	104	97	97	116	<b>103</b> (2013-2017)
	<b>5-year moving averages</b>	121	114	107	106	<b>107</b>	
<b>C6</b>	<b>Speeding-related fatalities (FARS)</b>	137	148	122	122	129	<b>128</b> (2013-2017)
	<b>5-year moving averages</b>	122	117	109	120	<b>132</b>	
<b>C7</b>	<b>Motorcyclist fatalities (FARS)</b>	41	47	64	41	46	<b>45</b> (2013-2017)
	<b>5-year moving averages</b>	45	45	48	47	<b>48</b>	
<b>C8</b>	<b>Unhelmeted motorcyclist fatalities (FARS)</b>	39	41	39	20	35	<b>34</b> (2013-2017)
	<b>5-year moving averages</b>	40	41	41	36	<b>35</b>	
<b>C9</b>	<b>Drivers, age 20 or younger, involved in fatal crashes (FARS)</b>	52	40	44	38	39	<b>35</b> (2013-2017)
	<b>5-year moving averages</b>	59	53	50	46	<b>43</b>	
<b>C10</b>	<b>Pedestrian fatalities (FARS)</b>	33	39	61	49	74	<b>66</b> (2013-2017)
	<b>5-year moving averages</b>	46	40	42	44	<b>51</b>	
<b>C11</b>	<b>Bicyclist fatalities (FARS)</b>	8	4	7	4	5	<b>5</b> (2013-2017)
	<b>5-year moving averages</b>	6	6	6	5	<b>6</b>	
	Behavioral Measure	2011	2012	2013	2014	2015	2017 HSP Target
<b>B1</b>	<b>Observed seatbelt use for passenger vehicles, front seat occupants (State Survey)</b>						
	<b>Annual data</b>	90.5	91.4	92.0	92.1	<b>93.3</b>	<b>93.5</b>
















5-Year Averages	2010 (2006-2010)	2011 (2007-2011)	2012 (2008-2012)	2013 (2009-2013)	2014 (2010-2014)
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## d. Performance Report

### 2015 HSP Performance Outcome Measures and Targets

New Mexico achieved and exceeded four of the eleven 2015 Highway Safety Plan core outcome measure targets for which 2014 FARS data were available. The core behavior measure target (observed seatbelt use) was achieved and exceeded. The State also achieved its two Traffic Records Program performance targets and its Driver Education and Safety Program target.

Fatalities overall were up in 2014 compared to 2013, while serious injuries continued to decline.

PM Type	PM ID	Performance Measure	2015 Target	2014 FARS or State Final Data	2015 HSP Target Met	% Difference (Actual vs. Target)	2016 Target
Core Outcome Measures	C1	Fatalities	330	383		+16.06	350
	C2	Serious injuries	1,600	1,252		-21.75	1240
		Serious injury rate	6.30	4.94		-21.59	4.98
	C3	Fatalities per 100M VMT	1.3	1.5		+15.38	1.38
		Urban fatalities per 100M VMT	0.77	1.2		+55.84	1.25
		Rural fatalities per 100M VMT	1.67	1.7		+1.80	1.65
	C4	Unrestrained passenger vehicle occupant fatalities	99	98		-1.01	119
	C5	Alcohol-impaired fatalities	95	116		+22.11	90
	C6	Speeding-related fatalities	118	129		+9.32	124
	C7	Motorcycle fatalities	48	46		-4.17	44
	C8	Unhelmeted motorcycle fatalities	37	35		-5.41	38
	C9	Under age 21 drivers in fatal crashes	38	39		+2.63	35
	C10	Pedestrian fatalities	50	74		+48	64
	C11	Bicyclist fatalities	4	5		+25	4
	Behavioral Measure	B1	Observed Seatbelt Use	92.1%	93.3% 2015 Data		+1.30

## Activity Measures

<b>ACTIVITY MEASURE</b>			
Number of grant-funded impaired driving arrests	<b>FFY13</b>	<b>FFY14</b>	<b>FFY15</b>
<b>Totals</b>	<b>2,138</b>	<b>2,095</b>	<b>1,818</b>
<b>ACTIVITY MEASURE</b>			
Number of grant-funded seatbelt citations	<b>FFY13</b>	<b>FFY14</b>	<b>FFY15</b>
<b>Totals</b>	<b>14,881</b>	<b>15,698</b>	<b>12,969</b>
<b>ACTIVITY MEASURE</b>			
Number of grant-funded speeding citations	<b>FFY13</b>	<b>FFY14</b>	<b>FFY15</b>
<b>Totals</b>	<b>56,712</b>	<b>56,313</b>	<b>52,941</b>

*Activity arrests and citations monitored and provided by Safer NM Now*

## 2015 State Measures and Targets

<b>TRAFFIC RECORDS PROGRAM</b>	<b>2013-2014 Baseline</b>	<b>2014-2015 Target Outcome</b>	<b>Status</b>
<b>EMS/Injury Database – Completeness</b> Decrease the percentage of unknowns or blanks in critical data; elements for which unknown is not an acceptable value.	63%	31%	Achieved
<b>Roadway Database – Accuracy</b> Decrease the percentage of all roads segment records with no errors in critical data elements.	12,913 errors	580 errors	Achieved 96% decrease

<b>MEDIA</b>	<b>2013 Baseline</b>	<b>2015 Target Outcome</b>	<b>Status</b>
Number of media impressions reached with traffic safety messages	59.9 Million	62.7 Million	Achieved

<b>PLANNING AND ADMINISTRATION</b>	<b>Status</b>
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.	Achieved
Ensure that reimbursement claims to grantees and contractors are paid within 30 days of an approved and accepted invoice for payment for actual costs that have been incurred in accordance with the approved project budget.	Achieved
Submit a draw-down through the NHTSA grants tracking system by the 30th of each month.	Achieved



## IV. PROGRAM AREA STRATEGIES AND PROJECTS

### Alcohol/Impaired Driving

#### a. Evidence-based Strategies to Address Identified Problems

(with EB references)

A major focus of New Mexico’s Highway Safety Plan has been to reduce alcohol/impaired driving crashes, fatalities and injuries. To this end, the NMDOT/Traffic Safety Division (TSD) supports and manages numerous programs and projects designed to reduce alcohol/impaired driving behavior.

To assist the State with these efforts, NHTSA-facilitated Impaired Driving (ID) and Standardized Field Sobriety Testing (SFST) assessments were conducted in FFY2016. NHTSA-facilitated teams of subject matter experts reviewed written materials on the programs and conducted on-site interviews with TSD staff, relevant agency staff and others involved with the programs to determine strengths and weaknesses. The teams then issued reports with a number of best practices recommendations for use in enhancing and improving impaired driving programs in the State.

DWI Workgroup members will develop a new Impaired Driving Plan in 2016 that will integrate the ID and SFST assessment recommendations. New Mexico has begun to address a number of top priority recommendations from the ID and SFST assessments including:

RECOMMENDATION	ACTION
Research and implement alternative methods for witnesses to provide testimony in ALR hearings to increase the efficiency of the ALR process. Encourage State representation at ALR hearings.	The Administrative Office of the Courts (AOC) is working on legislation for 2017 to allow alternate methods for witnesses to provide testimony in ALR hearings, such as video conferencing. The AOC is working to improve coordination of ALR hearing schedules with the arresting officer.
Implement Cops in Court courses to train and prepare officers to testify in DWI cases.	The State Traffic Safety Resource Prosecutor (TSRP) has developed and is conducting training for law enforcement to improve their DWI knowledge and better prepare them for testifying in court.
Provide educational opportunities for judges and prosecutors on SFST.	An SFST trained officer will make a presentation at the Judicial Conclave conducted at the UNM Judicial Education Center in June. Ongoing education for prosecutors and judges will be pursued.
Develop strategies to pursue the admissibility of HGN as valid and scientific evidence of impairment.	The State TSRP has formed and met with a committee to address the issue on HGN admissibility.
Enact legislation that renders illegal the act of driving a vehicle with a metabolite of a schedule I or schedule II drug in a person’s body.	Legislation has been proposed in previous years. This issue will be addressed by the DWI Workgroup, and the NMDOT will continue to provide technical assistance on any proposed legislation.

Alcohol/Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA’s Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board’s National Cooperative Highway Research Program Report 622, 2008. Chosen strategies are either shown to be effective or are proven countermeasures, including: high-visibility sobriety checkpoints and saturation patrols, paired with mass media support; vendor compliance checks for under age- 21 sales; under age 21 zero-tolerance enforcement; ignition interlocks; DWI Courts; and vehicle seizure.

*Details on NMDOT’s support of the NHTSA Impaired Driving National Crackdown, Christmas/New Year Holiday, St. Patrick’s Day and Cinco de Mayo enforcement and media are provided in Strategies #1 and #2.*

## 2017 Performance Measures and Targets

C-5: Reduce alcohol-impaired fatalities by 4 percent from 107 in 2014 to 103 by December 31, 2017. (FARS)(5-year averages)

S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)

### **Strategy #1 – ENDWI Alcohol/ Impaired Driving Strategy – Enforcement and Training**

The NMDOT/TSD manages a performance-based, evidenced-based, data-driven enforcement program designed to influence alcohol/impaired driving behavior. Enforcement of DWI laws is essential to reducing crashes, fatalities and injuries due to impaired driving. Research has shown that sobriety checkpoints can reduce alcohol-involved crashes by about 20 percent and fatalities by between 11 and 20 percent. In FFY15, TSD enforcement projects utilizing both Federal and State funds resulted in over 1,800 DWI arrests.

Law enforcement liaisons work with grant-funded law enforcement agencies to provide technical assistance and ensure their participation in TSD enforcement operations. Utilizing law enforcement operational plans, the TSD works with law enforcement agencies to focus their activities in identified, high crash, high-risk locations. High risk areas are identified based on an analysis of the previous year's citation data, and the previous three years' crash and fatality data. Funds are generally allocated to agencies based on this analysis, as well as other factors including agency available manpower, agency location and size, and the agency's ability to expend the funds during the contract period.

The TSD's e-grants system became operational in May 2016. Currently, the system has been implemented 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 of the system will be implemented in FFY17 and will be expanded to include CDWI, and Education and Enforcement projects and the Ignition Interlock program. Technical support will continue to be provided to agencies.

Funds planned for the e-grants system are determined based on an analysis of the past three years' law enforcement grants expenditures, determining the percentage of 164 and 402 funds expended, and utilizing these percentages to determine the proportional breakdown between the funding sources.

Annually, 75-85 city, county, State and tribal law enforcement agencies participate in a variety of alcohol/impaired driving 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 the NHTSA Impaired Driving National Crackdown, Christmas/New Year Holiday, St. Patrick's Day and Cinco de Mayo high-visibility enforcement. A press conference is conducted prior to the statewide mobilizations with participation by State, county and local officials. Statewide activities are paired with high-visibility media campaigns (*detailed in Strategy 2, below*).

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

In FFY17, New Mexico will continue its law enforcement efforts to reduce death and injury due to impaired driving in New Mexico, 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, Superblitz/Miniblitz campaigns; at least three NHTSA National enforcement campaigns and local sustained enforcement activities across the State to ensure coverage of at least 85 percent of the State;
- b) providing SFST, DRE, ARIDE and other training opportunities so law enforcement officers are current on all necessary certifications and to improve their ability to identify impaired drivers;
- c) working cooperatively with New Mexico tribes and the Navajo Nation to reduce death and injury due to DWI, and to identify problems in arresting and adjudicating DWI offenders; and
- d) continuing to explore new public policy options to reduce death and injury due to alcohol/impaired driving and to strengthen existing laws.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Sections 2.1 Publicized Sobriety Checkpoint Programs, 2.2 Publicized Saturation Patrol Programs, 2.3 Preliminary Breath Test Devices, 2.4 Passive Alcohol Sensors, 7.1 Enforcement of Drugged Driving. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #2 – Communications and Outreach, and Prevention Education**

Communications and outreach strategies are essential components of programs seeking to inform the public of the dangers of impaired driving. In New Mexico, all statewide alcohol/impaired driving enforcement including Superblitz, the NHTSA National Crackdown, Christmas/ New Year Holiday; St Patrick's Day and Cinco de Mayo activities 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: *You again? ENDWI; What part of ENDWI don't you understand?; and 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 campaigns with participation by State, county and local officials. Earned media is obtained for paid media for these events.

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 preventing and reducing underage drinking. One component is a NMDOT-sponsored website – [myinstead.com](http://myinstead.com) – developed to assist young people in choosing alternative activities to drinking. The website offers pertinent information for kids and their parents, including links to appropriate, relevant organizations. In FFY17, [myintead.com](http://myintead.com) will be replaced by a new website, [zeroproofnm.com](http://zeroproofnm.com) which will be launched to offer new information and fresh interactions for youths and parents to keep them aware of alternatives to drinking.

In FFY17, 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; and
- e) funding creative design for media development.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Section 5.2 Mass Media Campaigns. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #3 – Prosecution and Adjudication**

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

Currently, there are nine DWI/ Drug Courts in New Mexico that focus on DWI cases, and there are another 40 drug court programs (adult, juvenile, family dependency) that handle a broader range of drug-involved cases. These courts operate in 27 of New Mexico's 33 counties at District, Metropolitan and Magistrate court levels. The NMDOT funds a contract with the Administrative Office of the Courts to provide funding to support seven of the nine DWI/ Drug Courts.

