



# 2016 Highway Safety Plan

TRANSPORTATION PLANNING AND SAFETY DIVISION  
TRAFFIC SAFETY

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# Table of Contents

<b>I. EXECUTIVE SUMMARY .....</b>	<b>2</b>
<b>II. HIGHWAY SAFETY PLANNING PROCESS .....</b>	<b>7</b>
a. Overview of Planning Process .....	7
b. Problem Identification Process.....	10
c. Performance Measures Process .....	13
d. Evidence-Based Strategy and Project Selection Process .....	15
<b>III.PERFORMANCE PLAN.....</b>	<b>18</b>
a. Problem Identification Data Section .....	18
b. SHSP Common Core Performance Measure Coordination .....	21
c. Data Analysis – Measures, Annual Targets, Justifications .....	22
d. Performance Report.....	33
<b>IV. PROGRAM AREA STRATEGIES AND PROJECTS .....</b>	<b>35</b>
Alcohol/Impaired Driving .....	35
Occupant Protection .....	48
Police Traffic Services .....	54
Motorcycle Safety.....	59
Pedestrian and Bicyclist Safety .....	62
Media and Marketing to Support TS Programs .....	65
Traffic Records .....	68
Driver Education and Safety .....	75
Planning and Administration .....	79
<b>V. STRATEGY SELECTION AND EB ENFORCEMENT .....</b>	<b>82</b>
a. Reference to EB Strategy and Project Selection Process .....	82
b. Description of EB Traffic Safety Enforcement Program .....	82
c. Enforcement Support of NHTSA National Mobilizations .....	83
<b>VI. PERFORMANCE COST SUMMARY (HCS 217/ HSP1) .....</b>	<b>84</b>
<b>VII. CERTIFICATIONS AND ASSURANCES.....</b>	<b>85</b>
<b>VIII. SECTION 405 GRANT APPLICATIONS .....</b>	<b>85</b>
<b>ACRONYMS .....</b>	<b>86</b>
<b>2016 PROGRAM AREA PROJECTS LIST .....</b>	<b>87</b>

# 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 2016 HSP. Should the State determine the need to purchase equipment costing \$5,000 or more in FFY16, it will seek prior written approval from NHTSA and modify the 2016 HSP, as appropriate.

## **2016 HSP Performance Measures and Targets**

As part of the HSP and SHSP planning processes, extensive data analyses and problem identification were undertaken. For all relevant measures, 10-year and 5-year data trends with projections were reviewed. Based on those data reviews, increases in certain measures are anticipated for 2016, particularly in overall fatalities and the fatality rate, primarily due to increases in urban fatalities, and in unrestrained occupant fatalities, unhelmeted motorcyclist fatalities and pedestrian fatalities. In 2016, both the HSP and the SHSP will include the following three common performance measures.

### ***2016 HSP and SHSP Common Measures***

- C1** Limit the expected increase in total fatalities to 1 percent from 347 in 2013 to not more than 350 in 2016. (FARS) (5-year averages)
- C2** Reduce serious injuries by 20 percent from 1,555 in 2013 to 1,240 in 2016. (State) (3-year averages)
- C2.1** Reduce the serious injury rate by 18.5 percent from 6.11 in 2013 to 4.98 in 2016. (State) (3-year averages)
- C3** Limit the expected increase in the fatality rate to 1 percent from 1.36 in 2013 to not more than 1.38 in 2016. (FARS) (5-year averages)
- C3.1** Reduce the rural fatality rate by 6 percent from 1.75 in 2013 to 1.65 in 2016. (FARS) (5-year averages)
- C3.2** Limit the expected increase in the urban fatality rate to 40 percent from 0.89 in 2013 to not more than 1.25 in 2016. (FARS, FHWA) (Annual data)

## ***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), Judicial Education, BAC and other drug testing, Drug Recognition Expert (DRE) and Advanced Roadside Driving Impairment Enforcement (ARIDE) training, 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 the development of 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:**

- C5** Reduce alcohol-impaired fatalities by 14 percent from 105 in 2013 to 90 in 2016. (FARS) (5-year averages)
- S1** Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (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 12 years, 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 2014, over 50 city, county, State and tribal police agencies participated in OP and Click It or Ticket enforcement, providing estimated coverage of more than 85% of the State's population.

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:**

- C4** Limit the expected increase in unrestrained occupant fatalities to 14 percent from 104 in 2013 to not more than 119 in 2016. (FARS) (3-year averages)
- S1** Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (State) (Annual data)

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

- B1** Increase seatbelt use by 0.1 percent from 92.1 percent in 2014 to 92.2 percent in 2016. (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:**

- C6** Reduce speeding-related fatalities by 5 percent from 131 in 2013 to 124 in 2016. (FARS) (3-year averages)
- C5** Reduce alcohol-impaired fatalities by 14 percent from 105 in 2013 to 90 in 2016. (FARS)(5-year averages)
- B1** Increase seatbelt use by 0.1 percent from 92.1 percent in 2014 to 92.2 percent in 2016. (State)(Annual data)
- S1** Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (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:**

- C7** Reduce motorcyclist fatalities by 14 percent from 51 in 2013 to 44 in 2016. (FARS) (3-year averages)
- C8** Limit the expected increase in unhelmeted motorcyclist fatalities to 5 percent from 36 in 2013 to not more than 38 in 2016. (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:**

- C10** Limit the expected increase in pedestrian fatalities to 28 percent from 50 in 2013 to not more than 64 in 2016. (FARS) (3-year averages)
- C11** Reduce bicyclist fatalities by 20 percent from 5 in 2013 to 4 in 2016. (FARS) (3-year averages)

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

The Traffic Records Program uses the current five-year Statewide Traffic Records System (STRS) Strategic Plan (FFY13 – FFY17) 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 measure and target is to:**

- S2** Decrease the number of blank data fields for 'cargo body type' in uniform crash reports for commercial motor vehicle crashes by 11 percent from 56 percent in 4/1/2014-3/31/2015 to 45 percent in 4/1/2015 to 3/31/2016. (State)(Annual data)
- S3** Increase the number of reportable crash reports transmitted electronically from LEAs to the UNM Crash Database from a baseline of 0 percent for the time period 10/1/2014-9/30/2015 to 35 percent for the period 10/1/2015-9/30/2016. (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:**

- C9** Reduce the number of drivers under age 21 in fatal crashes by 24 percent from 46 in 2013 to 35 in 2016. (FARS) (5-year averages)
  
- S1** Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (State) (Annual data)

## **2015 State Legislative Summary**

### **Relevant Bills Passed**

#### **Senate Bill 125 – County Road Speed Limits**

County roads without posted speed limits will be set at 55 mph; effective January 1, 2016.

#### **HB65 – Autocycle in Motor Vehicle Code**

Defines an autocycle as a 'three-wheeled motorcycle on which the driver and all passengers ride in a completely enclosed, tandem seating area, that is equipped with federal motor vehicle safety standard glazing, a roll cage, safety belts for all occupants, airbag protection, antilock brakes, a steering wheel and pedals.' Also requires autocycles to be registered as motorcycles and have proof of financial responsibility, but a driver is not required to have a motorcycle endorsement to operate an autocycle or to wear a helmet.

#### **HB91 – Drivers Education Insurance Reduction Age**

Lowers the minimum age from 55 to 50 years for drivers to take a non-profit driving class to reduce their insurance rates; effective July 1, 2015.

#### **HB204 – Liquor Excise Tax Distributions**

Increases the distribution of the liquor excise tax to the Local Government Division's local DWI grant fund from 41.5 percent to 46 percent; effective 7/1/2015 through 6/30/2018.

#### **HB328 – No Alteration or Sale of Counterfeit Airbags**

Prohibits and provides penalties for installing counterfeit or non-functional airbags in vehicles; effective July 1, 2015.

### **Relevant Bills Not Passed**

#### **SB308 – Require Use of Motorcycle Safety Helmets**

In 2015, a bill was introduced to require motorcycle riders to wear helmets. It did not pass.

## 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>Safer NM Now Statewide Traffic Records Executive Oversight Committee Statewide Traffic Records Coordinating Committee</b>
<b>Federal Highway Administration Federal Motor Carrier Safety Administration</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>Marketing Solutions Metropolitan Planning Organizations Mothers Against Drunk Driving Motorcycle Safety Foundation</b>	<b>Various City &amp; County Governments Vaughn-Wedeen Creative, Inc.</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>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.

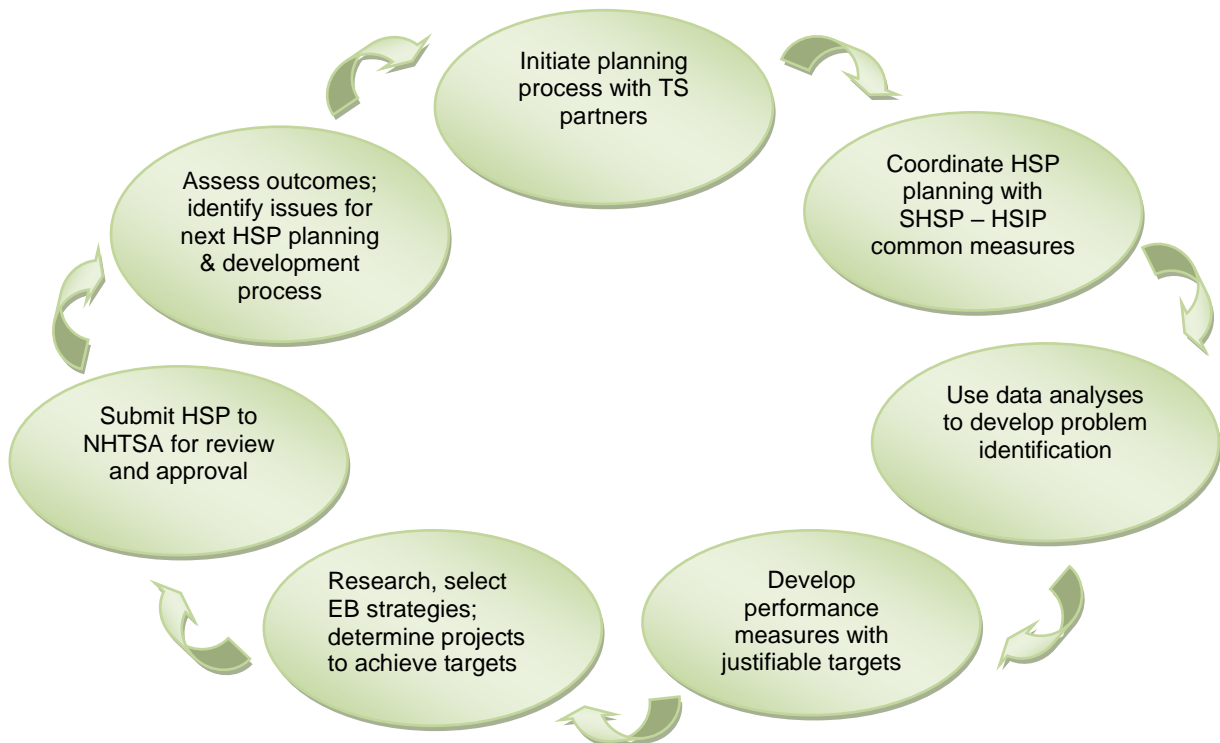
**Motor Vehicle Database:** This comprehensive driver and vehicle databases are maintained by the Motor Vehicle Division, NM Tax and Revenue Department. They include DWI offenses and case outcomes, and vehicle registration information.

**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 including implementation of E-grants; 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 enforcement program and projects to include status of current projects, problem ID, anticipated changes in program, projects or budget for 2016
- ❖ Request data presentation by UNM Traffic Research Unit (TRU) for April meeting
- ❖ Begin HSP and Map-21 grant applications development

### **March -**

- ❖ Conduct HSP meeting with TSD staff and TS partners:  
Program staff gives presentations on programs and projects other than enforcement to include status of current projects, problem ID, anticipated changes in program, projects or budget for 2016

### **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 Map-21 grant applications - make any needed changes; submit draft HSP and Map-21 grant applications to NHTSA Region 6 for comments and modify - as necessary; submit final HSP to NHTSA Region 6 and submit Map-21 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
- 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
- Regulation and Licensing Department
- Safer New Mexico Now (Safer), including law enforcement liaisons
- 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 2015**

##### **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 TS partners. For each NHTSA/GHSA performance measure, five years of data was presented showing annual, three year moving average and five-year moving average data.

Statewide and top ten county and city rankings data were detailed for a number of measures including: crashes, fatalities, alcohol-involved crashes, alcohol-involved fatalities, serious crash injuries, motorcyclist fatalities, pedestrian fatalities and speeding-related fatalities. Other crash, fatality and injury data analyses included: time of day, day of week, urban/rural, contributing factors, occupant protection use, helmet use, age/ gender/ ethnicity, speeding-related, and distracted driving-related.

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 notification requesting their input on identifying traffic safety issues/problems. Comments were received and considered.

## **3. Other**

### **Assessments**

Staff members reviewed information from the most current assessments including the most recent Traffic Records Assessment. Assessments conducted by NHTSA, the Federal Motor Carrier Safety Administration (FMCSA) and the Federal Highway Administration (FHWA) are used to identify needs and recommendations to improve programs, and 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 2013 on NM roadways, there were 25.7 billion vehicle miles of travel, over 56 percent of them rural miles. In 2013, New Mexico had 1,478,868 licensed drivers and 1,805,790 registered vehicles.

New Mexico had an estimated population of 2,085,572 in 2014, compared to a 2013 estimate of 2,086,895. According to 2010 U.S. Census 2013 population estimates, New Mexico's largest racial/ethnic group was Hispanic (47.3%), followed by non-Hispanic Whites (39.4%). 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 4.1 percent of the population. In 2013, 24.3 percent of New Mexico's total population was under age 18. A language other than English is spoken at home by 36.1 percent of the population. Persons with a high school degree or higher make up 83.6 percent of the population and 25.8 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 2013, five counties accounted for 62.3 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, TSD program and planning staff, and other NMDOT personnel participated in numerous SHSP planning and development meetings held since December 2013, including those focused on problem identification. The SHSP development team presented a review of roadway, crash and other traffic and traffic safety related data to assist in the identification of high priority issues. Four stakeholder focus group meetings were conducted in Albuquerque, Santa Fe and Las Cruces to facilitate public participation in the problem identification process.

#### **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 Process**

### **i. Participants**

- 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
- University of New Mexico
- Motor Vehicle Division
- SHSP Consultant

### **ii. Data Sources**

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

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

#### **1. Meetings Conducted April 2015**

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.

As the individuals responsible for developing the Highway Safety Improvement Program (HSIP) and the SHSP could not attend this HSP meeting, a subsequent meeting was held with them to review the data, discuss all the HSP measures and preliminary targets, and determine final FFY16 targets for the three common measures.

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

TSD partners not able to attend HSP meetings were sent an email notification requesting their input on the proposed performance measures and targets. Comments were received 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 potential for increased travel and higher speeds on the roadways.

Discussions also included the impact of environmental factors, particularly in the southeastern part of the state where the oil and gas industry has increased dramatically resulting in increases in local populations, increased travel on interstate and rural roadways, and increased numbers of utility and heavy load vehicles.

#### **iv. SHSP Coordination Process - HSIP Common Measures**

During numerous SHSP development meetings conducted since December 2013, participants discussed the MAP-21 requirement for joint development of common core performance measures in the SHSP between the HSIP and the HSP, to include at a minimum: number of fatalities, fatality rate and number of serious injuries.

TSD staff and entities responsible for the HSIP and SHSP met to collaborate on final FFY16 targets for the three common measures.

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

Based on discussions with NHTSA and analyses conducted by the University of New Mexico Traffic Research Unit (TRU) during the April HSP meeting, TSD and traffic safety partners decided to use either annual, three-year or five-year rolling averages for the baseline measures and targets.

Utilizing the NHTSA/ GHSA recommended template, a table was developed with FARS or State data for each year 2009 – 2013 displaying both annual data and three or five-year moving average data for each performance measure. A 2016 HSP target for each performance measure was determined by utilizing preliminary State data for the 2014 data point and determining a 2015 data point based on the annual, 3-year or 5-year linear trend line. As 2015 FARS data will be the most current data available on which to determine whether the targets were met for the 2016 Annual Report, the linear trend lines were projected to 2015.

In setting the 2016 HSP performance targets, program staff and TS 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 target from the data projections is detailed in the justification section.

## **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
- SHSP Consultant

### **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 2015***

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. Other –***

A Traffic Safety Summit was conducted to bring traffic safety partners from around the State together to collaborate on the development of the State Strategic Highway Safety Plan. Along with most of TSD's traffic safety partners (listed on page 7), TSD program and planning staff participated in emphasis areas group break-out sessions to review data, determine high priority areas/issues, and discuss potential strategies and projects to address the highest priority areas.

#### ***4. 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.

## **5. 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.

## **6. 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 Map-21 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 pursued 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 State Data and 2014 Preliminary State Data

### **WHERE?**

In 2013, the top five counties for crashes were Bernalillo, Dona Ana, Santa Fe, San Juan and Sandoval. These counties accounted for 68.4 percent of all crashes.

The top five counties for crash fatalities were Bernalillo, San Juan, McKinley, Sandoval and Cibola.\* These counties accounted for 44 percent of all crash fatalities.

Bernalillo County, with 32 percent of the State's population, accounted for 42 percent of all crashes and 16 percent of all crash fatalities.

Preliminary 2014 data show increases in fatalities from 2013 to 2014 in Bernalillo, McKinley, San Juan, Lea, Santa Fe and Otero counties. These five counties are showing an overall increase of 79 fatalities between 2013 and 2014, with Bernalillo, McKinley and Lea being the counties of highest concern. Crash fatalities in Lea County increased by 61 percent from 2013 to 2014.

