



2018 Highway Safety Plan

TRAFFIC SAFETY DIVISION

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

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I. Introduction

The Traffic Safety Division of the New Mexico Department of Transportation (NMDOT) has primary responsibility for managing safety programs designed to reduce traffic-related deaths and injuries. The Traffic Safety Division (TSD) partners with the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Safety Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA) and other national and local traffic safety partners to develop and fund statewide and community-level strategies and projects that will have the greatest impact 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, Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP), TSD staff members participate in the development and updating of these plans.

New Mexico's HSP includes National Program Areas identified by NHTSA and FHWA, including Alcohol/Impaired Driving, Occupant Protection, Police Traffic Services, Motorcycle Safety, Pedestrian and Bicyclist Safety, and Traffic Records. The NMDOT/ TSD also provide funds for Media, and Driver Education and Safety projects. The State does not plan to purchase any equipment with a cost of \$5,000 or more in this 2018 HSP. Should the State determine the need to purchase equipment costing \$5,000 or more in FFY18, it will seek prior written approval from NHTSA and modify the 2018 HSP, as appropriate.

II. Highway Safety Planning Process

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.

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.

a. Highway Safety Problem Identification Process

1. Meetings and Data Review

The problem identification process was conducted primarily between February and May of 2017, and work on problem identification was a major focus of the monthly HSP meetings. NMDOT/ TSD staff reviewed data from the Fatality Analysis Reporting System (FARS), the annual New Mexico Crash Report, DWI Report and the most recent highway data. These reports provide detailed state, county and city level data, data on where and when crashes and fatalities occur, contributing factors in crashes, and who is primarily involved in these incidents. High crash locations are identified by county and city intersections, and rural highway corridors.

TSD Section Heads and Program Managers meet throughout the year with traffic safety planning participants/ partners, including community partners/ advocates, program stakeholders, and government agency representatives interested or involved in traffic safety issues. Information from these discussions was presented at HSP planning meetings to help identify issues of concern and

local problem areas. Relevant information from the ongoing update to the State Strategic Highway Safety Plan was also discussed.

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

As part of the problem identification process, the University of New Mexico (UNM) Traffic Research Unit (TRU) made a data presentation to the NMDOT and TSD staff, and traffic safety partners. For each NHTSA/GHSA performance measure, ten years of FARS and preliminary State data was presented (2007-2016) showing annual and five-year moving average data.

Statewide and county or city rankings data were detailed for a number of measures including: crashes, fatalities (total, rural, urban), alcohol-involved crashes, alcohol-involved fatalities, serious crash injuries, motorcyclist fatalities, pedestrian fatalities and speeding-related fatalities. TRU staff discussed any caveats of the data, and discussed how such caveats or weaknesses could potentially impact the problem identification process.

2. Determining Highest Priorities Based on Problem ID Process

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

3. Input Solicited from TS Partners

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

4. Assessments

Recommendations from the most recent Impaired Driving, SFST and Traffic Records assessments are integrated into the 2017 Impaired Driving Plan and the Traffic Records Strategic Plan updates. Assessment recommendations are used to identify needs, and to develop strategies and projects to improve programs and outcomes.

b. Highway Safety Performance Measures and Target Setting Process

1. Meetings

Staff from the Traffic Safety and Planning Divisions, NM FHWA, and planning and data contractors held meetings between December 2016 and April 2017 to discuss data processes to be used for assessing common measures data and developing common measures performance targets for the HSP and HSIP. An FHWA-facilitated Safety Target Setting Coordination Training Workshop was conducted in April 2017 with attendance by Traffic Safety partners, including representatives from the State's Metropolitan Planning Organizations, Mid-Region Councils of Government, BIA and NHTSA Region 6.

Target setting for the common measures, as well as the other core measures was conducted with TS partners at the May HSP data presentation meeting. The University of New Mexico Traffic Research Unit provided an extensive data review of the NHTSA/ GHSA core and behavioral measures and on other relevant State data. Annual data and five-year moving averages data were presented for each performance measure. Data charts included final FARS and State data for each

year 2007–2014, FARS ARF and State final data for 2015, preliminary or estimated State data for 2016; projections for 2017 and 2018 data points were established using an excel generated linear trend line.

In setting the 2018 HSP performance targets, TSD staff and traffic safety partners did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors detailed above (see below: b.3. Other – Review of Relevant Factors) and their assessment of the potential safety impacts of various strategies and projects. Any variation in the targets from the data projections is detailed in the justification sections.

2. Input Solicited from TS Partners

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

3. Other - Review of Relevant Factors

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

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

c. Participants in the Highway Safety Planning Process

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

- Safer New Mexico Now, including law enforcement liaisons
- RK Venture
- Marketing Solutions
- Mothers Against Drunk Driving
- TSD Planner/ Technical Writer

d. Description and Analysis of Overall Highway Safety Problems

In 2015, there were over 45,309 crashes on New Mexico's roadways – 4,618 more than in 2014. Despite the increase in crashes in 2015, there was a 23 percent decrease in traffic fatalities (298 vs. 386); serious (Class A) injuries were up 6.4 percent in 2015. The total human capital cost of the 45,309 crashes in New Mexico is estimated at \$1.4 billion. This represents the 2015 value of human capital costs for 269 fatal crashes and 45,040 non-fatal crashes.

Unfortunately, preliminary 2016 State data shows an estimated 35 percent increase in crash fatalities compared to 2015, resulting in an additional 103 deaths. Bernalillo, Socorro, Sandoval and Santa Fe county increases accounted for 67 (65%) of the 103 additional deaths.

Increases in 2016 from 2015 show total fatalities were highest in urban areas, with the largest increase in Albuquerque, up by 68 percent. Overall, urban fatalities increased by 48.3 percent in 2016 from 2015.

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

Alcohol-involved crash fatalities increased by 38 percent in 2016 from 2015. The largest increases in fatalities in alcohol-involved crashes occurred in Bernalillo Doña Ana, Luna, Sandoval, San Juan, San Miguel, Santa Fe and Tarrant counties.

In 2015, 33 percent of fatalities involved an alcohol-impaired (BAC .08 and above) driver. Top counties for alcohol-impaired fatalities were Bernalillo, San Juan, McKinley, Doña Ana and Santa Fe.

In DWI arrests where BAC levels were known, 73.3 percent had BAC levels above .08; 44.6 percent had BAC levels of .16 and above.

Of 9,568 DWI arrests in 2015, 58 percent resulted in a conviction, 17 percent in a dismissal and 24 percent were awaiting disposition as of December 2016.

In 2015, there were 31.3 DWI convictions per 10,000 New Mexico residents. Counties with higher convictions rates than the overall State rate included San Juan (80.0), McKinley (40.2), Lea (39.9), Santa Fe (35.6), and Eddy (35.1).

The number of repeat DWI convictions has declined by 34 percent since 2011.

2015 data show that the top counties for serious (Class A) injuries were Bernalillo, Doña Ana, San Juan, McKinley, Santa Fe, Chaves, Eddy and Sandoval. These counties accounted for 77.4 percent of all serious injuries in crashes.

2016 preliminary data show unrestrained occupant fatalities increased by 46.6 percent from 2015.

Speeding-related fatalities are showing slight declines according to 2016 preliminary data.

After falling by 17.4 percent in 2015 from 2014, motorcyclist fatalities are showing a 26.3 percent increase in 2016; unhelmeted fatalities are showing a similar increase. Bernalillo County, by far, has the highest number of motorcyclist fatalities.

After a 25.7 percent decrease in 2015 from 2014, pedestrian fatalities increased by 40 percent according to 2016 data. Pedestrian alcohol-involved crash fatalities increased by 67 percent. Top counties for pedestrian fatalities are Bernalillo, San Juan, McKinley, Doña Ana and Rio Arriba.

Under age 21 drivers in fatal crashes continue to decline, and dropped by 12.5 percent between 2015 and 2016.

e. Evidence-Based Strategies and Project Selection Process

1. Meetings

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

Within each priority program area, discussion was conducted on identification of feasible evidence-based strategies, clearly identifying both the target audience and the target areas based on the problem identification process. Discussions were conducted regarding the availability of funds, pertinent laws 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. Determining the Potential Impact of Countermeasure Strategies

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

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

4. Solicitation of proposals and project selection processes

Once countermeasures for identified problems or issues were determined, TSD used three project solicitation methods. The primary method is an annual review of ongoing law enforcement projects with State, local and tribal governments. These multi-year contracts go through a renewal process to

determine progress towards achieving goals and to update operational plans and budgets. Only those projects making measurable progress towards State and local goals are selected to continue.

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

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

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

5. Identifying funds from all sources

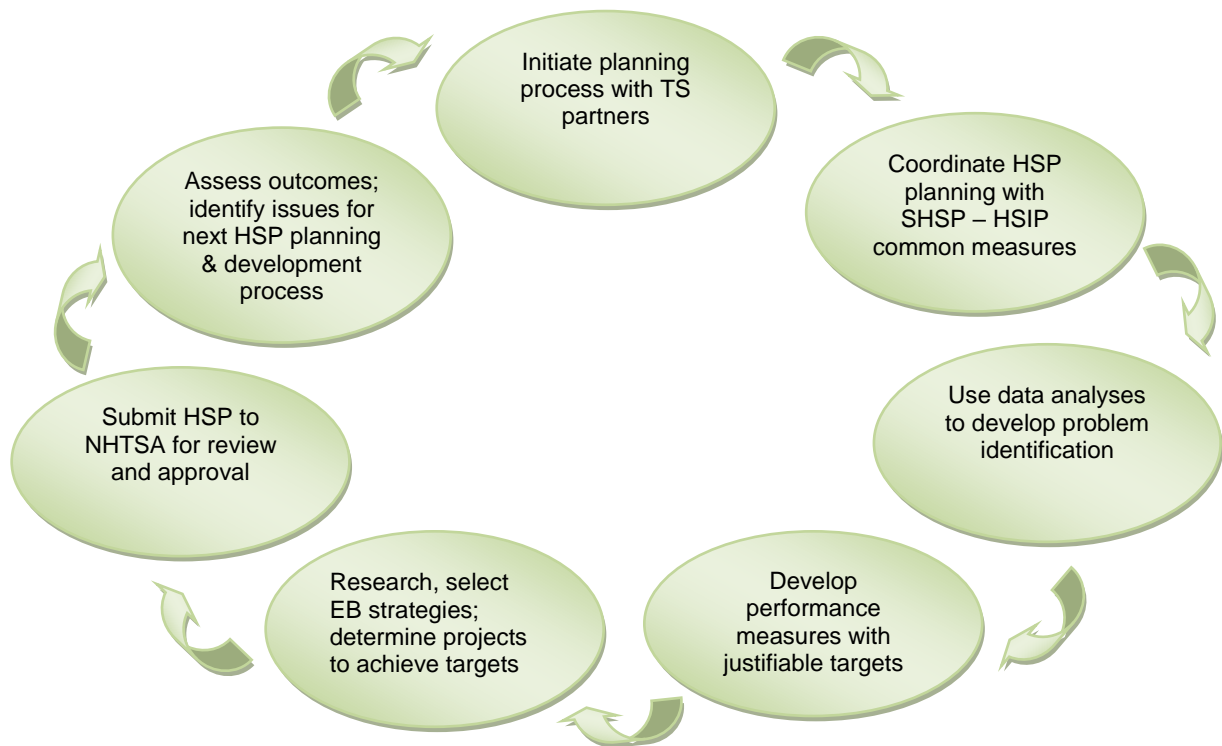
The TSD Director met with program and budget staff to go through the process of identifying available sources of funds, determining available funds for each program area and anticipated funds for proposed projects.

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

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

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

Planning Process Flowchart



f. Information and Data Sources Consulted

Federal : Fatality Analysis Reporting System (FARS); NHTSA Countermeasures That Work, 7th 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, March 2016 update; FMCSA and FHWA traffic-related statistics; and US Census Bureau population statistics.

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

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

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

The driver module compiles driver records that include citations and convictions, driver education and improvement course information, court abstracts, penalty assessments from law enforcement, sanctions from other jurisdictions, notices of suspension or revocations, medical reports, clearances from courts and other jurisdictions, and fees paid.

The vehicle title and registration module contains field edit and validation checks to ensure data is accurate, and VINs are decoded to validate vehicle information. Tapestry's NMVTIS real time integration is fully complete and uses all facets of the database including title number verification and NCIC stolen vehicle and branding checks.

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

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

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

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

NMDOT/ TSD and traffic safety partners involved with development of the HSP and the relevant data collection and information systems participated in the development of the State's Strategic Highway Safety Plan (SHSP). The SHSP was published in March 2017.

Staff from the Traffic Safety and Planning Divisions, NM FHWA, and planning and data contractors held meetings between November 2016 and April 2017 to discuss data processes to be used for coordinating and assessing common measures data and developing common measures performance targets for the HSP and HSIP.

NMDOT/TSD and NM FHWA staff, TS partners and other entities responsible for planning and developing the HSP, HSIP and SHSP participated in an FHWA-facilitated Safety Target Setting Coordination Training Workshop, as described above, and in the May HSP Data Presentation meeting to collaborate on establishing the FFY18 targets for the three common measures.

III. Performance Report

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

Common Core Measures

	Performance Measure	2017 HSP Target	FARS 2015 ARF or State Final Data	2017 Projected Data	% Difference (2017 Projected vs. 2017 Target)	Increase
C1	Total Fatalities	334	342	353	+5.7%	Yes
C2	Serious Injuries	1,160	1,445	1,271	+9.6%	Yes
C3	Fatality Rate	1.32	1.33	1.32	0	No

2018 Planned Adjustments:

Based on projected five-year average data, 2017 fatalities will be at 353. Serious injuries have been declining steadily since 2010 and are expected to continue to decline. Fatalities were highest for pedestrians, drivers/occupants in pick-up trucks/SUVs, unrestrained drivers/occupants, urban drivers/occupants and in alcohol-impaired drivers. The program area planned adjustments below detail how the State plans to address specific program area increases, which will help the State reduce overall fatalities and serious injuries.

Alcohol/Impaired Driving Program

	Performance Measure	2017 HSP Target	FARS 2015 ARF or State Final Data	2017 Projected Data	% Difference (2017 Projected vs. 2017 Target)	Increase
C5	Alcohol-impaired Fatalities	103	103	115	+11.6%	Yes

2018 Planned Adjustments:

To increase the reach of alcohol/impaired driving enforcement, the NMDOT is providing the New Mexico State Police with an additional two million dollars in federal alcohol and impaired driving funding over a two-year period to increase high visibility sobriety checkpoints, alcohol/ impaired driving directed patrols, alcohol/impaired driving warrant roundups, minor alcohol compliance operations, compliance checks of merchant alcohol sales, and compliance source investigations. Activities will be conducted based on data driven problem identification. The additional funding will include purchase of mobile command posts, checkpoint equipment, training and media.

NMDOT provides funding to law enforcement agencies to conduct overtime enforcement activities in identified high-risk counties for DWIs. However, due to local manpower issues, many city, county and tribal agencies utilize the funding to their maximum capacity. Given this, the NMDOT will work with these agencies to periodically monitor available data to update alcohol-impaired high crash location information and fund enforcement in identified areas.