In FFY17, the NMDOT will expand its support of New Mexico's DWI/ Drug Courts by providing funding for two new DWI-specific Drug Courts in Clovis and Espanola.

DWI/ Drug courts are grounded in evidence-based practices and are less expensive than incarceration of the offender. Conservative estimates by researchers show that for every \$1 invested in Drug Court, the justice system saves \$3.36. The community saves up to \$12 (per \$1 investment) on reduced emergency room visits and other medical care, foster care and property loss. In 2015, the average New Mexico DWI Court recidivism rate was 8.2 percent, and the average NM Drug Court recidivism rate was 21.4 percent (three-years post program exit), while the average New Mexico Corrections Department re-incarceration rate was 44 percent.

In FFY17, NMDOT will fund a contract to monitor, gather information and report on impaired driving court cases utilizing a court monitoring information storage system. Cases will primarily be from courts in the State's counties with the highest number of DWI arrests and fatalities. Case, charge, arraignment, pretrial, and sanction information will be collected. Court and judge, DA and defense counsel information will be documented, as well as comparisons to impaired driving sanctions in other jurisdictions in the State. The project will identify instances of generous plea bargains, lenient sentencing, and low bond amounts in an effort to pinpoint where the judicial process can be strengthened. Supervised probation of convicted DWI offenders projects will again be funded in FFY17.

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

In FFY17, New Mexico will support efforts to improve judicial outcomes, particularly in DWI cases by:

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

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Sections 3.1 DWI Courts; 3.4 Sanctions; 4.3 Vehicle and License Plate Sanctions; 4.4 DWI Offender Monitoring. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7. NHTSA Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 8 - Impaired Driving; III. Criminal Justice System: E. Adjudication)*

#### **Strategy #4 – Underage Drinking and Underage Alcohol-Impaired 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.

New Mexico enforces a .02 BAC limit for drivers under age 21 (zero-tolerance). Juveniles convicted of DWI can face up to a one-year license revocation, detention and probation.

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

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

Results from the 2015 National Youth Risk Behavior Surveillance Survey for New Mexico high school students (grades 9-12) found that:

- 20 percent reported drinking alcohol before 13 years of age (down by 2.2% from 2013)
- 26 percent report they currently drink alcohol (down by 2.8% from 2013)
- 39 percent report obtaining alcohol from someone they know (down by 0.4% from 2013)
- 14.6 percent report drinking five or more drinks in a row in the past 30 days (down by 2.5% from 2013); 3.6 percent report drinking 10 or more drinks in a row (down by 0.4% from 2013)
- 19.7 percent reported riding with a driver who had been drinking (down by 1.5% from 2013)
- 7.4 percent reported having driven when they had been drinking (down by 1.5% from 2013)

Survey results are based on self-reported behavior. Although 2015 results indicate that drinking behaviors among high school students are down from 2013, alcohol use, binge drinking, access to alcohol, and drinking and driving are still critical issues that need ongoing education and intervention in order to reduce fatalities and injuries among this population.

In FFY17, 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; and
- 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, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Sections 6.2 Zero-Tolerance Law Enforcement; 6.3 Alcohol Vendor Compliance Checks; 6.4 Other Minimum Drinking Age 21 Law Enforcement; 6.5 Youth Programs. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **Strategy #5 – Alcohol Interlocks**

Ignition interlocks have been shown to be highly effective in preventing an alcohol-impaired driver from starting and driving a vehicle with an installed interlock. Recidivism rates among offenders with interlocks installed in their vehicles have been found to be 75 percent lower than among drivers who did not have interlocks installed.

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 nine manufacturers distributing interlocks in New Mexico with a total of 60 service centers, 117 installers and 52 service technicians. Ignition interlock service is available in 23 cities in New Mexico, with an additional three locations providing mobile service. In FFY15, there were over 12,000 individuals with interlock devices installed in their vehicles, and 10,836 individuals held an ignition interlock license issued by the New Mexico Motor Vehicle Division.

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. Of the 10,836 individuals with ignition interlock licenses, 833 received II indigent funds.

In FFY17, New Mexico will maintain the Ignition Interlock Program and the Ignition Interlock Indigent Fund by:

- a) administering the Ignition Interlock Program to include:
  - approving ignition interlock device manufacturers
  - approving the 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; and
- 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, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Section 4.2 Alcohol Interlocks. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **i. Assessment of Overall Traffic Safety Impacts of the Proposed Strategies**

Strategies proposed for the Alcohol/Impaired Driving Program impact all areas of the State. All proposed strategies are evidence-based and have been shown to be effective measures for positively impacting the issue of alcohol/ impaired driving.

Enforcement, media, outreach and prevention-focused projects are conducted at local and statewide levels to reach the overall driving public, but with emphasis on the identified high-risk population groups and high-risk areas/ communities in the State. Other projects such as ignition interlock, DWI courts, supervised probation and vehicle seizure are focused on preventing recidivism among high-risk offenders. Law enforcement training, court monitoring and judicial education and outreach increase the likelihood of successful prosecution and adjudication of impaired driving offenders. These efforts are designed to achieve the greatest impact on reducing overall alcohol/impaired driving fatalities and injuries. Reach of these projects is estimated at 85 percent of the State's population.

Funding and activity levels for the proposed strategies have remained relatively steady over the past few years. However in FFY17, funding is planned for a new court monitoring project and an ALR hearing prosecution attorney, and increases in funding are planned for law enforcement training and DWI/Drug courts. Impaired Driving and SFST Assessments conducted in FFY16 will be used to develop a new Impaired Driving Plan to guide the State's activities to reduce alcohol and drug-impaired driving, crashes, fatalities and injuries. The State is confident that proposed levels of funding and activities will produce positive results for the Program and allow for achievement of the performance targets.

## b. Projects Selected to Promote the Identified Strategies

### i. Project Activities and ii. Funding Amounts and Sources

#### **NHTSA Funds**

<b>17-AL-64-P01</b>	<b>Alcohol/Impaired Driving Enforcement</b>	<b>164AL</b>	<b>\$2,000,000</b>
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**164AL-2017-AL-01-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving, and 7. Native Americans*

Provides funds for overtime alcohol/impaired driving enforcement, including checkpoints, for the Alcohol/Impaired Driving Program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 75 agencies statewide and a minimum 85% of the State's population. **(See Federal project #17-ID-05d-P20 \$500,000 405d. Total FFY17 funds = \$2,500,000)**

<b>17-AL-64-P02</b>	<b>DWI Task Force - McKinley County</b>	<b>164AL</b>	<b>\$450,000</b>
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**164AL-2017-AL-02-00 GTS HSP-1**

*Monitored by Judith Duran*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving, and 7. Native Americans*

Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and other overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, Navajo Nation Department of Public Safety, Zuni PD and Ramah-Navajo PD. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project. Funds are provided for a full-time prosecutor focused on DWI cases, a full-time Task Force supervisor and a full-time law enforcement officer dedicated to enforcement of DWI laws. **(See State project #17-PT-RF-P10 \$125,000 Fund 20100. Total FFY17 funds = \$575,000)**

<b>17-AL-64-P03</b>	<b>Alcohol Compliance Enforcement &amp; Warrant Roundups</b>	<b>164AL</b>	<b>\$150,000</b>
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**164AL-2017-AL-03-00 GTS HSP-1**

*Monitored by Rey Martinez*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving*

Provides overtime funds to the NM Department of Public Safety for Special Investigations Division (SID) to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order.

Also provides overtime funds to the SID to conduct compliance checks at establishments serving or selling alcohol and to conduct underage enforcement sting operations. The SID will focus on enforcing New Mexico's fourth-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>17-AL-64-P04</b>	<b>Supervised Probation Expansion - Metro Court</b>	<b>164AL</b>	<b>\$122,000</b>
<b>164AL-2017-AL-04-00 GTS HSP-1</b>			
<i>Monitored by Jolyn Sanchez</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving</i>			
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>17-AL-64-P05</b>	<b>Supervised Probation Expansion - Santa Fe County</b>	<b>164AL</b>	<b>\$60,000</b>
<b>164AL-2017-AL-05-00 GTS HSP-1</b>			
<i>Monitored by Jolyn Sanchez</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving</i>			
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>17-AL-64-P06</b>	<b>Vehicle Forfeiture Conference</b>	<b>164AL</b>	<b>\$10,000</b>
<b>164AL-2017-AL-06-00 GTS HSP-1</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/Impaired Driving, 9. Public Information and Education</i>			
Provides funds to support a Vehicle Forfeiture Conference for New Mexico communities interested in developing a local vehicle forfeiture program. Conference includes information on community benefits, writing a sustainable forfeiture ordinance, what it takes to manage the program, due process and other legal issues and law enforcement perspectives. Funds will pay for the conference venue, informational binders and speakers.			
<b>17-AL-64-P07</b>	<b>Vehicle Seizure Coordinator - Santa Fe County</b>	<b>164AL</b>	<b>\$60,500</b>
<b>164AL-2017-AL-07-00 GTS HSP-1</b>			
<i>Monitored by Jeffrey Culin</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving</i>			
Provides funds to the Santa Fe County Sheriff's Department for a full-time clerk to assist with processing vehicle forfeiture cases on a second or subsequent DWI. The project has been funded for 2.5 years and is not yet self-sufficient. Funds collected from the sale of forfeited vehicles are used by the Santa Fe County Vehicle Forfeiture Program to offset the costs of seized vehicle storage and towing fees.			
<b>17-AL-64-P08</b>	<b>DWI Task Force Meeting Facilitation</b>	<b>164AL</b>	<b>\$50,000</b>
<b>164AL-2017-AL-08-00 GTS HSP-1</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving</i>			
Funds a contract to provide facilitation services (i.e. meeting room, copying and distribution of meeting documents, meeting minutes, etc.) to the DWI Task Force to develop a statewide Impaired Driving Plan based on the most current Impaired Driving and SFST Assessments.			
<b>17-AL-64-P09</b>	<b>Statewide DWI Enforcement Training</b>	<b>164AL</b>	<b>\$350,000</b>
<b>164AL-2017-AL-09-00 GTS HSP-1</b>			
<i>Monitored by Thomas Lujan</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving, and 7. Native Americans</i>			
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.			



**17-AL-64-P10 Traffic Safety Clearinghouse 164AL \$220,000**  
**164AL-2017-AL-10-00 GTS HSP-1**  
*Monitored by David Lapington*  
*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*  
 Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials to support programs and staffing a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. The 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 164AL funds are used only for the alcohol-related activities; Federal funds will not be used to purchase promotional items. (See Federal project #17-DE-02-P01 \$180,000 402. Total FFY17 funds = \$400,000)*

**17-AL-64-P11 ALR Hearing Prosecution Attorney 164AL \$100,000**  
**164AL-2017-AL-11-00 GTS HSP-1**  
*Monitored by Kimberly Wildharber*  
*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving*  
 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 defense attorneys from using ALR hearings as an opportunity for discovery, thereby exceeding the statutorily defined scope of the hearing. The ALR hearing office will provide a report detailing case outcome on an annual basis. The reports will be analyzed and compared with previous years to determine if the prosecutor presence is impacting the revocation confirmation rate.

**17-AL-64-P12 Alcohol/Impaired Driving Program Management - FTEs 164AL \$215,000**  
**164AL-2017-AL-12-00 GTS HSP-1**  
*Monitored by Michael Sandoval*  
*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving*  
 Provides program management in the Alcohol/Impaired Driving Program area to coordinate ENDWI, Superblitz, and other projects related to alcohol/impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired-driving 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 DWI. 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 42% of all time is spent on alcohol 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 PT program areas.