In 2013, crashes on urban roads accounted for 79.8 percent of all crashes and 30.9 percent of crash-related fatalities. Crashes on rural non-interstate roads accounted for 16.9 percent of all crashes and 52.7 percent of crash-related fatalities. The remainder of crashes and crash fatalities occurred on rural interstate roads.

The top five counties for alcohol-involved crashes in 2013 were Bernalillo, Dona Ana, San Juan, Santa Fe and McKinley. These counties accounted for 65.8 percent of all alcohol-involved crashes.

The top five counties for alcohol-involved fatalities were Bernalillo, San Juan, McKinley, Dona Ana and Cibola.\* These counties accounted for 51 percent of all crash fatalities.

Counties with significant increases in alcohol-involved crashes from 2009 -2013 were San Miguel (30%) and Lincoln (26.9%). Counties with significant decreases in alcohol-involved crashes from 2009-2013 included: Taos (69%), Roosevelt (65%), Cibola (59%) and Chaves (43%).

*\*In 2013, Cibola County was in the top five counties for crash fatalities and alcohol-involved crash fatalities. In recent years, this county has had 7 or 8 crash fatalities, but in 2013, there were 16, including one crash with 3 fatalities and one crash with 2 fatalities. The Interstate-40 highway, a major national traffic corridor, runs through Cibola County.*

### **WHO?**

#### **Gender/ Age/ Race**

Males are 1.12 times as likely to be in a crash as females, but males are 2.17 times as likely to be killed in a crash. 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).

The highest percentages of crashes were in the age groups: 20-24 (11.3%), 15-19 (10.2%), and 25-29 (8.6%). The number of people in crashes ages 65+ decreased by 4 percent in 2013 from 2012.

In 2013, young adult (20-24) males were three times as likely as young adult females to be killed in a crash. However between 2008 and 2013, the number of young adult males killed in crashes decreased by 26 percent, while the number of females killed increased by 21 percent.

Teen (15-19) males were almost twice as likely as teen females to be killed in a crash. Over the past five years, both the number of teen males and teen females killed in crashes decreased (33% and 10% respectively).

### **Pedestrians/ Bicyclists**

Pedestrians and bicyclists accounted for 18 percent of all crash-related deaths in New Mexico. In 2013, 39 percent of the pedestrian fatalities occurred in Bernalillo County, all but one of these fatalities in the city of Albuquerque; 17.6 percent were in McKinley County, 6 percent were in San Juan County and 6 percent were in Santa Fe County.

There were 49 pedestrian fatalities, up by 48.5 percent from 2010; 382 pedestrians were injured in crashes.

Pedestrian fatalities most often occurred in the 15-29 and 35-39 age groups.

Males were 4 times as likely as females to be alcohol-involved pedestrians. In almost all alcohol-involved pedestrian crashes, the pedestrian was under the influence of alcohol.

Pedestrian fatalities more likely occurred in dark unlit conditions (56 percent), and between 5 p.m. and 11 p.m.

Four bicyclists were killed in crashes in 2013, 245 were injured. Bicyclists in crashes were four times more likely to be male than female. Bicyclists age 25-29 were most likely to be in crashes.

Most bicyclist crashes occurred between 4 p.m. and 6 p.m.

### **Motorcyclists**

In 2013, 41 motorcycle riders (drivers and passengers) died in crashes, and 913 were injured.

Of the 41 motorcyclist killed, 90 percent were males, and 85 percent of all those killed were not wearing a helmet.

Males and female motorcyclist, ages 20-24 were most likely to be in crashes. Male motorcyclists aged 45-49 and 35-39 were most likely to die in motorcycle crashes.

Alcohol/drug involvement (47.7%), Failure to Yield (11.4%) and Excessive Speed (9.1%) were the top contributing factors in motorcycle-involved crashes.

Most motorcycle crashes occur during daylight hours (52%) or dark unlit conditions (23%).

## **WHY?**

### **Distracted Driving**

In 2013, the top contributing factor in crashes was driver inattention. This factor was cited in 21.6 percent of all crashes. The top three factors in crashes were driver inattention, failure to yield (12.9%) and following too closely (11.4%).

### **Speeding**

Speeding was #4 of the top contributing factors in crashes. Counties ranking highest for speeding-involved fatalities were Bernalillo, San Juan, Rio Arriba, McKinley, Sandoval, Socorro and Eddy.

## **Alcohol**

Alcohol-involved was the #1 factor in crash fatalities, and although these crashes decreased by 10 percent between 2012 and 2013, they still accounted for 42.8 percent of all crash fatalities.

Alcohol-involved drivers in crashes were 2.5 times more likely to be male than female.

Drivers aged 20-24 were most likely to be in an alcohol-involved crash, followed by drivers aged 25-29. The rate of alcohol-involved drivers age 20-24 in crashes is three times higher than the statewide rate of 10.8.

Alcohol/drug involved was the #1 contributing factor in fatal motorcycle crashes (47.7%). Alcohol-impaired (.08 and above) motorcyclist fatalities increased by 50 percent from 2012 to 2013.

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

Thirty percent of all fatalities (310) involved a driver with a BAC of .08 or above (93); 21% had a BAC of 0.15 or above (65).

*\*alcohol-involved is when alcohol use is noted on the uniform crash report*

## **Restraint Use**

In 2013, there were 96 passenger vehicle unrestrained fatalities. Of these, 18.8 percent were aged 16-20, 18.8 percent were 25-34, 14.6 percent were 21-24, 12.5 percent were 45-54, and 11.4 percent were age 15 or younger.

In 2009, the percentage of unbelted children under age 13 with fatal or serious injuries from a passenger vehicle crash was 22 percent; in 2013 it was 27 percent. In crashes where belt use is known, only 59 percent of children under age 13 with fatal or serious injuries were restrained, down from 62 percent in 2012.

Sixty-three percent of unbelted fatalities occurred on rural non-interstate roads.

Males killed in passenger vehicles were 1.4 times more likely to not be wearing a seatbelt compared to females.

## **WHEN?**

The majority of crashes occurred in daylight (69%). Crashes at night, in unlighted areas accounted for 9 percent of all crashes, but 33 percent of all fatal crashes.

The majority of alcohol-involved crashes (55%) and 40 percent of total crashes occurred on Friday, Saturday and Sunday.

The majority of unrestrained fatalities in crashes occurred in daylight (61%).

Most motorcycle crashes and fatal crashes occurred in daylight (73.3% and 52.3% respectively).

Crashes at night in unlighted areas accounted for 16% percent of all pedestrian-involved crashes and 56% percent of all fatal pedestrian-involved crashes.

Forty-five percent of alcohol-involved crashes occurred between 7 p.m. and 2 a.m.

Teen (ages 15-19) and young adult (ages 20-24) drivers are most often in crashes between the hours of 3 and 5 p.m.

## Outcome of Problem Identification Process

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

- **Need for continued focus on the primary National priority areas:**
  - **Alcohol/ Impaired Driving**
    - High-Risk Demographic: Males 18-29
    - High-Risk Locations: Counties of Bernalillo, Dona Ana, San Juan, Santa Fe, McKinley
    - High-Risk Times: Friday-Saturday, 7 p.m. to 2 a.m.
  - **Occupant Protection**
    - High-Risk Demographic: Males 20-29; Children Under Age 13
    - High-Risk Locations: Rural Non-Interstate Roads
  - **Pedestrian and Bicyclist Safety**
    - High-Risk Demographic: Pedestrians: Males 15-29; Bicyclists: Males 25-29
    - High-Risk Locations: Bernalillo (Albuquerque), McKinley, San Juan and Santa Fe counties
    - Contributing Factors in Pedestrian Fatalities: Alcohol Use (by pedestrian); Dark Conditions
    - High-Risk Times: Pedestrians - 5p.m. to 11 p.m.; Bicyclists – 4 p.m.to 6 p.m.
  - **Motorcyclist Safety**
    - High-Risk Demographic: Males 45-49 and 35-39; Males/Females 20-24
    - Contributing Factors: Alcohol Use; Failure to Yield; Excessive Speed
    - Other High-Risk Behavior: No Helmet Use
- **Areas of Concern in FFY16:**
  - Anticipated rise in pedestrian, unrestrained occupant, urban fatalities, motorcyclist fatalities
  - Counties in SE part of the State (growth of oil and gas industry, rise in population, increased crash fatalities)
  - Alcohol Involvement
  - Fatalities among males, ages 15-29
  - Restraint use among children under age 13

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

New Mexico's FFY16 State Strategic Highway Plan (SHSP) is in development, and Traffic Safety Division (TSD) staff members have participated in planning and development meetings since December 2013, as detailed in the process sections. 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 FFY16 HSP and the FFY16 HSIP as coordinated through the SHSP.

***C-1: Limit the expected increase in total fatalities to 1 percent from 347 in 2013 to not more than 350 in 2016. (FARS)(5-year averages)***

***C-2: Reduce serious injuries by 20 percent from 1,555 in 2013 to 1,240 in 2016. (State)(3-year averages)***

***C-3: Limit the expected increase in the fatality rate to 1 percent from 1.36 in 2013 to not more than 1.38 in 2016. (FARS)(5-year averages)***

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

All 2013 data are final; 2014 fatality and serious injury data are considered preliminary, but are not expected to change; 2014 NM Seatbelt Survey data are final. All 2015 data and 2016 seatbelt use data are projections. Data projections were made to 2015 - the most current year final FARS and State data are expected to be available for the 2016 Annual Report. Projected data shown in the charts below were based on a linear regression calculation.

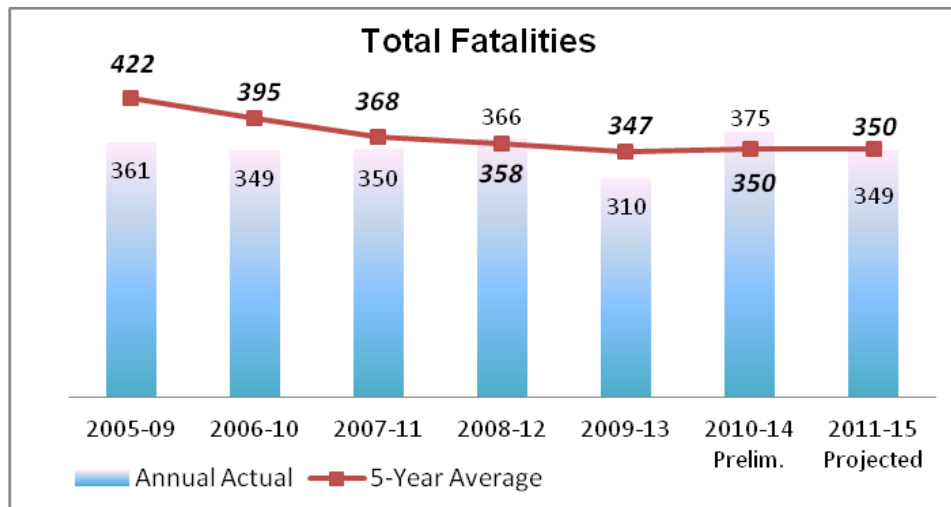
Charts show annual data from 2009 through 2015 and either three or five-year averages, depending on which were selected for the baselines and targets. The TSD established its 2016 HSP performance targets based on both data projections and their discussion of other relevant factors, including the State's improved economic conditions, increased oil and gas industry-related population growth in the southeastern part of the State, lower gas prices and expected increases in miles driven and speed.

Due to the preliminary 2014 data showing spikes in the number of urban, unrestrained and pedestrian fatalities, some performance targets were set higher than the 2013 baseline. In these cases, the 2016 linear projection data point was used for the target. The three common measures (fatality, fatality rate, serious injuries) were coordinated with the HSIP and the State's Strategic Highway Safety Plan.

### Core Measures

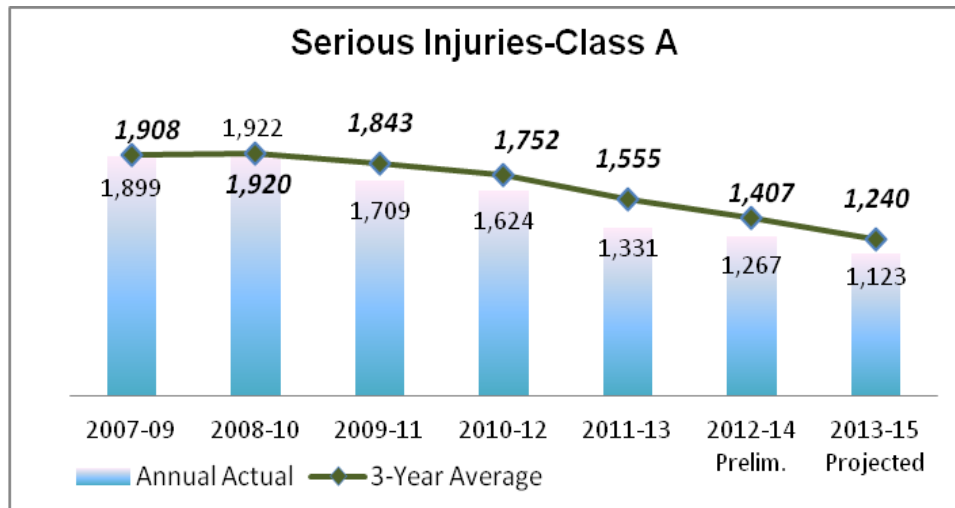
#### Overall

**C-1: Limit the expected increase in total fatalities to 1 percent from 347 in 2013 to not more than 350 in 2016. (FARS)(5-year averages)**

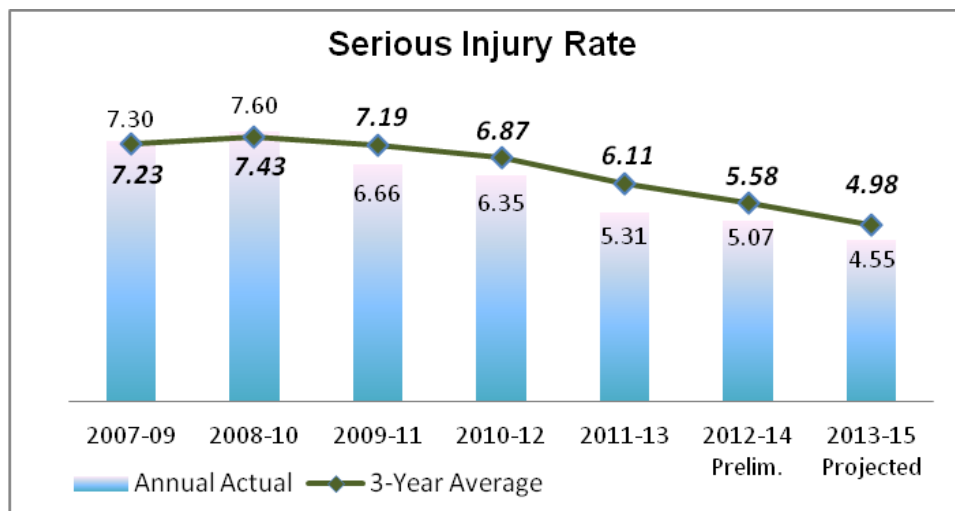


**Justification:** In New Mexico, overall traffic fatalities declined by 3 percent between 2009 and 2011, rose by 4.6 percent between 2011 and 2012, and then dropped dramatically in 2013. As preliminary data is indicating a substantive rise in fatalities in 2014, the State has selected the 5-year average target as achievable.

**C-2: Reduce serious injuries by 20 percent from 1,555 in 2013 to 1,240 in 2016. (State)(3-year averages)**



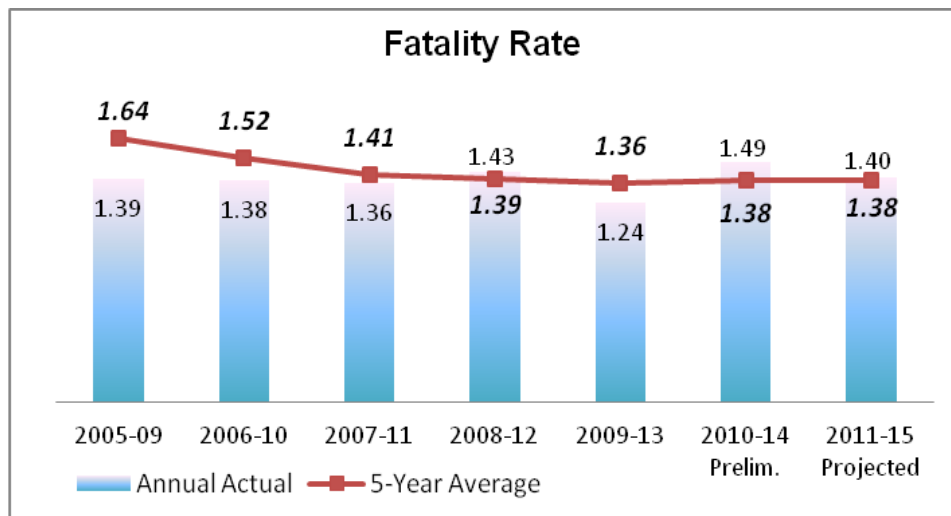
**C-2.1: Reduce the serious injury rate by 18.5 percent from 6.11 in 2013 to 4.98 in 2016. (State)(3-year averages)**



**Justification:** After rising between 2009 and 2010, serious injuries and the serious injury rate declined steadily from 2010 to 2013. Preliminary data indicate a continued decline in these numbers, and the State has selected the 3-year average targets as achievable in 2016.