Occupant Protection Program

	Performance Measure	2017 HSP Target	FARS 2015 ARF or State Final Data	2017 Projected Data	% Difference (2017 Projected vs. 2017 Target)	Increase
C4	Unrestrained Vehicle Occupant Fatalities	95	99	104	+9.5%	Yes
		2017 HSP Target	2016 State	2017 Projected		Decrease
B1	Seatbelt Use Percent	93.5	93.3	93.4	-0.1%	Yes

2018 Planned Adjustments:

The areas of the State identified as high-risk locations for unrestrained occupant fatalities have large areas of rural/non-interstate roadways. These areas can be difficult to patrol due to limited law enforcement capability. In 2017 and 2018, the State plans to increase its educational and media efforts to high-risk populations in the identified high-risk counties, and will continue recruitment efforts to increase law enforcement activity in these areas.

National data show that restraint use among children (ages 8-14) lessens as they get older. The NMDOT has recently begun working with NHTSA and the Preusser Research Group to develop an education and awareness demonstration program to boost seatbelt use in this age group in targeted communities.

Police Traffic Services Program

	Performance Measure	2017 HSP Target	FARS 2015 ARF or State Final Data	2017 Projected Data	% Difference (2017 Projected vs. 2017 Target)	Increase
C6	Speeding-related Fatalities	128	131	125	-2.3%	No
C5	Alcohol-impaired Fatalities	103	103	115	+11.6%	Yes
		2017 HSP Target	2016 State	2017 Projected		Decrease
B1	Seatbelt Use Percent	93.5	92.3	93.4	-0.1%	Yes

2018 Planned Adjustments:

The State is on track to meet its 2017 HSP Speeding-related Fatalities performance measure target.

Plans to address the increase in alcohol-impaired fatalities are addressed in the above Alcohol/ Impaired Driving Program section.

The decrease in seatbelt use in 2016 is troubling since the State has consistently increased its seatbelt use each year since 2010. The NMDOT will ensure it is focusing its media and education efforts on identified high-risk populations - including children under age 13, young males, and pick-up truck drivers - in identified high-risk areas of the State. The State will maintain its overall focus on OP use among all populations to maintain high levels of seatbelt use.

Motorcycle Safety Program

	Performance Measure	2017 HSP Target	FARS 2015 ARF or State Final Data	2017 Projected Data	% Difference (2017 Projected vs. 2017 Target)	Increase
C7	Motorcyclist Fatalities	45	47	43	-4.4%	No
C8	Unhelmeted Motorcyclist Fatalities	34	31	24	-29.4%	No

2018 Planned Adjustments:

The State is on track to meet its 2017 HSP Motorcycle Safety Program performance measure targets.

Pedestrian and Bicyclist Safety Program

	Performance Measure	2017 HSP Target	FARS 2015 ARF or State Final Data	2017 Projected Data	% Difference (2017 Projected vs. 2017 Target)	Increase
C10	Pedestrian Fatalities	66	56	67	+1.5%	Yes
C11	Bicyclist Fatalities	5	5	5	0	No

2018 Planned Adjustments:

In 2015, 100 percent of pedestrian fatalities in Bernalillo County were in Albuquerque; in 2016, 33 of 34 pedestrian fatalities in the county were in Albuquerque. Bernalillo County accounted for 44 percent of all pedestrian fatalities, followed by San Juan, McKinley and Doña Ana counties. These four counties accounted for 71 percent of all pedestrian fatalities in 2016.

The NMDOT plans to work closely with FHWA, the City of Albuquerque and traffic safety partners in the high-risk counties to develop a joint plan to address the high numbers of pedestrian fatalities in these areas. An initial telephone meeting with representatives from FHWA, NMDOT, the City of Albuquerque, the Mid-Region Council of Governments and UNM was conducted in early June to discuss potential collaborative efforts.

The State is on track to meet its 2017 HSP Bicyclist Fatalities performance measure target.

Driver Safety and Education Program

	Performance Measure	2017 HSP Target	FARS 2015 ARF or State Final Data	2017 Projected Data	% Difference (2017 Projected vs. 2017 Target)	Increase
C9	Under-21 Drivers in Fatal Crashes	35	39	34	-2.9%	No
C1	Total Fatalities	334	342	353	+5.7%	Yes

2018 Planned Adjustments:

The State is on track to meet its 2017 HSP Under-21 Drivers in Fatal Crashes performance measure target.

The program area planned adjustments detail how the State will address specific problem area increases, which will help the State reduce total fatalities in 2017.

IV. Performance Plan

CORE MEASURES

Data charts provided on pages 81-85

C1: Total Traffic Fatalities

Baseline Value:	342.2	Baseline Years:	2011-2015
Target Value:	364.1	Target Years:	2014-2018

Target Statement: Limit the increase in total five-year average fatalities to 6.4 percent from 342.2 in 2015 to 364.1 by December 31, 2018. (FARS; 5-year averages)

Justification: Five-year average fatalities fell by 7 percent between 2011 and 2015, but are expected to rise in 2016 based on preliminary data. January through May 2017 data show a slight decline from the first 5 months of 2016, but the May 2017 data are very preliminary and are expected to rise. The 5-year trend line indicates an increase of 6.4 percent from 2015 to 2018, and the State has determined this to be an achievable target in 2018.

C2: Total Serious Injuries

Baseline Value:	1,445.0	Baseline Years:	2011-2015
Target Value:	1,219.4	Target Years:	2014-2018

Target Statement: Decrease the number of five-year average serious injuries by 15.6 percent from 1,445.0 in 2015 to 1,219.4 by December 31, 2018. (State; 5-year averages)

Justification: Five-year average serious injuries fell by 22.8 percent between 2011 and 2015. The State anticipates a continued reduction in serious injuries and considers the projected reduction to 1,219.4 an achievable target in 2018.

C3: Fatalities per 100M VMT

Baseline Value:	1.326	Baseline Years:	2011-2015
Target Value:	1.330	Target Years:	2014-2018

Target Statement: Limit the increase in the five-year average fatality rate to 31 percent from 1.326 in 2015 to 1.330 by December 31, 2018. (FARS; 5-year averages)

Justification: Although fatalities are expected to increase in 2018 from 2015, the State determines that the projected 2018 five-year fatality rate is an achievable target. Five-year average 2018 projections for urban and rural fatality rates are determined to be achievable targets.

C3.1 Urban Fatality Rate

Limit the increase in the five-year average urban fatality rate to 41 percent from 0.958 in 2015 to 1.350 by December 31, 2018. (FARS; 5-year averages)

C3.2 Rural Fatality Rate

Reduce the five-year average rural fatality rate by 18.4 percent from 1.594 in 2015 to 1.301 by December 31, 2018. (FARS; 5-year averages)

C4: Unrestrained Vehicle Occupant Fatalities

Baseline Value:	99	Baseline Year:	2011-2015
Target Value:	107	Target Year:	2014-2018

Target Statement: Limit the increase in five-year average unrestrained fatalities to 8 percent from 99 in 2015 to 107 by December 31, 2018. (FARS; annual)

Justification: Five-year average unrestrained occupant fatalities fell by 4 percent in 2015 from 2014, but then rose by 4 percent based on preliminary 2016 data. The trend line indicates a continued rise in these fatalities, and the State has determined the five-year average projection as achievable in 2018.

C5: Alcohol-impaired Fatalities

Baseline Value:	103	Baseline Year:	2011-2015
Target Value:	125	Target Year:	2014-2018

Target Statement: Limit the increase in five-year average alcohol-impaired fatalities to 21 percent from 103 in 2015 to 125 by December 31, 2018. (FARS; 5-year averages)

Justification: Five-year average alcohol-impaired fatalities fell by 9.6 percent between 2011 and 2015, but 2016 preliminary data indicate a 6 percent increase in 2016 and projected data indicate an 18.4 percent increase between 2015 and 2018. The State has chosen a moderately higher fatality target than the five-year average projection indicates.

The Alcohol/Impaired Driving performance measure target chosen is based not only on a trend analysis data, but on identified enforcement capacity limitations and other economic, social and environmental factors such as New Mexico's improving economy which may be facilitating increases in vehicle miles traveled and increased social drinking. Therefore, the State has determined that a 21 percent increase from the 2015 baseline low of 103 as achievable in 2018.

C6: Speeding-related Fatalities

Baseline Value:	131	Baseline Years:	2011-2015
Target Value:	125	Target Years:	2014-2018

Target Statement: Reduce the number of five-year average speeding-related fatalities by 4.6 percent from 131 in 2015 to 125 by December 31, 2018. (FARS; 5-year averages)

Justification: Five-year average speeding-related fatalities have been declining since 2014 and are expected to continue to decline over the next few years. The State determines that a 4.6 percent decrease is achievable in 2018.

C7: Motorcyclist Fatalities

Baseline Value:	47	Baseline Years:	2011-2015
Target Value:	42	Target Years:	2014-2018

Target Statement: Reduce the number of five-year average motorcyclist fatalities by 10.6 percent from 47 in 2015 to 42 by December 31, 2018. (FARS; 5-year averages)

Justification: Five-year average motorcyclist fatality data indicate motorcyclist fatalities remained steady between 2014 and 2016, and projections indicate the number of fatalities declining in 2017 and 2018. The State determines that a 10.6 percent decrease in fatalities is achievable in 2018.

C8: Unhelmeted Motorcyclist Fatalities

Baseline Value:	31	Baseline Years:	2011-2015
Target Value:	30	Target Years:	2014-2018

Target Statement: Reduce the number of five-year average unhelmeted motorcyclist fatalities by 3 percent from 31 in 2015 to 30 by December 31, 2018. (FARS; 5-year averages)

Justification: Five-year unhelmeted motorcyclist fatalities indicate a steady decline in fatalities from a high of 41 in 2011 and 2012. Over the past three years, 70 percent of motorcyclist fatalities have been unhelmeted. The State has determined to set its 2018 target for unhelmeted fatalities at 70 percent of anticipated motorcyclist fatalities.

C9: Under-21 Drivers in Fatal Crashes

Baseline Value:	39	Baseline Years:	2011-2015
Target Value:	33	Target Years:	2014-2018

Target Statement: Reduce the number of five-year average under-21 drivers in fatal crashes by 15 percent from 39 in 2015 to 33 by December 31, 2018. (FARS; 5-year averages)

Justification: Five-year average data indicate a steady decline in these fatalities since 2011. The State determines a decrease of 15 percent as achievable in 2018.

C10: Pedestrian Fatalities

Baseline Value:	56	Baseline Years:	2011-2015
Target Value:	74	Target Years:	2014-2018

Target Statement: Limit the increase in five-year average pedestrian fatalities to 33 percent from 56 in 2015 to 74 by December 31, 2018. (FARS; 5-year averages)

Justification: Five-year average data show that pedestrian fatalities have been rising in New Mexico, as they have nationally since 2011, and are expected to continue rising. The State determines the 5-year average target as achievable in 2018.

C11: Bicyclist Fatalities

Baseline Value:	5	Baseline Years:	2011-2015
Target Value:	5	Target Years:	2014-2018

Target Statement: Maintain the number of five-year average bicyclist fatalities at 5 from 2015 to December 31, 2018. (FARS; 5-year averages)

Justification: Five-year average data indicate the State can anticipate maintaining bicyclist fatalities at 5 over the next few years. The State determines the 5-year average target as achievable in 2018.

B1: Increase Seatbelt Use Percentage

Baseline Value:	92	Baseline Year:	2016
Target Value:	93	Target Year:	2018

Target Statement: Increase the seatbelt use percentage by 1 percent from 92 in 2016 to 93 by December 31, 2018. (State, annual)

Justification: New Mexico’s observed seatbelt use percentage has remained above 90 percent since 2011. After declining by 1 percent between 2015 and 2016, the State determines it can achieve an increase of 1 percent in 2018.

ACTIVITY MEASURES

A1: Number of seatbelt citations issued during grant-funded enforcement activities: 13,545

A2: Number of impaired driving arrests made during grant-funded enforcement activities: 1,703

A3: Number of speeding citations issued during grant-funded enforcement activities: 53,927

Activity arrests and citations monitored and provided by Safer NM Now

STATE MEASURES

Public Information

S1: Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information campaign messages/slogans at or above 80 percent in 2018. (State) (Annual)

Police Traffic Services

S2: Reduce the number of fatalities in distracted driving crashes by 9 percent from 160 in 2015 to 146 by December 31, 2018. (State) (5-year averages)

Traffic Records

S3: Increase the percentage of crash data transferred directly from TraCS to the State crash database from 47% from 4/1/2016 to 3/31/2017 to 55% from 4/1/2017 to 3/31/2018. (State) (Annual data)

S4: Increase the percentage of crashes with a new, standardized Officer ID number in the crash database from 0 percent in 4/1/2016 to 3/31/2017 to 40 percent in 4/1/2017 to 3/31/2018 during database creation and subsequent cleaning.(State) (Annual)

S5: Increase the number of corrections to vehicles initially in the crash database with missing or invalid vehicle body style from 7,641 vehicle record corrections in 4/1/2016 to 3/31/2017 to 10,000 vehicle record corrections in 4/1/2017 to 3/31/2018. (State) (Annual)

Planning and Administration

S6: Develop and submit the NMDOT/ TSD Highway Safety Plan, the NMDOT/ TSD Annual Report and all grant applications in a timely manner, per their submittal dates. (State) (Annual)

S7: Submit a draw-down through the NHTSA grants tracking system on a monthly basis. (State) (Annual)

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

Alcohol/ Impaired Driving

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

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

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

Program Area Problem Identification

In 2015, there were 2,125 alcohol-involved crashes*, 120 fatalities and 224 serious injuries; 40 percent of all crash fatalities were alcohol-involved.

The top five counties for fatalities and serious injuries in alcohol-involved crashes were Bernalillo, San Juan, McKinley, Doña Ana and Santa Fe. These counties accounted for 65 percent of all alcohol-involved fatalities and serious injuries. Fatalities in alcohol-involved crashes increased in 2016 from 2015 in both urban and rural areas, but the increase was greater in urban areas (42% vs. 29%).

Preliminary 2016 data indicate a 38 percent increase in alcohol-involved fatalities compared to 2015. Counties showing large increases in these fatalities from 2015 to 2016 included: Bernalillo, Doña Ana, Santa Fe, San Juan and Sandoval. A number of smaller counties saw large increases as well, including Luna (from 1 to 5), San Miguel (0 to 4), Taos (2 to 5) and DeBaca (0 to 3).

In 2015, although the number of alcohol-impaired (.08 and above) fatalities decreased from 2014, the percentage of alcohol-impaired fatalities increased and accounted for 33 percent of all crash fatalities.

Males were 2.6 times more likely than females to be an alcohol-involved driver in a crash.

The alcohol-involved driver crash rate is at its lowest point in the past five years for drivers under age 21, at 1.81 compared to 2.41 in 2014. The rate of alcohol-involved New Mexico teen drivers (age 15-19) in crashes fell to 1.65 in 2015 compared to 2.15 in 2014.

In 2015, drivers ages 20-34 were 56.1 percent of alcohol-involved drivers in crashes. The rate of alcohol-involved New Mexico drivers age 20-24 in crashes is 2.6 times the statewide rate.

The ratio of males to females for alcohol-involved New Mexico teen drivers in crashes rose to 5.3, significantly higher than at any other year in the past five years. Among young adult drivers (aged 20-24) the ratio of males to females was 2.7.

In 2015, there were 10 drug-involved traffic fatalities compared to 34 in 2014. Drug-involved crashes (where alcohol is not involved) accounted for 0.5 percent of all crashes.

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

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

Identified Focus Areas

- High-Risk Locations: Bernalillo, Doña Ana, Santa Fe, San Juan, Sandoval and McKinley counties
- High-Risk Demographic: Males 20-34
- High-Risk Times: Friday-Sunday; 5 p.m. to 3 a.m.