**17-AL-64-P13 Traffic Safety Law Enforcement Liaisons 164AL \$240,000**  
**164AL-2017-AL-13-00 GTS HSP-1**  
*Monitored by Kimberly Wildharber*  
*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/Impaired Driving, 4. Fatigued and Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*  
 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 city, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. *The 164AL funds are used only for the alcohol-related activities. (See Federal project #17-PT-02-P02 \$260,000 402; See State project #17-PT-RF-P13 \$3,000 Fund 20100, Promotional Materials. Total FFY17 funds = \$503,000)*

<b>17-PA-64-P14</b>	<b>E-Grants - Phase Two</b>	<b>164AL</b>	<b>\$70,000</b>
<b>164AL-2017-PA-14-00 GTS HSP-1</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving /Speeding, 2. Alcohol/ Impaired Driving, 8. Occupant Protection</i>			
Continue funding a contract to provide enhancements to the current e-grants system and to expand the system to include the CDWI, Education and Education, and Ignition Interlock programs. The contractor will provide annual technical support and system hosting. <i>The 164AL funds are used only for the alcohol-related activities. (See Federal project #17-PA-02-P03 \$27,000 402 and State project #17-PT-RF-P08 \$4,000 Fund 20100. Total FFY17 funds = \$101,000)</i>			
<b>17-AL-64-P15</b>	<b>DWI Media Creative Design and Production</b>	<b>164AL</b>	<b>\$1,200,000</b>
<b>164AL-2017-AL-15-00 GTS HSP-1</b>			
<i>Monitored by Franklin Garcia</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving ,7. Native Americans, 9. Public Information and Education</i>			
Funds the costs to produce television, radio and other messages related to DWI enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong DWI enforcement and deterrence messages targeting high-risk populations.			
<b>17-AL-PM-P16</b>	<b>DWI Media Placement</b>	<b>164PM</b>	<b>\$1,800,000</b>
<b>164PM-2017-AL-16-00 GTS HSP-1</b>			
<i>Monitored by Franklin Garcia</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving , 7. Native Americans, 9. Public Information and Education</i>			
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 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.			
<b>17-AL-64-P17</b>	<b>DWI Judicial Education</b>	<b>164AL</b>	<b>\$150,000</b>
<b>164AL-2017-AL-17-00 GTS HSP-1</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/Impaired Driving and 9. Public Information and Education</i>			
Funds a contract to manage a variety of DWI judicial training and education projects, including an annual DWI training session for magistrate and municipal judges on the full spectrum of DWI, including arrest, adjudication, sentencing, screening, treatment, ignition interlock requirements and new developments in the law. A comprehensive DWI Bench Book is provided to all NM judges. The contractor will provide periodic hour-long videoconferences for judges statewide on DWI issues, such as updates on new legislation and case law. Web-based DWI resources will be made available, including a website that provides judges, court staff and judicial educators with comprehensive, up-to-date information on every aspect of DWI cases, ranging from field sobriety testing and the effects of alcohol on the body, to sentencing alternatives and DWI courts.			
<b>17-AL-64-P18</b>	<b>Traffic Safety Resource Prosecutor</b>	<b>164AL</b>	<b>\$106,000</b>
<b>164AL-2017-AL-18-00 GTS HSP-1</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 9. Public Information and Education</i>			
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 DWI/ impaired driving, speeding, distracted driving and other risky driving behaviors. <b>(See Federal project #17-PT-02-P05 \$71,000 402. Total FFY17 funds = \$177,000)</b>			

<b>17-AL-64-P19</b>	<b>Court Monitoring - MADD</b>	<b>164AL</b>	<b>\$400,000</b>
<b>164AL-2017-AL-19-00 GTS HSP-1</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, and 9. Public Information and Education</i>			
Funds a contract to monitor, gather information and report back 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 the counties of Bernalillo, Santa Fe, Dona Ana, McKinley San Juan and Rio Arriba. 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.			
<b>17-AL-64-P27</b>	<b>Administrative Hearings Officer Training</b>	<b>164AL</b>	<b>\$10,500</b>
<b>164AL-2017-AL-27-00</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 9. Public Information and Education</i>			
Funds for tuition, conference fees and related travel expenses for two newer Administrative Hearings Officers to attend the Administrative Law Fair Hearing course at the National Judicial College in August 2017. This intensive two-week course provides newer state and federal administrative law adjudicators with a solid foundation in the tools and techniques to create and maintain a 'fair hearing, complete record, and clear order.' The SFST assessment conducted in December 2015 recommended Administrative Hearing Officers receive specific training on the statutorily defined scope of ALR hearings.			
<b>17-ID-05d-P20</b>	<b>Alcohol/Impaired Driving Enforcement</b>	<b>405d</b>	<b>\$500,000</b>
<b>M5HVE-2017-05-20-00 GTS HSP-1</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans</i>			
Provides funds for overtime alcohol/impaired driving enforcement, including checkpoints, for the Alcohol/Impaired Driving Program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 75 agencies statewide and a minimum 85% of the State's population. <b>(See Federal project #17-AL-64-P01 \$2,000,000 164AL. Total FFY17 funds = \$2,500,000)</b>			
<b>17-ID-05d-P21</b>	<b>DWI/ Drug Courts - AOC</b>	<b>405d</b>	<b>\$685,000</b>
<b>M5CS-2017-05-21-00 GTS HSP-1</b>			
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving</i>			
Provides funds to the NM Administrative Office of the Courts for 7 of the 9 existing DWI/Drug Courts. Funds will be provided to the San Juan County DWI/Drug court to expand capacity from 10 to 30 participants. Includes funding to develop and implement new DWI/ Drug courts in Clovis (SE New Mexico and Espanola (North-Central New Mexico). DWI/ Drug courts are a proven countermeasure to reduce DWI recidivism, crashes and fatalities. Funding will include personnel services and benefits, contractual services for surveillance/ compliance, training, travel and related costs, supplies and drug testing kits.			
<b>17-ID-05d-P22</b>	<b>BAC Testing Training - DOH Scientific Labs Division</b>	<b>405d</b>	<b>\$75,000</b>
<b>M5BAC-2017-05-22-00 GTS HSP-1</b>			
<i>Monitored by Carmelita Chavez</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving</i>			
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 bi-weekly BAC reports on all fatal crashes.			

**17-ID-05d-P23      DRE and ARIDE Training      405d      \$180,000**

**M5TR-2017-05-23-00 GTS HSP-1**

*Monitored by Thomas Lujan*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving*

This funding provides DRE (Drug Recognition Expert) training and re-certification and ARIDE (Advanced Roadside Driving Impairment Enforcement) training to an estimated 200 officers statewide, using the NHTSA approved curriculum.

**State Funds**

**17-CD-05-P01      Community DWI (CDWI) Projects      State Fund 20800      \$430,000**

*Monitored by Carmelita Chavez*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving*

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, as allowed by Section 31-12-7(B) and Regulation 18.20.6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous year.

**17-DPE-10-P01      UAD Prevention Creative Design & Production      State Fund 20700      \$300,000**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving*

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.

**17-DPE-10-P02      Life of an Athlete      State Fund 20700      \$100,000**

*Monitored by Jeffrey Culin*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving*

Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches and athletic directors statewide. Continued on-line maintenance of the existing user-friendly website which provides education to student athletes regarding the dangers of alcohol use. An on-line test is part of the curriculum. Track progress at school district level and trainings on code of conduct/ alcohol school policy.

**17-DPE-10-P03      UAD Community Programs      State Fund 20700      \$200,000**

*Monitored by Kimberly Wildharber and Judith Duran*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving*

Funds community-based agencies to implement programs and evidence-based practices and policies that postpone the age of first use (i.e. onset) among middle school/pre-teen youths, reduce binge drinking among middle or high school youths and reduce social access to alcohol. Local DWI Planning Councils will be encouraged to apply for these funds.

**17-DPE-10-P04      ZeroProof Campaign      State Fund 20700      \$150,000**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving*

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.

**17-DPE-10-P05 UAD Outreach Initiatives State Fund 20700 \$200,000**

*Monitored by Kariann Blea*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving*

Using a Request for Proposal process, this project provides funds for up to five 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. Teen drinking can program the brain for alcoholism, however, brain damage is the most compelling reason people move toward action.

**17-DPE-10-P06 School-based UAD Education and Intervention State Fund 20700 \$60,000**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving*

Funds a contractor to provide education and intervention at schools and major events (e.g., State Fair, athletic events). The projects will be focused on: educating middle and high school students on the risks and consequences of alcohol use in order to prevent or delay the onset of use; promoting awareness; providing opportunities to develop life skills to counter social pressure to drink; reducing risk factors at the individual level by enhancing knowledge; and addressing social and environmental risk factors (family, school and community). The contractor will utilize the ZeroProof Media Campaign curriculum.

**17-II-54-P01 Ignition Interlock Indigent Fund State Fund 82600 \$2,600,000**

*Monitored by Cora Herrera*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving*

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.

**17-II-54-P02 Ignition Interlock Indigent Fund - FTE State Fund 82600 \$60,000**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 2. Impaired Driving*

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.

**17-II-54-P03 Ignition Interlock Indigent Fund Contractual State Fund 82600 \$193,000**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving*

Funds additional administrative staff as needed to support the administration of the ignition interlock fund.

**17-AL-RF-P10 McKinley County Task Force State Fund 20100 \$125,000**

*Monitored by Judith Duran*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving, and 7. Native Americans*

Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and other overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, Navajo Nation Department of Public Safety, Zuni PD and Ramah-Navajo PD. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project. Funds are provided for a full-time prosecutor focused on DWI cases, a full-time Task Force supervisor and a full-time law enforcement officer dedicated to enforcement of DWI laws. **(See Federal project #17-AL-64-P02 \$450,000 164AL. Total FFY17 funds = \$575,000)**

## Alcohol/ ID: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
17-AL-64-P01	164AL-2017-AL-01-00	Alcohol/Impaired Driving Enforcement	2,000,000
17-AL-64-P02	164AL-2017-AL-02-00	DWI Task Force - McKinley County	450,000
17-AL-64-P03	164AL-2017-AL-03-00	Alcohol Sales Compliance Enforcement/ DWI Warrants	150,000
17-AL-64-P04	164AL-2017-AL-04-00	Supervised Probation Expansion - Metro Court	122,000
17-AL-64-P05	164AL-2017-AL-05-00	Supervised Probation Expansion - Santa Fe County	60,000
17-AL-64-P06	164AL-2017-AL-06-00	Vehicle Forfeiture Conference	10,000
17-AL-64-P07	164AL-2017-AL-07-00	Vehicle Seizure Coordinator - Santa Fe County	60,500
17-AL-64-P08	164AL-2017-AL-08-00	DWI Task Force Meeting Facilitation	50,000
17-AL-64-P09	164AL-2017-AL-09-00	Statewide DWI Enforcement Training	350,000
17-AL-64-P10	164AL-2017-AL-10-00	Traffic Safety Clearinghouse	220,000
17-AL-64-P11	164AL-2017-AL-11-00	AL Hearing Prosecution Attorney	100,000
17-AL-64-P12	164AL-2017-AL-12-00	Impaired Driving Program Management - FTEs	215,000
17-AL-64-P13	164AL-2017-AL-13-00	Traffic Safety Law Enforcement Liaisons	240,000
17-PA-64-P14	164AL-2017-PA-14-00	E-Grants - Phase Two	70,000
17-AL-64-P15	164AL-2017-AL-15-00	DWI Media Creative Design and Production	1,200,000
17-AL-PM-P16	164PM-2017-AL-16-00	DWI Media Placement	1,800,000
17-AL-64-P17	164AL-2017-AL-17-00	DWI Judicial Education	150,000
17-AL-64-P18	164AL-2017-AL-18-00	Traffic Safety Resource Prosecutor	106,000
17-AL-64-P19	164AL-2017-AL-19-00	Court Monitoring - MADD	400,000
17-AL-64-P27	164AL-2017-AL-27-00	Administrative Hearings Officer Training	10,500
<b>164AL Total</b>			<b>7,764,000</b>
17-ID-05d-P20	M5HVE-2017-05-20-00	Alcohol/Impaired Driving Enforcement	500,000
17-ID-05d-P21	M5CS-2017-05-21-00	DWI/ Drug Courts - AOC	685,000
17-ID-05d-P22	M5BAC-2017-05-22-00	BAC Testing Training - SLD	75,000
17-ID-05d-P23	M5TR-2017-05-23-00	DRE and ARIDE Training	180,000
<b>ID 405d Total</b>			<b>1,440,000</b>

**Total Alcohol/ Impaired Driving NHTSA Funds**

**\$9,204,000**

# **Occupant Protection**

## **a. Evidence-based Strategies to Address Identified Problems** (with EB references)

The primary goal of New Mexico's Occupant Protection (OP) Program is to reduce the number of occupant protection-related traffic crashes, injuries and fatalities. To achieve this goal, the NMDOT Traffic Safety Division (TSD) has developed an Occupant Protection Plan to increase 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.

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

Occupant Protection Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are either shown to be effective or are proven countermeasures, including: high-visibility occupant protection enforcement paired with mass media support; sustained seatbelt enforcement; and child safety seat and booster seat clinics, fitting stations and distribution.

*Details on NMDOT's enforcement and media support of the NHTSA Click It or Ticket National Seatbelt Mobilization are provided in Strategies #1 and #2.*

### **2017 Performance Measures and Targets**

C-4: Reduce unrestrained occupant fatalities by 8 percent from 103 in 2014 to 95 by December 31, 2017. (FARS)(5-year averages)

B-1: Increase seatbelt use by 0.2 percent from 93.3 percent in 2015 to 93.5 percent by December 31, 2017. (State)(Annual data)

S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)

#### ***Strategy #1 – Enforcement***

Enforcement of New Mexico's primary seatbelt and child restraint laws is an essential component of the State's efforts at reducing fatalities and injuries among vehicle occupants in crashes. Since 2004 observed seat belt use in New Mexico has remained steady at between 90 and 92 percent. In 2015, seatbelt use in New Mexico reached an all-time high of 93.3 percent, compared to the 2015 National percentage of 88.5. Between 2010 and 2014, unrestrained fatalities in New Mexico were reduced by 9 percent.

Research shows that using an appropriate child restraint or seatbelt is the most effective way to reduce fatalities and injuries in crashes. New Mexico's primary approach to increasing seatbelt and child safety seat use is BKLUP, an intense statewide program of seatbelt and child safety seat enforcement combined with a public awareness media campaign.

Law enforcement officers from city, county, State and tribal agencies annually participate in statewide mobilizations called Superblitz (occupant protection and alcohol/impaired driving combined enforcement) and in local sustained enforcement activities throughout the year. New Mexico law enforcement agencies also participate annually in the Click It or Ticket National Seatbelt Enforcement Mobilization.

In FFY15, through grant-funded statewide and national mobilizations, and sustained enforcement activities, New Mexico law enforcement officers issued over 19,700 seatbelt and child restraint citations.