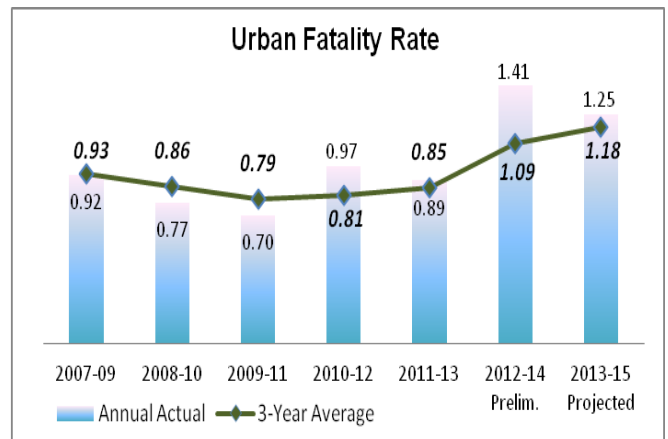
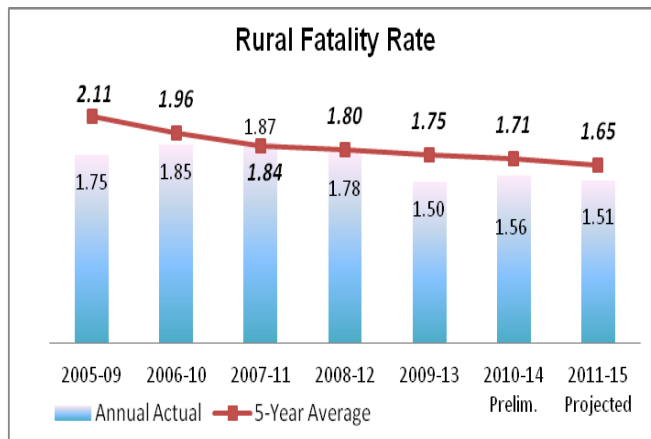


**C-3: Limit the expected increase in the fatality rate to 1 percent from 1.36 in 2013 to not more than 1.38 in 2016. (FARS)(5-year averages)**



**C-3.1: Reduce the rural fatality rate by 6 percent from 1.75 in 2013 to 1.65 in 2016. (FARS, FHWA) (5-year averages)**

**C-3.2: Limit the expected increase in the urban fatality rate to 40 percent from 0.89 in 2013 to not more than 1.25 in 2016. (FARS, FHWA)(Annual data)**

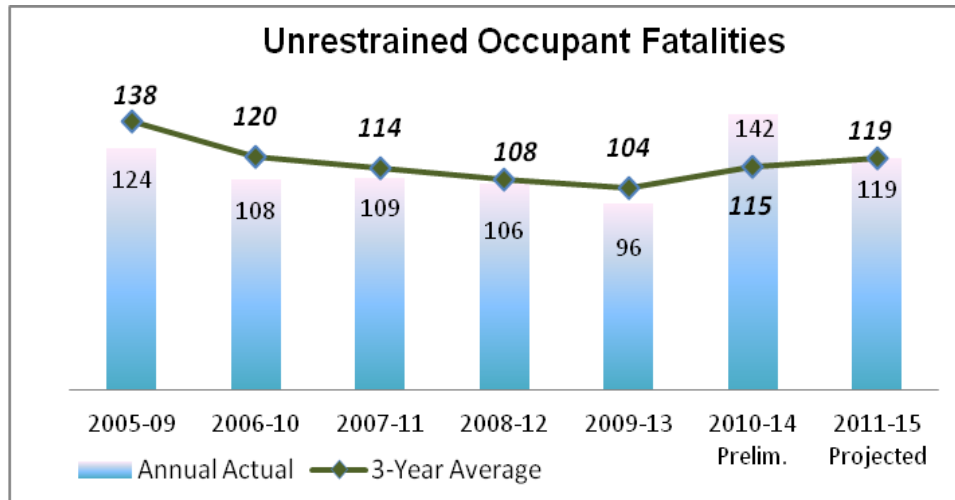


**Justification:** The overall fatality rate remained relatively steady between 2009 and 2011, rose in 2012, then declined in 2013, reflecting the substantive drop in total fatalities in 2013 from 2012. Preliminary data indicate a rise in the overall fatality rate in 2014, and particularly in the urban fatality rate.

The State has selected the 5-year moving average targets for overall and rural fatality rates as achievable. However, due to the high volatility of the urban data, showing substantively higher numbers in 2014 and 2015 compared to previous years, the State has chosen to use the annual data target of 1.25, rather than the 3-year average.

## Occupant Protection

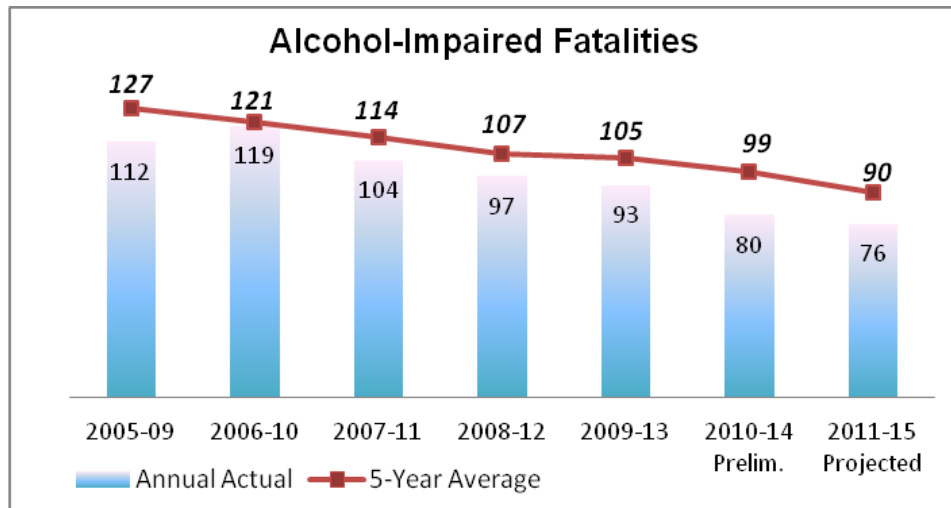
**C-4: Limit the expected increase in unrestrained occupant fatalities to 14 percent from 104 in 2013 to not more than 119 in 2016. (FARS)(3-year averages)**



**Justification:** Unrestrained occupant fatalities declined by 23 percent between 2009 and 2013; however preliminary data indicate a dramatic increase in 2014. The State does expect to see decreases in these fatalities in 2015 and has selected the 3-year average target for 2016.

## Alcohol/Impaired Driving

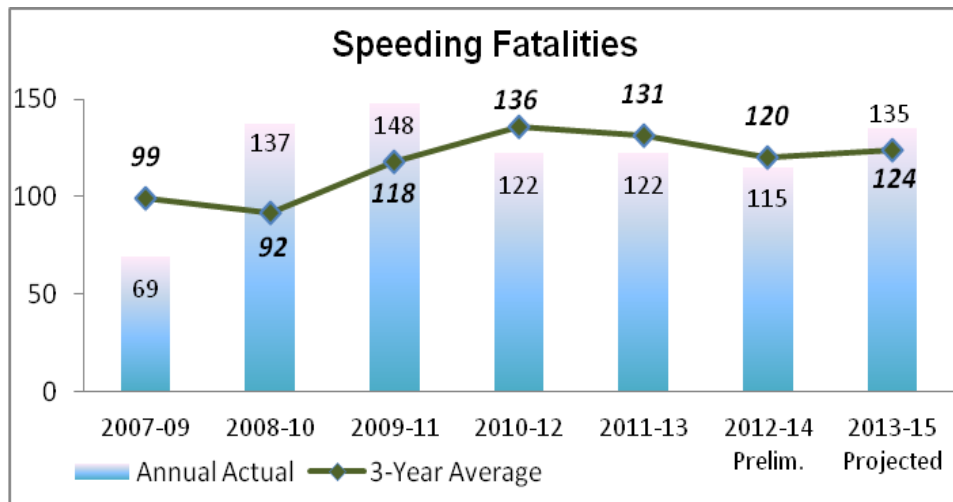
**C-5: Reduce alcohol-impaired fatalities by 14 percent from 105 in 2013 to 90 in 2016. (FARS) (5-year averages)**



**Justification:** After an increase from 2009 to 2010, alcohol-impaired fatalities declined by 22 percent between 2010 and 2013. It's expected that these fatalities will continue to decrease, but more conservatively than the preliminary and projected data indicate. The State has selected the 5-year average target for 2016.

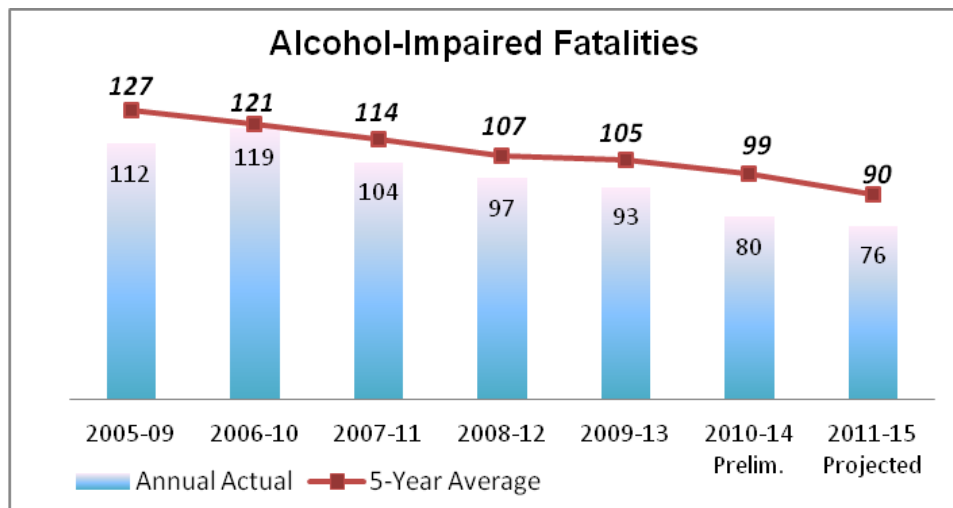
**Police Traffic Services**

**C-6: Reduce speeding-related fatalities by 5 percent from 131 in 2013 to 124 in 2016. (FARS) (3-year averages)**



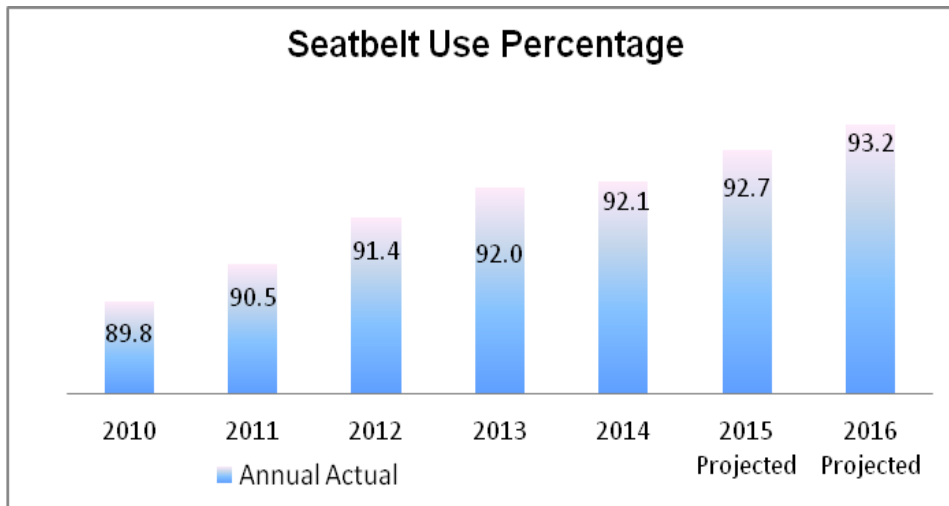
**Justification:** Speeding-related fatalities declined in 2012 and remained steady in 2013. With preliminary data for 2014 indicating continued stability in these numbers, the State has selected the 3-year average target as achievable in 2016.

**C-5: Reduce alcohol-impaired fatalities by 14 percent from 105 in 2013 to 90 in 2016. (FARS) (5-year averages)**



**Justification:** After an increase from 2009 to 2010, alcohol-impaired fatalities declined by 22 percent between 2010 and 2013. It's expected that these fatalities will continue to decrease, but more conservatively than the preliminary and projected data indicate. The State has selected the 5-year average target for 2016.

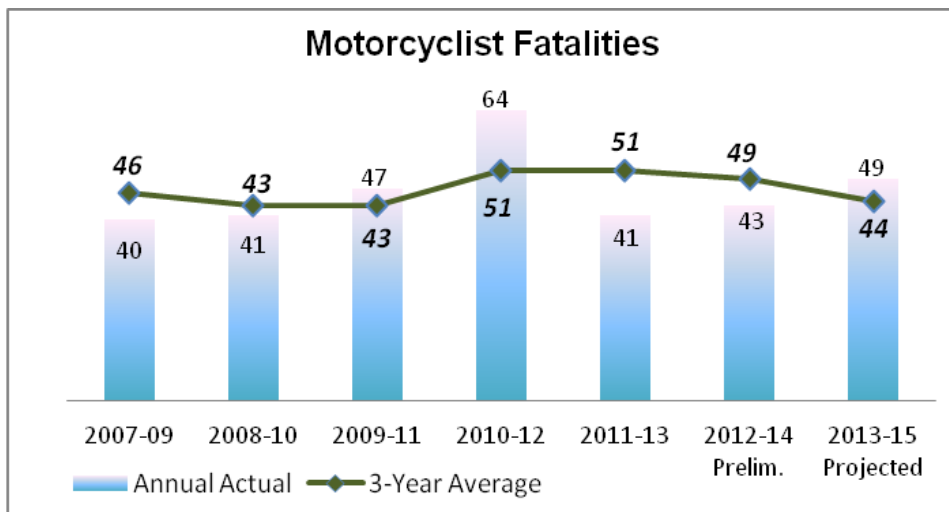
**B-1: Increase seatbelt use by 0.1 percent from 92.1 percent in 2014 to 92.2 percent in 2016. (State)(Annual data)**



**Justification:** New Mexico’s observed seatbelt use percentage has remained above 90 percent over the past five years and it’s anticipated to remain close to the 2014 level in 2015 and 2016. The increase from 2013 to 2014 was 0.1 percent, and the State has determined that a 0.1 percent increase to 92.2 percent as an achievable target in 2016.

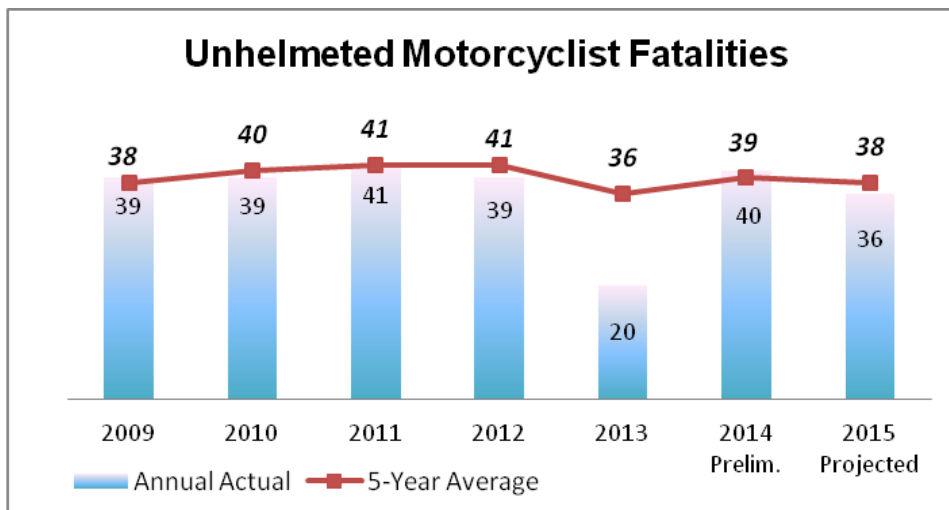
**Motorcycle Safety**

**C-7: Reduce motorcyclist fatalities by 14 percent from 51 in 2013 to 44 in 2016. (FARS) (3-year averages)**



**Justification:** Motorcyclist fatalities remained relatively steady between 2009 and 2011, increased substantively in 2012, then declined again in 2013. Preliminary data indicate a slight increase in 2014 over 2013, but an increase is projected in 2015. The State has selected the 3-year average target as achievable in 2016.

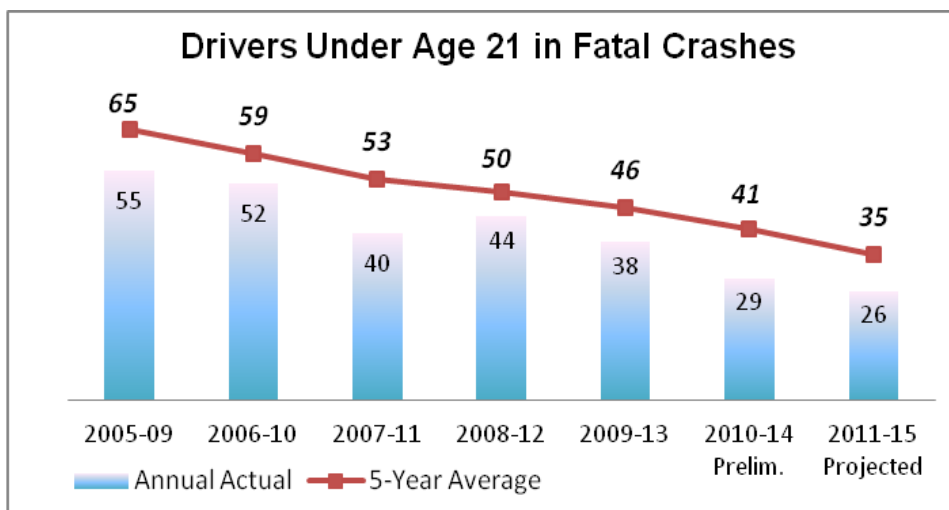
**C-8: Limit the expected increase in unhelmeted motorcyclist fatalities to 5 percent from 36 in 2013 to not more than 38 in 2016. (FARS) (5-year averages)**



**Justification:** Unhelmeted motorcyclist fatalities remained steady between 2009 and 2012, but showed a dramatic decline in 2013. This low number of unhelmeted fatalities in 2013 is reflective of 8 cases where data on helmet use was missing from the crash reports. The State is addressing this issue and has selected the 5-year average target as achievable in 2016.