Performance Measure Targets

See Section IV. Performance Plan – Pages 13-17: C5 Alcohol-Impaired Fatalities and State Measure - S1 Public Information

Countermeasure Strategies and Documented Effectiveness

Alcohol/Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen strategies are evidence-based countermeasures or have been shown to be effective, including enforcement, paired with mass media support; DWI courts; court monitoring; ignition interlocks; alcohol vendor compliance checks; and youth programs.

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

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. Recent research on effectiveness has shown that post-checkpoint period impaired driving collisions were reduced by 19 percent compared to pre-checkpoint periods. In FFY16, TSD high-visibility enforcement projects utilizing both Federal and State funds resulted in over 1,700 DWI arrests.

Annually, over 45 city, county, State and tribal law enforcement agencies participate in a variety of *ENDWI* enforcement activities including special statewide mobilizations called Superblitz (impaired driving and occupant protection combined enforcement) and in ongoing, local sustained enforcement. In support of National initiatives, New Mexico plans to participate in a number of NHTSA National campaigns (*detailed in the Traffic Safety Enforcement Plan - page 70*). These activities coincide with the NMDOT statewide

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

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

The TSD utilizes an e-grants system for grant-funded law enforcement agencies participating in *ENDWI* activities. The e-grants system facilitates the review of law enforcement operations and helps identify the need for any adjustments to operational plans. Phase Two of the system is being implemented in FFY17 and in FFY18 will be expanded to include CDWI and Education and Enforcement projects and other contracts and grants. Technical support will continue to be provided to all e-grant-funded agencies.

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 FFY18, 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 including sobriety checkpoints and DWI-directed patrols, Superblitz/Miniblitz campaigns, and the Holiday Season and August National Crackdown enforcement campaigns 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, 8th Edition, 2015: Chapter 1, Alcohol- and Drug-Impaired Driving: Sections 2.1 Publicized Sobriety Checkpoints; 2.2 Publicized Saturation Patrol Programs; 2.3 Preliminary Breath Test Devices; 2.4 Passive Alcohol Sensors; 7.1 Enforcement of Drug-Impaired Driving. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy #2 – Communications and Outreach, and Prevention Education

Communications and outreach strategies are essential components of programs seeking to inform the public of the dangers of impaired driving. In New Mexico, all statewide alcohol/impaired driving enforcement including *ENDWI*, Superblitz, Christmas/ New Year Holiday; St Patrick's Day, Cinco de Mayo and Fourth of July activities and participation in NHTSA National campaigns are paired with high-visibility media campaigns that highlight the consequences of drinking and driving to individuals, families and communities at-large. Primary campaign messages are New Mexico's *ENDWI*-based messaging or the National campaign slogan - *Drive Sober or Get Pulled Over*. Media includes television and radio spots in English and Spanish, and outdoor messaging via billboards. A press conference 'kicks-off' each statewide campaigns with participation by State, county and local officials. Earned media is obtained for paid media

for these events. For more information on Alcohol/Impaired Driving media, see the Media and Marketing Section on pages 56-58.

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 and drinking and driving. One component is a NMDOT-sponsored website – zeroproofnm.com developed to inform young people about how alcohol affects brain function and how alcohol use can negatively affect their lives; advice on how to say no when friends are encouraging them to drink or how to deal with friends who have drunk too much; and how to keep a friend from drinking and driving. The website also has information and advice for parents and teachers on how to help kids to not drink and to understand the dangers of alcohol use.

In FFY18, New Mexico will support DWI media and public Information dissemination by:

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

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

Strategy #3 – Prosecution and Adjudication

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

Currently, there are nine DWI/ Drug Courts in New Mexico that focus on DWI cases, and there are another 38 drug court programs (adult, juvenile, family dependency) that handle a broader range of drug-involved cases. These courts operate in 27 of New Mexico's 33 counties at District, Metropolitan and Magistrate court levels. The NMDOT funds a contract with the Administrative Office of the Courts to provide funding to support seven of the nine DWI/ Drug Courts.

DWI/ Drug courts are grounded in evidence-based practices and are less expensive than incarceration of the offender. Conservative estimates by researchers show that for every \$1 invested in Drug Court, the justice system saves \$3.36. The community saves up to \$12 (per \$1 investment) on reduced emergency room visits and other medical care, foster care and property loss. In FFY16, the average New Mexico DWI Court recidivism rate was 7.6 percent, and the average NM Drug Court recidivism rate was 21.1 percent (three-years post program exit), while the average New Mexico Corrections Department re-incarceration rate was 44.6 percent.

In FFY18, NMDOT will continue to fund a contract to monitor, gather information and report on impaired driving court cases utilizing a court monitoring information storage system. Cases will primarily be from courts in the State's counties with the highest number of DWI arrests and fatalities. Case, charge, arraignment, pretrial, and sanction information will be collected. Court, judge, district attorney and defense counsel information will be documented, as well as comparisons to impaired driving sanctions in other jurisdictions in the State. The project will identify instances of generous plea bargains, lenient sentencing, and low bond amounts in an effort to pinpoint where the judicial process can be strengthened. Supervised probation of convicted DWI offenders projects will again be funded in FFY18.

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

In FFY18, New Mexico will support efforts to improve judicial outcomes, particularly in DWI cases by:

- a) funding DWI/ Drug Courts;
- b) funding a court monitoring project, a traffic safety resource prosecutor, an ALR hearing prosecution attorney, and ALR Hearing officer training;
- 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, 8th Edition, 2015: Chapter 1, Alcohol- and Drug-Impaired Driving: Sections 3.1 DWI Courts; 3.2 Limits on Diversion and Plea Agreements; 3.3 Court Monitoring; 3.4 Sanctions; 4.1 Alcohol Problem Assessment and Treatment; 4.3 Vehicle and License Plate Sanctions; 4.4 DWI Offender Monitoring. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7. NHTSA Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 8 - Impaired Driving; III. Criminal Justice System: E. Adjudication)

Strategy #4 – Underage Drinking and Underage Alcohol-Involved Driving Prevention

New Mexico's strategy to prevent underage drinking and to prevent young drivers from drinking and driving encompasses prevention and intervention programs, education, enforcement, zero-tolerance laws and alcohol vendor compliance checks. Although research has shown varying levels of effectiveness for each of these interventions, New Mexico uses a combination of efforts to reduce under age 21 alcohol-related deaths and injuries.

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

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

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

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

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

Survey results are based on self-reported behavior. Although 2015 results indicate that drinking behaviors

among high school students are down from 2013, alcohol use, binge drinking, access to alcohol, and drinking and driving are still critical issues that need ongoing education and intervention in order to reduce fatalities and injuries among this population.

In FFY18, New Mexico will collaborate on and provide resources for new and ongoing DWI and underage drinking prevention initiatives by:

- a) developing and supporting underage drinking prevention programs statewide for youths under age 21 to delay the age of onset and reduce binge drinking;
- b) coordinating the activities and resources of DWI and youth prevention programs to help lower the number of alcohol-related fatal and serious injury crashes involving 15-20 year olds;
- c) funding and coordinating underage drinking enforcement efforts with law enforcement agencies; and
- d) managing contracts and funding of projects to sustain DWI and underage drinking prevention efforts at the local community level for youths under age 21.

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

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. Research has shown reductions in recidivism rates among offenders with interlocks installed in their vehicles to be between 50 and 90 percent. Once ignition interlocks are removed, recidivism rates are similar to the rates for offenders without ignition interlocks.

New Mexico law mandates an ignition interlock license and the installation of the device for anyone in the State convicted of a DWI. This includes first-time DWI offenders. The NMDOT/ TSD are responsible for the licensing and certification of ignition interlock providers. TSD staff members monitor, investigate and resolve complaints and respond to calls for information about ignition interlock requirements from the public, service providers and other government agencies.

Currently there are 11 manufacturers distributing interlocks in New Mexico with a total of 57 service centers, 106 installers and 43 service technicians. Ignition interlock service is available in 24 cities in New Mexico, with one additional location providing mobile service. In FFY16, there were over 12,000 individuals with interlock devices installed in their vehicles.

TSD also administers a legislatively mandated ignition interlock indigent fund to provide a subsidy to indigent offenders required to install an interlock device in their vehicles. At the end of FFY16 there were 1,472 active approved indigent clients eligible for indigent benefits.

In FFY18, 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, 8th Edition, 2015: Chapter 1, Alcohol- and Drug-Impaired Driving: Section 4.2 Alcohol Ignition Interlocks. Transportation Research Board's National Cooperative Highway Research Program Rpt 622, 2008: Chapters 2-7.)

Projected TS Impacts – Assessment and Program Component Linkages

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

New Mexico's performance measure target to limit the increase in alcohol-impaired fatalities is based on preliminary 2016 data indicating an anticipated 40 percent increase in these fatalities. The rise in alcohol-impaired fatalities is likely the result of a number of factors including higher rates of travel due to an improving economy and law enforcement capacity limitations in some areas of the State.

The evidence-based countermeasure and projects focused on high-visibility enforcement paired with high-visibility media have been shown to be among the most effective ways of preventing or reducing the tragedies associated with alcohol-impaired driving. The results of the recent Attitude and Awareness Survey on Highway Safety Issues in New Mexico indicate that most drivers thought the chances of being stopped by police if the driver was alcohol-impaired was 50 percent; compared to national estimates of 10 percent. Almost 50 percent of those surveyed reported having been through a sobriety checkpoint and 61 percent said they recognized New Mexico's ENDWI anti-DWI slogan.

Enforcement and media activities are supported by other projects such as ignition interlock, DWI courts, supervised probation and vehicle seizure that focus on preventing recidivism among high-risk offenders. Law enforcement training, court monitoring and judicial education and outreach increase the likelihood of successful prosecution and adjudication of impaired driving offenders.

New Mexico's efforts to reduce underage drinking and underage driver alcohol-involved crashes continue to be effective. With the under age 21 alcohol-involved crash rate at its lowest level in the past five years, and the reductions in alcohol consumption reported through the most recent YRBSS, prevention efforts have proven their value and importance.