In FFY17, an estimated 60 city, county, State and tribal law enforcement agencies are expected to participate in BLKUP, Superblitz and the Click It or Ticket National Seatbelt Enforcement Mobilization. A press conference will kick-off the campaigns, and a high-visibility media campaign will be conducted throughout the campaign periods (detailed in Strategy 2, below). Campaign results will be available to media outlets.

In FFY17, 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; and
- c) ensuring enforcement coverage of at least 85 percent of the State.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 2, Seatbelts and Child Restraints: Sections 2.1 Short-Term, High-Visibility Belt Law Enforcement; 2.3 Sustained Enforcement; 5.1 Short-Term, High-Visibility Child Restraint/ Booster Law Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **Strategy #2 - 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. 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/ TSD funds paid media for BKLUP, Superblitz and the Click It or Ticket National Seatbelt Mobilization using the messages: *BKLUP B4UDRIVE*; *BKLUP ALWAYS*; *BKLUP Baby* 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.

NMDOT also funds a traffic safety information clearinghouse that provides occupant protection materials to interested agencies, schools and individuals.

In order to obtain a more objective percentage of seatbelt use overall, a NHTSA-approved statewide seatbelt use survey is conducted annually in New Mexico. The survey produces an overall seatbelt use percentage and a use percentage for each of four regions in the State. According to New Mexico's 2015 Seatbelt Survey Report, the State's observed seatbelt use was 93.3 percent, an all-time high percentage for New Mexico. Driver use was 93.28 percent, while front seat passenger use was 94.18 percent. Pickup truck observed use was 89.60 percent. Pickup truck driver use was 89.22 percent, while front seat passenger use was 92.65 percent.

In FFY17, New Mexico will conduct its annual statewide pre and post seatbelt use surveys, an observation survey required of all states by NHTSA. In 2017, New Mexico will again include nighttime observations. New Mexico's older driver safety program was developed to reduce older driver crashes, fatalities and injuries. The intent of the program is to enable older drivers to be safe drivers and to increase the overall safety of those traveling on New Mexico's roadways. NHTSA recognizes the need for comprehensive



state programs to address older driver issues and encourages states to develop and implement a comprehensive older driver safety program.

In the first two phases of a four-phase program, a training curricula and materials were developed and tested with medical providers, law enforcement and social service providers. A network of partner group representatives were trained on older driver issues and solutions, and model programs were developed that can be adapted by the various groups. Implementation of the programs and dissemination of public awareness and educational materials is planned for FFY17.

In FFY17, 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 that heighten the perceived risk of enforcement consequences;
- b) funding occupant protection media messages on television, radio and print, and supporting other agencies occupant protection educational/awareness efforts by providing them with sample media messages;
- c) funding and participating in a number of outreach efforts to educate relevant agency personnel and the public in the appropriate use of occupant protection;
- d) funding a clearinghouse for statewide distribution of occupant protection educational materials on seatbelts, booster seats, child safety seats and airbags;
- e) funding a contract to conduct the annual statewide seatbelt use survey with nighttime observations; and
- f) conducting an older driver safety program to address older driver issues and reduce crashes, fatalities and injuries in this population group.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 2, Seatbelts and Child Restraints: Sections 3.1 Communications and Outreach Supporting Enforcement; 3.2 Communications and Outreach Strategies for Low-Belt-Use Groups; 6.1 Communications and Outreach Strategies for Older Children. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #3 – Child Restraint Distribution, Inspection Stations**

The Centers for Disease Control and Prevention (CDC) reported recently that in 2014 the leading cause of unintentional injury deaths among individuals aged 5-24 was unintentional motor vehicle traffic, and it was the 2<sup>nd</sup> leading cause of injury deaths among individuals aged 1-4 and 25-65+.

NHTSA-funded research found that 33 percent of forward-facing car seats, rear-facing infant car seats and rear-facing convertible seats were improperly installed. Six percent of children were in the seats, but the seats were not restrained by the car's harness (3-point seatbelt).

Nationally in 2014, 252 children younger than age 5 involved in passenger vehicle crashes were saved by restraint use. Tragically, 22 percent of children younger than age 4 and 32 percent of children ages 4-7 that were killed in motor vehicle crashes were not restrained at all.

Child safety seats can reduce fatal injury by up to 71 percent for infants and by 54 percent for toddlers (children ages one to four) in passenger vehicles. Booster seats have been shown to reduce the risk of serious injury by 45 percent compared to seatbelts alone for children ages 4 to 8.

New Mexico's high availability of child safety seat and booster seat clinics and fitting stations (86% statewide coverage) is critical to saving lives and reducing injuries among the most vulnerable of the population.

The NMDOT/TSD works with local community groups and local government agencies to conduct child safety seat and booster seat clinics and to set up permanent fittings stations. The TSD helps support the New Mexico Child Safety Seat Distribution Program to assist low-income families obtain child safety seats. The TSD maintains a current list of these programs and funds the Injury Prevention Resource Center to

provide for statewide distribution of occupant protection educational materials on seatbelts, child safety seats, booster seats and airbags.

Child passenger safety certification training is provided to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. Currently, New Mexico has 406 certified child passenger safety technicians and 9 instructors.

In FFY17, 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 contracts to provide the NHTSA Child Passenger Safety Certification Training Program; and
- c) using up to 5 percent of 405b funds to purchase for child restraints, as needed.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 2, Seatbelts and Child Restraints: Sections 7.2 Child Restraint Distribution Programs; 7.3 Inspection Stations. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **i. Assessment of Overall TS Impacts of Proposed Strategies**

Strategies proposed for the Occupant Protection Program impact all areas of the State. Enforcement, communications and outreach, and child safety seat distribution and inspection stations projects are conducted to reach citizens statewide and to therefore have a positive impact on increasing the use of appropriate child safety seats and seatbelts and reducing occupant protection-related fatalities and injuries. Reach of these projects is estimated at over 80 percent of the State's population. All proposed strategies are evidence-based and have been shown to be effective measures for impacting the issue of occupant protection.

The NMDOT's focus in 2017 will be on maintaining effective high visibility enforcement efforts and a strong child restraint program that ensures the public is aware of the critical importance of child restraint use.

## **b. Proposed Projects to Promote Identified Strategies**

### **i. Project Activities and ii. Funding Amounts and Sources**

#### ***NHTSA Funds***

**17-OP-05b-P01    Seatbelt Observation Survey/ Nighttime Observations                      405b    \$200,000**

**M1X-2017-05-01-00    GTS HSP-1**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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. These surveys will include nighttime observations. NHTSA approved survey methods and processes are used for both samples.

**17-OP-05b-P02 Child Restraint Program 405b \$501,000**

**M1CPS-2017-05-02-00 GTS HSP-1**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Continue statewide community and school-based occupant protection programs; train additional child safety seat/ booster seat technicians; increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. 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. No federal funds or program income are used for promotional materials. **(See State project 17-OP-RF-P12 OP \$10,000 Fund 20100, Promotional Materials. Total FFY17 funds = \$511,000)**

**17-OP-PM-P03 Click It or Ticket Paid Media 405b \$100,000**

**M1\*PM-2017-05-03-00 GTS HSP-1**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education*

Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the Click It or Ticket National Seatbelt Mobilization.

**17-OP-05d-P04 Child Safety Seats/ Booster Seats 405dII \$140,000**

**M7\*CR-2017-CR-04-00 GTS HSP-1**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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.

**17-OP-02-P05 Occupant Protection Program Mgt - FTEs 402 \$165,000**

**OP-2017-OP-05-00**

*Monitored by Michael Sandoval*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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 with nighttime observations 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 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 25% of all time is spent on Occupant Protection 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 AL and PT program areas.

**State Funds**

**17-OP-RF-P01 Occupant Protection Enforcement State Fund 20100 \$300,000**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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. These activities have been successful in producing a steady increase in occupant protection use in New Mexico. Conduct nighttime seatbelt enforcement, as research shows that seatbelt use is less during nighttime hours.

**17-OP-RF-P09 Older Driver Program****State Fund 20100 \$116,000***Monitored by David Lapington**Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Funds to continue development and implement of a comprehensive older driver safety program that aims to reduce older driver crashes, fatalities and injuries in New Mexico. Funds for development and dissemination of public awareness and educational materials.

**17-OP-RF-P12 Child Restraint Promotional Materials****State Fund 20100 \$10,000***Monitored by David Lapington**Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provides funds for promotional materials for the annual Buckle-Up Conference and other occupant protection events. **(See Federal project #17-OP-05b-P02 \$501,000. Total FFY17funds = 511,000)**

**Occupant Protection: NHTSA Federal Budget Summary**

<b>NMDOT Project Number</b>	<b>GTS Project Number</b>	<b>Project Title</b>	<b>Budget Amount</b>
17-OP-05b-P01	M1X-2017-05-01-00	Seatbelt Observation Survey/ Nighttime Observations	200,000
17-OP-05b-P02	M1CPS-2017-05-02-00	Child Restraint Program	501,000
17-OP-PM-P03	M1*PM-2017-05-03-00	Click It or Ticket Paid Media	100,000
<b>OP 405b Total</b>			<b>801,000</b>
17-OP-05d-P04	M7*CR-2017-CR-04-00	Child Safety Seats/ Booster Seats	140,000
<b>OP 405d Total</b>			<b>140,000</b>
17-OP-02-P05	OP-2017-OP-05-00	Occupant Protection Program Management - FTEs	165,000
<b>OP 402 Total</b>			<b>165,000</b>

**Total Occupant Protection NHTSA Funds****\$1,106,000**

## **Police Traffic Services**

### **a. Evidence-based Strategies to Address Identified Problems** (with EB references)

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

New Mexico now has a statewide prohibition on texting while driving and on youth cell phone use while driving and many of the larger municipalities have prohibited cell phone use in their city limits. New Mexico currently defines distracted driving as when any of the following 'apparent contributing factors' are indicated on the uniform crash report: cell phone; driver inattention; texting.

Police Traffic Services Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are either shown to be effective or are proven countermeasures, including: high-visibility integrated enforcement paired with mass media support, and outreach and communications efforts that support agencies and increase awareness.

The NMDOT applied for an FFY17 Distracted Driving Grant through NHTSA, and if funds are awarded, the TSD will go through its normal problem identification, solicitation, grant review and award processes to utilize the funds to further the objectives of the program.

### **2017 Performance Measures and Targets**

C-6: Reduce speeding-related fatalities by 3 percent from 132 in 2014 to 128 by December 31, 2017. (FARS)(5-year averages)

C-5: Reduce alcohol-impaired fatalities by 4 percent from 107 in 2014 to 103 by December 31, 2017. (FARS)(5-year averages)

B-1: Increase seatbelt use by 0.2 percent from 93.3 percent in 2015 to 93.5 percent by December 31, 2017. (State)(Annual data)

S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)

S2: Decrease the number of distracted driving-related fatalities by 10 percent from 114 in 2014 to 103 by December 31, 2017. (State)(5-year averages)

#### ***Strategy #1- Enforcement and Training***

High-visibility enforcement efforts focus on violators of speeding and other unsafe driving, including use of cell phones for calling or texting, aggressive driving, alcohol/impaired driving, occupant protection and other traffic laws, and have been shown to result in reduced crashes, fatalities and injuries, and reduced numbers of repeat violations. If the public knows and sees that law enforcement is on the streets, they are

likely to be more aware of their driving behavior. Additional effective activities include safety corridors and using lower levels of enforcement in a randomized fashion.

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

In FFY17, 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 by:

- a) funding contracts for 100 Days and Nights and STEP projects for sustained enforcement activities such as speeding and other unsafe driving enforcement; impaired driving checkpoints; safety corridors or commercial vehicle traffic;
- b) coordinating sustained enforcement activities with New Mexico tribes and the Navajo Nation;
- c) funding contracts to provide training to law enforcement officers in SFST, STEP, conducting DWI checkpoints, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses; and
- d) managing and distributing the New Mexico Traffic Safety Education and Enforcement funds based on local law enforcement assessments.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 3, Aggressive Driving and Speeding: Sections 2.2 High-Visibility Enforcement; 3.1 Penalty Types and Levels; Chapter 1, Alcohol-Impaired and Drugged Driving: Section 2.5 Integrated Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **Strategy #2 – Communications and Outreach**

A strategy of enforcing traffic laws through high-visibility enforcement is enhanced by a high-visibility media campaign that lets drivers know that expanded law enforcement operations are being conducted, that traffic laws will be enforced, and that offenders will be ticketed or arrested.

TSD supports a Law Enforcement Liaison (LEL) Program that consists of three individuals who are responsible for coordinating with city, county, State and tribal law enforcement agencies on NHTSA and TSD initiatives related to police traffic services, alcohol/impaired driving, occupant protection and other related traffic safety projects.