### Driver Education and Safety

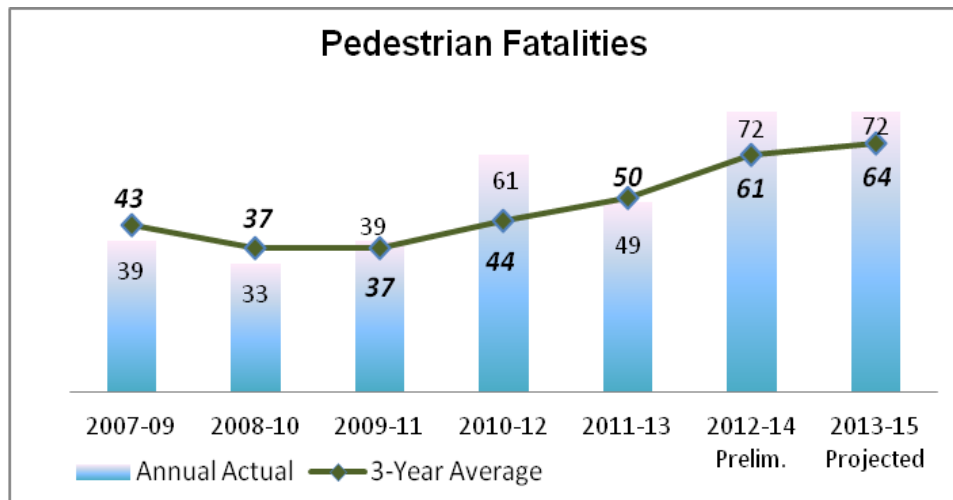
**C-9: Reduce the number of drivers under age 21 in fatal crashes by 24 percent from 46 in 2013 to 35 in 2016. (FARS) (5-year averages)**



**Justification:** The number of fatal crashes among drivers under age 21 drivers declined relatively steadily between 2009 and 2013 and is expected to continue declining, but not at the rate projected using annual data. The State has selected the 5-year average target as achievable in 2016.

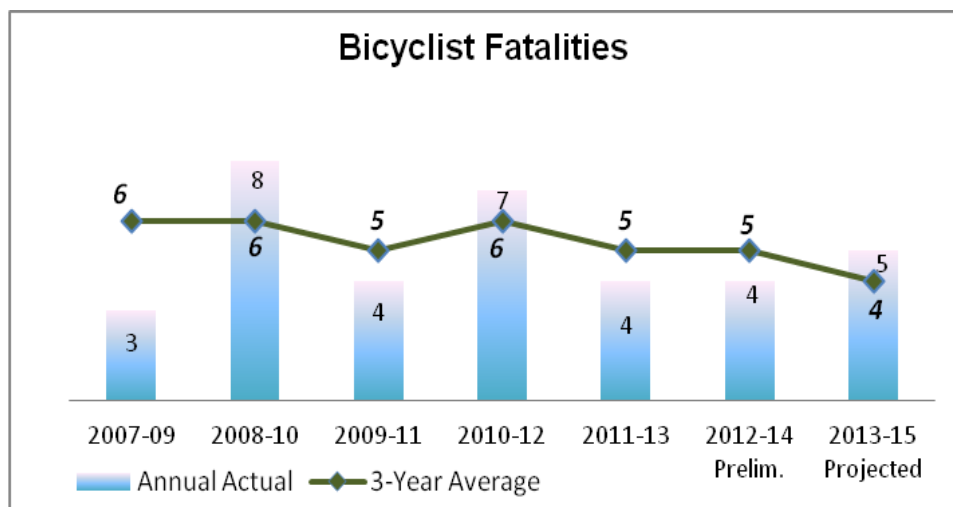
## Pedestrian and Bicyclist Safety

**C-10: Limit the expected increase in pedestrian fatalities to 28 percent from 50 in 2013 to not more than 64 in 2016. (2015 FARS)(3-year averages)**



**Justification:** Pedestrian fatalities have been rising in New Mexico, as they have nationally, since 2010. Given the substantive rise indicated by 2014 preliminary data, the State has selected the 3-year average target as achievable in 2016.

**C-11: Reduce bicyclist fatalities by 20 percent from 5 in 2013 to 4 in 2016. (FARS)(3-year averages)**

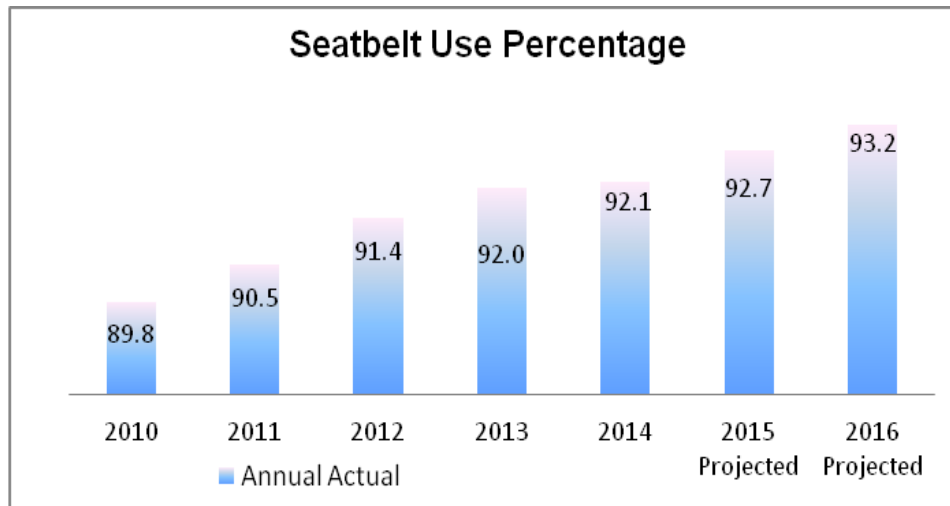


**Justification:** Bicyclist fatalities have fluctuated over the past five years from a low of 3 in 2009 to a high of 8 in 2010 and 7 in 2012; however fatalities were reduced in 2013 from 2012, and preliminary 2014 data indicate no increase. The State has selected the 3-year average target as achievable in 2016.

## Behavioral Measure

### Occupant Protection and PTS

**B-1: Increase seatbelt use by 0.1 percent from 92.1 percent in 2014 to 92.2 percent in 2016. (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 close to the 2014 level in 2015 and 2016. The increase from 2013 to 2014 was 0.1 percent, and the State has determined that a 0.1 percent increase to 92.2 percent as an achievable target in 2016.

## State Measures

### Annual Data

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

**S1: Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (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 or read something in a *brochure* or on 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. As the 2016 media budget is not expected to increase from 2015 levels, a 1 percent increase is determined to be an achievable target.

### Traffic Records

**S2: Decrease the number of blank data fields for 'cargo body type' in uniform crash reports for commercial motor vehicle crashes by 11 percent from 56 percent on 4/1/2014-3/31/2015 to 45 percent on 4/1/2015 to 3/31/2016. (State) (Annual data)**

**Justification:** The NMDOT will add tools to the TraCS uniform crash report to provide pop-up help screens for selection of cargo body type.

**S3:** Increase the number of reportable crash reports transmitted electronically from LEAs to the UNM Crash Database from a baseline of 0 percent for the time period 10/1/2014-9/30/2015 to 35 percent for the period 10/1/2015-9/30/2016. *(State)(Annual data)*

**Justification:** The NMDOT plans that by Sept. 2016 four TraCS agencies will be transmitting crash data to UNM electronically; this includes Dona Ana Sheriff's Office, Albuquerque Police Department, Santa Fe Police Department and Rio Rancho Police Department. The estimate of 35 percent is based on the percentage of crash reports these agencies submitted in 2011-2013 compared to the total number of crash reports generated by all agencies during the same period.

**Planning and Administration**

**S4:** 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.

**S5:** Ensure that reimbursement claims to contractors are paid within 30 days of an approved and accepted invoice for payment of actual costs that have been incurred in accordance with the approved project budget and based on budget availability.'

**S6:** Submit a request for payment through the NHTSA grants tracking on a monthly basis.

**S7:** Conduct 100% of required onsite monitoring visits per the State's Policies and Procedures Manual.



## 2016 NHTSA/GHSA PERFORMANCE MEASURES AND TARGETS SUMMARY

	<b>Core Measures</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2016 HSP Target</b>
<b>C1</b>	Traffic fatalities (FARS)	361	349	350	366	310	<b>350</b> (2011-2015)
	5-year moving averages	422	395	368	358	<b>347</b>	
<b>C2</b>	Serious (Class A) injuries in traffic crashes (State)	1,899	1,922	1,709	1,624	1,331	<b>1,240</b> (2013-2015)
	3-year moving averages	1,908	1,920	1,843	1,752	<b>1,555</b>	
	Serious (Class A) injuries per 100M VMT (State, FHWA)	7.30	7.60	6.66	6.35	5.31	<b>4.98</b> (2013-2015)
	3-year moving averages	7.23	7.43	7.19	6.87	<b>6.11</b>	
<b>C3</b>	Fatalities per 100M VMT (FARS, FHWA)	1.39	1.38	1.36	1.43	1.24	<b>1.38</b> (2011-2015)
	5-year moving averages	1.64	1.52	1.41	1.39	<b>1.36</b>	
	Rural Fatalities per 100M VMT	1.75	1.85	1.87	1.78	1.50	<b>1.65</b> (2011-2015)
	5-year moving averages	2.11	1.96	1.84	1.80	<b>1.75</b>	
	Urban Fatalities per 100M VMT	0.92	0.77	0.70	0.97	<b>0.89</b>	<b>1.25</b> (2015)
	Annual data						
<b>C4</b>	Unrestrained passenger vehicle occupant fatalities all seat positions (FARS)	124	108	109	106	96	<b>119</b> (2013-2015)
	3-year moving averages	138	120	114	108	<b>104</b>	
<b>C5</b>	Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above (FARS)	112	119	104	97	93	<b>90</b> (2011-2015)
	5-year moving averages	127	121	114	107	<b>105</b>	
<b>C6</b>	Speeding-related fatalities (FARS)	69	137	148	122	122	<b>124</b> (2013-2015)
	3-year moving averages	99	92	118	136	<b>131</b>	
<b>C7</b>	Motorcyclist fatalities (FARS)	40	41	47	64	41	<b>44</b> (2013-2015).
	3-year moving averages	46	43	43	51	<b>51</b>	
<b>C8</b>	Unhelmeted motorcyclist fatalities (FARS)	39	39	41	39	20	<b>38</b> (2011-2015)
	5-year moving averages	38	40	41	41	<b>36</b>	
<b>C9</b>	Drivers, age 20 or younger, involved in fatal crashes (FARS)	55	52	40	44	38	<b>35</b> (2011-2015)
	5-year moving averages	65	59	53	50	<b>46</b>	
<b>C10</b>	Pedestrian fatalities (FARS)	39	33	39	61	49	<b>64</b> (2013-2015)
	3-year moving averages	43	37	37	44	<b>50</b>	
<b>C11</b>	Bicyclist fatalities (FARS)	3	8	4	7	4	<b>4</b> (2013-2015)
	3-year moving averages	6	6	5	6	<b>5</b>	
	<b>Behavioral Measure</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2016 HSP Target</b>
<b>B1</b>	Observed seatbelt use for passenger vehicles, front seat occupants (State Survey)						
	Annual data	89.8	90.5	91.4	92.0	<b>92.1</b>	<b>92.2</b> (2016)

<b>3-Year Averages</b>	<b>2009</b> (2007-2009)	<b>2010</b> (2008-2010)	<b>2011</b> (2009-2011)	<b>2012</b> (2010-2012)	<b>2013</b> (2011-2013)
<b>5-Year Averages</b>	<b>2009</b> (2005-2009)	<b>2010</b> (2006-2010)	<b>2011</b> (2007-2011)	<b>2012</b> (2008-2012)	<b>2013</b> (2009-2013)

## d. Performance Report

### 2014 HSP Performance Outcome Measures and Targets

New Mexico achieved nine of its ten 2014 Highway Safety Plan core measure targets and its behavior measure target (observed seatbelt use). Targets are annual figures. The State has provided FFY2012-2014 progress data on its three activity measures. Also provided are data on the State's Traffic Records Program performance measures and targets and the State's Planning and Administration process measures.

PM Type	PM ID	Performance Measure	2013 Target	2013 Actual	2014 Target Met	% Difference (Actual vs. Target)	2015 Target
Core Measures	C1	Fatalities	352	310	✓	-11.9	330
	C2	Serious injuries	1,708	1,331	✓	-22	1,585
		Serious injury rate*	not set	5.31	n/a	n/a	6.30
	C3	Fatalities per 100M VMT	1.37	1.24	✓	-0.095	1.30
		Urban fatalities per 100M VMT	0.71	0.89	✗	+0.253	0.77
		Rural fatalities per 100M VMT	1.85	1.50	✓	-0.189	1.67
	C4	Unrestrained passenger vehicle occupant fatalities	108	96	✓	-11.1	99
	C5	Alcohol-impaired fatalities	104	93	✓	-10.6	95
	C6	Speeding-related fatalities	140	122	✓	-12.9	118
	C7	Motorcycle fatalities	44	41	✓	-6.8	48
	C8	Unhelmeted motorcycle fatalities	38	20**	✓	-47.4	37
C9	Under age 21 drivers in fatal crashes	38	38	✓	0.0	38	
C10	Pedestrian fatalities	40	49	✗	+22.5	50	
C11	Bicyclist fatalities*	not set	4	n/a	n/a	4	
Behavioral Measure	B1	Observed seatbelt use	91.5%	92.0%	✓	+0.55	92.1

\*serious injury rate not included in the 2014 HSP; bicyclist fatalities not included in the 2014 HSP

\*\*missing helmet use data on 8 crash reports

## Activity Measures

<b>ACTIVITY MEASURE</b>			
Number of grant-funded impaired driving arrests	<b>FFY12</b>	<b>FFY13</b>	<b>FFY14</b>
<b>Totals</b>	<b>2,479</b>	<b>2,138</b>	<b>2,095</b>
<b>ACTIVITY MEASURE</b>			
Number of grant-funded seatbelt citations	<b>FFY12</b>	<b>FFY13</b>	<b>FFY14</b>
<b>Totals</b>	<b>16,483</b>	<b>14,881</b>	<b>15,698</b>
<b>ACTIVITY MEASURE</b>			
Number of grant-funded speeding citations	<b>FFY12</b>	<b>FFY13</b>	<b>FFY14</b>
<b>Totals</b>	<b>56,849</b>	<b>56,712</b>	<b>56,313</b>

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

## 2014 State Measures

<b><u>Traffic Records Program</u></b>	<b>2014 HSP Target</b>	<b>Target Outcome</b>	<b>Status</b>
Average number of days from issuance of citation to entry into electronic data system between Dona Ana Sheriff's law enforcement and the Las Cruces Magistrate Court	5 days	4.72 days	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 30 <sup>th</sup> 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 and Standardized Field Sobriety Testing (SFST) assessments are planned for FFY2016. Outside teams of subject matter experts will review written materials for the programs and conduct on-site interviews with TSD staff, program coordinators and others involved with the programs to determine the programs' strengths and weaknesses. The teams will then develop a variety of best practices recommendations for use in enhancing the programs.

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 enforcement and media support of the NHTSA Impaired Driving National Crackdown are provided in Strategies #1 and #2.*

#### **2016 Performance Measures and Targets**

***C5: Reduce alcohol-impaired fatalities by 14 percent from 105 in 2013 to 90 in 2016. (FARS)(5-year averages)***

***S1: Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (State)(Annual data)***

#### ***Strategy #1 – 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 FFY14, TSD enforcement projects utilizing both Federal and State funds resulted in over 2,500 DWI arrests.

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 has implemented the planning phase of an e-grants system and is testing the system. Once operational in 2016, the e-grants system will facilitate the review of law enforcement operations and help identify the need for any adjustments to operational plans. Law enforcement liaisons work with these agencies to provide technical assistance and ensure their participation in TSD enforcement operations. Funds planned for this phase of the e-grants system were 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), the NHTSA Impaired Driving National Crackdown and in local sustained enforcement activities. A press conference is conducted prior to the statewide mobilizations with participation by State, county and local officials. Statewide activities are paired with high-visibility media campaigns (detailed in Strategy 2, below).

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 FFY16, 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 campaigns, NHTSA's Impaired Driving National Crackdown 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 enforcement activities, including alcohol/impaired driving enforcement operations and the NHTSA National Crackdown, are paired with high-visibility media campaigns that highlight the consequences of drinking and driving – to individuals, families and to communities at-large. Primary campaign messaging includes: *HELP ENDWI; End the Crashes, End the Misery, End the Loss, ENDDWI; 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 website – [myinstead.com](http://myinstead.com) – developed to assist young people in choosing alternative activities to drinking. The website features an interactive video choice where kids (and parents) can choose the outcome of a video portraying a group of ten and eleven year olds who deal with making these choices. The website offers pertinent information for kids and their parents, including links to appropriate, relevant organizations and provides the opportunity for kids to submit their own ‘instead’ as a story or video.