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

Project Reporting

Federal Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P01 164AL-2018-AL-01-00	Alcohol/Impaired Driving Enforcement	164AL	2,000,000	\$2,500,000
18-ID-05d-P01 M5HVE-2018-05-01-00		405d	500,000	
Sub-recipient: Law Enforcement Agencies		Staff Oversight: Kimberly Wildharber		
Funds overtime enforcement for checkpoints and DWI-directed enforcement patrols for the Alcohol/Impaired Driving Program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 48 agencies statewide and a minimum 85% of the State's population.				
Match Amount: 164AL - 0%; 405d – 20%		Indirect Cost: 164AL – 0%; 405d - 10%		
MOE: 164AL – N/A; 405d – \$5,105,250.10		Estimated Local Benefit: 100%		
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P02 164AL-2018-AL-02-00	DWI Task Force – McKinley County	164AL	587,000	\$610,000
18-AL-RF-P01		20100	23,000	
Sub-recipient: McKinley County DWI Task Force		Staff Oversight: Cora Herrera		
Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and other overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, Navajo Nation Department of Public Safety, Zuni PD and Ramah-Navajo PD. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project. Funds are provided for a full-time prosecutor focused on DWI cases, a full-time Task Force supervisor and a full-time law enforcement officer dedicated to enforcement of DWI laws.				
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P03 164AL-2018-AL-03-00	Alcohol Sales Compliance/DWI Warrant Enforcement	164AL	150,000	\$150,000
Provides overtime funds to the NM Department of Public Safety (NMDPS) for Special Investigations Unit (SIU) to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order. Also provides overtime funds to the SIU to conduct compliance checks at establishments serving or selling alcohol and to conduct underage enforcement sting operations. The SIU 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.				
Sub-recipient: NMDPS - SIU		Staff Oversight: Rey Martinez		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P04 164AL-2018-AL-04-00	Supervised Probation – Metro Court	164AL	132,000	\$132,000
Funds two full-time individuals whose time is dedicated to identifying and providing enhanced supervision and monitoring of eligible convicted high-risk first-time DWI offenders. Also, when feasible, to assist with monitoring the compliance of other DWI offenders with orders for an ignition interlock.				
Sub-recipient: Bernalillo County Metropolitan Court			Staff Oversight: Jolyn Sanchez	
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P05 164AL-2018-AL-05-00	Supervised Probation – Santa Fe County	164AL	60,000	\$60,000
Funds one full-time employee whose time is dedicated to supervising and monitoring eligible DWI offenders in Santa Fe County's DWI Compliance Monitoring/Tracking Program who are subject to ignition interlock restrictions. This project is focused on providing enhanced supervision of high-risk first-time offenders.				
Sub-recipient: Santa Fe County			Staff Oversight: Jolyn Sanchez	
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P06 164AL-2018-AL-06-00	Vehicle Forfeiture Conference	164AL	10,000	\$10,000
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.				
Sub-recipient: City of Santa Fe			Staff Oversight: Kimberly Wildharber	
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P07 164AL-2018-AL-07-00	Vehicle Seizure Coordinator – Santa Fe County	164AL	60,500	\$60,500
Provides funds to the Santa Fe County Sheriff's Department for a full-time clerk to assist with processing vehicle forfeiture cases on a second or subsequent DWI. The project has been funded for 2.5 years and is not yet self-sufficient. Funds collected from the sale of forfeited vehicles are used by the Santa Fe County Vehicle Forfeiture Program to offset the costs of seized vehicle storage and towing fees.				
Sub-recipient: Santa Fe County Sheriff's Department			Staff Oversight: Kimberly Wildharber	
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P08 164AL-2018-AL-08-00	DWI Workgroup Meeting Facilitation	164AL	50,000	\$50,000
<p>Funds will be used to provide facilitation services (i.e. meeting room, copying and distribution of meeting documents, meeting minutes, etc.) to the DWI Workgroup. The DWI Workgroup meets quarterly to review progress toward achieving the objectives of the Impaired Driving Strategic Plan. The Workgroup develops and approves updates to the Plan, as required.</p>				
Sub-recipient: None		Staff Oversight: Kimberly Wildharber		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P09 164AL-2018-AL-09-00	Statewide DWI Enforcement Training	164AL	350,000	\$350,000
<p>Provides DWI information and training to an estimated 400 law enforcement officers involved in DWI-related police traffic services. Training may include Standard Field Sobriety Testing (SFST) and conducting DWI checkpoints. Also provides statewide coordination and oversight of the SFST training to ensure compliance with existing standards and procedures.</p>				
Sub-recipient: Southwest Training Consultants		Staff Oversight: Thomas Lujan		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P10 164AL-2018-AL-10-00	Traffic Safety Clearinghouse/ IPRC Promotional Materials	164AL	220,000	\$460,000
18-DE-02-P01 DE-2018-DE-01-00		402	180,000	
18-DE-RF-P03		20100	60,000	
<p>Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed. The contractor will staff a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. <i>Federal funds are not used to purchase promotional items.</i></p>				
Sub-recipient: Safer NM Now		Staff Oversight: TBD		
Match amount: 164AL – 0%; 402 – 14.56%		Indirect Cost: 164AL - 0%; 402 – 0%		
MOE: N/A		Local Benefit: 164AL – 100%; 402 – 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P11 164AL-2018-AL-11-00	ALR Hearing Prosecution Attorney	164AL	100,000	\$100,000
<p>Funds a contract for an administrative license revocation (ALR) prosecution attorney to assist law enforcement to represent the interests of the State at these hearings. An ALR prosecution attorney can limit defense attorneys from using ALR hearings as an opportunity for discovery, thereby exceeding the statutorily defined scope of the hearing. The ALR hearing office will provide a report detailing case outcome on an annual basis. The reports will be analyzed and compared with previous years to determine if the prosecutor presence has an impact on the revocation confirmation rate.</p>				
Sub-recipient: Attorney General's Office		Staff Oversight: Kimberly Wildharber		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P12 164AL-2018-AL-12-00	Alcohol/ID Program Management-FTEs	164AL	215,000	\$215,000
<p>Provides program management in the Alcohol/Impaired Driving (ID) Program area to coordinate ENDWI, Superblitz, and other projects related to ID. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to ID projects. Collaborate with the State's law enforcement (LE) liaisons and NM LE agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce ID. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year approximately 42% of all time is spent on ID-related projects. Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP and PT program areas.</p>				
Sub-recipient: None		Staff Oversight: TBD		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P13 164AL-2018-AL-13-00	Traffic Safety Law Enforcement Liaisons/ LEL Promotional Materials	164AL	320,000	\$503,000
18-PT-02-P01 PT-2018-PT-01-00		402	180,000	
18-PT-RF-P02		20100	3,000	
<p>Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. <i>The 164AL funds are used only for the alcohol-related activities. Federal funds are not used to purchase promotional items.</i></p>				
Sub-recipient: Safer NM Now		Staff Oversight: Kimberly Wildharber		
Match amount: 164AL – 0%; 402 – 14.56%		Indirect Cost: 164AL - 0%; 402 – 0%		
MOE: N/A		Local Benefit: 164AL - 100%; 402 – 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P14 164AL-2018-AL-14-00	E-Grants – Phase Two	164AL	54,500	\$81,000
18-PA-02-P03 PA-2018-PA-03-00		402	22,500	
18-PA-RF-P01		20100	4,000	
Funds to continue a contract to develop further enhancements to the E-grants system to include Community DWI, Education & Enforcement, contracts and special projects. Funds will be used for the annual maintenance fee and for technical support.				
Sub-recipient: Agate Software		Staff Oversight: Kimberly Wildharber		
Match amount: 164AL – 0%; 402 – 14.56%		Indirect Cost: 164AL-0%; 402 – 0%		
MOE: N/A		Local Benefit: 164AL-0%; 402 – 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P15 164AL-2018-AL-15-00	E-Grants – Web Hosting	164AL	17,000	\$24,400
18-PA-02-P04 PA-2018-PA-04-00		402	6,500	
18-PA-RF-P02		20100	900	
Provides funds to continue funding web hosting of E-Grant system on the New Mexico Department of Information Technology cloud.				
Sub-recipient: NM Department of Information Technology		Staff Oversight: Kimberly Wildharber		
Match amount: 164AL – N/A; 402 – 14.56%		Indirect Cost: 164AL-0%; 402 – 0%		
MOE: N/A		Local Benefit: 164AL-0%; 402 – 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P16 164AL-2018-AL-16-00	Alcohol/ID Media Creative Design and Production	164AL	1,200,000	\$1,200,000
Funds the costs to produce television, radio and other messages related to Alcohol/ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong Alcohol/ID enforcement and deterrence messages targeting high-risk populations.				
Sub-recipient: RK Venture		Staff Oversight: Franklin Garcia		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-PM-P17 164PM-2018-AL-17-00	Alcohol/ID Media Placement	164AL	1,800,000	\$1,800,000
Funds paid media during the Superblitz Mobilizations conducted throughout the year and the NHTSA Impaired Driving National Crackdown. Funds individual television and radio stations to air strategically placed ENDWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ENDWI traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations.				
Sub-recipient: Marketing Solutions		Staff Oversight: Franklin Garcia		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P18 164AL-2018-AL-18-00	Alcohol/ID Judicial Education	164AL	150,000	\$150,000
Funds for a contract to manage a variety of DWI judicial training and education projects, including an annual DWI training session for magistrate and municipal judges on the full spectrum of DWI.				
Sub-recipient: TBD		Staff Oversight: Kimberly Wildharber		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P19 164AL-2018-AL-19-00	ALR Hearings Officer Training	164AL	30,000	\$30,000
Funds for ALR Hearing officers to attend the Administrative Law: Fair Hearing course at the National Judicial College. ALR Hearing officers will receive specific training on the statutorily defined scope of the hearings and on mechanisms to ensure the hearing examiners are limiting the issues within the statutorily defined scope of the hearings. This training is a 2015 SFST Assessment priority recommendation. In addition, ALR Hearing officers will be offered training opportunities on SFST and other impaired driving issues, as funds allow.				
Sub-recipient: Administrative Hearings Office		Staff Oversight: Kimberly Wildharber		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P20 164AL-2018-AL-20-00	Court Monitoring - MADD	164AL	400,000	\$400,000
Funds a contract to gather information and provide a monitoring report to the NMDOT/TSD on a minimum of 250 impaired driving court cases during the year using a court monitoring information storage system. The cases will be primarily from courts in Bernalillo, Santa Fe, Doña Ana, McKinley San Juan and Rio Arriba counties. Information collected on each case will include basic case information, including defendant's name and location of arrest, charges, arraignment information, pretrial hearing information, sanctions, comparisons to ID sanctions in other jurisdictions in the State, and name of court, judge, district attorney and defendant's counsel.				
Sub-recipient: MADD		Staff Oversight: Michael Sandoval		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P21 164AL-2018-AL-21-00	UAD Prevention Creative Design & Production	164AL	163,000	\$363,000
18-DPE-10-P01		20700	200,000	
Funds a statewide media campaign targeted at youths aged 10 to 18, and/or their parents, regarding the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.				
Sub-recipient: RK Venture		Staff Oversight: Franklin Garcia		
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P22 164AL-2018-AL-22-00	ZeroProof Campaign	164AL	300,000	\$300,000
Funds a contractor to develop and support a ZeroProof website, posters, rack cards, social videos, and multiple social media platforms and smart phone options that focus on outreach activities on: the importance of delaying onset of alcohol use and reducing binge drinking; how to talk to kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age. Contractor will work with New Mexico prevention stakeholders to coordinate efforts.				
Sub-recipient: RK Venture			Staff Oversight: Franklin Garcia	
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P23 164AL-2018-AL-23-00	Department of Public Safety - Batmobiles	164AL	700,000	\$700,000
Funds to purchase two 'Batmobile' mobile command posts to be used by State Police for DWI enforcement activities in two counties identified with high numbers of DWI crashes and fatalities The Batmobiles will provide officers in these counties with high numbers of DWI crashes and fatalities with the equipment necessary to conduct checkpoint operations. This project is contingent upon funding for DPS, per project 18-ID-05d-P06.				
Sub-recipient: Department of Public Safety			Staff Oversight: Rey Martinez	
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: Yes		

Project Number	Project Title	Funds	Amount	Total Funds
18-AL-64-P24 164AL-2018-AL-24-00	Doña Ana Sheriff's Department - Batmobile	164AL	480,000	\$480,000
Funds to purchase one 'Batmobile' mobile command post to be used by Doña Ana Sheriff's Department for DWI enforcement activities. The Batmobile will provide officers in this county with high numbers of DWI crashes and fatalities with the equipment necessary to conduct checkpoint operations. This project is contingent upon funding for Doña Ana Sheriff's Department, per project 18-AL-64-P01.				
Sub-recipient: Doña Ana Sheriff's Department			Staff Oversight: Thomas Lujan	
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: Yes		

Project Number	Project Title	Funds	Amount
18-ID-05d-P01 M5HVE-2018-05-01-00	Alcohol/Impaired Driving Enforcement	405d	\$500,000
See Project 18-AL64-P01 in this Alcohol/ ID Program Area for detailed project and total funding details			

Project Number	Project Title	Funds	Amount	Total Funds
18-ID-05d-P02 M5CS-2018-05-02-00	DWI/ Drug Courts – AOC	405d	270,000	\$270,000
<p>Provides funds to the Administrative Office of the Courts to expand the DWI/Drug Court program to the Municipal Court in Farmington and expand overall capacity in San Juan County from 10 to 30 participants. Funding will include personnel services and benefits, contractual services for surveillance/ compliance, training, travel and related costs, supplies and drug testing kits for the San Juan County DWI/Drug Court. Project also funds training and travel for DWI/Drug court team members from Doña Ana, Eddy, San Juan, San Miguel, Santa Fe, Torrance and Valencia counties.</p>				
Sub-recipient: Administrative Office of the Courts		Staff Oversight: Kimberly Wildharber		
Match amount: 20%		Indirect Cost: 0%		
MOE: \$2,831,483.23		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-ID-05d-P03 M5BAC-2018-05-03-00	BAC Testing Training – SLD	405d	75,000	\$75,000
<p>Provides funding for a full-time person from the NM Department of Health - Scientific Labs Division (SLD) to assist in providing IR 8000 intoximeter (alcohol detection) training to law enforcement personnel and to calibrate all IR 8000 intoximeters in the State. The SLD provides training and education to prosecutors, law enforcement and community groups and provides information to assist in the successful prosecution of alcohol/ impaired driving cases. The SLD provides data on the prevalence and trends of alcohol/ drug-impaired driving in New Mexico, data on surviving drivers in alcohol/ impaired driving crashes and monthly BAC reports on all fatal crashes.</p>				
Sub-recipient: NMDOH Scientific Labs Division		Staff Oversight: Carmelita Chavez		
Match amount: 20%		Indirect Cost: 0%		
MOE: \$858,025.22		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-ID-05d-P04 M5TR-2018-05-04-00	DRE and ARIDE Training	405d	193,500	\$193,500
<p>This funding provides DRE (Drug Recognition Expert) training and re-certification and ARIDE (Advanced Roadside Driving Impairment Enforcement) training to an estimated 200 officers statewide, using the NHTSA approved curriculum.</p>				
Sub-recipient: BRV Consulting, LLC		Staff Oversight: Thomas Lujan		
Match amount: 20%		Indirect Cost: 0%		
MOE: \$2,145,063.05		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-ID-05d-P05 M5CS-2018-05-05-00	Traffic Safety Resource Prosecutor	405d	106,000	\$177,000
18-PT-02-P04 PT-2018-PT-02-00		402	71,000	
<p>Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors.</p>				
Sub-recipient: Attorney General's Office		Staff Oversight: Kimberly Wildharber		
Match amount: 405d - 0%; 402 – 14.56%		Indirect Cost: 405d - 0%; 402 - 0%		
MOE: 405d - \$1,072,531.52; 402 – 0%		Local Benefit: 405d - 100%; 402 – 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-ID-05d-P06 M5OT-2018-05-06-00	Department of Public Safety – Special Projects	405d	900,000	\$900,000
<p>Provides overtime funds for officers to conduct checkpoints, directed patrols and warrant roundups. Provides funds for advanced law enforcement training, including DWI detection methods, DWI case law, DWI arrest procedures and court testimony procedures. Provides overtime funds for court and travel time for officers and SIU agents to allow them to participate in administrative revocation hearings and DWI prosecution cases. Provides funds for DPS to announce enforcement operations to the public and for educational materials to distribute to the public during checkpoint operations. Provides overtime funds for law enforcement to speak at schools and universities about the impact of DWI.</p>				
Sub-recipient: Department of Public Safety		Staff Oversight: Rey Martinez		
Match amount: 0%		Indirect Cost: 0%		
MOE: \$9,438,277.45		Local Benefit: 100%		
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No		

State-only Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-CD-05-P01	Community DWI (CDWI) Projects	20800	320,000	\$320,000
<p>Provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and offender projects. State funds come from a \$75.00 fee imposed on convicted drunk drivers. Funding amounts vary by fiscal year based on fees collected in the previous year.</p>				
Staff Oversight: Carmelita Chavez				

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

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

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

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

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

Project Number	Project Title	Funds	Amount	Total Funds
18-II-54-P02	Ignition Interlock Indigent Fund – FTE	82600	75,000	\$60,000
Funds one FTE to administer the ignition interlock fund program. The Department, per State statute, can use up to 10% of the fund for program administration.				
Staff Oversight: Franklin Garcia				

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

Alcohol/ ID: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
18-AL-64-P01	164AL-2018-AL-01-00	Alcohol/Impaired Driving Enforcement	2,000,000
18-AL-64-P02	164AL-2018-AL-02-00	DWI Task Force - McKinley County	587,000
18-AL-64-P03	164AL-2018-AL-03-00	Alcohol Sales Compliance/DWI Warrant Enforcement	150,000
18-AL-64-P04	164AL-2018-AL-04-00	Supervised Probation Expansion - Metro Court	132,000
18-AL-64-P05	164AL-2018-AL-05-00	Supervised Probation Expansion - Santa Fe County	60,000
18-AL-64-P06	164AL-2018-AL-06-00	Vehicle Forfeiture Conference	10,000
18-AL-64-P07	164AL-2018-AL-07-00	Vehicle Seizure Coordinator - Santa Fe County	60,500
18-AL-64-P08	164AL-2018-AL-08-00	DWI Workgroup Meeting Facilitation	50,000
18-AL-64-P09	164AL-2018-AL-09-00	Statewide DWI Enforcement Training	350,000
18-AL-64-P10	164AL-2018-AL-10-00	Traffic Safety Clearinghouse	220,000
18-AL-64-P11	164AL-2018-AL-11-00	ALR Hearing Prosecution Attorney	100,000
18-AL-64-P12	164AL-2018-AL-12-00	Alcohol/ID Program Management - FTEs	215,000
18-AL-64-P13	164AL-2018-AL-13-00	Traffic Safety Law Enforcement Liaisons	320,000
18-PA-64-P14	164AL-2018-PA-14-00	E-Grants - Phase Two	54,500
18-AL-64-P15	164AL-2018-AL-15-00	E-Grants - Web Hosting	17,000
18-AL-64-P16	164AL-2018-AL-16-00	Alcohol/ID Media Creative Design and Production	1,200,000
18-AL-PM-P17	164PM-2018-AL-17-00	Alcohol/ID Media Placement	1,800,000
18-AL-64-P18	164AL-2018-AL-18-00	Alcohol/ID Judicial Education	150,000
18-AL-64-P19	164AL-2018-AL-19-00	ALR Hearings Officer Training	30,000
18-AL-64-P20	164AL-2018-AL-20-00	Court Monitoring - MADD	400,000
18-AL-64-P21	164AL-2018-AL-21-00	UAD Prevention Creative Design & Production	163,000
18-AL-64-P22	164AL-2018-AL-22-00	ZeroProof Campaign	300,000
18-AL-64-P23	164AL-2018-AL-23-00	DPS - Batmobiles	700,000
18-AL-64-P24	164AL-2018-AL-24-00	Doña Ana Sheriff's - Batmobile	480,000
164AL Total			9,549,000
18-ID-05d-P01	M5HVE-2018-05-01-00	Alcohol/Impaired Driving Enforcement	500,000
18-ID-05d-P02	M5CS-2018-05-02-00	DWI/ Drug Courts - AOC	270,000
18-ID-05d-P03	M5BAC-2018-05-03-00	BAC Testing Training - SLD	75,000
18-ID-05d-P04	M5TR-2018-05-04-00	DRE and ARIDE Training	193,500
18-ID-05d-P05	M5CS-2018-05-05-00	Traffic Safety Resource Prosecutor	106,000
18-ID-05d-P06	M5OT-2018-05-06-00	DPS - Special Projects	900,000
ID 405d Total			2,044,500

Total Alcohol/ Impaired Driving NHTSA Funds

\$11,593,500

Occupant Protection

Program Plan

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

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

Program Area Problem Identification

In 2015, State data indicate there were 115 passenger vehicle unrestrained fatalities; 11.4 percent of unbelted occupants in passenger vehicles in crashes were killed compared with only 0.1 percent of belted occupants.