In FFY17, New Mexico will support efforts to decrease the incidence of speeding, cell phone/ texting and other unsafe driving on New Mexico roadways by:

- a) funding media and public information messages and materials emphasizing that traffic laws will be enforced and that penalties will be imposed, particularly in high-risk, high-crash areas, and in safety corridors;
- b) working cooperatively with law enforcement agencies to raise their awareness of traffic code enforcement and its impact on safety;
- c) providing law enforcement agencies with technical assistance and other resources to identify, prioritize and address traffic safety problem areas;
- d) outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems; and
- e) reviewing legislation regarding State laws and fines for speeding, cell phone/ texting, aggressive driving and other unsafe driving violations and to raise the traffic safety enforcement and education fees.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 3, Aggressive Driving and Speeding: Section 4.1 Communications and Outreach Supporting Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **i. Assessment of Overall TS Impacts of Proposed Strategies**

Strategies proposed for the Police Traffic Services (PTS) Program impact all areas of the State, and focus on enforcement, training, and communications and outreach. PTS high-visibility enforcement targets drivers engaged in high-risk behaviors such as speeding, cell phone/texting, or aggressive driving. PTS enforcement activities increase the visibility and reach of law enforcement and therefore have a positive impact on reducing risky driving behaviors and overall crashes, fatalities and injuries.

Levels of funding and activity levels of the proposed strategies have remained steady over the past few years, and New Mexico has seen a 13 percent reduction in speeding fatalities between 2011 and 2014. State, city, county and tribal enforcement activities will cover an estimated 85% of the State's population. Given these results, the State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

## **b. Proposed Projects to Promote Identified Strategies**

### **i. Project Activities and ii. Funding Amounts and Sources**

#### ***NHTSA Funds***

<b>17-PT-02-P01</b>	<b>General Law Enforcement Training</b>	<b>402</b>	<b>\$100,000</b>
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**PT-2017-PT-01-00 GTS HSP-1**

*Monitored by Thomas Lujan*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

Provides traffic safety information and training to all involved in police traffic services. Training may include STEP, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses.

<b>17-PT-02-P02</b>	<b>Traffic Safety Law Enforcement Liaisons</b>	<b>402</b>	<b>\$260,000</b>
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**PT-2017-PT-02-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users and 12. Young Driver Crashes*

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 city, 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. Annual Law Enforcement Coordinators' Symposium (LECS) vendor fees estimated at \$1,300 are used to offset symposium expenses. No federal funds or program income are used for promotional materials. **(See Federal project #17-AL-64-P13 \$240,000 164AL; See State project 17-PT-RF-P13 \$3,000 Fund 20100: Promotional Materials. Total FFY17 funds = \$503,000)**

**17-PT-02-P03 Police Traffic Services Program Mgt - FTEs 402 \$170,000**

**PT-2017-PT-03-00 GTS HSP-1**

*Monitored by Michael Sandoval*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users and 12. Young Driver Crashes*

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. Provides for management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversees law enforcement efforts in speed and aggressive/distracted driving control and other traffic enforcement programs. 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.

**17-PT-02-P04 100 Days and Nights of Summer Program 402 \$400,000**

**PT-2017-PT-04-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection*

Provides overtime funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety will be the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in a 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct high visibility traffic enforcement activities, including checkpoints, focused on seatbelt and child restraint enforcement, speeding and other unsafe driving behaviors.

**17-PT-02-P05 Traffic Safety Resource Prosecutor 402 \$71,000**

**PT-2017-PT-05-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/Impaired Driving, and 9. Public Information and Education*

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. Also to provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding DWI/ impaired driving, speeding and other risky driving behaviors. **(See Federal project #17-AL-64-P18 \$106,000 164AL. Total FFY17 funds = \$177,000)**

## **State Funds**

**17-EE-05-P01 PT Education and Enforcement Funds to LEAs State Fund 20800 \$250,000**

*Monitored by Carmelita Chavez*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection*

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.



**17-PT-RF-P02 PTS Selective Traffic Enforcement Program State Fund 20100 \$500,000**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users and 12. Young Driver Crashes*

Provides funding for a statewide sustained enforcement program to target specific traffic problems such as speed, distracted and reckless driving, fatigued/ drowsy driving, occupant protection, and crashes involving pedestrians, including the use of safety corridors. Participating agencies include State Police, Motor Transportation, and local law enforcement. STEP projects include media coverage for public information and coordination with other agencies.

**17-PT-RF-P08 E-Grants - Phase Two State Fund 20100 \$4,000**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/Impaired Driving, 4. Fatigued and Distracted Drivers, and 8. Occupant Protection*

Continue funding a contract to provide enhancements to the current E-grants system and to expand the system to include the CDWI, Education and Education (E&E) and Ignition Interlock programs. The contractor will provide annual technical support and system hosting. **(See Federal projects #17-PA-64-P14 \$70,000 164AL and #17-PA-02-P03 \$27,000 402. Total FFY17 funds = \$101,000)**

**17-PT-RF-P13 LEL Promotional Materials State Fund 20100 \$3,000**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

Provides funds for promotional materials for the annual Law Enforcement Liaison (LEL) Conference. **(See Federal projects 17-AL-64-P13 \$240,000 and 17-PT-02-P02 \$260,000. Total FFY17 funds = 503,000)**

**Police Traffic Services: NHTSA Federal Budget Summary**

<b>NMDOT Project Number</b>	<b>GTS Project Number</b>	<b>Project Title</b>	<b>Budget Amount</b>
17-PT-02-P01	PT-2017-PT-01-00	General Law Enforcement Training	100,000
17-PT-02-P02	PT-2017-PT-02-00	Traffic Safety Law Enforcement Liaisons	260,000
17-PT-02-P03	PT-2017-PT-03-00	PTS Program Management - FTEs	170,000
17-PT-02-P04	PT-2017-PT-04-00	100 Days and Nights of Summer	400,000
17-PT-02-P05	PT-2017-PT-05-00	Traffic Safety Resource Prosecutor	71,000
<b>PT 402 Total</b>			<b>1,001,000</b>

**Total Police Traffic Services NHTSA Funds \$1,001,000**

# **Motorcycle Safety**

## **a. Evidence-based Strategies to Address Identified Problems** (with EB references)

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.

Motorcycle Safety Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013. Strategies are either shown to be effective or are proven countermeasures, including: motorcyclist training, outreach and awareness.

New Mexico maintains an effective motorcycle rider training program that is offered throughout the State. The New Mexico Motorcycle Safety Program (NMMSPP) is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

Motorcyclist fatalities were reduced by 28 percent between 2012 and 2014, while unhelmeted motorcyclist fatalities were reduced by 10 percent. In 2014, 24 percent of motorcyclists killed in crashes were not wearing a helmet. Motorcycle safety training that emphasizes the importance of helmet use was provided to 1,328 students in FFY15.

### **2017 Performance Measures and Targets**

C-7: Reduce motorcyclist fatalities by 6 percent from 48 in 2014 to 45 by December 31, 2017. (FARS)(5-year averages)

C-8: Reduce unhelmeted motorcyclist fatalities by 3 percent from 35 in 2014 to 34 by December 31, 2017. (FARS)(5-year averages)

#### **Strategy #1 – Motorcyclist Training**

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

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

NHTSA provides support to states for motorcyclist training and awareness, and recommends that states ensure the availability of motorcycle education and training.

In FFY17, New Mexico will support statewide motorcycle rider safety training by:

- a) contracting with the Motorcycle Safety Foundation to provide beginner and experienced rider training courses to a majority of the State's registered motorcyclists.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013; Chapter 5, Motorcycle Safety: Section 3.2 Motorcycle Rider Training; NHTSA Prioritized Recommendations of the National Agenda for Motorcycle Safety-Final Report June 2013)*

## **Strategy #2 – Communications and Outreach**

Outreach about motorcycle safety including training, helmet use and adherence to traffic laws is an important component of a state’s motorcycle safety program. Riders need to be made aware of licensing requirements, the value of appropriate training for both the beginner and more experienced rider, and the risks associated with not wearing a helmet or with driving while impaired.

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

In FFY17, New Mexico will increase motorcyclist safety and awareness by:

- a) promoting motorcycle safety through educational efforts that increase the perception and awareness that operating, licensing and helmet laws are enforced;
- b) utilizing community traffic safety groups to promote motorcycle education and enforcement initiatives, participation in training programs, helmet use, and State and local law reform; and
- c) promoting motorcycle safety training and motorcycle awareness through increased media and/or participation at local motorcycle events.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013; Chapter 5, Motorcycle Safety: Sections 4.1 Communications and Outreach: Conspicuity and Protective Clothing; 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists, Pg. 7)*

### **i. Assessment of Overall TS Impacts of Proposed Strategies**

Strategies proposed for the Motorcycle Safety Program impact most areas of the State. The Motorcyclist Safety Foundation training is made available to at least 64 percent of the State’s population and provides critically needed, certified operations and safety training. Communication and outreach strategies increase motorcyclist safety and awareness for both motorcyclists and other drivers on the roadways. The proposed strategies are evidence-based and have been shown to be effective measures for impacting the issue of motorcyclist safety.

NMDOT plans to maintain level funding and activity for the Motorcycle Safety Program. Despite the limited availability of State and Federal funds, the NMDOT will continue to support these important activities with the objective of reducing motorcyclist crashes, fatalities and injuries through its safety training and educational/ awareness efforts.

### **b. Proposed Projects to Promote Identified Strategies**

#### **i. Project Activities and ii. Funding Amounts and Sources**

#### **NHTSA Funds**

<b>17-MC-PM-P01</b>	<b>Motorcycle Media Placement</b>	<b>405b</b>	<b>\$75,000</b>
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**M1\*PM-2017-MC-01-00 GTS HSP-1**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users*

Funding for media placement of motorcycle safety messages, including 'Share the Road,' which reminds motorists to be aware of motorcyclists and to share the road with them.

**17-MC-05f-P01      Motorcycle Safety Training      405f      \$50,000**

**M9MT-2017-MT-01-00**

*Monitored by Judith Duran*

*Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 12, Young Driver Crashes*

Funds to administer a quality motorcycle safety training program through a contract with the Motorcycle Safety Foundation.

**State Funds**

**17-MC-08-P01      Motorcycle Safety Training      State Fund 20600      \$130,000**

*Monitored by Judith Duran*

*Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 12, Young Driver Crashes*

Funds to administer a quality motorcycle safety training program through a contract with the Motorcycle Safety Foundation.

**Motorcycle Safety: NHTSA Federal Budget Summary**

<b>NMDOT Project Number</b>	<b>GTS Project Number</b>	<b>Project Title</b>	<b>Budget Amount</b>
17-MC-PM-P01	M1*PM-2017-MC-01-00	Motorcycle Media Placement	75,000
<b>MC 405b Total</b>			<b>75,000</b>
17-MC-05f-P01	M9MT-2017-MT-01-00	Motorcycle Safety Training	50,000
<b>MC 405f Total</b>			<b>50,000</b>

**Total Motorcycle Safety NHTSA Funds      \$125,000**

# **Pedestrian and Bicyclist Safety**

## **a. Evidence-based Strategies to Address Identified Problems** (with EB references)

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.

Pedestrian and Bicyclist Safety Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are based primarily on outreach, education, media and awareness. In FFY17, New Mexico will focus its pedestrian safety efforts and outreach on the areas with the highest incidence of pedestrian fatalities and serious injuries, including the Albuquerque metropolitan area and the northwestern region of the State.

The NMDOT applied for an FFY17 Non-Motorized Safety Grant through NHTSA, and if funds are awarded, the TSD will go through its normal problem identification, solicitation, grant review and award processes to utilize the funds to further the objectives of this program.

### **2017 Performance Measures and Targets**

C-10: Limit the expected increase in pedestrian fatalities to 29 percent from 51 in 2014 to not more than 66 by December 31, 2017. (FARS)(5-year averages)

C-11: Reduce bicyclist fatalities by 17 percent from 6 in 2014 to 5 by December 31, 2017. (FARS)(5-year averages)

#### ***Strategy #1 – Communications and Outreach – Pedestrian Safety***

In FFY17, New Mexico will increase communications and outreach regarding pedestrian safety and awareness by:

- a) funding community-based projects 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 pedestrian safety among higher risk populations, such as seniors and the homeless population;
- c) providing training to law enforcement on pedestrian crash investigations;
- d) 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>;
- e) working with local communities, schools and media to create a pedestrian safety education campaign for communities at higher risk of pedestrian injuries and fatalities, with particular emphasis in the 4-corners region of the State;
- f) working with local media to air the 'Look for Me' pedestrian safety radio spot statewide, and continue to run the radio spot in both English and Navajo in high-risk communities;

- g) distributing 'Look for Me' bookmarks and 'Rules of the Road' cards with pedestrian safety tips to driver education, driver safety and DWI schools statewide;
- h) distributing 'I'm Safe' elementary school-aged traffic safety educational and outreach materials at schools, health and safety fairs;
- i) providing funding for bus wraps, bus and bus shelter 'Look for Me' ads; and
- j) providing education and awareness about crosswalk and roadway modifications designed to increase public safety.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013; Chapter 8, Pedestrians: Sections 3.1 Impaired Pedestrians: Communications and Outreach; 4.4 –Targeted Enforcement; 4.5 – Driver Training; 4.6 – Pedestrian Gap Acceptance Training; Safe Routes to School. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7)*

## **Strategy #2 – Communications and Outreach – Bicyclist Safety**

In FFY17, New Mexico will increase the safety of bicyclists by increasing education and outreach regarding bicyclist safety and awareness by:

- a) partnering with the NMDOT Bicycle, Pedestrian and Equestrian Coordinator to provide residents and visiting cyclists with information on New Mexico's laws and bicycling environment;
- b) using PSAs and distribution of bright, reflective 'Look for Me' backpacks to increase bicyclist awareness and the visibility of bicyclists in Bernalillo County and other high-risk communities;
- c) purchasing 'I'm Safe!' activity books and posters in English and Spanish and 'Look for Me' safety brochures for distribution to schools and law enforcement agencies;
- d) working with the local community leaders and schools to promote bicyclist safety among university students and school-age children, including the distribution of bright, reflective 'Look for Me' backpacks; and
- e) providing educational information to law enforcement on bicyclist crash investigations.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 9, Bicycles: Section 1.3 – Bicycle Education for Children; 2.2 – Bicycle Safety Education for Bike Commuters; 3.1 Active Lighting and Rider Conspicuity; Safe Routes to School. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7)*

### **i. Assessment of Overall TS Impacts of Proposed Strategies**

Strategies proposed for the Pedestrian and Bicyclist Safety Program impact specific areas and populations of the State shown to be at highest risk for pedestrian and/or bicyclist fatalities. These areas tend to be urban areas and where pedestrian/ bicyclist traffic on roadways is most common. Statewide and local communications and outreach provide awareness and education designed to remind the public of the importance of sharing the road and taking other safety precautions to reduce their chances of being involved in a traffic crash that could result in death or injury.