In FFY16, 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 DWI enforcement operations;
- b) purchasing media for the NHTSA National Crackdown;
- 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 and adjudication of DWI offenders and a comprehensive ignition interlock program are the strategies most likely to impact changes in impaired driving behavior, particularly recidivism, and thereby reduce unnecessary deaths and injuries.

There are eight DWI/ Drug Courts in New Mexico that focus on DWI cases, and there are another 36 drug court programs (17 adult, 16 juvenile, 3 family dependency) that handle a broader range of drug-involved cases. These courts operate in 25 of New Mexico’s 33 counties at District, metropolitan and magistrate court levels. Through a contract with the Administrative Office of the Courts, TSD provides funding to support six of the eight DWI/ Drug Courts.

DWI/ Drug courts are grounded in evidence-based practices and are less expensive than incarceration of the offender. Conservative estimates by researchers show that for every \$1 invested in Drug Court, the justice system saves \$3.36. The community saves up to \$12 (per \$1 investment) on reduced emergency room visits and other medical care, foster care and property loss. In 2014, the average New Mexico DWI Court recidivism rate was 7.9 percent, and the average NM Drug Court recidivism rate was 21.5 percent (three-years post program exit), while the average New Mexico Corrections Department re-incarceration rate was 44.6 percent.

Judicial education and training provided to judges and prosecutors improves their knowledge about impaired driving laws, including minimum mandatory sanctions, ignition interlock laws and other sentencing guidelines.

In FFY16, New Mexico will support efforts to improve judicial outcomes, particularly in DWI cases by:

- a) funding DWI/ Drug Courts
- b) funding a Traffic Safety Resource Prosecutor
- 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. In FFY14, New Mexico's Regulation and Licensing Department issued and processed 706 Liquor Control Act citations (439 licensees and 267 servers) and processed/ closed a backlog of 201 citations (149 licensees and 52 servers).

NMDOT/ TSD fund an underage drinking (UAD) prevention coordinator to oversee evidence-based UAD prevention projects and coordinate 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.

The most recent Youth Risk and Resiliency Survey conducted in New Mexico showed significant reductions in key indicators related to underage drinking in grades 9-12 between the years of 2011 and 2013:

- Current drinking decreased from 36.9 percent to 28.9 percent, down 8 percent
- Binge drinking decreased from 22.4 percent to 17.1 percent, down 5.3 percent
- Drinking and driving decreased from 9.3 percent to 8.9 percent, down 0.4 percent
- Drinking before the age of 13 decreased from 27.4 percent to 23.3 percent, down 4.1 percent

Based on these positive results, New Mexico no longer leads the Nation in the number of children who drink alcohol before the age of 13.

In FFY16, 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 youth 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 is 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 eight manufacturers distributing interlocks in New Mexico with a total of 60 service centers, 100 installers and 41 service technicians. In FFY14, there were over 12,000 individuals with interlock devices installed in their vehicles, and 10,226 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.

In FFY16, 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





**16-AL-64-P03 Alcohol Compliance Enforcement & Warrant Roundups 164AL \$150,000**

**164AL-2016-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.

**16-AL-64-P04 Supervised Probation Expansion - Metro Court 164AL \$122,000**

**164AL-2016-AL-04-00 GTS HSP-1**

*Monitored by Jolyn Sanchez*

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

Funds two full-time individuals in selected counties whose time is dedicated to providing supervision and monitoring of eligible convicted high-risk first-time DWI offenders placed on unsupervised probation. Also, when feasible, to assist with monitoring the compliance of other DWI offenders with orders for an ignition interlock.

**16-AL-64-P05 Supervised Probation Expansion - Santa Fe County 164AL \$60,000**

**164AL-2016-AL-05-00 GTS HSP-1**

*Monitored by Jolyn Sanchez*

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

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.

**16-AL-64-P06 Vehicle Forfeiture Conference 164AL \$10,000**

**164AL-2016-AL-06-00 GTS HSP-1**

*Monitored by Rey Martinez*

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

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.

**16-AL-64-P07 Vehicle Seizure Coordinator 164AL \$75,000**

**164AL-2016-AL-07-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

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

Provides funds to the Santa Fe County Sheriff's Department for a full-time clerical position to assist with the processing of vehicle forfeiture cases on vehicles seized on a second or subsequent DWI. The project has been funded for 1.5 years and is not yet self-sufficient.

**16-AL-64-P08 DWI Task Force Meeting Facilitation 164AL \$50,000**

**164AL-2016-AL-08-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

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

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.

**16-AL-64-P09 Statewide DWI Enforcement Training 164AL \$270,000**

**164AL-2016-AL-09-00 GTS HSP-1**

*Monitored by Cindy Abeyta*

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

Provides DWI information, coordination 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 to ensure compliance with existing training standards and procedures.

**16-AL-64-P10 Traffic Safety Clearinghouse 164AL \$220,000**

**164AL-2016-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 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 #16-DE-02-P02 \$180,000 402. Total FFY16 funds = \$400,000)*

**16-AL-64-P11 Impaired Driving and SFST Assessments 164AL \$90,000**

**164AL-2016-AL-11-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

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

Provides funds for NHTSA Impaired Driving and SFST Assessments to include facilitation services (i.e. meeting room, copying and distribution of needed assessment documents, meeting minutes, etc.). *The 164AL funds are used only for the alcohol-related activities. (See Federal project #16-PT-02-P07 \$10,000 402. Total FFY16 funds = \$100,000)*

**16-AL-64-P12 Alcohol/Impaired Driving Program Management - FTEs 164AL \$215,000**

**164AL-2016-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.

**16-AL-64-P13 Traffic Safety Law Enforcement Liaisons 164AL \$240,000**

**164AL-2016-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 #16-PT-02-P02 \$260,000 402. Total FFY16 funds = \$500,000)**

**16-PA-64-P14 E-Grants - Phase One 164AL \$205,000**

**164AL-2016-AL-14-00 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,*

Provides funding for a contractor to continue annual technical support and system hosting, and to develop further enhancements to the e-grants system including State and special programs monitored by the TSD. Provides funding for independent verification and validation of the e-grants system. **The 164AL funds are used only for the alcohol-related activities. (See Federal project #16-PA-02-P03 \$80,000 402 and State project #16-PT-RF-P08 \$15,000 Fund 20100. Total FFY16 funds = \$300,000)**

**16-AL-64-P15 DWI Media Creative Design and Production 164AL \$850,000**

**164AL-2016-AL-15-00 GTS HSP-1**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 2 Alcohol/Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

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 the high-risk populations including Hispanics and American Indians.



**16-ID-05d-P20 BAC Testing Training - DOH Scientific Labs Division 405d \$75,000**

**M5BAC-2016-05-20-00 GTS HSP-1**

*Monitored by Cindy Abeyta*

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

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.

**16-ID-05d-P21 DRE and ARIDE Training 405d \$120,000**

**M5TR-2016-05-21-00 GTS HSP-1**

*Monitored by Cindy Abeyta*

*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 190 officers statewide, using the NHTSA approved curriculum.

**16-ID-05d-P22 Traffic Safety Resource Prosecutor 405d \$90,000**

**M5TR-2016-05-22-00 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 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, distracted driving and other risky driving behaviors. **(See Federal project #16-PT-02-P06 \$60,000 402. Total FFY16 funds = \$150,000)**

## **State Funds**

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

*Monitored by Kimberly Wildharber*

*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.

**16-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.

<b>16-DPE-10-P02</b>	<b>Life of an Athlete</b>	<b>State Fund 20700</b>	<b>\$100,000</b>
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving</i>			
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.			
<b>16-DPE-10-P03</b>	<b>UAD Community Programs</b>	<b>State Fund 20700</b>	<b>\$200,000</b>
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving</i>			
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.			
<b>16-DPE-10-P04</b>	<b>MyInstead Campaign</b>	<b>State Fund 20700</b>	<b>\$150,000</b>
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving</i>			
Funds a contractor to educate youths, students, parents and prevention educators from across the State on the dangers and consequences of underage alcohol use. Work with New Mexico prevention stakeholders to coordinate efforts. Focal areas will include outreach activities on: the importance of delaying onset of use and reducing binge drinking; how to talk to your 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. The contractor will develop best practice guidelines for a Child and Parents campaign focused on raising parental awareness, changing community attitudes, changing intentions, addressing early onset of alcohol use and reducing binge drinking. Contractor will provide technical assistance to DWI prevention specialists in developing universal guidelines for prevention efforts.			
<b>16-DPE-10-P05</b>	<b>Underage Drinking TSD Initiative</b>	<b>State Fund 20700</b>	<b>\$200,000</b>
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving</i>			
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.			
<b>16-DPE-10-P06</b>	<b>School-based UAD Education and Intervention</b>	<b>State Fund 20700</b>	<b>\$60,000</b>
<i>Monitored by Kimberly Wildharber</i>			
<i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/Impaired Driving</i>			
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 MyInstead Media Campaign curriculum.			
<b>16-II-54-P01</b>	<b>Ignition Interlock Indigent Fund</b>	<b>State Fund 82600</b>	<b>\$2,600,000</b>
<i>Monitored by Cora Herrera</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/Impaired Driving</i>			
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.			

**16-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.

**16-II-54-P03 Ignition Interlock Indigent Fund Contractual State Fund 82600 \$75,000**

*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.

## Alcohol/ ID: NHTSA Federal Budget Summary

<b>NMDOT Project Number</b>	<b>GTS Project Number</b>	<b>Project Title</b>	<b>Budget Amount</b>
16-AL-64-P01	164AL-2016-AL-01-00	Alcohol/Impaired Driving Enforcement	2,140,000
16-AL-64-P02	164AL-2016-AL-02-00	DWI Task Force - McKinley County	400,000
16-AL-64-P03	164AL-2016-AL-03-00	Alcohol Sales Compliance Enforcement/ Warrants	150,000
16-AL-64-P04	164AL-2016-AL-04-00	Supervised Probation Expansion - Metro Court	122,000
16-AL-64-P05	164AL-2016-AL-05-00	Supervised Probation Expansion - Santa Fe County	60,000
16-AL-64-P06	164AL-2016-AL-06-00	Vehicle Forfeiture Conference	10,000
16-AL-64-P07	164AL-2016-AL-07-00	Vehicle Seizure Coordinator	75,000
16-AL-64-P08	164AL-2016-AL-08-00	DWI Task Force Meeting Facilitation	50,000
16-AL-64-P09	164AL-2016-AL-09-00	Statewide DWI Enforcement Training	270,000
16-AL-64-P10	164AL-2016-AL-10-00	Traffic Safety Clearinghouse	220,000
16-AL-64-P11	164AL-2016-AL-11-00	Impaired Driving and SFST Assessments	90,000
16-AL-64-P12	164AL-2016-AL-12-00	Impaired Driving Program Management - FTEs	215,000
16-AL-64-P13	164AL-2016-AL-13-00	Traffic Safety Law Enforcement Liaisons	240,000
16-PA-64-P14	164AL-2016-AL-14-00	E-Grants - Phase One	205,000
16-AL-64-P15	164AL-2016-AL-15-00	DWI Media Creative Design and Production	850,000
16-AL-PM-P16	164PM-2016-AL-16-00	DWI Media Placement	1,500,000
16-AL-64-P17	16-AL-2016-AL-17-00	DWI Judicial Education	150,000
<b>164AL Total</b>			<b>6,747,000</b>
16-ID-05d-P18	M5HVE-2016-05-18-00	Alcohol/Impaired Driving Enforcement	500,000
16-ID-05d-P19	M5CS-2016-05-19-00	DWI/ Drug Courts - AOC	360,000
16-ID-05d-P20	M5BAC-2016-05-20-00	BAC Testing Training - SLD	75,000
16-ID-05d-P21	M5TR-2016-05-21-00	DRE and ARIDE Training	120,000
16-ID-05d-P22	M5TR-2016-05-22-00	Traffic Safety Resource Prosecutor	90,000
<b>405d Total</b>			<b>1,145,000</b>

**Total Alcohol/ Impaired Driving NHTSA Funds**

**\$7,892,000**



## 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 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.*

### **2016 Performance Measures and Targets**

***C4: Limit the expected increase in unrestrained occupant fatalities to 14 percent from 104 in 2013 to not more than 119 in 2016. (FARS)(3-year averages)***

***B1: Increase seatbelt use by 0.1 percent from 92.1percent in 2014 to 92.2 percent in 2016. (State)(Annual data)***

***S1: Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (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, and between 2009 and 2013, unrestrained fatalities were reduced by 23 percent. However, given that preliminary data are indicating a substantive rise in 2014, the program will conduct detailed analyses of the final data to identify the populations most involved and seek to address the issue.

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. 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).

In FFY14, through statewide and national mobilizations, and sustained enforcement activities, New Mexico law enforcement officers issued over 18,700 seatbelt and child restraint citations.

In FFY16, 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. Campaign results will be available to media outlets. The media campaigns will include television and radio spots in English and Spanish, and outdoor messaging via billboards.

In FFY16, 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 B4U Drive*; *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 2014 Seatbelt Survey Report, the State's observed seatbelt use was 92.1 percent. Driver use was 92.7 percent, while front seat passenger use was 90.3 percent. Pickup truck observed use was 86.5 percent. Pickup truck driver use was 88.2 percent, while front seat passenger use was 81.5 percent.

In FFY16, New Mexico will conduct its annual statewide pre and post seatbelt use surveys, an observation survey required of all states by NHTSA. In 2016, New Mexico will include nighttime observations.

In addition, a four-phase elder driver program will be initiated to develop and implement an older driver safety program aimed at reducing older driver crashes, fatalities and injuries. The first phase of the program will be focused on developing educational programming and materials, and a plan for partnering with governmental and non-governmental agencies/ organizations to address older driver issues, including occupant protection use.

In FFY16, 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) initiating a four-year phased-in elder driver 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**

Recent NHTSA research found that child safety seats reduced fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars. In 2012, among children younger than 5 involved in passenger vehicle crashes, an estimated 284 lives were saved by restraint use. Tragically, of passenger vehicle fatalities among children 4 and younger, 31 percent were not restrained at all.

In New Mexico, reported belt use among children under age 13 with fatal or serious injuries declined from 66 percent in 2009 to 59 percent in 2013. This data highlights the importance of an active, statewide child restraint distribution program, and the need for continuing ongoing education and awareness about the importance of appropriate restraint use, including booster seats, to reduce deaths and injuries among this vulnerable population.

The 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 405 Certified Child Passenger Safety Technicians and 11 instructors.

In FFY16, 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.

An area of particular focus in 2016 will be on maintaining a strong child restraint program, ensuring the public is aware of the importance of child restraint use, including the use of booster seats, particularly among children under the age of 13.

In addition, the elder driver initiative will begin the process of developing programs to address traffic safety issues among this increasingly higher-risk population group.



**16-OP-05b-P05 Occupant Protection Program Mgt - FTEs 405b \$165,000**

**M1X-2016-05-05-00 GTS HSP-1**

*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**

**16-OP-RF-P01 Occupant Protection Enforcement State Fund 20100 \$400,000**

*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 National Click It or Ticket 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.

**16-OP-RF-P09 Elder Driver Program State Fund 20100 \$116,000**

*Monitored by David Lapington*

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

Develop and implement a comprehensive older driver safety program that aims to reduce older driver crashes, fatalities and injuries in New Mexico. This older driver safety program will utilize four phases to develop the program fully over a four-year contract period. Phase One (Year 1) will focus on identifying elder driver safety issues, developing educational programming and materials, and initiating and facilitating related partnering between government and non-government organizations to address older driver safety issues.

**Occupant Protection: NHTSA Federal Budget Summary**

<b>NMDOT Project Number</b>	<b>GTS Project Number</b>	<b>Project Title</b>	<b>Budget Amount</b>
16-OP-05b-P01	M1X-2016-05-01-00	Seatbelt Observation Survey/ Nighttime Observations	200,000
16-OP-05b-P02	M1CPS-2016-05-02-00	Child Restraint Program	501,000
16-OP-PM-P03	M1*PM-2016-05-03-00	Click It or Ticket Paid Media	100,000
16-OP-05b-P04	M1CSS-2016-05-04-00	Child Safety Seats/ Booster Seats	140,000
16-OP-05b-P05	M1X-2016-05-05-00	Occupant Protection Program Management	165,000
<b>405b Total</b>			<b>1,106,000</b>

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

## Police Traffic Services

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

With limited resources available for police traffic services, it is crucial that problem areas are identified and evidence-based strategies prioritized. Prevention and enforcement activities should occur at city, county and state levels, and assistance to local law enforcement should include access to training and equipment.

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.

### **2016 Performance Measures and Targets**

***C6: Reduce speeding-related fatalities by 5 percent from 131 in 2013 to 124 in 2016. (FARS)(3-year averages)***

***C5: Reduce alcohol-impaired fatalities by 14 percent from 105 in 2013 to 90 in 2016. (FARS)(5-year averages)***

***B1: Increase seatbelt use by 0.1 percent from 92.1percent in 2014 to 92.2 percent in 2016. (State)(Annual data)***

***S1: Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (State)(Annual data)***

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

Enforcement of traffic law violations is essential to improving overall safety on roadways and reducing crashes. High-visibility campaigns like 100 Days and Nights of Summer focus on violators of speeding, aggressive driving, distracted 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 strategies include selective traffic enforcement programs, 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, DWI 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 FFY16, New Mexico will increase traffic law violation enforcement activities in identified high-crash or high-risk areas to reduce motor vehicle crashes, fatalities and injuries by:

- a) funding contracts for 100 Days and Nights and STEP projects for sustained enforcement activities such as saturation patrols, sobriety checkpoints, speeding, distracted driving and aggressive driving enforcement, safety corridors or commercial vehicle traffic;
- b) coordinating speeding, distracted driving, aggressive driving and other unsafe driving sustained enforcement efforts 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, distracted driving and other related traffic safety projects.