Preliminary 2016 data indicate that 56.7 percent of vehicle occupant fatalities were unbelted, compared to 62 percent in 2015.

The age groups with the highest number of unbelted fatalities were: 20-24 (27%); 25-29 (17.4%); 30-34 (10.4%); and 35-39 (9.5%). Four percent of unbelted fatalities were age 9 or younger.

In 2011, 27.8 percent of children under age 13 with fatal or serious injuries from a passenger vehicle crash were unbelted; in 2015, 40 percent were unbelted.

Males killed in passenger vehicles were 1.7 times more likely to not be wearing a seatbelt compared to females.

In 2015, 45.6 percent of unbelted fatalities and serious injuries occurred on urban roadways; 36.3 percent occurred on rural, non-interstate roadways. The highest numbers of unbelted fatalities were in Bernalillo, Doña Ana, McKinley, San Juan, Chavez and Cibola counties.

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

Identified Focus Areas

- High-Risk Locations: Bernalillo, Doña Ana, McKinley, San Juan, Chavez, and Cibola counties; Local/Rural non-interstate roads
- High-Risk Groups: Pickup truck drivers/passengers; Males 20-34; Children under age 13
- High-Risk Times: Saturday-Sunday; 5 p.m. to midnight; Nighttime, in general

Performance Measure Targets

See Section IV. Performance Plan – Pages 13-17: C4 Unrestrained Vehicle Occupant Fatalities; B1 Increase Seatbelt Use Percentage and State Measure - S1 Public Information

Countermeasure Strategies and Documented Effectiveness

Occupant Protection Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen strategies are evidence-based countermeasures or have been shown to be effective, 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.

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

Strategy #1 – Enforcement

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

New Mexico's primary enforcement approach is BKLUP, an intense statewide program of seatbelt and child safety seat enforcement combined with a public awareness media campaign. Superblitz campaigns, combining BKLUP and ENDWI enforcement, the Click It or Ticket National Seatbelt Enforcement Mobilization, and local sustained enforcement activities are conducted by law enforcement officers from city, county, State and tribal agencies. In FFY16, through grant-funded statewide and national mobilizations, and sustained enforcement activities, New Mexico law enforcement officers issued over 15,500 seatbelt and child restraint citations.

Maintaining or increasing enforcement in high-risk part of the State, including rural, non-interstate roadways will be a focus in FFY18. However, in many rural areas of the State, law enforcement agencies continue to have difficulty recruiting and retaining law enforcement officers, thus limiting their ability to maintain or increase seatbelt enforcement activity.

In FFY18, an estimated 54 city, county, State and tribal law enforcement agencies are expected to participate in BKLUP, Superblitz and the Click It or Ticket National Seatbelt Enforcement Mobilization. New Mexico will provide NHTSA with FFY18 law enforcement participation and activity data, including the number of citations issued during the activities.

A list of planned participating agencies for the 2018 Click It or Ticket Campaign is on pages 86 and 87.

In FFY18, 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, 8th Edition, 2015: Chapter 2, Seatbelts and Child Restraints: Sections 1.1 Seat Belt Use Laws; 2.1 Short-Term, High-Visibility Belt Law Enforcement; 2.2 Combined Seat Belt and Alcohol Enforcement, Nighttime; 2.3 Sustained Enforcement; 5.1 Short-Term, High-Visibility Child Restraint/ Booster Law Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy #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.

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

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

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

New Mexico's older driver safety program was developed to reduce older driver crashes, fatalities and injuries. The intent of the program is to enable older drivers to be safe drivers and to increase the overall safety of those traveling on New Mexico's roadways. NHTSA recognizes the need for comprehensive state programs to address older driver issues and encourages states to develop and implement a comprehensive older driver safety program.

In Phase 3 of a 4-phase program, the curricula designed for medical providers, law enforcement and senior service providers will continue to be used for training statewide. A network of partner group representatives will continue to be trained as technicians to provide direct services on older driver issues and solutions. The certified CarFit technicians will participate in older driver evaluation events throughout the State under the CarFit program. During a CarFit event, technicians or health professionals assist older drivers with ways to ensure they fit their vehicle properly, including assessing the fit of seat belts. Dissemination of public awareness and educational materials will continue in FFY18.

In FFY18, New Mexico will promote occupant protection awareness and use, and heighten perceived risk of enforcement consequences for non-users by:

- a) purchasing media (television, radio and print)for BKLUP, Superblitz, Click It or Ticket and other OP enforcement campaigns;
- b) funding outreach efforts to educate relevant agency personnel and the public in the appropriate use of occupant protection;
- c) funding a clearinghouse for statewide distribution of occupant protection educational materials on seatbelts, booster seats, child safety seats and airbags;
- d) funding a contract to conduct the annual statewide seatbelt use surveys; and
- e) conducting an older driver safety program to address older driver issues and reduce crashes, fatalities and injuries in this population group.

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

Strategy #3 – Child Restraint Distribution, Inspection Stations

New Mexico’s high availability of child restraint inspection stations, which include child safety seat and booster seat fitting stations and clinics, are critical to saving lives and reducing injuries among the most vulnerable of the population. Annually, the State conducts approximately 70 child safety seat clinics and 70 fitting station events making services available to an estimated 92 percent of the State’s population. Clinics and fitting stations conducted in urban areas provide services to a large number of residents from the surrounding rural areas. Clinics and fitting station events are conducted in over 35 cities, towns and pueblos throughout the State. A list of planned FFY18 child restraint inspection stations is on page 88.

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

In FFY18, New Mexico will support the use of appropriate and correctly installed child occupant protection, including booster seats by:

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

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

State Plan to Recruit, Train and Retain Child Passenger Safety (CPS) Technicians

TSD’s contractor, Safer New Mexico Now, provides child passenger safety certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. All agency personnel and law enforcement officers providing services at child safety seat fitting stations, clinics and distribution sites must be trained using the NHTSA Standardized CPS Technical Training curriculum and be certified through SafeKids Worldwide.

To ensure that the State maintains a sufficient number of trained CPS technicians, in FFY18, Safer plans to conduct four 4-day CPS technician trainings for individuals not yet trained, the 2-day BKLUP New Mexico Re-certification Training for trained technicians seeking re-certification, and a 1-day Certification Renewal course for technicians whose certification has expired.

Planned FFY18 Certified Child Passenger Safety Technician Training

Training	Planned Date	Location	Estimated Students Needed to Maintain Coverage
4-Day CPS Technician	October 2017	Albuquerque	20
4-Day CPS Technician	February 2018	Las Cruces	20
4-Day CPS Technician	April 2018	Roswell	20
4-Day CPS Technician	June 2018	Farmington	20
BKLUP NM Re-certification	March 2018	Albuquerque	180
1-Day Re-certification Renewal	August 2018	Rio Rancho	10

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

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

Safer maintains a comprehensive database of certified CPS technicians in New Mexico. With this database, Safer is able to contact technicians regarding child restraint inspection stations, opportunities to serve the community, and provide updates on critical child passenger safety issues. Statewide, there are 445 CPS advocates (435 technicians and 10 instructors), representing all six NMDOT districts and 28 of 33 counties.

Projected TS Impacts – Assessment and Program Component Linkages

Identified focus areas for unrestrained fatalities indicate high risk locations are in the State's two most populated counties, Bernalillo and Doña Ana. Other locations are in the northwestern part of the New Mexico and in Chavez County in the southeastern part of the State. All these counties have large areas of rural/non-interstate roadways, and pickup trucks are commonly used vehicles on these roadways. Enforcement of occupant protection laws can be a challenge in these areas due to the limited law enforcement capacity.

The Occupant Protection performance measure of limiting the increase in unrestrained occupant fatalities to 8 percent from 99 in 2015 to 107 in 2018 is based not only on a trend analysis of annual and five-year average data, but on identified enforcement capacity limitations and other economic, social and environmental factors. Increased travel due to an improving economy, and continued development of the oil and gas industry in the southeastern part of New Mexico are seen as probable increases in unrestrained fatalities. People traveling from one work site to another on rural, non-interstate roadways are less likely to buckle up during these short distant trips. Another factor is the State's reduced ability to increase its nighttime enforcement capabilities due to fewer officers signing up for this overtime assignment.

The Occupant Protection Program utilizes two of the highest rated countermeasure strategies for effectiveness – seatbelt enforcement and communications and outreach. New Mexico has comprehensive adult and child occupant restraint laws that are shown to be the primary proven countermeasure for effectiveness. The recent Attitude and Awareness survey Highway Safety Issues in New Mexico indicated that 91 percent of respondents said they always buckle up when driving and 59 percent thought they would get caught every time of most of the time if they were not wearing a seatbelt. A total of 78 percent of respondents said they recognized the 'Click It or Ticket' slogan.

Enforcement, communications and outreach, and child safety seat distribution and inspection stations projects are conducted to reach citizens statewide, but with emphasis in identified focus areas. Reach of these projects is estimated at over 90 percent of the State's population. Despite all these efforts, children under age 13 are still a high-risk group for non-use of seatbelts and child safety/booster seats, with 40 percent of these children with fatal or serious injuries from a passenger vehicle crash reported as unbelted or unsecured in 2015. These statistics strongly support New Mexico's continued emphasis on its child safety restraint program that includes distribution of child safety/booster seats and inspection stations.

The NMDOT's focus in 2018 will be on continuing to maintain effective high visibility occupant protection enforcement and media efforts and a strong child restraint program of car seat and booster seat distribution, inspection and educational efforts utilizing trained CPS technicians.

Project Reporting

Federal Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-OP-05b-P01 M1*OP-2018-05-01-00	Seatbelt Observation Surveys	405b	200,000	\$200,000
Conduct statewide pre-and-post seatbelt observation surveys prior to and following the Click It or Ticket National Seatbelt Enforcement Mobilization to determine the annual seatbelt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for the surveys.				
Sub-recipient: Preusser Research Group, Inc. and Safer NM Now		Staff Oversight: TBD		
Match amount: 20%		Indirect Cost: 0%		
MOE: \$79,882.40		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-OP-PM-P02 M1*PM-2018-05-02-00	Click It or Ticket Paid Media	405b	100,000	\$100,000
Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the Click It or Ticket National Seatbelt Mobilization.				
Sub-recipient: Marketing Solutions		Staff Oversight: Franklin Garcia		
Match amount: 20%		Indirect Cost: 0%		
MOE: \$40,618.17		Local Benefit: 0%		
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-OP-02-P01 OP-2018-OP-O1-00	Child Restraint Program	402	501,000	\$514,000
18-OP-RF-P03	OP Promotional Materials	20100	10,000	
18-OP-RF-P04	Buckle Up Conference Registration Materials	20100	3,000	
Continue statewide community and school-based occupant protection programs; train additional child safety seat/ booster seat technicians; increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. Annual CPS training fees estimated at \$1,500 and Buckle Up NM conference fees estimated at \$12,000 are used to offset training/conference expenses. Provides funds for promotional materials for the annual Buckle-Up Conference and other OP events. <i>No federal funds or program income are used for promotional materials.</i>				
Sub-recipient: Safer NM Now		Staff Oversight: TBD		
Match amount: 20%		Indirect Cost: 0%		
MOE: \$202,188.21		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-OP-02-P02 OP-2018-OP-02-00	Occupant Protection Program Management – FTEs	402	165,000	\$165,000
<p>Provides program management in the Occupant Protection Program area to coordinate statewide local law enforcement efforts related to BKLUP, Superblitz or other OP enforcement operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned annual NM Seatbelt Survey and the Click It or Ticket National Seatbelt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year, approximately 25% of all time is spent on OP-related projects Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the AL and PT program areas.</p>				
Sub-recipient: None			Staff Oversight: TBD	
Match amount: 14.56%		Indirect Cost: 0%		
MOE: \$67,696.95		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-OP-05dII-P01 M7*CR-2018-01-00	Child Safety Seats/ Booster Seats	405d II	150,000	\$150,000
<p>Provides funds to purchase and distribute child safety seats and booster seats to low income families throughout the State to enhance child passenger use efforts.</p>				
Sub-recipient: Safer NM Now			Staff Oversight: TBD	
Match amount: 20%		Indirect Cost: 0%		
MOE: \$60,927.25		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

State-only Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-OP-RF-P01	Occupant Protection Enforcement	20100	300,000	\$300,000
<p>Funds overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities, to include participation in the Click It or Ticket National Seatbelt Mobilization. These activities have been successful in producing a steady increase in occupant protection use in New Mexico.</p>				
Staff Oversight: Kimberly Wildharber				

Project Number	Project Title	Funds	Amount	Total Funds
18-OP-RF-P02	Older Driver Project	20100	97,000	\$97,000
<p>Funds to continue development and implement of a comprehensive older driver safety program that aims to reduce older driver crashes, fatalities and injuries in New Mexico. Funds for development and dissemination of public awareness and educational materials.</p>				
Staff Oversight: TBD				

Occupant Protection: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
18-OP-05b-P01	M1X-2018-05-01-00	Seatbelt Observation Survey	200,000
18-OP-PM-P02	M1*PM-2018-05-02-00	Click It or Ticket Paid Media	100,000
OP 405b Total			300,000
18-OP-02-P01	OP-2018-OP-01-00	Child Restraint Program	501,000
18-OP-02-P02	OP-2018-OP-02-00	OP Program Management - FTEs	165,000
OP 402 Total			666,000
18-OP-05dII-P01	M7*CR-2018-CR-01-00	Child Safety Seats/ Booster Seats	150,000
OP 405d II Total			150,000

Total Occupant Protection NHTSA Funds

\$1,116,000

Police Traffic Services

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

Program Area Problem Identification

The top contributing factors in crashes in 2015 was driver inattention (20.8%), failed to yield (12.8%) and following too closely (10.8%). The top contributing factors in crash fatalities in 2015 were alcohol/drug involved (43.6%), excessive speed (16.4%) and driver inattention (9.4%).

In New Mexico, distracted driving is defined as driver inattention, texting or cell phone use as indicated on the uniform crash report. In 2015, there were 21,047 distracted driving crashes and 135 distracted driving fatalities. Motor Vehicle Division data indicate there were approximately 2,500 convictions in each year 2015 and 2016.

Five percent of all crashes and 40 percent of crash fatalities involved alcohol; half of all pedestrian fatalities involved pedestrians under the influence of alcohol.

In 2015, drivers ages 20-34 were 56.1 percent of alcohol-involved drivers in crashes. The rate of alcohol-involved New Mexico drivers age 20-24 in crashes is 2.6 times the statewide rate.

There were 4,243 speeding-related crashes in 2015, up by 1,026 crashes (31.9%) from 2014. Crashes in which speeding was the top contributing factor rose in 2015 to the highest level in the past five years.

Despite the higher numbers of speeding-related crashes in 2015, speeding-related fatalities were reduced by 1.5 percent in 2015 from 2014, and 2016 preliminary data are projecting further decreases in 2016.

Males are generally twice as likely to be drivers in speeding-related crashes. Drivers younger than age 30 account for 42 percent of speeding drivers in crashes.

Eleven percent of unbelted occupants in passenger vehicles in crashes were killed compared with only 0.1 percent of belted occupants in passenger vehicles in crashes. In 2015, 43.5 percent of unbelted fatalities occurred on rural non-Interstate roads.

Forty percent of the children under age 13 who received fatal or suspected serious injuries in passenger vehicles crashes in 2015 were unbelted – up from 27.8 percent in 2011.