The number of pedestrian fatalities almost doubled between 2010 and 2012, then fell by 20 percent in 2013, then increased by 51 percent in 2014. Preliminary data indicate a drop in these fatalities again in 2015. Last year, the NMDOT increased the level of pedestrian and bicyclist safety funding to expand the reach of its communication and outreach activities, and increase awareness amongst drivers, pedestrians and bicyclists about relevant laws and safety strategies. NMDOT will maintain this increase in funding for FFY17. The NMDOT is also implementing some infrastructure changes to make crosswalks more visible and to better demarcate bicyclist lanes on roadways. The TSD plans to incorporate education about these crosswalk and roadway changes into the driver education curricula.

## b. Proposed Projects to Promote Identified Strategies

### i. Project Activities and ii. Funding Amounts and Sources

#### **NHTSA Funds**

**17-PS-02-P01 Pedestrian and Bicyclist Safety 402 \$250,000**

**PS-2017-PS-01-00 GTS HSP-1**

*Monitored by Jonathan Fernandez*

*Aligns with 2010 CTSP Emphasis Area: 10. Special Users*

Contract with the University of New Mexico Center for Injury Prevention Research and Education (CIPRE) to conduct community outreach, education and training with a focus on drivers, pedestrians, bicyclists and the general public. Assist local communities, MPOs, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian injuries and fatalities, particularly in the downtown Albuquerque area and the 4-corners region of the State.

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. Partner with NMDOT Bicycle/Pedestrian/Equestrian and Safe Routes to School programs, and Driver Education instructors to highlight pedestrian and bicyclist safety issues. Encourage increased awareness of pedestrians and bicyclists through a 'Look for Me' campaign. Contractual costs include personnel and benefits, educational materials, training or meeting venue costs, and travel. *Federal funds will not be used for promotional items. (See State project #17-PS-RF-P05 \$20,000 Fund 20100. Total FFY17 funds = \$270,000)*

#### **State Funds**

**17-PS-RF-P05 Pedestrian and Bicyclist Safety State Fund 20100 \$20,000**

*Monitored by Jonathan Fernandez*

*Aligns with 2010 CTSP Emphasis Area: 10. Special Users*

Provides funds for educational materials and promotional items for pedestrian and bicyclist safety activities. **(See Federal project #17-PS-02-P01 \$250,000 402. Total FFY17 funds = \$270,000)**

### **Pedestrian and Bicyclist Safety: NHTSA Federal Budget Summary**

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
17-PS-02-P01	PS-2017-PS-01-00	Pedestrian and Bicyclist Safety	250,000
<b>PS 402 Total</b>			<b>250,000</b>

**Total Pedestrian and Bicyclist Safety NHTSA Funds**

**\$250,000**

## Media and Marketing to Support TS Programs

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

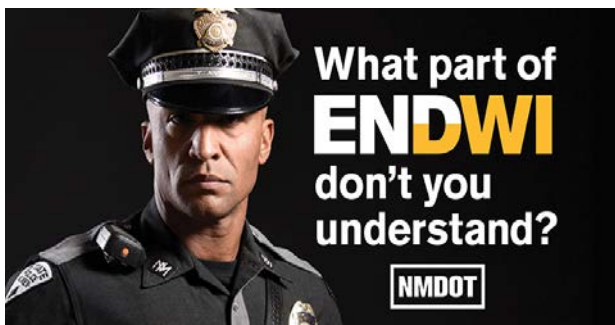
Media messages are developed to reach targeted audiences and generate widespread message exposure. Public information and education campaigns occur in conjunction with law enforcement or public event activities to maximize the effect on the public, whether to change behavior or to increase awareness.

### Media Communications and Outreach

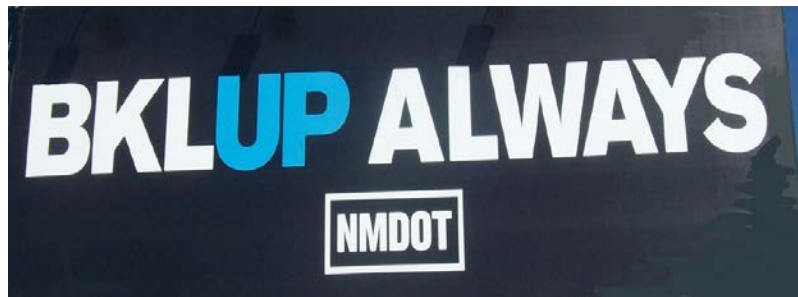
In FFY17, New Mexico plans to implement high-visibility media and marketing campaigns designed to provide information to the general public about traffic safety issues and to enhance the effectiveness of all traffic safety projects by:

- ❖ Creating and disseminating alcohol/impaired, occupant protection, motorcycle safety, texting, underage drinking prevention, and pedestrian and bicyclist safety media messages
- ❖ Developing and coordinating earned media (news) initiatives to maximize paid media and enforcement campaigns
- ❖ Developing and/or implementing strategies to decrease Navajo and tribal member fatalities and injuries through media and public information
- ❖ Continuing dissemination of collateral and earned media information through local advocacy groups and safety agencies

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







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

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

### **Impact of Media Support**

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

Much of the media and outreach is coordinated with enforcement operations focused on alcohol/impaired driving, occupant protection, and underage drinking prevention, and these activities have helped New Mexico see generally consistent decreases in alcohol-impaired fatalities, serious injuries, unrestrained occupant fatalities, and 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.

## b. Proposed Projects to Promote Identified Strategies

### i. Project Activities and ii. Funding Amounts and Sources

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

#### **State Funds**

**17-EE-05-P02 General Media Creative and Production State Fund 20800 \$200,000**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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. **(See State project # 17-CP-RF-P07 \$87,500 Fund 20100. Total FFY17 funds = \$287,500)**

**17-EE-PM-P03 General Paid Media State Fund 20800 \$275,000**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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.

**17-CP-RF-P07 General Media Creative and Production State Fund 20100 \$87,500**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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. **(See State project # 17-EE-05-P02 \$200,000 Fund 20800. Total FFY17 funds = \$287,500)**

# Traffic Records

## **a. Evidence-based Strategies to Address Identified Problems** (with EB references)

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.

The current New Mexico Traffic Records Strategic Plan provides a foundation for upgrading and integrating the range of information systems used to collect data and conduct highway safety analyses in New Mexico. It outlines the goals and objectives of the Traffic Records Program, and details the strategies and projects designed to improve the overall traffic records system.

A new Traffic Records Assessment to determine needs and provide best practices recommendations was completed in April 2016. Recommendations from the new assessment are addressed in the updated FFY2017-2019 Traffic Records Strategic Plan. In addition two GO Team sessions were conducted in New Mexico in 2015 focused on Strategic Planning for Traffic Record Improvements and on Effective TRCCs.

### **2017 Performance Measures and Targets**

#### S3: Crash Data Accuracy

Increase the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent from 62 percent from 4/1/2015-3/31/2016 to 75 percent from 4/1/2016-3/31/2017 for crash reports that are manually data entered. (State) (Annual data)

#### S4: Crash Data Timeliness:

Decrease the average number of days from the date of the crash to the date when the data are added to the crash database from 94 days from 4/1/2015-3/31/2016 to 75 days from 4/1/2016-3/31/2017. (State) (Annual data)

#### ***Strategy #1 – Crash Data Entry and Database Quality Control***

In FFY17, New Mexico will facilitate the collection of crash report data for analyses and report development by:

- a) funding data entry and quality control of a crash report database for uniform crash reports generated by law enforcement agencies statewide; and
- b) ensuring ongoing database maintenance and use of quality improvement measures.



## State Funds

### 17-TR-RF-P04 TR Data Entry Project - UNM

State Fund 20100 \$300,000

*Monitored by Sophia Roybal-Cruz*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds for processing data entry and front-end quality control of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or via 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 entry clerks. Travel, supplies and training are included to support data maintenance and quality improvement efforts.

## Traffic Records: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
17-TR-05c-P01	M3DA-2017-05-01-00	Crash Data Statistical and Analytical Reporting	465,000
<b>TR 405c Total</b>			<b>465,000</b>

**Total Traffic Records NHTSA Funds**

**\$465,000**

# **Driver Education and Safety**

## **a. Evidence-based Strategies to Address Identified Problems**

(with EB references)

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.

Driver Education Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are based primarily on education, outreach and media.

To further the objectives of this program, the NMDOT applied for an FFY17 Graduated Driver Licensing Grant through NHTSA, and if funds are awarded, the TSD will go through its normal problem identification, solicitation, grant review and award processes.

## **2017 Performance Measures and Targets**

C-1: Reduce total fatalities by 5 percent from 352 in 2014 to 334 by December 31, 2017. (FARS)(5-year averages)

C-9: Reduce the number of drivers under age 21 in fatal crashes by 19 percent from 43 in 2014 to 35 by December 31, 2017. (FARS)(5-year averages)

S1: Increase the number of media impressions reached with traffic safety messages by 2 percent from 62.7 million in FFY15 to 64 million in FFY17. (State)(Annual data)

### ***Strategy #1 – Communications and Outreach***

In FFY17, New Mexico will increase public knowledge, perception and understanding of driver education and traffic safety issues by all road users by:

- a) providing funds to produce and distribute informational, enforcement-related and social norms behavioral brochures and posters on GDL, DWI prevention, use of seatbelts and child restraints, motorcycle safety, pedestrian safety, and unsafe driving practices;
- b) assisting with the development and implementation of a NMDOT media and marketing plan; and
- c) using results from pre and post awareness surveys to inform education and safety messaging.

*(Countermeasures that Work, 7<sup>th</sup> Edition, 2013; Chapter 1, Alcohol-Impaired and Drugged Driving: Section 5.2 Mass Media Campaigns; Chapter 2, Seatbelts and Child Restraints: Section 3.1 Communications and Outreach Strategies for Low-Belt-Use Groups; Chapter 3, Aggressive Driving and Speeding: Section 4.1 Communications and Outreach Supporting Enforcement; Chapter 4, Distracted and Drowsy Driving: Section 2.2 Communications and Outreach on Distracted Driving; Chapter 5, Motorcycle Safety: Section 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists; Chapter 8, Pedestrians: Section 3.1 Impaired Pedestrians: Communications and Outreach)*

## **Strategy #2 – Driver Education**

In FFY17, 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; and
- e) increasing driver education availability in tribal areas statewide.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 6, Young Drivers: Sections 2.1 Pre-Licensure Driver Education. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **i. Assessment of Overall TS Impacts of Proposed Strategies**

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.

Awareness surveys to assess driver awareness of highway safety enforcement and communication activities, and self-reported driving behavior will be conducted in late FFY16 and in FFY17.

NMDOT plans to maintain relatively level funding and activity for the Driver Education and Safety Program. Between 2010 and 2014, New Mexico has seen a 25 percent reduction in fatal crashes involving drivers under age 21, and continued declines are anticipated over the next two years. Given these results, the State is confident that proposed levels of funding and activities will allow for achievement of the performance targets.

## b. Proposed Projects to Promote Identified Strategies

### i. Project Activities and ii. Funding Amounts and Sources

#### **NHTSA Funds**

**17-DE-02-P01 Traffic Safety Clearinghouse 402 \$180,000**

**DE-2017-DE-01-00 GTS HSP-1**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials to support programs and staffing 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. 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. *Federal funds will not be used to purchase promotional items. (See Federal project #17-AL-64-P10 \$220,000 164 AL and State project #17-DE-RF-P11 \$60,000 Fund 20100. Total FFY17 funds = \$460,000)*

**17-DE-02-P02 NCSAs/ Media Training 402 \$235,000**

**DE-2017-DE-02-00 GTS HSP-1**

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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. 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. **(See State project #17-DE-RF-P06 \$30,000 Fund 20100. Total FFY17 funds = \$265,000)**

**17-DE-02-P03 Traffic Safety Awareness Survey 402 \$60,000**

**DE-2017-DE-03-00 GTS HSP-1**

*Monitored by Michael Sandoval*

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 in accordance with the NHTSA/ GHSA agreement.

#### **State Funds**

**17-DI-09-P01 DE Programs - State Mandated State Fund 10020 \$285,000**

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes*

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. **(See State project #17-DE-RF-P03 \$250,000 Fund 20100. Total FFY17 funds = \$535,000)**



**17-DI-09-P02 DWI School Curriculum** **State Fund 10020 \$60,000**  
 Monitored by Jonathan Fernandez  
 Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving  
 Funding provides for a standardized curriculum for the State-mandated DWI Education Program.