Attitude and awareness surveys will be conducted in the first and last quarters of FFY16 to assess driver attitudes and awareness of highway safety enforcement and communication activities, and self-reported driving behavior.

In FFY16, New Mexico will support efforts to decrease the incidence of speeding, aggressive driving and other unsafe driving on New Mexico roadways by:

- a) funding speeding, distracted driving (including texting), aggressive driving and other unsafe driving media and public information messages and materials emphasizing that traffic laws will be enforced and that penalties will be imposed, particularly in safety corridors and other high crash areas;
- 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 to enact State laws to increase fines for speeding, 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.)*





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

**PT-2016-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.

**100 Days and Nights of Summer Program 402 \$500,000**

**16-PT-02-P04**

**PT-2016-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 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 checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving.

**16-DD-02-P05 Distracted Driving (DNTXT) Enforcement 402 \$200,000**

**DD-2016-DD-05-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

*Aligns with 2010 CTSP Emphasis Area: 4. Fatigued/ Distracted Drivers*

Provides funding for a statewide sustained enforcement program to target distracted driving, specifically the reading or viewing of text messages or typing on a handheld mobile communication device while driving. Participating agencies include State Police, Motor Transportation and local law enforcement. Funds media coverage for public information and coordination with other agencies.

**16-PT-02-P06 Traffic Safety Resource Prosecutor 402 \$60,000**

**PT-2016-PT-06-00 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 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, distracted driving and other risky driving behaviors. **(See Federal project #16-ID-05d-P22 \$90,000 405d. Total FFY16 funds = \$150,000)**

**16-PT-02-P07 Impaired Driving and SFST Assessments 402 \$10,000**

**PT-2016-PT-07-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

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

Provides funds for NHTSA Impaired Driving and SFST Assessments to include facilitation services (i.e. meeting room, copying and distribution of needed assessment documents, meeting minutes, etc.). **(See Federal project #16-AL-64-P11 \$90,000 164AL. Total FFY16 funds = \$100,000)**

**State Funds**

**16-EE-05-P01 PT Education and Enforcement Funds to LEAs State Fund 20800 \$290,000**

*Monitored by Rey Martinez*

*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.

**16-PT-RF-P02 PTS Selective Traffic Enforcement Program State Fund 20100 \$220,000**

*Monitored by Rey Martinez*

*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, DWI, road rage, distracted and reckless driving, fatigue/ 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.

**16-PT-RF-P08 E-Grants - Phase One State Fund 20100 \$15,000**

*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*

Provides funding for a contractor to continue annual technical support and system hosting, and to develop further enhancements to the e-grants system including State and special programs monitored by the TSD. Provides funding for independent verification and validation of the e-grants system. **(See Federal projects #16-AL-64-P14 \$205,000 164AL and #16-PA-02-P03 \$80,000 402. Total FFY16 funds = \$300,000)**

**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>
16-PT-02-P01	PT-2016-PT-01-00	General Law Enforcement Training	90,000
16-PT-02-P02	PT-2016-PT-02-00	Traffic Safety Law Enforcement Liaisons	260,000
16-PT-02-P03	PT-2016-PT-03-00	PTS Program Management - FTEs	170,000
16-PT-02-P04	PT-2016-PT-04-00	100 Days and Nights of Summer	500,000
16-DD-02-P05	DD-2016-DD-05-00	Distracted Driving Enforcement	200,000
16-PT-02-P06	PT-2016-PT-06-00	Traffic Safety Resource Prosecutor	60,000
16-PT-02-P07	PT-2016-PT-07-00	Impaired Driving and SFST Assessments	10,000
<b>402 Total</b>			<b>1,290,000</b>

**Total Police Traffic Services NHTSA Funds \$1,290,000**

# 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 (NMMSP) is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

The number of registered motorcycles went down by 2 percent from 2012 to 2013. The motorcyclist crash rate was down by 13 percent and motorcyclist fatalities were reduced by 36 percent. Unfortunately, the number of alcohol-impaired motorcyclist fatalities rose from 12 in 2012 to 18 in 2013.

In FFY14, motorcycle training was provided to 1,379 students. The number of persons receiving training is down approximately 13 percent from FFY13.

### **2016 Performance Measures and Targets**

***C7: Reduce motorcyclist fatalities by 14 percent from 51 in 2013 to 44 in 2016. (FARS)(3-year averages)***

***C8: Limit the expected increase in unhelmeted motorcyclist fatalities to 5 percent from 36 in 2013 to not more than 38 in 2016. (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 complete training or to wear a helmet. As an incentive to receive appropriate training, New Mexico's 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 FFY16, 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.

*(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. NHTSA supports Motorcycle Safety Awareness Month and a National Ride to Work Day which focus on mutual responsibility for the safety of motorcyclists.

In FFY16, 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.



# 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.

### **2016 Performance Measures and Targets**

***C10: Limit the expected increase in pedestrian fatalities to 28 percent from 50 in 2013 to not more than 64 in 2016. (2015 FARS)(3-year averages)***

***C11: Reduce bicyclist fatalities by 20 percent from 5 in 2013 to 4 in 2016. (FARS)(3-year averages)***

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

In FFY16, 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; and
- i) providing funding for bus wraps, shelters, and interior bus ads.

*(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*

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

In FFY16, 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, 7th 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. Preliminary 2014 data indicates a rise of 47 percent from 2013; therefore the NMDOT is increasing the level of 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. State funds will be used to help increase the visibility of pedestrians and bicyclists.



## b. Proposed Projects to Promote Identified Strategies

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

#### **NHTSA Funds**

**16-PS-02-P01 Pedestrian and Bicyclist Safety 402 \$180,000**

**PS-2016-PS-01-00 GTS HSP-1**

*Monitored by Juliet Armijo*

*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, 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 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 Safe Routes to School, Bicycle/Pedestrian/Equestrian 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 #16-PS-RF-P05 \$20,000 Fund 20100. Total FFY16 funds = \$200,000)*

#### **State Funds**

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

*Monitored by Juliet Armijo*

*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 #16-PS-02-01 \$180,000 402. Total FFY16 funds = \$200,000)**

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

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
16-PS-02-P01	PS-2016-PS-01-00	Pedestrian and Bicyclist Safety	180,000
<b>402 Total</b>			<b>180,000</b>

**Total Pedestrian and Bicyclist Safety NHTSA Funds \$180,000**

## 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 and other traffic enforcement activities such as speeding and distracted driving (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.

One area of particular focus in FFY16 will be the southeastern part of the State. This area has seen growth of the oil and gas industry which has produced population growth, increased roadway traffic and an increase in crashes.

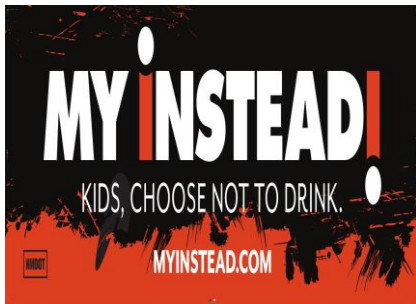
### Media Communications and Outreach

In FFY16, 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, distracted driving, 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 advocacy groups and county safety agencies

NMDOT contracts with a marketing firm to conduct media placement and media monitoring of Superblitz campaigns, National campaigns and sustained enforcement media activities. This contract is essential with year-round messaging occurring on alcohol/impaired driving, occupant protection, motorcycle safety, distracted driving 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.

A 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, distracted driving 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 over the past five years have helped New Mexico see generally consistent decreases in overall fatalities and serious injuries, alcohol/ impaired driving fatalities, 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.



## 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 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 and adjudication, 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 the STREOC and STRCC with 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. The Plan encompasses the relevant information systems and details any deficiencies identified by federal reviewing agencies and assessments.

A new Traffic Records Assessment to determine needs and provide best practices recommendations is planned for 2016.

### **2016 Performance Measure and Target**

#### **Crash Data Completeness**

***S2: Decrease the number of blank data fields for 'cargo body type' in uniform crash reports for commercial motor vehicle crashes by 11 percent from 56 percent in 4/1/2014-3/31/2015 to 45 percent in 4/1/2015 to 3/31/2016. (State)(Annual data)***

***S3: Increase the number of reportable crash reports transmitted electronically from LEAs to the UNM Crash Database from a baseline of 0 percent for the time period 10/1/2014-9/30/2015 to 35 percent for the period 10/1/2015-9/30/2016.***

### **TraCS Project - FFY16 Milestones and Timelines**

#### **TraCS Deployment**

The Department of Public Safety, New Mexico State Police-District 4 will implement its TraCS Program with a minimum of 40 units, including any units within the District for Motor Transportation Division (MTD) police, by October 31, 2015.

The Department of Public Safety, New Mexico State Police-District 5 will implement its TraCS Program with a minimum of 40 units, including any units within the District for MTD police, by May 31, 2016.

The Bernalillo County Sheriff's Department will implement their TraCS Program with a minimum of 40 units by September 30, 2016.

The Farmington Police Department will implement their TraCS Program with a minimum of 20 units, by September 30, 2016.

### **Electronic Data Transfer**

The Dona Ana Sheriff's Department will begin electronic crash data transfer to the University of New Mexico, Geospatial and Population Studies by October 31, 2015.

The Albuquerque Police Department will begin electronic crash data transfer to the University of New Mexico, Geospatial and Population Studies by December 31, 2015.

The Santa Fe Police Department will begin electronic crash data transfer to the University of New Mexico, Geospatial and Population Studies by May 31, 2016.

The Rio Rancho Police Department will begin electronic crash data transfer to the University of New Mexico, Geospatial and Population Studies by September 30, 2016.

The Albuquerque Police Department will begin electronic citation data transfer to the Metropolitan Court in Albuquerque by March 31, 2016.

### **STRATEGIES**

The following strategies are based on the most recent Traffic Records assessments conducted in New Mexico. The following strategies will be used to develop and implement Traffic Records Program projects in FFY16:

#### ***Strategy #1 – Electronic Collection of Traffic Records Data***

New Mexico law enforcement agencies respond to approximately 60,000 traffic crashes every year, issuing over one million uniform traffic citations and 15,000 DWI citations. Traffic and Criminal Software (TraCS) allows law enforcement officers to electronically collect, store and transfer traffic citation, crash and other traffic records data.

Currently, five of the State's largest law enforcement agencies are using TraCS, including Dona Ana County SO, Albuquerque PD, Santa Fe PD and Rio Rancho PD.

The Department of Public Safety - State Police are in their initiation phase with planned installations of more than 40 TraCS units by October 2015. TraCS units are being rolled-out by State Police district with District 4, which includes Las Cruces, being first. The planned second phase roll-out in Districts 5 and 1, which include Albuquerque, Bernalillo and Santa Fe, will be initiated in FFY16.

The Bernalillo County SO and the Farmington SO will initiate their TraCS programs in FFY16.

Agencies to be evaluated for roll-outs in FFY16 include Espanola PD, Taos PD, Taos SO and Questa PD. Other agencies expressing interest in the program include San Juan County SO, Aztec PD, Bloomfield PD, Carlsbad PD, Las Vegas PD, Santa Fe County SO, Tesuque PD and the State Parks. The number of new agencies initiated and rolled-out in FFY16 will depend on their readiness and available funds.

In 2015 and 2016, TraCS upgrades to the latest version 10 will be completed for Albuquerque PD, Dona Ana County SO, Santa Fe PD and Rio Rancho PD. New agencies will receive the latest version available at the time they come on board. The NMDOT provides technical assistance and training to TraCS users, and supports a TraCS users group and forms committee.

## **Strategy #2 – Data Transfer/Sharing**

Two of the recommendations from the most recent Traffic Records Assessment were to 1) support data sharing with law enforcement agencies' records management systems; and 2) pursue the planned interface for court acceptance of electronic citations.

Currently, the Dona Ana County SO and the Department of Public Safety-State Police send their electronic crash reports to the NMDOT Crash Section via Secure File Transfer Protocol (SFTP). The Crash Section then sends the crash reports via SFTP to the University of New Mexico (UNM) for data verified entry into the NMDOT Crash Database. This process, while not fully an electronic transfer, reduces hand data entry and allows for more timely access to the data for analysis and reporting.

In FFY16, the NMDOT plans to develop the interfaces to enable transfer of TraCS uniform crash reports directly to UNM for entry into the Crash Database, with Dona Ana County SO, Albuquerque PD, Santa Fe PD and Rio Rancho PD to be the first agencies to initiate these transfers.

### **E-Citations**

Since 2014, the Dona Ana County SO has transferred electronic citation data to the New Mexico Administrative Office of the Courts (AOC) Odyssey records management system (RMS) and sent PDFs of its e-citations to the Las Cruces Magistrate Court. In FFY16, the Albuquerque PD will begin sending e-citation data to the AOC Odyssey RMS and the Bernalillo County Metro Court, followed by other TraCS agencies, once their magistrate court systems can accept the data.

In FFY16, the AOC is planning to develop the interfaces between the DPS-State Police and the Dona Ana Magistrate Court for exporting e-citation information from their TraCS database to the Court's case management system.

In September 2015, the AOC and the Bernalillo County Metro Court implemented a project to enable the Court to scan citations (non-DWI) and send citation abstracts (summary judgments) electronically to the Motor Vehicle Division (MVD). In FFY16, the AOC will work with a number of magistrate courts, including those in Las Cruces, Santa Fe, Gallup, Farmington, Roswell, and Alamogordo, to enable them to implement citation scanning, and subsequently, to automate the data transfer process to the MVD. The AOC anticipates bringing on five courts in 2016 starting with the Las Cruces Magistrate.

## **Strategy #3 – UCR Modifications and Training**

Another of the Traffic Records Assessment recommendations was to update the State's uniform crash report (UCR) to meet commercial motor vehicle (CMV) reporting requirements and to increase the number of Minimum Model Uniform Crash Criteria (MMUCC) data elements collected.

In 2015, a project was initiated to update the State's UCR to allow for the collection of additional data elements for CMV crashes and to increase the number of MMUCC data elements. In FFY16, New Mexico will complete the updates to the UCR. Once the new UCR is adopted, per statute, NMDOT will work with the law enforcement academies to revise the training they offer.

In FFY16, the NMDOT will offer general UCR train-the-trainer sessions with emphasis on CMV and distracted driving reporting requirements. This UCR training is required for all law enforcement agencies (LEAs) receiving NMDOT funding, but is made available to any LEA.

*(State of New Mexico, Traffic Records Assessment; NHTSA Technical Assessment Team; 6/5-10/2011. New Mexico Crash Data Improvement Program Report; CDIP Technical Assistance Team Site Visit; 8/2009. New Mexico FARS Unit Site Visit Report; NHTSA FARS Quality Control, 11/14-17, 2011.)*

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

As stated above, strategies proposed for the Statewide Traffic Records program are based on the most recent Traffic Records Assessments recommendations and identified needs. Projects are focused on achieving comprehensive improvements to statewide records systems, particularly in the electronic collection of crash data and the direct transfer of the data into the State's Crash System, and the electronic collection of citation data and the direct transfer of the data to the relevant court system.

Strategies, projects and budget amounts are established through the Statewide Traffic Records System Strategic Plan process and approved by the Statewide Traffic Records Executive Oversight Committee. Projects will be implemented as funding allows.

## b. Proposed Projects to Promote Identified Strategies

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

#### **NHTSA Funds**

**16-TR-05c-P01 Crash Data Statistical and Analytical Reporting 405c \$465,000**

**M3DA-2016-05-01-00 GTS HSP-1**

*Monitored by Santiago 'Jimmy' Montoya*

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

Funds a contract with the University of NM (UNM) to provide advanced data analysis using data merging techniques to identify problem locations and conditions. This information is disseminated through a series of reports aimed at informing traffic safety partners, leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and assists the department in updating its traffic crash database capabilities. UNM provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.

**16-TR-05c-P02 Data Entry Project - UNM 405c \$200,000**

**M3DA-2016-05-02-00 GTS HSP-1**

*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 approximately 70,000 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 data entry clerks. Travel, supplies and training are included to support data maintenance and quality improvement efforts. **(See Federal project #16-TR-RF-P04 \$200,000 Fund 20100. Total FFY16 funds = \$400,000)**

**16-HE-64-P03 TraCS Maintenance and Support 164HE \$400,000**

**164HE-2016-HE-03-00 GTS HSP-1**

*Monitored by Anthony Apodaca and Kariann Blea*

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

Funds a contract to provide training and software installation and configuration support to law enforcement agencies currently using TraCS, to include assistance with the transition from TraCS V7.3 to V10, and the use of the corresponding incident locator tool and record management system (RMS). This project will provide assistance to law enforcement agencies with other TraCS-related software and hardware issues and provide helpdesk services.