Identified Focus Areas

- General law enforcement to include speeding, distracted driving, occupant protection use and other unsafe driving practices
- High-Risk Driver/ Occupants: Males 20-34, pedestrians under the influence of alcohol or drugs, pickup truck drivers/passengers and children under age 13

Performance Measure Targets

See Section IV. Performance Plan – Pages 13-17: C4 Unrestrained Vehicle Occupant Fatalities; C5 Alcohol-Impaired Fatalities; C6 Speeding-related Fatalities and State Measure - S2 Police Traffic Services

Countermeasure Strategies and Documented Effectiveness

Police Traffic Services Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen strategies are evidence-based countermeasures or have been shown to be effective, including high-visibility enforcement.

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

Strategy #1- Enforcement and Training

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

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

In FFY18, New Mexico will support high-visibility enforcement activities in identified high-crash or high-risk areas to prevent and reduce traffic crashes, fatalities, injuries and violations by:

- a) funding contracts for 100 Days and Nights and selected traffic enforcement focused on general traffic enforcement during high-travel, high-risk times to reduce speeding and other unsafe driving practices;
- b) coordinating sustained enforcement activities with New Mexico tribes and the Navajo Nation;
- c) funding contracts to provide training to law enforcement officers in SFST, STEP, conducting DWI checkpoints, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses; and
- d) managing and distributing the New Mexico Traffic Safety Education and Enforcement funds based on local law enforcement assessments.

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

Strategy #2 – Communications and Outreach

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

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

duties. The TSRP also provides NMDOT/ TSD staff with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors.

In FFY18, New Mexico will support efforts to increase the effectiveness of general traffic law enforcement on New Mexico roadways by:

- a) providing law enforcement agencies with technical assistance via law enforcement liaisons and the TSRP, and providing other resources to help law enforcement agencies identify, prioritize and address traffic safety problem areas;
- b) working cooperatively with law enforcement agencies to raise their awareness of traffic code enforcement and its impact on safety;
- c) outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems; and
- d) reviewing legislation regarding State laws and fines for speeding, cell phone/ texting and other unsafe driving violations and on increasing traffic safety law violation fees.

(Countermeasures That Work, 8th Edition, 2015: Chapter 3, Speeding and Speed Management: Section 3.1 Penalty Types and Levels; Section 4.1 Communications and Outreach Supporting Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Projected TS Impacts – Assessment and Program Component Linkages

Identified focus areas reflect the need for general enforcement of traffic laws with some emphasis on speeding, occupant protection use and pedestrians. Although speeding-related crash fatalities have declined over the past two years, speeding-related crashes have increased. With other high-risk behaviors increasing, such as not using occupant protection, drunken driving, distracted driving and alcohol or drug impaired pedestrians, high levels of law enforcement visibility on the streets and roadways is critical to mitigating further increases.

The PTS performance measures and targets will assist the State in assessing the effectiveness of its strategies and projects. In 2015, New Mexico's total fatalities were the lowest in more than 25 years, but with preliminary data indicating a 26 percent increase in 2016, and with increases anticipated in alcohol-impaired and unrestrained fatalities, the State seeks to limit overall increases through its general enforcement, and communications and outreach strategies and projects.

The strategies proposed for the Police Traffic Services (PTS) Program focus on general traffic safety law enforcement, training, and technical assistance and support for law enforcement agencies statewide. PTS high-visibility enforcement activities target drivers engaged in high-risk behaviors while driving, walking or biking. PTS enforcement activities increase the visibility and reach of law enforcement and therefore have a positive impact on reducing overall crashes, fatalities and injuries.

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

Project Reporting

Federal Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-PT-05dII-P01 M7TR-2018--01-00	General Law Enforcement Training	405d II	200,000	\$200,000
Provides traffic safety information and training to all involved in police traffic services. Training may include STEP, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses. Trainings are approved by NMDOT and the NM Law Enforcement Academy.				
Sub-recipient: Safer NM Now			Staff Oversight: Thomas Lujan	
Match amount: 20%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount
18-PT-02-P01 PT-2018-PT-01-00	Traffic Safety Law Enforcement Liaisons	402	\$180,000
18-PT-RF-P02	LEL Promotional Materials	20100	\$3,000
Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement agencies. Provides State funds for promotional materials for the annual LEL Conference.			
<i>See Project 18-AL-64-P13 in Alcohol/ ID Program Area for detailed project and total funding details</i>			

Project Number	Project Title	Funds	Amount	Total Funds
18-PT-02-P02 PT-2018-PT-02-00	Police Traffic Services Program Management	402	170,000	\$170,000
Provides program management in the Police Traffic Services Program area to coordinate projects related to police traffic services, traffic enforcement, and the statewide program of training, development and quality assurance for police traffic services. Oversees law enforcement efforts in general traffic law enforcement such as speed, driver inattention, restraint use and alcohol/impaired driving. Provides for management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets; however, based on the past year, approximately 33% of all time is spent on police traffic services related projects. Travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP and AL program areas.				
Sub-recipient: None			Staff Oversight: TBD	
Match amount: 14.56%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-PT-02-P03 PT-2018-PT-03-00 PT-RF-P03	100 Days and Nights of Summer	402 20100	100,000 120,000	\$220,000
Provides funds for the 100 Days and Nights of Summer project to be conducted throughout the State. Activities will include checkpoints and directed enforcement to target traffic safety problems and enforce traffic safety laws. Participating agencies include State Police, Motor Transportation and local law enforcement. These activities encompass at least 80 agencies in 32 of 33 counties and a minimum 90% of the State's population.				
Sub-recipient: Law Enforcement			Staff Oversight: Kimberly Wildharber	
Match amount: 14.56%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount
18-PT-02-P04 PT-2018-PT-04-00	Traffic Safety Resource Prosecutor	402	\$71,000
See Project 18-ID-05d-P05 in Alcohol/ ID Program Area for detailed project and total funding details			

Project Number	Project Title	Funds	Amount	Total Funds
18-PT-02-P05 PT-2018-PT-05-00	Selective Traffic Enforcement	402	300,000	\$670,000
18-PT-RF-P01		20100	370,000	

Provides funding for a statewide sustained enforcement project to target traffic safety problems and enforce traffic laws. Participating agencies include State Police, Motor Transportation, and local law enforcement. These activities encompass at least 80 agencies in 32 of 33 counties and a minimum 90% of the State's population.

Sub-recipient: Law Enforcement **Staff Oversight:** Kimberly Wildharber

Match amount: 14.56%

Indirect Cost: 0%

MOE: N/A

Local Benefit: 100%

Project part of TSEP: Yes

Purchases Costing \$5000 or more: No

State-only Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-EE-05-P01	Education and Enforcement Funds to LEAs	20800	370,000	\$370,000

Education and Enforcement funds are State funds authorized by State Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, commodities, education, training and program administration. Funding amounts vary by fiscal year based on fees collected in the previous year.

Staff Oversight: Carmelita Chavez

Police Traffic Services: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
18-PT-05dII-P01	M7TR-2018-01-00	General Law Enforcement Training	200,000
PT 405dII Total			200,000
18-PT-02-P01	PT-2018-PT-01-00	Traffic Safety Law Enforcement Liaisons	180,000
18-PT-02-P02	PT-2018-PT-02-00	PTS Program Management - FTEs	170,000
18-PT-02-P03	PT-2018-PT-03-00	100 Days and Nights of Summer	100,000
18-PT-02-P04	PT-2018-PT-04-00	Traffic Safety Resource Prosecutor	71,000
18-PT-02-P05	PT-2018-PT-05-00	Selective Traffic Enforcement	300,000
PT 402 Total			821,000

Total Police Traffic Services NHTSA Funds

\$1,021,000

Motorcycle Safety

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.

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 and by training fees assessed each student.

Motorcycle safety training utilizing Motorcycle Safety Foundation curricula was provided to 1,037 students in FFY16. The number of motorcyclists receiving training has declined in recent years as have motorcycle registrations. In FFY18, the NMMSP plans to provide training in seven counties which account for 63 percent of all registered motorcycles. An additional 17 counties are adjoining at least one of these seven counties, which would increase the relative reach to 94 percent of all registered motorcycles.

Performance Measure Targets

See Section IV. Performance Plan – Pages 13-17: C7 Motorcyclist Fatalities and C8 Unhelmeted Motorcyclist Fatalities

Program Area Problem Identification

In 2015, State data indicate that 41 motorcycle riders (drivers and passengers) died in crashes and 162 were seriously injured. In 2015, 47 percent of motorcycle fatalities were in urban areas; preliminary 2016 data indicate this percentage increased to 50 percent.

The age groups with the highest number of motorcyclist crashes in 2015 were 20-24 (14.5%), 25-29 (12.2%) and 30-34 (10%). The number of male motorcyclists in crashes was 4.6 times that of female motorcyclists in crashes.

In 2015, 56 percent of motorcyclists killed in a crash were not wearing a helmet. Although helmet use data was missing for 9 percent of motorcyclists receiving serious injuries in a crash, among those for whom helmet use data was available, 61.5 percent of motorcyclists seriously injured were not wearing a helmet.

Counties with the highest motorcycle crash rates were Bernalillo, Doña Ana, McKinley, Cibola and Rio Arriba. Counties with the highest number of motorcyclist fatalities were Bernalillo, Doña Ana, Santa Fe, San Juan and Otero. These fatalities accounted for 68 percent of all motorcyclist fatalities.

The top contributing factors in motorcycle fatal and serious injury crashes were excessive speed (38%), followed by alcohol/drug involvement (23%), and driver inattention (4.8%). The number of alcohol-involved motorcyclist drivers in crashes was highest in the 25-34 and 50-54 age groups.

Motorcyclist crashes are highest from June through September; highest on Fridays and Saturdays.

Identified Focus Areas

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

Countermeasure Strategies and Documented Effectiveness

Motorcycle Safety Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen strategies are evidence-based countermeasures or have been shown to be effective, including motorcyclist training and high-visibility communications and outreach. The following strategies align with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy #1 – Motorcyclist Training

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

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

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

In FFY18, New Mexico will support statewide motorcycle rider safety training by:

- a) working with a contractor to operate and administer the New Mexico Motorcycle Safety Program to provide beginner and experienced Motorcycle Safety Foundation rider training courses to a majority of the State's registered motorcyclists. Motorcycle safety training includes information about helmet use and the risks associated with use of alcohol or drugs while driving a motorcycle.

(Countermeasures That Work, 8th Edition, 2015; Chapter 5, Motorcycle Safety: Section 3.1 Motorcycle Rider Licensing; 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 '*Look for Me*' and '*Share the Road*' media messaging is critically important. New Mexico participated in NHTSA-supported Motorcycle Safety Awareness Month and a National Ride to Work Day which focus on mutual responsibility for the safety of motorcyclists.

In FFY18, 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, 8th Edition, 2015; Chapter 5, Motorcycle Safety: Sections 4.1 Communications and Outreach: Conspicuity and Protective Clothing; 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists)

Projected TS Impacts – Assessment and Program Component Linkages

Strategies proposed for the Motorcycle Safety Program impact most areas of the State. The Motorcyclist Safety Foundation training is made available in counties with 63 percent of the State’s registered motorcycles. The Program provides critically needed, certified operations and basic and advanced safety training to novice and experienced riders. Communication and outreach strategies increase motorcyclist safety and awareness for both motorcyclists and other drivers on the roadways.

The State’s two motorcycle safety performance measures are designed to assess the impact of the State’s motorcycle safety strategies and projects. Motorcycle safety training, paired with high-visibility motorcycle safety messaging and enforcement of drunken driving laws are the State’s best strategies for reducing motorcyclist fatalities and serious injuries. Media messaging is targeted not solely to the motorcyclist, but to all the driving public, and is focused on sharing the road and looking out for other vehicles on the roadways. The State has been unsuccessful in repeated attempts to pass a universal helmet use law, but does require helmet use by motorcyclists under the age of 18.

Identified high-risk counties either have training available in the county or in a neighboring county. Motorcyclist Safety training not only includes training on how to handle a motorcycle, but it also includes high-risk behavior issues such as speeding, alcohol-use and helmet use.

Project Reporting

Federal Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-MC-05f-P01	Motorcycle Safety Training	405f	50,000	\$180,000
M9MT-2018-01-00				
18-MC-08-P01		20600	130,000	
Funds to administer a quality motorcycle safety training program utilizing Motorcycle Safety Foundation curricula. The formal program of instruction includes training in crash avoidance and other safety-oriented skills to motorcyclists, both in-class and on the motorcycle.				
Sub-recipient: NM Motorcycle Safety Program			Staff Oversight: Cora Herrera	
Match amount: 0%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Motorcycle Safety: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
18-MC-05f-P01	M9MT-2018-01-00	Motorcycle Safety Training	50,000
MC 405f Total			50,000

Total Motorcycle Safety NHTSA Funds

\$50,000

Pedestrian and Bicyclist Safety

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.

The NMDOT applied for an FFY18 Non-Motorized Safety Grant through NHTSA. If funds are awarded, the TSD will go through its normal problem identification, solicitation, grant review and award processes to utilize the funds to further the objectives of this program.

Program Area Problem Identification

Pedestrians

In 2015, pedestrian-involved crashes rose to their highest level since 2011, representing 1.3 percent of all crashes and 19.3 percent of all fatal crashes.

In New Mexico, pedestrian deaths accounted for 18 percent of all traffic fatalities, compared to the National average of 15 percent. In 2015, New Mexico had the third highest in the nation rate of pedestrian fatalities per 100,000 persons.

In 2015, 54 pedestrians were killed and 126 were seriously injured in traffic crashes. Although pedestrian deaths were down from 2014 (by 38.9%), the number of pedestrians seriously injured increased (by 34%).

The age groups with the highest number of pedestrian fatalities were: 35-39 and 55-59, followed closely by those aged 20-34. The age groups with the highest number of serious injuries were: 50-59 and 25-29, followed closely by those aged 30-39 and 20-24.

Male pedestrians were twice as likely as female pedestrians to be in a crash, but males were five times as likely as females to be an alcohol-involved pedestrian in a crash.

Pedestrian-involved crashes were highest between 6 p.m. and 7 p.m., but were generally high between 3 p.m. to 9 p.m. Although only 38.6 percent of pedestrian crashes occurred in dark conditions (lighted and not lighted), these crashes resulted in 72.7 percent of pedestrian fatalities.

Factors cited in pedestrian fatal crashes included alcohol/drug involved (60%) and pedestrian error (11.5%). Half of all pedestrian fatalities in crashes were pedestrians under the influence of alcohol.

Factors cited in pedestrian injury crashes included: pedestrian error (23.8%), alcohol/drug involved (19.2%), driver inattention (18.5%) and failure to yield right-of-way (10.1%).

The age groups with the highest number of alcohol-involved pedestrians in crashes were: 50-54 (14.8%), 55-59 (13.9%), 45-49 (13%), 35-39 (12.2%) 20-24 (10.4%) and 25-29 (9.6%).

In 2015, all 17 pedestrian fatalities in Bernalillo County occurred in the city of Albuquerque. In 2016, 34 (44%) of the pedestrian fatalities occurred in Bernalillo County, with 33 of the 34 occurring in Albuquerque; 12 percent were in San Juan County, 10 percent were in McKinley County and 5 percent were in Doña Ana County; 71 percent of all pedestrian fatalities occurred in these 4 counties.

2016 preliminary data show that there were 50 pedestrian fatalities in alcohol-involved crashes; 25 of these pedestrian fatalities occurred in Bernalillo County; the other 25 pedestrian fatalities occurred in 13 of the other 32 counties.

Bicyclists

Seven bicyclists were killed in crashes in 2015, up from four in 2014; 29 were seriously injured.

Four of the seven bicyclists killed were under the influence of alcohol or drugs (three of these had a BAC \geq .08); two of the seven were killed by an alcohol-impaired driver (bicyclists not impaired).