**17-DE-RF-P03 DE Programs - State Mandated** **State Fund 20100 \$250,000**  
 Monitored by Juliet Armijo  
 Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes  
 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. **(See State project #17-DI-09-P01 \$285,000 Fund 10020. Total FFY17 funds = \$535,000)**

**17-DE-RF-P06 NCSAs/ Media Training** **State Fund 20100 \$30,000**  
 Monitored by Juliet Armijo  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 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. 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. **(See Federal project #17-DE-02-P02 \$235,000 402. Total FFY17 funds = \$265,000)**

**17-DE-RF-P11 IPRC Promotional Materials** **State Fund 20100 \$60,000**  
 Monitored by David Lapington  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 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. **(See Federal project #17-AL-64-P10 \$220,000 and #17-DE-02-P01 \$180,000. Total FFY17 funds = \$460,000)**

### Driver Education: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
17-DE-02-P01	DE-2017-DE-01-00	Traffic Safety Clearinghouse	180,000
17-DE-02-P02	DE-2017-DE-02-00	NCSAs - Media Training	235,000
17-DE-02-P03	DE-2017-DE-03-00	Traffic Safety Awareness Survey	60,000
<b>DE 402 Total</b>			<b>475,000</b>

**Total Driver Education and Safety NHTSA Funds \$475,000**

## **Planning and Administration**

### **a. Strategies to Achieve Process Measures**

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

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

### **State Process Measures and Targets**

S5: 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 data)

S6: Submit a draw-down through the NHTSA grants tracking system on a monthly basis. (State) (Annual data)

#### **Strategy #1**

In FFY17, 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; and
- d) developing and distributing the HSP and the Annual Report.

#### **Strategy #2**

In FFY17, 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 subgrantees;
- 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; and
- f) providing traffic safety contractors technical assistance in program management and financial accountability of their contracts.

## i. Assessment of Overall TS Impact of Proposed Strategies

Finance staffing and contract services in the Planning and Administration area continue to be adequate to meet the State performance measures. The NMDOT plans to maintain relatively level PA funding and activity.

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

	P&A State	P&A Federal	AL	OP	PT	TR FARS
Director OSP - Michael Sandoval	100%					
Director TSD - (Vacant)	100%					
ID Staff Manager- Kimberly Wildharber			49%	24%	27%	
OP & Finance Staff Manager- David Lapington		15%	40%	40%	5%	
District 1 PM - Thomas Lujan			47%	34%	19%	
District 2 PM - Rey Martinez		10%	40%	30%	20%	
District 3 PM - Carmelita Chavez			44%	28%	28%	
District 4 & 6 PM - Judith Duran			40%	30%	30%	
District 5 PM - Jeffrey Culin	100%					
PE Staff Manager - Franklin Garcia	100%					
DE PM MA A - Juliet Armijo	100%					
Ped/Bike PM MA A - Jonathan Fernandez	100%					
TR Staff Manager - Jimmy Montoya	100%					
PA Staff Manager - Vacant (Dorothy's old position)	100%					
Quality Assurance - Cindy Abeyta	100%					
FARS Analyst - (Vacant)						100%
FARS Analyst - Rose Manning	75%					25%
Finance Bus Ops Spec A - vacant (Nicole old position)		100%				
Financial Spec A - Venus Howley	100%					
Financial Spec O - Vacant		100%				
Bus Spec Ops A - Cora Herrera	100%					
Bus Spec Ops A - Paula Gonzales	100%					
MA A - Jolyn Sanchez	100%					
TR Management Analyst Supv. - Sophia Roybal-Cruz	100%					
TR MA O - Andrea Naranjo	100%					
TR Clerk - (Vacant)	100%					
TR MA A - David Martinez	100%					
TR MA A - KariAnn Blea	100%					
TR MA A - Anthony Apodaca	100%					
TR - (vacant)	100%					
Admin Clerk - Clarice Marien	100%					

## b. Proposed Projects to Promote Identified Strategies

### i. Project Activities and ii. Funding Amounts and Sources

#### NHTSA Funds

**17-PA-02-P01 Financial Management - FTE 402 \$130,000**

**PA-2017-PA-01-00 GTS HSP-1**

*Monitored by Michael Sandoval*

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 function related to manage the NHTSA funding through the Grant Tracking System (GTS).

**17-PA-02-P02 HSP, Grant and Technical Writing Services 402 \$70,000**

**PA-2017-PA-02-00 GTS HSP-1**

*Monitored by Michael Sandoval*

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. **(See State project #17-EE-05-P04 \$30,000 Fund 20800. Total FFY17 funds = \$100,000)**

**17-PA-02-P03 E-Grants - Phase Two 402 \$27,000**

**PA-2017-PA-03-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/Impaired Driving, 4. Fatigued and Distracted Drivers, and 8. Occupant Protection,*

Continue funding a contract to provide enhancements to the current e-grants system and to expand the system to include the CDWI, Education and Education (E&E) and Ignition Interlock programs. The contractor will provide annual technical support and system hosting. **(See Federal project #17-PA-64-P14 \$70,000 164AL and State project #17-PT-RF-P08 \$4,000 Fund 20100. Total FFY17 funds = \$101,000)**

#### State Funds

**17-EE-05-P04 HSP, Grant and Technical Writing Services State Fund 20800 \$30,000**

*Monitored by Michael Sandoval*

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. **(See Federal project #17-PA-02-P02 \$70,000 402. Total FFY17 funds = \$100,000)**

*Also see 17-AL-64-P12 Alcohol/Impaired Driving Program Management in the Alcohol/Impaired Driving Program area; 17-OP-02-P05 Occupant Protection Program Management in the Occupant Protection Program area; and 17-PT-02-P03 Police Traffic Services Program Management in the Police Traffic Services Program area.*

### Planning and Administration: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
17-PA-02-P01	PA-2017-PA-01-00	Financial Systems Management	130,000
17-PA-02-P02	PA-2017-PA-02-00	HSP, Grant and Technical Writing Services	70,000
17-PA-02-P03	PA-2017-PA-03-00	E-Grants - Phase Two	27,000
<b>PA 402 Total</b>			<b>227,000</b>

**Total Planning and Administration NHTSA Funds \$227,000**

## **V. STRATEGY SELECTION AND EB ENFORCEMENT**

### **a. Reference to EB Strategy and Project Selection Process**

See HSP II. Highway Safety Planning Process: d. Evidence-Based (EB) Strategy and Project Selection Process on page 16.

### **b. Description of EB Traffic Safety Enforcement Program**

New Mexico's evidence-based (EB) Traffic Safety Enforcement Program (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. Prevention and enforcement activities should occur at the city, county, and state levels, and assistance to local law enforcement should include 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.

#### **Crash Data Analyses**

A comprehensive data analyses is conducted during the HSP planning process to ascertain where and when traffic crashes occur, who is involved, and what circumstances may have contributed to the crashes. High-crash and fatality areas are identified, as are high-risk populations, based on an analysis of the previous ten years' crash, fatality and serious injury data. The State also produces an annual Crash Data Report and a DWI Report with very detailed analyses including historical trends, crash characteristics, crash geography, vehicle types, and demographic and behavior analyses. These resources are used by NMDOT/ TSD staff and traffic safety planners and partners to develop comprehensive plans to prioritize enforcement, media, adjudication, and prevention efforts and resources.

#### **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) strategies are then researched and discussed to determine those most feasible and most beneficial to address the identified problems/ issues of concern. Once EB 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, prosecution and adjudication, training, underage drinking prevention, high-visibility media, and motorcycle,

pedestrian and bicyclist safety projects are ongoing, multi-year projects with proven track-records in reducing the incidence of traffic crashes, fatalities and injuries. Additional projects may be solicited and implemented to focus on identified high-risk populations and areas of the State. Changes in economic development in the State resulting in increases in population and travel are of particular 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).

### **Follow-up and Adjustment**

NMDOT/ Traffic Safety Division staff members contact and meet with 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.

TSD staff members will continue to periodically meet to review overall progress toward statewide performance targets and make adjustments to the Traffic Safety Enforcement Program and the HSP, as warranted.

### **Plan Updates**

The EB Traffic Safety Enforcement Plan is updated annually, and the plan is available upon request.

## **c. Enforcement Support of NHTSA National Mobilizations**

### **Planned HVE Enforcement Strategies to Support NHTSA National Mobilizations**

As detailed in the Alcohol/ Impaired Driving and Occupant Protection program sections, in FFY17 the NMDOT expects that 75-85 city, county, state and tribal law enforcement agencies will participate in the Impaired Driving National Crackdown the Holiday Superblitz, and the St. Patrick's Day and Cinco de Mayo Miniblitz enforcement operations. In addition, an estimated 60 city, county, State and tribal law enforcement agencies will participate in the Click It or Ticket National Seatbelt Enforcement Mobilization.

A press conference will kick-off each of the campaigns, with media before, during and after each campaign. Campaign results will be available to media outlets. Media will utilize National and State campaign messaging and will include television and radio spots in English and Spanish, and outdoor messaging via billboards. Details and examples are presented in the Media and Marketing section of this document.

## **VI. PERFORMANCE COST SUMMARY (HCS 217/ HSP1)**

**HSP-1 is submitted via the GTS**

## **VII. FFY17 CERTIFICATIONS AND ASSURANCES**

Appendix A is submitted via GMSS

Appendix B is submitted via GMSS

## **VIII. FFY17 SECTION 405 GRANT APPLICATIONS**

NM 405b is submitted via GMSS

NM 405c (including documentation) is submitted via GMSS

NM 405d (including documentation) is submitted via GMSS

NM 405f is submitted via GMSS

Part 4: 1300.23(G) Alcohol-Ignition Interlock Law Grant submitted via GMSS

1300.24 Special Distracted Driving Grant for Fiscal Year 2017 submitted via GMSS

Part 8: 1300.26 State Graduated Driver Licensing Incentive Grant submitted via GMSS

Part 9: 1300.27 Non-Motorized Safety Grant submitted via GMSS



# ACRONYMS

**ARIDE** - Advanced Roadside Driving Impairment Enforcement

**BAC** - Blood/ Breath Alcohol Content

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

**CDWI** - Community DWI Program

**DNTXT** – Don't Text (media messaging)

**DRE** – Drug Recognition Education

**DWI** - Driving While Intoxicated

**EB** – Evidence-Based

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

**EMS** - Emergency Medical Services

**FARS** – Fatality Analysis Reporting System

**FHWA** - Federal Highway Administration

**FMCSA** – Federal Motor Carrier Safety Association

**HSIP** – Highway Safety Improvement Program

**HSP** - Highway Safety Plan

**IPRC** - Injury Prevention Resource Center

**LEL** - Law Enforcement Liaison

**MMUCC** - Minimum Model Uniform Crash Criteria

**MPOs** – Metropolitan Planning Organizations

**NHTSA** - National Highway Traffic Safety Administration

**NM** - New Mexico

**NMDOT** - New Mexico Department of Transportation

**OP** – Occupant Protection

**PD** – Police Department

**SFST** - Standard Field Sobriety Testing

**SHSP** – Strategic Highway Safety Plan

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

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

**SO** – Sheriff's Office

**STEP** - Selective Traffic Enforcement Program

**STRCC** – Statewide Traffic Records Coordinating Committee

**STREOC** – Statewide Traffic Records Executive Oversight Committee

**STRS** - Statewide Traffic Records System

**TraCS** – Traffic and Criminal Software

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

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

**UAD** – Underage Drinking

**UCR** – Uniform Crash Report

**UNM** - University of New Mexico

# 2017 PROGRAM AREA PROJECTS LIST NHTSA FUNDS

## ALCOHOL /IMPAIRED DRIVING

17-AL-64-P01	Alcohol/Impaired Driving Enforcement	164AL	\$2,000,000
164AL-2017-AL-01-00 GTS HSP-1			
Monitored by Kimberly Wildharber (See Federal project #17-ID-05d-P20 \$500,000 405d. Total FFY17 funds = \$2,500,000)			
17-AL-64-P02	DWI Task Force - McKinley County	164AL	\$450,000
164AL-2017-AL-02-00 GTS HSP-1			
Monitored by Judith Duran (See State project #17-AL-RF-P10 \$125,000 Fund 20100. Total FFY17 funds = \$575,000)			
17-AL-64-P03	Alcohol Compliance Enforcement & Warrant Roundups	164AL	\$150,000
164AL-2017-AL-03-00 GTS HSP-1			
Monitored by Rey Martinez			
17-AL-64-P04	Supervised Probation Expansion - Metro Court	164AL	\$122,000
164AL-2017-AL-04-00 GTS HSP-1			
Monitored by Jolyn Sanchez			
17-AL-64-P05	Supervised Probation Expansion - Santa Fe County	164AL	\$60,000
164AL-2017-AL-05-00 GTS HSP-1			
Monitored by Jolyn Sanchez			
17-AL-64-P06	Vehicle Forfeiture Conference	164AL	\$10,000
164AL-2017-AL-06-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
17-AL-64-P07	Vehicle Seizure Coordinator	164AL	\$60,500
164AL-2017-AL-07-00 GTS HSP-1			
Monitored by Jeffrey Culin			
17-AL-64-P08	DWI Task Force Meeting Facilitation	164AL	\$50,000
164AL-2017-AL-08-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
17-AL-64-P09	Statewide DWI Enforcement Training	164AL	\$350,000
164AL-2017-AL-09-00 GTS HSP-1			
Monitored by Thomas Lujan			
17-AL-64-P10	Traffic Safety Clearinghouse	164AL	\$220,000
164AL-2017-AL-10-00 GTS HSP-1			
Monitored by David Lapington (See Federal project #17-DE-02-P01 \$180,000 402. Total FFY17 funds = \$400,000)			