<b>16-HE-64-P04</b>	<b>TraCS Statewide Rollout Project Management</b>	<b>164HE</b>	<b>\$50,000</b>
<b>164HE-2016-HE-04-00 GTS HSP-1</b>			
<i>Monitored by Anthony Apodaca and Kariann Blea</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i>			
Funds a contract for project management services to support the Statewide TraCS implementation and rollout of TraCS software and hardware. The TraCS project provides law enforcement with access to an electronic collection tool for electronic submission of the State's uniform crash report and uniform traffic citation. This initiative supports NHTSA Model Performance Measures to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of crash and citation records.			
<b>16-HE-64-P06</b>	<b>TraCS Equipment</b>	<b>164HE</b>	<b>\$200,000</b>
<b>164HE-2016-HE-06-00 GTS HSP-1</b>			
<i>Monitored by Anthony Apodaca and Kariann Blea</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i>			
Provides funds to law enforcement and other partner agencies for hardware equipment necessary to implement TraCS in their respective agencies.			
<b>16-HE-64-P07</b>	<b>TraCS Software Upgrade</b>	<b>164HE</b>	<b>\$35,000</b>
<b>164HE-2016-HE-07-00 GTS HSP-1</b>			
<i>Monitored by Anthony Apodaca and Kariann Blea</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i>			
Provides funds to purchase TraCS Version 10 and the Incident Location Tool software for all current TraCS users. This software will be available for any additional agencies added to the program as resources permit.			
<b>16-HE-64-P08</b>	<b>TR Strategic Plan Development/TRCC Meeting Facilitation</b>	<b>164HE</b>	<b>\$50,000</b>
<b>164HE-2016-HE-08-00 GTS HSP-1</b>			
<i>Monitored by Santiago 'Jimmy' Montoya</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i>			
Provides funds for a contractor to assist with the development of the Traffic Records Strategic Plan and provide administrative support for TRCC meetings.			
<b>16-HE-64-P10</b>	<b>Out-of-State Travel</b>	<b>164HE</b>	<b>\$10,000</b>
<b>164HE-2016-HE-10-00 GTS HSP-1</b>			
<i>Monitored by Santiago 'Jimmy' Montoya</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i>			
Funds travel for Federally mandated trainings, as well as training necessary for efficient management of traffic records projects.			
<b>16-HE-64-P11</b>	<b>Uniform Crash Report (UCR) Modifications</b>	<b>164HE</b>	<b>\$35,000</b>
<b>164HE-2016-HE-11-00 GTS HSP-1</b>			
<i>Monitored by Sophia Roybal-Cruz</i>			
<i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i>			
Provides funds for necessary modifications required to update the State uniform crash report. This project will allow for collection of the data elements that are required for commercial motor vehicle (CMV) federal reporting and increase the number of minimum model uniform crash criteria (MMUCC) data elements collected.			

**16-HE-64-P12 UCR Documentation and Training for LEAs 164HE \$50,000**

**164HE-2016-HE-12-00 GTS HSP-1**

*Monitored by Sophia Roybal-Cruz*

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

Provides funding to develop and implement a training curriculum statewide to increase the completeness and accuracy of UCR documentation from the field.

**16-HE-64-P15 TR Assessment Facilitator 164HE \$15,000**

**164HE-2016-HE-15-00 GTS HSP-1**

*Monitored by Santiago 'Jimmy' Montoya*

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

Provide funds to support the administration of the mandated Traffic Records Assessment. Facilitator will serve as the point of contact for State responders to the Assessment.

**16-HE-64-P16 High Crash Location Tool Pilot Project 164HE \$30,000**

**164HE-2016-HE-16-00 GTS HSP-1**

*Monitored by Michael Sandoval*

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

Provides funding for a geo-coding and data visualization web-based application tool for use by law enforcement to identify locations with a high probability of crashes. The tool is designed to enhance and support LEAs data driven operations planning and enforcement activities. The tool will be used by a minimum of six law enforcement agencies during the project period.

## **State Funds**

**16-TR-RF-P04 TR Data Entry Project - UNM State Fund 20100 \$200,000**

*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 approximately 70,000 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. **(See Federal project #16-TR-05c-P02 \$200,000 405c. Total FFY16 funds = \$400,000)**

## Traffic Records: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
16-TR-05c-P01	M3DA-2016-05-01-00	Crash Data Statistical and Analytical Reporting	465,000
16-TR-05c-P02	M3DA-2016-05-02-00	TR Data Entry Project - UNM	200,000
<b>405c Total</b>			<b>665,000</b>
16-HE-64-P03	164HE-2016-HE-03-00	TraCS Maintenance and Support	400,000
16-HE-64-P04	164HE-2016-HE-04-00	TraCS Statewide Rollout Project Management	50,000
16-HE-64-P06	164HE-2016-HE-06-00	TraCS Equipment	200,000
16-HE-64-P07	164HE-2016-HE-07-00	TraCS Software Upgrade	35,000
16-HE-64-P08	164HE-2016-HE-08-00	TR Strategic Plan Implementation/ Program Support	50,000
16-HE-64-P10	164HE-2016-HE-10-00	Out-of-State Travel	10,000
16-HE-64-P11	164HE-2016-HE-11-00	Uniform Crash Report (UCR) Modifications	35,000
16-HE-64-P12	164HE-2016-HE-12-00	UCR Documentation and Training for LEAs	50,000
16-HE-64-P15	164HE-2016-HE-15-00	Uniform Traffic Citation Standardization	15,000
16-HE-64-P16	164HE-2016-HE-16-00	High Crash Location Tool Pilot Project	30,000
<b>164HE Total</b>			<b>875,000</b>

**Total Traffic Records NHTSA Funds**

**\$1,540,000**

# 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 curriculum. 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.

### **2016 Performance Measures and Targets**

***C9: Reduce the number of drivers under age 21 in fatal crashes by 24 percent from 46 in 2013 to 35 in 2016. (FARS)(5-year averages)***

***S1: Increase the number of media impressions reached with traffic safety messages by 1 percent from 63.3 million in FFY14 to 63.9 million in FFY16. (State)(Annual data)***

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

In FFY16, New Mexico will increase public knowledge, perception and understanding of driver education and traffic safety by all road users by:

- a) providing funds to produce and distribute informational brochures and posters on driver education, DWI prevention, use of seatbelts and child restraints, motorcycle safety, pedestrian safety, distracted driving and safety corridors; and
- b) assisting with the development and implementation of a NMDOT media and marketing plan.

*(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 FFY16, 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, to include dissemination of information on the top contributing factors in teen crashes 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.

Attitude and awareness surveys will be conducted in the first and last quarters of FFY16 to assess driver attitudes and awareness of highway safety enforcement and communication activities, and self-reported driving behavior.

NMDOT plans to maintain relatively level funding and activity for the Driver Education and Safety Program. Between 2009 and 2013, New Mexico has seen a 31 percent reduction in fatal crashes involving under age 21. 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**

**16-DE-02-P02 Traffic Safety Clearinghouse 402 \$180,000**

**DE-2016-DE-02-00 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 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 #16-AL-64-P10 \$220,000 16 AL. Total FFY16 funds = \$400,000)*

**16-DE-02-P04 NCSAs/ Media Training 402 \$235,000**

**DE-2016-DE-04-00 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) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities.

Provides training for law enforcement agencies that includes how to write press releases and how to deal with 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 #16-DE-RF-P06 \$30,000 Fund 20100. Total FFY16 funds = \$265,000)**

**16-DE-02-P05 Traffic Safety Attitude and Awareness Surveys 402 \$60,000**

**DE-2016-DE-05-00 GTS HSP-1**

*Monitored by Michael Sandoval*

This is part of the GHSA/NHTSA agreement for there to be a TS safety awareness survey conducted every year, nationwide, with standard questions. Provides funds for surveys to be conducted in accordance with the NHTSA/ GHSA agreement.

**16-DE-PM-P06 SE New Mexico High Crash Media 405b \$85,000**

**M1\*PM-2016-DE-06-00**

*Monitored by Franklin Garcia*

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

Provides funding for a new media campaign aimed at reducing crashes in the southeastern part of the State. Growth of the oil and gas industry has produced population growth and increased business activity, and the TSD has identified high crash areas in this part of the State. The TSD will partner with the oil/gas/area businesses, law enforcement and local media outlets to deliver targeted safety messages to drivers.

## State Funds

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

*Monitored by Franklin Garcia*

*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 #16-DE-RF-P03 \$315,000 Fund 20100. Total FFY16 funds = \$600,000)**

**16-DI-09-P02 DWI School Curriculum State Fund 10020 \$60,000**

*Monitored by Franklin Garcia*

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

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

**16-DE-RF-P03 DE Programs-UNM DCE State-Mandated State Fund 20100 \$315,000**

*Monitored by Franklin Garcia*

*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 #16-DI-09-P01 \$285,000 Fund 10020. Total FFY16 funds = \$600,000)**

**16-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) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities.

Provides training for law enforcement agencies that includes how to write press releases, and how to deal with 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 #16-DE-02-P04 \$235,000 402. Total FFY16 funds = \$265,000)**

## Driver Education: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
16-DE-02-P02	DE-2016-DE-02-00	Traffic Safety Clearinghouse	180,000
16-DE-02-P04	DE-2016-DE-04-00	NCSAs - Media Training	235,000
16-DE-02-P05	DE-2016-DE-05-00	Traffic Safety Awareness Survey	60,000
16-DE-PM-P06	M1*PM-2016-DE-06-00	SE New Mexico High Crash Media	85,000
<b>402 DE Total</b>			<b>560,000</b>

**Total Driver Education and Safety NHTSA Funds**

**\$560,000**

## **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**

***S4: 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.***

***S5: Ensure that reimbursement claims to contractors are paid within 30 days of an approved and accepted invoice for payment of actual costs that have been incurred in accordance with the approved project budget and based on budget availability.***

***S6: Submit a draw-down through the NHTSA grants tracking system on a monthly basis.***

***S7: Conduct 100% of required onsite monitoring visits per the State's Policies and Procedures Manual.***

#### **Strategy #1**

In FFY16, 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 FFY16, 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.

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

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

#### **NHTSA Funds**

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

**PA-2016-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).

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

**PA-2016-PA-02-00 GTS HSP-1**

*Monitored by Kimberly Wildharber*

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 #16-EE-05-P04 \$30,000 Fund 20800. Total FFY16 funds = \$100,000)**

**16-PA-03-P03 E-Grants - Phase One 402 \$80,000**

**PA-2016-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,*

Provides funding for a contractor to continue annual technical support and system hosting, and to develop further enhancements to the e-grants system including State and special programs monitored by the TSD. Provides funding for independent verification and validation of the e-grants system. **(See Federal project #16-PA-64-P14 \$205,000 164AL and State project #16-PT-RF-P08 \$15,000 Fund 20100. Total FFY16 funds = \$300,000)**

## State Funds

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

*Monitored by Kimberly Wildharber*

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 #16-PA-02-P02 \$70,000 402. Total FFY16 funds = \$100,000)**

*Also see 16-AL-64-P12 Alcohol/Impaired Driving Program Management in the Alcohol/Impaired Driving Program area; 16-OP-05b-P05 Occupant Protection Program Management in the Occupant Protection Program area; and 16-PT-02-P03 Police Traffic Services Program Management in the Police Traffic Services Program area.*

### Planning and Administration: NHTSA Federal Budget Summary

<b>NMDOT Project Number</b>	<b>GTS Project Number</b>	<b>Project Title</b>	<b>Budget Amount</b>
16-PA-02-P01	PA-2016-PA-01-00	Financial Systems Management	130,000
16-PA-02-P02	PA-2016-PA-02-00	HSP, Grant and Technical Writing Services	70,000
16-PA-02-P03	PA-2016-PA-03-00	E-Grants - Phase One	80,000
<b>402 Total</b>			<b>280,000</b>

**Total Planning and Administration NHTSA Funds**

**\$280,000**

## **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 15.

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

New Mexico's evidence-based (EB) Traffic Safety Enforcement Program 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 year's citation data, and the previous three years' crash and fatality 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 ascertain 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 FFY16 the NMDOT expects that 75-85 city, county, state and tribal law enforcement agencies will participate in the Impaired Driving National Crackdown and 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 to Support TS Programs section of this document.

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

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

## **VII. CERTIFICATIONS AND ASSURANCES**

NM\_FY16\_AppendixA is submitted via the NHTSA Dropbox

NM\_FY16\_AppendixD is submitted via the NHTSA Dropbox

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

NM\_FY16\_405b is submitted via the NHTSA Dropbox

NM\_FY16\_405c (including documentation) is submitted via the NHTSA Dropbox

NM\_FY16\_405d (including documentation) is submitted via the NHTSA Dropbox

NM\_FY16\_405f is submitted via the NHTSA Dropbox

# 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

**CMS** – Case Management System

**DNTXT** – Don't Text (distracted driving 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

**LEL** - Law Enforcement Liaison

**MMUCC** - Minimum Model Uniform Crash Criteria

**NHTSA** - National Highway Traffic Safety Administration

**NM** - New Mexico

**NMDOT** - New Mexico Department of Transportation

**OCR** – Optical Character Recognition

**OP** – Occupant Protection

**PD** – Police Department

**PDF** – Portable Document Format

**RMS** – Records Management System

**SFST** - Standard Field Sobriety Testing

**SFTP** – Secure File Transfer Protocol

**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

## 2016 PROGRAM AREA PROJECTS LIST NHTSA FUNDS

### ALCOHOL /IMPAIRED DRIVING

16-AL-64-P01	Alcohol/Impaired Driving Enforcement	164AL	\$2,140,000
164AL-2016-AL-01-00 GTS HSP-1			
Monitored by Kimberly Wildharber (See Federal project #16-ID-05d-P18 \$500,000 405d. Total FFY16 funds = \$2,640,000)			
16-AL-64-P02	DWI Task Force - McKinley County	164AL	\$400,000
164AL-2016-AL-02-00 GTS HSP-1			
Monitored by Judith Duran			
16-AL-64-P03	Alcohol Compliance Enforcement & Warrant Roundups	164AL	\$150,000
164AL-2016-AL-03-00 GTS HSP-1			
Monitored by Rey Martinez			
16-AL-64-P04	Supervised Probation Expansion - Metro Court	164AL	\$122,000
164AL-2016-AL-04-00 GTS HSP-1			
Monitored by Jolyn Sanchez			
16-AL-64-P05	Supervised Probation Expansion - Santa Fe County	164AL	\$60,000
164AL-2016-AL-05-00 GTS HSP-1			
Monitored by Jolyn Sanchez			
16-AL-64-P06	Vehicle Forfeiture Conference	164AL	\$10,000
164AL-2016-AL-06-00 GTS HSP-1			
Monitored by Rey Martinez			
16-AL-64-P07	Vehicle Seizure Coordinator	164AL	\$75,000
164AL-2016-AL-07-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
16-AL-64-P08	DWI Task Force Meeting Facilitation	164AL	\$50,000
164AL-2016-AL-08-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
16-AL-64-P09	Statewide DWI Enforcement Training	164AL	\$270,000
164AL-2016-AL-09-00 GTS HSP-1			
Monitored by Cindy Abeyta			
16-AL-64-P10	Traffic Safety Clearinghouse	164AL	\$220,000
164AL-2016-AL-10-00 GTS HSP-1			
Monitored by David Lapington (See Federal project #16-DE-02-P02 \$180,000 402. Total FFY16 funds = \$400,000)			



16-AL-64-P11	Impaired Driving and SFST Assessments	164AL	\$90,000
164AL-2016-AL-11-00 GTS HSP-1			
Monitored by Kimberly Wildharber (See Federal project #16-PT-02-P07 \$10,000 402. Total FFY16 funds = \$100,000)			
16-AL-64-P12	Alcohol/Impaired Driving Program Management - FTEs	164AL	\$215,000
164AL-2016-AL-12-00 GTS HSP-1			
Monitored by Michael Sandoval			
16-AL-64-P13	Traffic Safety Law Enforcement Liaisons	164AL	\$240,000
164AL-2016-AL-13-00 GTS HSP-1			
Monitored by Kimberly Wildharber (See Federal project #16-PT-02-P02 \$260,000 402. Total FFY16 funds = \$500,000)			
16-PA-64-P14	E-Grants - Phase One	164AL	\$205,000
164AL-2016-AL-14-00 GTS HSP-1			
Monitored by Kimberly Wildharber (See Federal project #16-PA-02-P03 \$80,000 402 and State project #16-PT-RF-P08 \$15,000 Fund 20100. Total FFY16 funds = \$300,000)			
16-AL-64-P15	DWI Media Creative Design and Production	164AL	\$850,000
164AL-2016-AL-15-00 GTS HSP-1			
Monitored by Franklin Garcia			
16-AL-PM-P16	DWI Media Placement	164PM	1,500,000
164PM-2016-AL-16-00 GTS HSP5-1			
Monitored by Franklin Garcia			
16-AL-64-P17	DWI Judicial Education	164AL	\$150,000
16-AL-2016-AL-17-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
16-ID-05d-P18	Alcohol/Impaired Driving Enforcement	405d	\$500,000
M5HVE-2016-05-18-00 GTS HSP-1			
Monitored by Kimberly Wildharber (See Federal project #16-AL-64-P01 \$2,140,000 164AL. Total FFY16 funds = \$2,640,000)			
16-ID-05d-P19	DWI/ Drug Courts - AOC	405d	\$360,000
M5CS-2016-05-19-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
16-ID-05d-P20	BAC Testing Training - DOH Scientific Labs Division	405d	\$75,000
M5BAC-2016-05-20-00 GTS HSP-1			
Monitored by Cindy Abeyta			
16-ID-05d-P21	DRE and ARIDE Training	405d	\$120,000
M5TR-2016-05-21-00 GTS HSP-1			
Monitored by Cindy Abeyta			

16-ID-05d-P22	Traffic Safety Resource Prosecutor	405d	\$90,000
M5TR-2016-05-22-00	GTS HSP-1		
Monitored by Kimberly Wildharber (See Federal project #16-PT-02-P06 \$60,000 402. Total FFY16 funds = \$150,000)			

### OCCUPANT PROTECTION

16-OP-05b-P01	Seatbelt Observation Survey/ Nighttime Observations	405b	\$200,000
M1X-2016-05-01-00	GTS HSP-1		
Monitored by David Lapington			

16-OP-05b-P02	Child Restraint Program	405b	\$501,000
M1CPS-2016-05-02-00	GTS HSP-1		
Monitored by David Lapington			