Bicyclists in crashes were five times more likely to be male than female. Five of the seven bicyclist fatalities were aged 25-39.

Six of the seven bicyclist fatal crashes occurred in daylight (78.6%) or under dark, but lighted conditions; 37 percent occurred between 3 p.m. and 6 p.m., while 19 percent occurred between 7 p.m. and 7 a.m.

Identified Focus Areas

- High-Risk Demographic: Pedestrians: Males 35-59; Bicyclists: Males 25-39
- High-Risk Locations: Pedestrians - Bernalillo (Albuquerque), San Juan, McKinley and Doña Ana counties
- High-Risk Behavior: Alcohol use; Pedestrian error (running or darting into the road); Other vehicle driver distraction
- High-Risk Times: Pedestrians – 6 p.m. to 9 p.m.; Bicyclists – 3 p.m. to 6 p.m.

Performance Measures and Targets

See Section IV. Performance Plan – Pages 13-17: C10 Pedestrian Fatalities and C11 Bicyclist Fatalities

Countermeasure Strategies and Documented Effectiveness

Pedestrian and Bicyclist Safety Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen strategies are evidence-based countermeasures or have been shown to be effective, including communications and outreach, conspicuity enhancement, and bicycle safety and education to adults and children.

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

Strategy #1 – Communications and Outreach – Pedestrian Safety

In FFY18, New Mexico will increase communications and outreach regarding pedestrian safety and awareness by:

- a) funding community-based projects, particularly in identified high-risk areas, focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems to reduce pedestrian deaths and injuries;
- b) working with local law enforcement, shelters and clinics in high-risk communities to increase awareness of pedestrian laws, and increase awareness of high risk activities and factors that contribute to pedestrian crashes;
- c) continuing to provide updated information on pedestrian safety events and resources via the University of New Mexico Center for Injury Prevention Research and Education website - <http://hsc.unm.edu/som/programs/cipre/NMPSIP.shtml>;

- d) providing training to law enforcement on pedestrian crash investigations;
- e) working with local communities, schools, universities and media to create a pedestrian safety education campaign for communities at higher risk of pedestrian injuries and fatalities, with particular emphasis in identified high-risk counties;
- f) working with local media to air the 'Look for Me' pedestrian safety radio spot statewide, and continue to run the radio spot in both English and Navajo in high-risk communities;
- g) distributing 'Look for Me' bookmarks and 'Rules of the Road' cards with pedestrian safety tips to driver education, driver safety and DWI schools statewide;
- h) providing funding for bus wraps, bus and bus shelter 'Look for Me' ads; and
- i) providing education and awareness about crosswalk and roadway modifications designed to increase public safety.

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

Strategy #2 – Communications and Outreach – Bicyclist Safety

In FFY18, New Mexico will increase the safety of bicyclists by increasing education and outreach regarding bicyclist safety and awareness by:

- a) using PSAs and distribution of bright, reflective 'Look for Me' backpacks, vests to increase bicyclist awareness and the visibility of bicyclists in high-risk communities;
- b) purchasing 'Look for Me' safety brochures for distribution at bicyclist safety events and to schools and law enforcement agencies;
- c) 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
- d) providing training to law enforcement on bicyclist crash investigations.

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

Projected TS Impacts – Assessment and Program Component Linkages

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

In FFY18, the NMDOT plans to increase the level of pedestrian and bicyclist safety funding to expand the reach of its communication and outreach activities. Statewide and local communications and outreach provide awareness and education 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. Pedestrians and bicyclists are reminded to be aware of their surroundings and be as highly visible as possible when interacting with vehicle traffic.

The NMDOT/TSD will continue working with its contractor, the Center for Injury Prevention Research and Education (CIPRE) at the University of New Mexico to conduct community outreach, education and training with a focus on drivers, pedestrians, bicyclists and the general public. CIPRE works with local communities, universities, schools, pedestrian and bicyclist stakeholders to implement safety education campaigns in

communities at higher risk of pedestrian and bicyclist injuries and fatalities in urban areas and particularly at street crossings. The high-visibility 'Look for Me' campaign will be expanded and will continue to raise awareness in high-risk communities.

In 2016, the NMDOT pedestrian contractor, UNM CIPRE again worked with Albuquerque community leaders and organizations to coordinate and conduct the third annual CiQlovia (open streets) event where a section of a street or streets is blocked off to vehicles so people can freely walk, bike, exercise, participate in safety demonstrations and get updates about pedestrian and bike safety changes in the community, such as roadway or crosswalk modifications. This event typically attracts at least 5,000 adults and children. Plans are to conduct the event again in 2017 and 2018.

Project Reporting

Federal Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-PS-05h-P01 FHPE-2018-01-00	Pedestrian & Bicyclist Safety Project	405h	240,000	\$300,000
18-PS-RF-P01		20100	60,000	
<p>Provides funds for a contract with the University of New Mexico Center for Injury Prevention Research and Education (CIPRE) to conduct community outreach, education and training with a focus on drivers, pedestrians, bicyclists and the general public. Assist local communities, MPOs, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian injuries and fatalities, particularly in the downtown Albuquerque area and the 4-corners region of the State.</p> <p>Contractor will partner with law enforcement, shelters and clinics in high-pedestrian fatality/injury communities to increase awareness of pedestrian and bicyclist laws, and highlight ways to increase awareness and safety among high-risk populations; and partner with NMDOT Bicycle/Pedestrian/Equestrian and Safe Routes to School programs, and Driver Education instructors to highlight pedestrian and bicyclist safety issues. Encourage increased awareness of pedestrians and bicyclists through a 'Look for Me' campaign. Contractual costs include personnel and benefits, educational materials, training or meeting venue costs, and travel. <i>State funds will be used for educational materials and promotional items for pedestrian and bicyclist safety activities and events.</i></p>				
Sub-recipient: NM Center for Injury Prevention Research and Education		Staff Oversight: Jonathan Fernandez		
Match amount: 14.56%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Pedestrian and Bicyclist Safety: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
18-PS-05h-P01	FHPE-2018-01-00	Pedestrian and Bicyclist Safety	240,000
PS 405h Total			240,000

Total Pedestrian and Bicyclist Safety NHTSA Funds

\$240,000

Media and Marketing to Support TS Programs

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

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

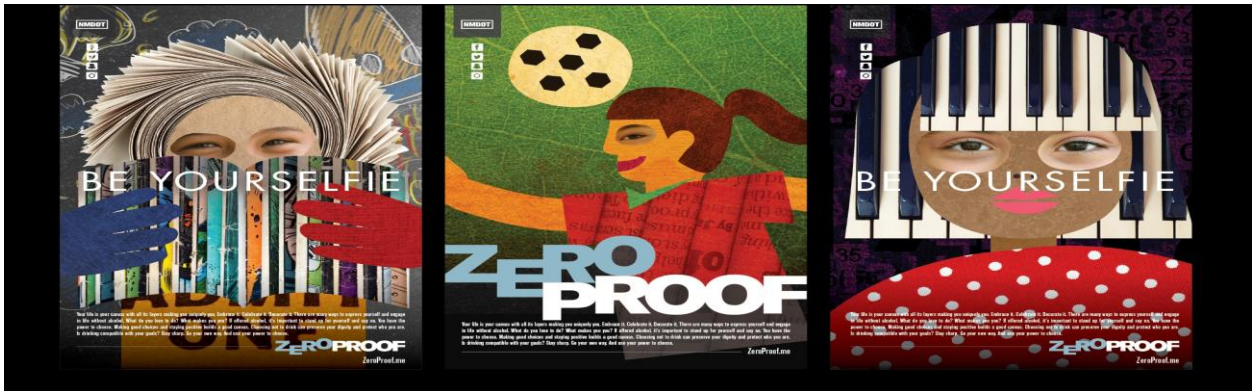
Media Communications and Outreach

In FFY18, New Mexico plans to implement high-visibility media and marketing campaigns designed to provide information to the general public about traffic safety issues and to enhance the effectiveness of all traffic safety projects by:

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

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





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

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

Impact of Media Support

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

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

Mexico see generally consistent decreases in alcohol-impaired fatalities, serious injuries, unrestrained occupant fatalities, and fatal crashes involving under age 21 drivers.

Use of 164 Funds – Alcohol/Impaired Driving Media Campaigns

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

Project Reporting

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

State-only Funds

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

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

Traffic Records

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

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

NEW MEXICO TRCC MEMBERSHIP AND FUNCTION

Jimmy Montoya, TRCC Coordinator

Member	Agency	TRCC Function
Jessica Bloom	UNM - Geospatial & Population Studies	Crash Data Analysis
Anthony Apodaca, Management Analyst	NMDOT Traffic Safety	TraCS Project Manager
Kariann Blea, Management Analyst	NMDOT Traffic Safety	TraCS Project Manager
Regina Chacon, Bureau Chief	New Mexico Department of Public Safety	Records
Steve Harrington, Program Manager	Administrative Office of the Courts	Citation/Adjudication
Franklin Garcia, Staff Manager	NMDOT Traffic Safety	Traffic Safety
Sgt. Dason Allen	Doña Ana County Sheriff's Department	Law Enforcement/TraCS
David Hatwiger	NMDOT Research	Research
Amy Estelle	NMDOT Research	Research
Major Joseph Daniel Lovato	New Mexico State Police	Crash Data Analysis
Major Gabriel Pacheco	New Mexico State Police	CMV/Crash Data
David Webb	Santa Fe Police Department	Crash/Citation/TraCS
Cynthia Romero, Licensing Coordinator	NM Department of Health	EMS/Injury Data
Kimberly Wildharber, Staff Manager	NMDOT Traffic Safety	Traffic Safety DWI Data
Sophia Roybal-Cruz, Management Analyst Supervisor	NMDOT Traffic Records	Crash Data
Andrea Naranjo, Management Analyst	NMDOT Traffic Records	Crash Analyst
Luis Melgoza, Safety Pavement Engineer	FHWA	FHWA Liaison
Jerry Valdez, Deputy Director	Taxation and Revenue	Vehicle/Driver
Adam Diamond, Program Manager	Taxation and Revenue	Vehicle /Driver
Keith Wilson	Santa Fe MPO	MPO
Yolanda Duran, Chief, Data Management Bureau	NMDOT	Roadway

New Mexico's Traffic Records Strategic Plan provides a foundation for upgrading and integrating the range of information systems used to collect data and conduct highway safety analyses in New Mexico. The most current Traffic Records Assessment to determine needs and provide best practices recommendations was completed in April 2016. Recommendations from the new assessment are addressed in the updated FFY2017-2019 Traffic Records Strategic Plan and in the June 2017 update to the Plan.

Performance Measure and Targets

See Section IV. Performance Plan – Pages 13-17: State Measures – Traffic Records S3, S4 and S5

Program Area Problem Identification

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

Strategies and Documented Effectiveness

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

Strategy #1 – Crash Data Entry and Database Quality Control

In FFY18, New Mexico will facilitate the collection of crash report data for analyses and report development by:

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

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

Strategy #2 – Crash Data Statistical and Analytical Reporting

In FFY18, New Mexico will increase the timeliness, availability and utility of crash, fatality and injury data for highway safety planning and resource allocation by:

- a) providing advanced data analyses using data merging techniques to identify problem locations and conditions; and
- b) providing timely statewide annual reports, city and county-specific reports, and special reports by request to traffic safety planners, state leaders and the public via website access.

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

In addition to these strategies, New Mexico is managing a number of other projects aimed at facilitating electronic collection of crash data through the use of Traffic and Citation Software (TraCS) by the State's law enforcement agencies. In 2015/2016, New Mexico TraCS agencies generated and transferred over 10,000 crash reports directly to the State crash database. Crash data is now being collected by agencies in every county of the State. Based on the availability of funds, additional agencies are evaluated for their readiness to use TraCS, and once trained on and using the software, are provided with maintenance and technical support.

The State is also facilitating the electronic transfer of TraCS generated citations to a number of court records management systems. In FFY18, New Mexico expects to increase the number of agencies electronically transferring citation data to the relevant courts.

Projected TS Impacts – Assessment and Program Component Linkages

Strategies and projects are focused on improving access to timely, accurate and complete crash data and crash data analyses for traffic safety problem identification and assessment. Crash data analyses and local and statewide reports assist traffic safety partners, planners and advocates to better assess needs and improve allocation of resources. Electronic collection of crash data facilitates more timely and accurate entry, analysis and access to such data. Training and technical assistance for TraCS users is a critical component in ensuring the successful implementation of electronic data collection.

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.

Project Reporting

Federal Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-TR-05c-P01 M3DA-2018-05-01-00	Crash Data Statistical and Analytical Reporting	405c	465,000	\$465,000
Funds a contract with the University of NM (UNM) to provide advanced data analyses using data merging techniques to more easily and accurately identify problem locations and conditions used for generating timely crash-related community and statewide reports to traffic safety partners, State and community leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and assists the department in updating its traffic crash database capabilities. These efforts result in more timely access to and availability of crash-related data. UNM provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.				
Sub-recipient: University of New Mexico			Staff Oversight: Jimmy Montoya	
Match amount: 20%		Indirect Cost: 0%		
MOE: \$182,778.74		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-TR-02-P01 TR-2018-TR-01-00	Traffic Records Statistician	402	60,000	\$60,000
Conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers. Apply appropriate statistical techniques in the analysis of data and provide interpretation of analysis outcomes. Statistician will work under the direction of the Traffic Records Bureau.				
Sub-recipient: None			Staff Oversight: Jimmy Montoya	
Match amount: 14.56%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 100%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

State-only Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-TR-RF-01	Traffic Records Data Entry	20100	350,000	\$350,000
Funds for data entry and front-end quality control of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or other electronic transfer methods. Crash database maintenance will be provided. Personnel services will cover salary and benefits for a full-time data entry supervisor and student data entry clerks. Travel, supplies and training are included to support data maintenance and quality improvement efforts.				
Staff Oversight: Sophia Roybal-Cruz				

Traffic Records: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
18-TR-05c-P01	M3DA-2018-05-01-00	Crash Data Statistical and Analytical Reporting	465,000
<i>TR 405c Total</i>			<i>465,000</i>
18-TR-02-P01	TR-2018-TR-01-00	Traffic Records Statistician	60,000
<i>TR 402 Total</i>			<i>60,000</i>

Total Traffic Records NHTSA Funds

\$525,000

Driver Education and Safety

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

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

In 2017, in an effort to raise awareness and educate drivers about distracted driving, the following questions were added to the State Driver Licensing Exam:

<p>1) While driving you should only use your cell phone:</p> <ul style="list-style-type: none"> a) In an emergency b) When you are in a residential area c) When you are in a school zone d) While driving on the interstate <p>Answer: a</p>	<p>2) What should you do if you must use your cell phone to make a call:</p> <ul style="list-style-type: none"> a) Speed up to get off the road b) Pull safely off the road and stop c) Keep driving and make the call d) All of the above <p>Answer: b</p>
<p>3) It is legal for _____ to text while driving.</p> <ul style="list-style-type: none"> a) Everyone b) Drivers over 18 c) No one d) Drivers with a Commercial Driver’s License <p>Answer: c</p>	<p>4) A driver distraction is:</p> <ul style="list-style-type: none"> a) Anything that causes evasive action while driving b) Anything that takes your attention away from driving c) Anything that causes you to pay more attention to driving d) Anything except talking on a cell phone <p>Answer: b</p>

Performance Measure and Target

See Section IV. Performance Plan – Pages 13-17: C9 Drivers under 21 in Fatal Crashes and State Measure - S1 Public Information

Program Area Problem Identification

New Mexican drivers, aged 15-19, have the State’s highest crash rate at 122 per 1,000 NM licensed drivers in their age group. The age groups with the highest reported percentage of people in crashes were aged 15-19 (10.3%) and aged 20-24 (11.4%)

New Mexican drivers, ages 20-24, have the highest fatal crash rate at 4 drivers per 10,000 NM licensed drivers in that age group. The age groups with the highest number of fatalities in crashes were ages 20-24 (45 fatalities; 15%) and ages 25-29 (41 fatalities; 14%).