17-AL-64-P11	ALR Hearing Prosecution Attorney	164AL	\$100,000
164AL-2017-AL-11-00 GTS HSP=1			
Monitored by Kimberly Wildharber			
17-AL-64-P12	Alcohol/Impaired Driving Program Management - FTEs	164AL	\$215,000
164AL-2017-AL-12-00 GTS HSP-1			
Monitored by Michael Sandoval			
17-AL-64-P13	Traffic Safety Law Enforcement Liaisons	164AL	\$240,000
164AL-2017-AL-13-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #17-PT-02-P02 \$260,000 402. Total FFY17 funds = \$500,000)			
17-PA-64-P14	E-Grants - Phase Two	164AL	\$70,000
164AL-2017-PA-14-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #17-PA-02-P03 \$27,000 402 and State project #17-PT-RF-P08 \$4,000 Fund 20100. Total FFY17 funds = \$101,000)			
17-AL-64-P15	DWI Media Creative Design and Production	164AL	\$1,200,000
164AL-2017-AL-15-00 GTS HSP-1			
Monitored by Franklin Garcia			
17-AL-PM-P16	DWI Media Placement	164PM	1,800,000
164PM-2017-AL-16-00 GTS HSP-1			
Monitored by Franklin Garcia			
17-AL-64-P17	DWI Judicial Education	164AL	\$150,000
164AL-2017-AL-17-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
17-AL-64-P18	Traffic Safety Resource Prosecutor	164AL	\$106,000
164AL-2017-AL-18-00			
Monitored by Kimberly Wildharber			
(See Federal project #17-PT-02-P05 \$71,000 402. Total FFY17 funds = \$177,000)			
17-AL-64-P19	Court Monitoring - MADD	164AL	\$400,000
164AL-2017-AL-19-00			
Monitored by Kimberly Wildharber			
17-AL-64-P27	Administrative Hearings Officer Training	164AL	\$10,500
164AL-2017-AL-27-00			
Monitored by Kimberly Wildharber			
17-ID-05d-P20	Alcohol/Impaired Driving Enforcement	405d	\$500,000
M5HVE-2017-05-20-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #17-AL-64-P01 \$2,000,000 164AL. Total FFY17 funds = \$2,500,000)			

17-ID-05d-P21	DWI/ Drug Courts - AOC	405d	\$685,000
M5CS-2017-05-21-00 GTS HSP-1			
Monitored by Kimberly Wildharber			

17-ID-05d-P22	BAC Testing Training - DOH Scientific Labs Division	405d	\$75,000
M5BAC-2017-05-22-00 GTS HSP-1			
Monitored by Carmelita Chavez			

17-ID-05d-P23	DRE and ARIDE Training	405d	\$180,000
M5TR-2017-05-23-00 GTS HSP-1			
Monitored by Thomas Lujan			

### OCCUPANT PROTECTION

17-OP-05b-P01	Seatbelt Observation Survey/ Nighttime Observations	405b	\$200,000
M1X-2017-05-01-00 GTS HSP-1			
Monitored by David Lapington			

17-OP-05b-P02	Child Restraint Program	405b	\$501,000
M1CPS-2017-05-02-00 GTS HSP-1			
Monitored by David Lapington			

17-OP-PM-P03	Click It or Ticket Paid Media	405b	\$100,000
M1*PM-2017-05-03-00 GTS HSP-1			
Monitored by Franklin Garcia			

17-OP-05d-P04	Child Safety Seats/ Booster Seats	405dll	\$140,000
M7*CR-2017-CR-04-00 GTS HSP-1			
Monitored by David Lapington			

17-OP-02-P05	Occupant Protection Program Mgt - FTEs	402	\$165,000
OP-2017-OP-05-00 GTS HSP-1			
Monitored by Michael Sandoval			

### POLICE TRAFFIC SERVICES

17-PT-02-P01	General Law Enforcement Training	402	\$100,000
PT-2017-PT-01-00 GTS HSP-1			
Monitored by Thomas Lujan			

17-PT-02-P02	Traffic Safety Law Enforcement Liaisons	402	\$260,000
PT-2017-PT-02-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #17-AL-64-P13 \$240,000 164AL. Total FFY17 funds = \$500,000)			

17-PT-02-P03	Police Traffic Services Program Mgt - FTEs	402	\$170,000
PT-2017-PT-03-00 GTS HSP-1			
Monitored by Michael Sandoval			

17-PT-02-P04	100 Days and Nights of Summer Program	402	\$400,000
PT-2017-PT-04-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
17-PT-02-P05	Traffic Safety Resource Prosecutor	402	\$71,000
PT-2017-PT-05-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #17-AL-64-P18 \$106,000 164AL. Total FFY17 funds = \$177,000)			

### **MOTORCYCLE SAFETY**

17-MC-PM-P01	Motorcycle Media Placement	405b	\$75,000
M1*PM-2017-MC-01-00 GTS HSP-1			
Monitored by Franklin Garcia			

17-MC-05f-P01	Motorcycle Safety Training	405f	\$50,000
M9MT-2017-MT-01-00			
Monitored by Judith Duran			
(See State project #17-MC-08-P01 \$130,000 Fund 20600. Total FFY17 funds = \$180,000)			

### **PEDESTRIAN/ BICYCLIST SAFETY**

17-PS-02-P01	Pedestrian and Bicyclist Safety	402	\$250,000
PS-2017-PS-01-00 GTS HSP-1			
Monitored by Jonathan Fernandez			
(See State project #17-PS-RF-P05 \$20,000 Fund 20100. Total FFY17 funds = \$270,000)			

### **TRAFFIC RECORDS**

17-TR-05c-P01	Crash Data Statistical and Analytical Reporting	405c	\$465,000
M3DA-2017-05-01-00 GTS HSP-1			
Monitored by Santiago 'Jimmy' Montoya			

### **DRIVER EDUCATION AND SAFETY**

17-DE-02-P01	Traffic Safety Clearinghouse	402	\$180,000
DE-2017-DE-01-00 GTS HSP-1			
Monitored by David Lapington			
(See Federal project #17-AL-64-P10 \$220,000 164 AL. Total FFY17 funds = \$400,000)			

17-DE-02-P02	NCSAs/ Media Training	402	\$235,000
DE-2017-DE-02-00 GTS HSP-1			
Monitored by Juliet Armijo			
(See State project #17-DE-RF-P06 \$30,000 Fund 20100. Total FFY17 funds = \$265,000)			

17-DE-02-P03	Traffic Safety Awareness Survey	402	\$60,000
DE-2017-DE-03-00 GTS HSP-1			
Monitored by Michael Sandoval			

## PLANNING AND ADMINISTRATION

17-PA-02-P01	Financial Management - FTE	402	\$130,000
PA-2017-PA-01-00 GTS HSP-1			
Monitored by Michael Sandoval			
17-PA-02-P02	HSP, Grant and Technical Writing Services	402	\$70,000
PA-2017-PA-02-00 GTS HSP-1			
Monitored by Michael Sandoval			
(See State project #17-EE-05-P04 \$30,000 Fund 20800. Total FFY17 funds = \$100,000)			
17-PA-02-P03	E-Grants - Phase Two	402	\$27,000
PA-2017-PA-03-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #17-PA-64-P14 \$70,000 164AL and State project #17-PT-RF-P08 \$4,000 Fund 20100. Total FFY17 funds = \$101,000)			

## STATE FUNDS

### ALCOHOL/IMPAIRED DRIVING

17-CD-05-P01	Community DWI (CDWI) Projects	State Fund 20800	\$430,000
Monitored by Carmelita Chavez			
17-DPE-10-P01	UAD Prevention Creative Design & Production	State Fund 20700	\$300,000
Monitored by Franklin Garcia			
17-DPE-10-P02	Life of an Athlete	State Fund 20700	\$100,000
Monitored by Jeffrey Culin			
17-DPE-10-P03	UAD Community Programs	State Fund 20700	\$200,000
Monitored by Kimberly Wildharber and Judith Duran			
17-DPE-10-P04	ZeroProof Campaign	State Fund 20700	\$150,000
Monitored by Kimberly Wildharber			
17-DPE-10-P05	UAD Outreach Initiatives	State Fund 20700	\$200,000
Monitored by Kariann Blea			
17-DPE-10-P06	School-based UAD Education and Intervention	State Fund 20700	\$60,000
Monitored by Kimberly Wildharber			
17-II-54-P01	Ignition Interlock Indigent Fund	State Fund 82600	\$2,600,000
Monitored by Cora Herrera			
17-II-54-P02	Ignition Interlock Indigent Fund - FTE	State Fund 82600	\$60,000
Monitored by Franklin Garcia			

17-II-54-P03	Ignition Interlock Indigent Fund Contractual	State Fund 82600	\$193,000
Monitored by Franklin Garcia			

17-AL-RF-P10	McKinley County Task Force	State Fund 20100	\$125,000
Monitored by Judith Duran (See Federal project #17-AL-64-P02 \$450,000 164AL. Total FFY17 funds = \$575,000)			

### OCCUPANT PROTECTION

17-OP-RF-P01	Occupant Protection Enforcement	State Fund 20100	\$300,000
Monitored by David Lapington			

17-OP-RF-P09	Older Driver Program	State Fund 20100	\$116,000
Monitored by David Lapington			

17-OP-RF-P12	Occupant Protection Promotional Materials	State Fund 20100	\$10,000
Monitored by David Lapington			

### POLICE TRAFFIC SERVICES

17-EE-05-P01	PT Education and Enforcement Funds to LEAs	State Fund 20800	\$250,000
Monitored by Carmelita Chavez			

17-PT-RF-P02	PTS Selective Traffic Enforcement Program	State Fund 20100	\$500,000
Monitored by Kimberly Wildharber			

17-PT-RF-P08	E-Grants - Phase Two	State Fund 20100	\$4,000
Monitored by Kimberly Wildharber (See Federal projects #17-PA-64-P14 \$70,000 164AL and #17-PA-02-P03 \$27,000 402. Total FFY17 funds = \$101,000)			

17-PT-RF-P13	LEL Promotional Materials	State Fund 20100	\$3,000
Monitored by David Lapington			

### MOTORCYCLE SAFETY

17-MC-08-P01	Motorcycle Safety Training Program-State-Mandated	State Fund 20600	\$130,000
Monitored by Judith Duran (See Federal project #17-MC-05f-P01 \$50,000 405f. Total FFY17 funds = \$180,000)			

### PEDESTRIAN AND BICYCLIST SAFETY

17-PS-RF-P05	Pedestrian and Bicyclist Safety	State Fund 20100	\$20,000
Monitored by Jonathan Fernandez (See Federal project #17-PS-02-P01 \$250,000 402. Total FFY17 funds = \$270,000)			

## GENERAL MEDIA

17-EE-05-P02    General Media Creative and Production	State Fund 20800	\$200,000
Monitored by Franklin Garcia (See State project # CP-RF-P07 \$87,500 Fund 20100. Total FFY17 funds = \$287,500)		

17-EE-PM-P03    General Paid Media	State Fund 20800	\$275,000
Monitored by Franklin Garcia		

17-CP-RF-P07    General Media Creative and Production	State Fund 20100	\$87,500
Monitored by Franklin Garcia (See State project # EE-05-P02 \$200,000 Fund 20800. Total FFY17 funds = \$287,500)		

## TRAFFIC RECORDS

17-TR-RF-P04    TR Data Entry Project - UNM	State Fund 20100	\$300,000
Monitored by Sophia Roybal-Cruz		

## DRIVER EDUCATION AND SAFETY

17-DI-09-P01    DE Programs-State Mandated	State Fund 10020	\$285,000
Monitored by Juliet Armijo (See State project #17-DE-RF-P03 \$250,000 Fund 20100. Total FFY17 funds = \$535,000)		

17-DI-09-P02    DWI School Curriculum	State Fund 10020	\$60,000
Monitored by Jonathan Fernandez		

17-DE-RF-P03    DE Programs - State Mandated	State Fund 20100	\$250,000
Monitored by Juliet Armijo (See State project #17-DI-09-P01 \$285,000 Fund 10020. Total FFY17 funds = \$535,000)		

17-DE-RF-P06    NCSAs/ Media Training	State Fund 20100	\$30,000
Monitored by Juliet Armijo (See Federal project #17-DE-02-P02 \$235,000 402. Total FFY17 funds = \$265,000)		

17-DE-RF-P11    IPRC Promotional Materials	State Fund 20100	\$60,000
Monitored by David Lapington		

## PLANNING AND ADMINISTRATION

17-EE-05-P04    HSP, Grant and Technical Writing Services	State Fund 20800	\$30,000
Monitored by Michael Sandoval (See Federal project #17-PA-02-P02 \$70,000 402. Total FFY17 funds = \$100,000)		