16-OP-PM-P03	Click It or Ticket Paid Media	405b	\$100,000
M1*PM-2016-05-03-00	GTS HSP-1		
Monitored by Franklin Garcia			

16-OP-05b-P04	Child Safety Seats/ Booster Seats	405b	\$140,000
M1CSS-2016-05-04-00	GTS HSP-1		
Monitored by David Lapington			

16-OP-05b-P05	Occupant Protection Program Mgt - FTEs	405b	\$165,000
M1X-2016-05-05-00	GTS HSP-1		
Monitored by Michael Sandoval			

### POLICE TRAFFIC SERVICES

16-PT-02-P01	General Law Enforcement Training	402	\$90,000
PT-2016-PT-01-00	GTS HSP-1		
Monitored by Cindy Abeyta			

16-PT-02-P02	Traffic Safety Law Enforcement Liaisons	402	\$260,000
PT-2016-PT-02-00	GTS HSP-1		
Monitored by Kimberly Wildharber (See Federal project #16-AL-64-P13 \$240,000 164AL. Total FFY16 funds = \$500,000)			

16-PT-02-P03	Police Traffic Services Program Mgt - FTEs	402	\$170,000
PT-2016-PT-03-00	GTS HSP-1		
Monitored by Michael Sandoval			

16-PT-02-P04	100 Days and Nights of Summer Program	402	\$500,000
PT-2016-PT-04-00	GTS HSP-1		
Monitored by Kimberly Wildharber			

16-DD-02-P05	Distracted Driving (DNTXT) Enforcement	402	\$200,000
DD-2016-DD-05-00 GTS HSP-1			
Monitored by Kimberly Wildharber			

16-PT-02-P06	Traffic Safety Resource Prosecutor	402	\$60,000
PT-2016-PT-06-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #16-ID-05d-P22 \$90,000 405d. Total FFY16 funds = \$150,000)			

16-PT-02-P07	Impaired Driving and SFST Assessments	402	\$10,000
PT-2016-PT-07-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #16-AL-64-P11 \$90,000 164AL. Total FFY16 funds = \$100,000)			

### MOTORCYCLE SAFETY

16-MC-PM-P01	Motorcycle Media Placement	405b	\$75,000
M1*PM-2016-MC-01-00 GTS HSP-1			
Monitored by Franklin Garcia			

### PEDESTRIAN/ BICYCLIST SAFETY

16-PS-02-P01	Pedestrian and Bicyclist Safety	402	\$180,000
PS-2016-PS-01-00 GTS HSP-1			
Monitored by Juliet Armijo			
(See State project #16-PS-RF-P05 \$20,000 Fund 20100. Total FFY16 funds = \$200,000)			

### TRAFFIC RECORDS

16-TR-05c-P01	Crash Data Statistical and Analytical Reporting	405c	\$465,000
M3DA-2016-05-01-00 GTS HSP-1			
Monitored by Santiago 'Jimmy' Montoya			

16-TR-05c-P02	Data Entry Project - UNM	405c	\$200,000
M3DA-2016-05-02-00 GTS HSP-1			
Monitored by Sophia Roybal-Cruz			
(See Federal project #16-TR-RF-P04 \$200,000 Fund 20100. Total FFY16 funds = \$400,000)			

16-HE-64-P03	TraCS Maintenance and Support	164HE	\$400,000
164HE-2016-HE-03-00 GTS HSP-1			
Monitored by Anthony Apodaca and Kariann Blea			

16-HE-64-P04	TraCS Statewide Rollout Project Management	164HE	\$50,000
164HE-2016-HE-04-00 GTS HSP-1			
Monitored by Anthony Apodaca and Kariann Blea			

16-HE-64-P06	TraCS Equipment	164HE	\$200,000
164HE-2016-HE-06-00 GTS HSP-1			
Monitored by Anthony Apodaca and Kariann Blea			
16-HE-64-P07	TraCS Software Upgrade	164HE	\$35,000
164HE-2016-HE-07-00 GTS HSP-1			
Monitored by Anthony Apodaca and Kariann Blea			
16-HE-64-P08	TR Strategic Plan Updates/ TRCC Meeting Facilitation	164HE	\$50,000
164HE-2016-HE-08-00 GTS HSP-1			
Monitored by Santiago 'Jimmy' Montoya			
16-HE-64-P10	Out-of-State Travel	164HE	\$10,000
164HE-2016-HE-10-00 GTS HSP-1			
Monitored by Santiago 'Jimmy' Montoya			
16-HE-64-P11	Uniform Crash Report (UCR) Modifications	164HE	\$35,000
164HE-2016-HE-11-00 GTS HSP-1			
Monitored by Sophia Roybal-Cruz			
16-HE-64-P12	UCR Documentation and Training for LEAs	164HE	\$50,000
164HE-2016-HE-12-00 GTS HSP-1			
Monitored by Sophia Roybal-Cruz			
16-HE-64-P15	TR Assessment Facilitator	164HE	\$15,000
164HE-2016-HE-15-00 GTS HSP-1			
Monitored by Santiago 'Jimmy' Montoya			
16-HE-64-P16	High Crash Location Tool Pilot Project	164HE	\$30,000
164HE-2016-HE-16-00 GTS HSP-1			
Monitored by Michael Sandoval			

### DRIVER EDUCATION AND SAFETY

16-DE-02-P02	Traffic Safety Clearinghouse	402	\$180,000
DE-2016-DE-02-00 GTS HSP-1			
Monitored by David Lapington			
(See Federal project #16-AL-64-P10 \$220,000 164 AL. Total FFY16 funds = \$400,000)			
16-DE-02-P04	NCSAs/ Media Training	402	\$235,000
DE-2016-DE-04-00 GTS HSP-1			
Monitored by Juliet Armijo			
(See State project #16-DE-RF-P06 \$30,000 Fund 20100. Total FFY16 funds = \$265,000)			
16-DE-02-P05	Traffic Safety Attitude & Awareness Surveys	402	\$60,000
DE-2016-DE-05-00 GTS HSP-1			
Monitored by Michael Sandoval			

16-DE-02-P06	SE New Mexico High Crash Media	405b	\$85,000
M1*PM-2016-DE-06-00 GTS HSP-1			
Monitored by Franklin Garcia			

**PLANNING AND ADMINISTRATION**

16-PA-02-P01	Financial Management - FTE	402	\$130,000
PA-2016-PA-01-00 GTS HSP-1			
Monitored by Michael Sandoval			

16-PA-02-P02	HSP, Grant and Technical Writing Services	402	\$70,000
PA-2016-PA-02-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See State project #16-EE-05-P04 \$30,000 Fund 20800. Total FFY16 funds = \$100,000)			

16-PA-02-P03	E-Grants - Phase One	402	\$80,000
PA-2016-PA-03-00 GTS HSP-1			
Monitored by Kimberly Wildharber			
(See Federal project #16-PA-64-P14 \$205,000 164AL and State project #16-PT-RF-P08 \$15,000 Fund 20100. Total FFY16 funds = \$300,000)			

## STATE FUNDS

### ALCOHOL/IMPAIRED DRIVING

<b>16-CD-05-P01</b>	<b>Community DWI (CDWI) Projects</b>	<b>State Fund 20800</b>	<b>\$430,000</b>
Monitored by Kimberly Wildharber			
<b>16-DPE-10-P01</b>	<b>UAD Prevention Creative Design &amp; Production</b>	<b>State Fund 20700</b>	<b>\$300,000</b>
Monitored by Franklin Garcia			
<b>16-DPE-10-P02</b>	<b>Life of an Athlete</b>	<b>State Fund 20700</b>	<b>\$100,000</b>
Monitored by Kimberly Wildharber			
<b>16-DPE-10-P03</b>	<b>Community Programs</b>	<b>State Fund 20700</b>	<b>\$200,000</b>
Monitored by Kimberly Wildharber			
<b>16-DPE-10-P04</b>	<b>MyInstead Campaign</b>	<b>State Fund 20700</b>	<b>\$150,000</b>
Monitored by Kimberly Wildharber			
<b>16-DPE-10-P05</b>	<b>Underage Drinking TSD Initiative</b>	<b>State Fund 20700</b>	<b>\$200,000</b>
Monitored by Kimberly Wildharber			
<b>16-DPE-10-P06</b>	<b>School-based UAD Education and Intervention</b>	<b>State Fund 20700</b>	<b>\$60,000</b>
Monitored by Kimberly Wildharber			
<b>16-II-54-P01</b>	<b>Ignition Interlock Indigent Fund</b>	<b>State Fund 82600</b>	<b>\$2,600,000</b>
Monitored by Cora Herrera			
<b>16-II-54-P02</b>	<b>Ignition Interlock Indigent Fund - FTE</b>	<b>State Fund 82600</b>	<b>\$60,000</b>
Monitored by Franklin Garcia			
<b>16-II-54-P03</b>	<b>Ignition Interlock Indigent Fund Contractual</b>	<b>State Fund 82600</b>	<b>\$75,000</b>
Monitored by Franklin Garcia			

### OCCUPANT PROTECTION

<b>16-OP-RF-P01</b>	<b>Occupant Protection Enforcement</b>	<b>State Fund 20100</b>	<b>\$400,000</b>
Monitored by David Lapington			
<b>16-OP-RF-P09</b>	<b>Elder Driver Program</b>	<b>State Fund 20100</b>	<b>\$116,000</b>
Monitored by David Lapington			

### POLICE TRAFFIC SERVICES

16-EE-05-P01	PT Education and Enforcement Funds to LEAs Monitored by Rey Martinez	State Fund 20800	\$290,000
16-PT-RF-P02	PTS Selective Traffic Enforcement Program Monitored by Rey Martinez	State Fund 20100	\$220,000
16-PT-RF-P08	E-Grants - Phase One Monitored by Kimberly Wildharber (See Federal projects #16-AL-64-P14 \$205,000 164AL and #16-PA-02-P03 \$80,000 402. Total FFY16 funds = \$300,000)	State Fund 20100	\$15,000

### MOTORCYCLE SAFETY

16-MC-08-P03	Motorcycle Safety Training Program State-Mandated Monitored by Judith Duran	State Fund 20600	\$155,000
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### PEDESTRIAN AND BICYCLIST SAFETY

16-PS-RF-P05	Pedestrian and Bicyclist Safety Monitored by Juliet Armijo (See Federal project #16-PS-02-01 \$180,000 402. Total FFY16 funds = \$200,000)	State Fund 20100	\$20,000
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### GENERAL MEDIA

16-EE-05-P02	General Media Creative and Production Monitored by Franklin Garcia (See State project # CP-RF-P07 \$87,500 Fund 20100. Total FFY16 funds = \$287,500)	State Fund 20800	\$200,000
16-EE-PM-P03	General Paid Media Monitored by Franklin Garcia	State Fund 20800	\$275,000
16-CP-RF-P07	General Media Creative and Production Monitored by Franklin Garcia (See State project # EE-05-P02 \$200,000 Fund 20800. Total FFY16 funds = \$287,500)	State Fund 20100	\$87,500

### TRAFFIC RECORDS

16-TR-RF-P04	TR Data Entry Project - UNM Monitored by Sophia Roybal-Cruz (See Federal project #16-TR-05c-P02 \$200,000 405c. Total FFY16 funds = \$400,000)	State Fund 20100	\$200,000
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### DRIVER EDUCATION AND SAFETY

<b>16-DI-09-P01</b>	<b>DE Programs-UNM DCE State-Mandated</b>	<b>State Fund 10020</b>	<b>\$285,000</b>
Monitored by Franklin Garcia (See State project #16-DE-RF-P03 \$315,000 Fund 20100. Total FFY16 funds = \$600,000)			

<b>16-DI-09-P02</b>	<b>DWI School Curriculum</b>	<b>State Fund 10020</b>	<b>\$60,000</b>
Monitored by Franklin Garcia			

<b>16-DE-RF-P03</b>	<b>DE Programs-UNM DCE State-Mandated</b>	<b>State Fund 20100</b>	<b>\$315,000</b>
Monitored by Franklin Garcia (See State project #16-DI-09-P01 \$285,000 Fund 10020. Total FFY16 funds = \$600,000)			

<b>16-DE-RF-P06</b>	<b>NCSAs/ Media Training</b>	<b>State Fund 20100</b>	<b>\$30,000</b>
Monitored by Juliet Armijo (See Federal project #16-DE-02-P04 \$235,000 402. Total FFY16 funds = \$265,000)			

### PLANNING AND ADMINISTRATION

<b>16-EE-05-P04</b>	<b>HSP, Grant and Technical Writing Services</b>	<b>State Fund 20800</b>	<b>\$30,000</b>
Monitored by Kimberly Wildharber (See Federal project #16-PA-02-P02 \$70,000 402. Total FFY16 funds = \$100,000)			





U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

Region 6  
Louisiana, Mississippi, New Mexico,  
Oklahoma, Texas, Indian Nations

819 Taylor Street  
Room 8A38  
Fort Worth, TX 76102-6177  
Phone: 817-978-3653  
Fax: 817-978-8339

August 19, 2015

The Honorable Susana Martinez  
Governor of New Mexico  
State Capitol Building  
Santa Fe, New Mexico 87503

Dear Governor Martinez:

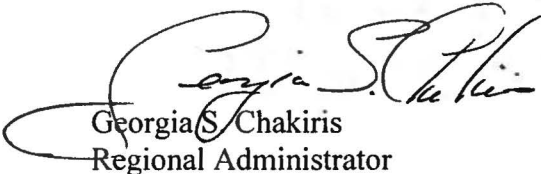
We have reviewed the New Mexico fiscal year 2016 Highway Safety Plan (HSP) as received on June 30, 2015. Based on this submission and subsequent revisions, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Cabinet Secretary Tom Church.

We look forward to working with the New Mexico Department of Transportation, Traffic Safety Division and its partners to meet our mutual targets of reduced fatalities, injuries, and crashes on New Mexico's roads. We also appreciate the State's participation in the Click It or Ticket and the Drive Sober or Get Pulled Over national campaigns. If we can be of assistance to you, please do not hesitate to contact us.

If you would like any additional information on New Mexico's HSP review please feel free to contact me at (817) 978-3653.

Sincerely,

  
Georgia S. Chakiris  
Regional Administrator

cc: Tom Church, NM DOT  
Don Martinez, FHWA  
Cynde Teetzen, FMCSA  
Dr. Mary D. Gunnels, NHTSA-ROPD



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

August 21, 2015

Region 6  
Louisiana, Mississippi, New Mexico,  
Oklahoma, Texas, Indian Nations

819 Taylor Street  
Room 8A38  
Fort Worth, TX 76102-6177  
Phone: 817-978-3653  
Fax: 817-978-8339

Mr. Tom J. Church  
Cabinet Secretary  
Governor's Highway Safety Representative  
New Mexico Department of Transportation  
Post Office Box 1149  
Santa Fe, New Mexico 87504-1149

Dear Mr. Church:

We have reviewed the New Mexico fiscal year 2016 Highway Safety Plan (HSP) as received on June 30, 2015. Based on this submission and subsequent revision received August 18, 2015, we find your State's Highway Safety Plan to be in compliance with the requirements of 23CFR Part 1200 and the HSP is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR 1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter whichever is later.

In our review of the documents submitted, we did not identify any proposed purchase of equipment with an acquisition cost of \$5,000 or more, therefore, no approval is provided for purchase of such equipment with Federal funds.

The following comments are offered to help strengthen the New Mexico Plan related to performance measures for the Police Traffic Services (PTS), Driver Education (DE), and Traffic Records program areas. Our review revealed a weakness in linking performance measures to strategies and project selection in the PTS and DE areas. The Traffic Safety Division (TSD) agreed to conduct driver attitude and awareness surveys in the first quarter of FY2016 in order to gather pertinent baseline data and establish additional performance measures and targets through an amendment to the HSP. The TSD will conduct a follow up survey in the last quarter of FY2016 to measure the impact of the programs and report any challenges or achievements in the FY2016 Annual Report. The Traffic Records program area lacked performance measures compliant with 23CFR 1200.11(b) to justify projects supporting improvement of EMS, Citation and Adjudication, and Vehicle Registration databases. The TSD has removed the proposed projects from the HSP until



such time that compliant performance measures can be developed and submitted to NHTSA for consideration of Federal funding.

We believe that FY2016 is a critical year for the State's long running TraCS program. During the past year we have had several meetings and discussions with TSD and our Federal partners at FHWA and FMCSA regarding the difficulty in achieving improved timeliness and accuracy through electronic submission of crash reports from law enforcement agencies. Federal funds have supported this effort for approximately 10 years. We will be monitoring the progress of the TraCS projects closely in FY2016 to determine if the State's targets are achieved. This will be the last year in which we approve funding for the manual entry of crash reports into the State's database at the current level of \$200,000. NHTSA is committed to supporting the improvement of traffic records in New Mexico, not only through funding, but also through technical assistance. NHTSA has approved two "GO TEAM" requests for technical assistance from the NM DOT and subject matter experts are in the process of delivering that assistance.

The efforts of the personnel of the New Mexico Department of Transportation in the development of the FY2016 highway safety program are very much appreciated. We look forward to working with the New Mexico Department of Transportation – Traffic Safety Division you, the TSD, and your partners on the successful implementation of this plan.

We appreciate the State's efforts to reduce traffic deaths, injuries, and economic costs by implementing the Click it or Ticket mobilization and by participating in the Drive Sober or Get Pulled Over campaign. We also congratulate New Mexico on its accomplishments in advancing our mutual traffic safety mission; however, as you know there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the TSD and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on New Mexico roadways.

Sincerely,

  
Georgia S. Chakiris  
Regional Administrator

cc: Robert Archuleta, NM DOT-TSD  
Dr. Mary D. Gunnels, NHTSA-ROPD  
Don Martinez, FHWA  
Cynde Teetzen, FMCSA