In 2015, 18.3 percent of persons aged 20-24 were unbelted in a fatal crash, followed by persons aged 20-29 (17.4%).

Of speeding drivers in crashes, 13 percent were aged 15-19, 17 percent were 20-24 and 12 percent were 25-29. Of alcohol-involved drivers in crashes, 20 percent were aged 20-24 and 19 percent were 25-29. In 2015, the ratio of males to females aged 20-24 killed in crashes was 1.8; the ratio was 3.1 for those aged 25-29.

Identified Focus Areas

- High-Risk Demographic: Males 19-29
- High-Risk Behaviors: No use of seatbelts; speeding; alcohol use

Countermeasure Strategies and Documented Effectiveness

Driver Education Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are based primarily on education, outreach and media.

To further the objectives of this program, the NMDOT applied for an FFY18 Graduated Driver Licensing Grant through NHTSA, and if funds are awarded, the TSD will go through its normal problem identification, solicitation, grant review and award processes.

Strategy #1 – Communications and Outreach

In FFY18, New Mexico will increase public knowledge, perception and understanding of driver education and traffic safety issues by all road users, but with particular focus on high-risk age groups and young males by:

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

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

Strategy #2 – Driver Education

In FFY18, New Mexico will improve the quality of all driver education and safety programs certified, licensed or funded by the TSD by:

- a) continuing to monitor Driver Education, Driving Safety and DWI schools to ensure that course instruction complies with TSD regulations;
- b) contracting with UNM/ Division of Continuing Education to monitor the quality of Driver Education schools and instructor training, and to maintain a database to track the certification status of all driver education instructors statewide;
- c) continuing oversight of DWI Awareness classes offered as independent study courses available by mail or online, and ensuring that course materials include a student manual and a video;
- d) working with traffic safety partners to provide the public with information on the driver education and safety programs in New Mexico, and to evaluate driver education requirements and legislative opportunities; and
- e) increasing driver education availability in tribal areas statewide.

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

Projected TS Impacts – Assessment and Program Component Linkages

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.

An Attitude and Awareness Survey on Highway Safety Issues in New Mexico was conducted in 12 Motor Vehicle Division Offices in January of 2017. A high percentage of drivers indicated they thought the chances of getting a ticket were high if they did not buckle up, if they drove after drinking, or if they were speeding. When asked about sobriety checkpoints, 80 percent said they were in favor of regular checkpoints. When asked about cell phone use, 48 percent of respondents said they never talked on their cell phone while driving, while 33 percent they did so less than half the time. When asked if they had seen or heard a variety of traffic safety campaign messages or slogans, 88 percent said they had seen or heard an NMDOT and/or a NHTSA campaign slogan. This indicates that New Mexico's efforts at disseminating traffic safety messaging have been very successful.

A second survey will be conducted later in 2017 or early 2018 following a number of NMDOT's planned enforcement mobilizations and media campaigns. The surveys should prove valuable for the NMDOT/TSD to determine the effectiveness of their education, enforcement and media efforts.

NMDOT plans to maintain relatively level funding and activity for the Driver Education and Safety Program. State driver education and re-education programs will continue to emphasize the consequences of risky driving behavior, including alcohol/impaired driving, non-use of occupant protection and speeding. Driver education efforts will be supported by prevention and education materials and by media messaging that keeps traffic safety issues in front of the public.

Project Reporting

Federal Funds

Project Number	Project Title	Funds	Amount
18-DE-02-P01 DE-2018-DE-01-00	Traffic Safety Clearinghouse	402	\$180,000
18-DE-RF-P03	IPRC Promotional Materials	20100	\$60,000
Provides State funds for Injury Prevention Resource Center (IPRC) promotional materials for NMDOT/TSD programs including Impaired Driving, Occupant Protection, Pedestrian and Bicyclist Safety, Motorcycle Safety and Driver Education and Safety.			
<i>See Project 18-AL-64-P10 in Alcohol/ ID Program Area for detailed project and total funding details</i>			

Project Number	Project Title	Funds	Amount	Total Funds
18-DE-02-P02 DE-2018-DE-02-00	NCSAs/ Media Training	402	160,000	\$265,000
18-DE-05b-P01 M1TR-2018-05-01-00		405b	75,000	
18-DE-RF-P02		20100	30,000	
Provides for non-paid media (non-commercial sustaining announcements - NCSAs) developed and implemented by broadcasters and broadcasters-in-training on statewide traffic safety awareness and education to reduce fatal and serious injury crashes. NCSAs will focus on problem identified issues including impaired driving, occupant protection, and pedestrian, motorcyclist, and bicyclist safety.				

Provides training for law enforcement agencies, including how to write press releases and how to handle interviews and media inquiries. This training is based on the NHTSA Administration Law Enforcement Public Information Workshop and is accredited by the New Mexico Law Enforcement Academy.	
Sub-recipient: New Mexico Broadcasters Association	Staff Oversight: TBD
Match amount: 402 - 14.56%; 405b – 20%	Indirect Cost: 402 - 0%; 405b – 0%
MOE: N/A	Local Benefit: 402 - 0%; 405b – 0%
Project part of TSEP: No	Purchases Costing \$5000 or more: No

Project Number	Project Title	Funds	Amount	Total Funds
18-DE-02-P03 DE-2018-DE-03-00	Traffic Safety Awareness Survey	402	60,000	\$60,000
This is part of the GHSA/NHTSA agreement for there to be a survey conducted every year, nationwide, with standard questions. Provides funds for an awareness survey to be conducted with this agreement.				
Sub-recipient: TBD		Staff Oversight: TBD		
Match amount: 14.56%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

State-only Funds

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

Project Number	Project Title	Funds	Amount	Total Funds
18-DI-09-P02	DWI School Curriculum	10020	60,000	\$60,000
Funding provides for a standardized curriculum for the State-mandated DWI Education Program.				
Staff Oversight: Jonathan Fernandez				

Driver Education: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
18-DE-02-P01	DE-2018-DE-01-00	Traffic Safety Clearinghouse	180,000
18-DE-02-P02	DE-2018-DE-02-00	NCSAs - Media Training	160,000
18-DE-02-P03	DE-2018-DE-03-00	Traffic Safety Awareness Survey	60,000
DE 402 Total			400,000
18-DE-05b-P01	M1TR-2018-05-01-00	NCSAs - Media Training	75,000
DE 405b Total			75,000

Total Driver Education and Safety NHTSA Funds

\$475,000

Planning and Administration

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

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

Process Measures

See Section IV. Performance Plan – Pages 13-17: State Measures – Planning and Administration S6 and S7

Strategies to Achieve Process Measures

Strategy #1

In FFY18, the NMDOT will facilitate communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries by:

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

Strategy #2

In FFY18, the NMDOT will support sound and fiscally responsible planning and financial management practices by:

- a) developing, implementing and updating well documented procedures and processes for compliance with all applicable laws, regulations and management policies;
- b) providing monitoring and oversight of subgrantees;
- c) submitting grant applications to support TSD programs;
- d) processing contractor reimbursements and contractor invoices within 30 days of receipt;
- e) submitting request for payment through the NHTSA grants tracking system; and
- f) providing traffic safety contractors technical assistance in program management and financial accountability of their contracts.

Finance staffing and contract services in the Planning and Administration area continue to be adequate to meet the State's P&A process measures. The NMDOT plans to maintain relatively level P&A funding and activity.

P&A Staff Salary and Project Area Allocations

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

Project Reporting

Federal Funds

Project Number	Project Title	Funds	Amount	Total Funds
18-PA-02-P01 PA-2018-PA-01-00	Financial Management – FTEs	402	130,000	\$130,000
Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all function related to manage the NHTSA funding through the Grant Tracking System (GTS).				
Sub-recipient: None			Staff Oversight: TBD	
Match amount: 14.56%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount	Total Funds
18-PA-02-P02 PA-2018-PA-02-00	HSP, Grant and Technical Writing Services	402	70,000	\$100,000
18-EE-05-P04		20800	30,000	
Funds a contract to develop and prepare New Mexico's Highway Safety Plan, develop and prepare Federal grant applications and the Annual Report, and provide technical writing assistance, as necessary.				
Sub-recipient: Pricehall Research		Staff Oversight: TBD		
Match amount: 14.56%		Indirect Cost: 0%		
MOE: N/A		Local Benefit: 0%		
Project part of TSEP: No		Purchases Costing \$5000 or more: No		

Project Number	Project Title	Funds	Amount
18-PA-02-P03 PT-2018-PA-03-00	E-Grants Phase Two - Agate	402	\$22,500
18-PA-RF-P01		20100	\$4,000
See Project 18-AL-64-P14 in Alcohol/ ID Program Area for detailed project and total funding details			

Project Number	Project Title	Funds	Amount
18-PA-02-P04 PT-2018-PA-04-00	E-Grants Web Hosting - DOIT	402	\$6,500
18-PA-RF-P02		20100	\$900
See Project 18-AL-64-P15 in Alcohol/ ID Program Area for detailed project and total funding details			

Also see 18-AL-64-P12 Alcohol/Impaired Driving Program Management in the Alcohol/Impaired Driving Program area; 18-OP-02-P02 Occupant Protection Program Management in the Occupant Protection Program area; and 18-PT-02-P02 Police Traffic Services Program Management in the Police Traffic Services Program area.

Planning and Administration: NHTSA Federal Budget Summary

NMDOT Project Number	GTS Project Number	Project Title	Budget Amount
18-PA-02-P01	PA-2018-PA-01-00	Financial Systems Management	130,000
18-PA-02-P02	PA-2018-PA-02-00	HSP, Grant and Technical Writing Services	70,000
18-PA-02-P03	PA-2018-PA-03-00	E-Grants - Phase Two	22,500
18-PA-02-P04	PA-2018-PA-04-00	E-Grants - Web Hosting	6,500
PA 402 Total			229,000

Total Planning and Administration NHTSA Funds

\$229,000

VI. Strategy Selection and EB Enforcement

Reference to EB Strategy and Project Selection Process

See HSP, Section II. Highway Safety Planning Process: e. Evidence-Based Strategies and Project Selection Process, pages 6-8.

Evidence-Based Traffic Safety Enforcement Plan

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

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

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

Crash Data Analyses

In 2015, the top five counties for crashes were Bernalillo, Doña Ana, Santa Fe, San Juan and Sandoval. These counties accounted for 68 percent of all crashes. Eddy County was the sixth highest county for crashes and saw an 81.5 percent increase in 2015 as compared to 2011.

The top counties for traffic fatalities were Bernalillo, San Juan, McKinley, Doña Ana, Santa Fe, Lea, Chaves, and Rio Arriba. These counties accounted for 68 percent of all traffic fatalities.

Preliminary 2016 data indicate a 35 percent increase in fatalities compared to 2015. Data show that Santa Fe County's fatalities increased by 57 percent from 2015 to 2016; Bernalillo County's by 56 percent, Doña Ana County's by 33 percent.

Fatalities increased in 2016 from 2015 in both urban and rural areas, but the percent increase was greater in urban areas (42% vs. 29%). The same was true for fatalities in alcohol-involved crashes.

The top counties for serious (Class A) injuries were Bernalillo, Doña Ana, San Juan, McKinley, Santa Fe, Chaves, Eddy and Sandoval. These counties accounted for 77.4 percent of all serious injuries in crashes.

In 2015, the top five counties for fatalities and serious injuries in alcohol-involved crashes were Bernalillo, San Juan, McKinley, Doña Ana and Santa Fe. These counties accounted for 65 percent of all alcohol-involved fatalities and serious injuries.

Bernalillo County, with 32 percent of the State's population, accounted for 43.2 percent of all crashes, 21.5 percent of all fatalities and 41 percent of serious injuries.

Preliminary 2016 data indicate a 38 percent increase in alcohol-involved fatalities compared to 2015. Counties showing large increases in these fatalities from 2015 to 2016 included: Bernalillo, Doña Ana, Santa Fe, San Juan and Sandoval. A number of smaller counties saw large increases as well, including Luna (from 1 to 5), San Miguel (0 to 4), Taos (2 to 5) and DeBaca (0 to 3).

In 2015, counties highest in motorcyclist fatalities were Bernalillo (27%), Doña Ana (15%), Santa Fe (10%), San Juan (10%) and Otero (7%). These counties accounted for 68% of all motorcyclist fatalities.

In 2015, 45.6 percent of unbelted fatalities and serious injuries occurred on urban roadways; 36.3 percent occurred on rural, non-interstate roadways. The highest numbers of unbelted fatalities were in Bernalillo, Doña Ana, McKinley, San Juan, Santa Fe and Cibola counties.

2016 preliminary data show that there were 77 pedestrian fatalities, up from 54 in 2015. Thirty-four (44%) of the pedestrian fatalities occurred in Bernalillo County; 12 percent were in San Juan County, 10 percent were in McKinley County and 5 percent were in Doña Ana County; 71 percent of all pedestrian fatalities occurred in these 4 counties.

2016 preliminary data show that there were 50 pedestrian fatalities in alcohol-involved crashes; 25 of these pedestrian fatalities occurred in Bernalillo County; the other 25 pedestrian fatalities occurred in 13 of the other 32 counties.

Deployment of Resources Based on Crash Data Analyses

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

Many projects, such as high-visibility DWI, occupant protection and general traffic safety enforcement, enforcement of underage drinking and alcohol server laws, and high-visibility media are ongoing, multi-year projects with proven track-records in reducing the incidence of traffic crashes, fatalities and injuries. Additional projects may be solicited and implemented to focus on identified high-risk populations and areas of the State. Additional projects in 2018 include provision of three mobile command posts (Batmobiles) in two counties with high levels of DWI, McKinley and Doña Ana. These counties have high numbers of DWI and have had inadequate equipment to conduct DWI checkpoints and process arrests onsite (project details in Alcohol/ID Program Area).

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).

PLANNED ALLOCATION OF 2018 FUNDS TO LAW ENFORCEMENT AGENCIES

County	Population 2010 census	Law Enforcement Agency	2015 Data			
			All Crashes			
			Fatal Crashes	%	Total Crashes	%
Bernalillo County	662,564		64	21.5%	19,581	43.2%
		Albuquerque PD				
		Bernalillo County SO				
Doña Ana County	209,233		18	6.0%	4,268	9.4%
		Anthony PD				
		Dona Ana County SO				
		Hatch PD				
		Las Cruces PD				
		Sunland Park PD				
		Mesilla Marshalls Office				
Santa Fe County	144,170		14	4.7%	3,202	7.1%
		Edgewood PD				
		New Mexico DPS				
		Pojoaque Tribal PD				
		Santa Fe County SO				
		Santa Fe PD				
San Juan County	130,044		31	10.4%	2123	4.7%
		Aztec PD				
		Bloomfield PD				
		Eastern New Mexico University PD				
		Farmington PD				
		San Juan County SO				
Sandoval County	131,561		5	1.7%	1,695	3.7%
		Bernalillo PD				
		Corrales PD				
		Cuba PD				
		Jemez Pueblo PD				
		Rio Rancho DPS				
		Sandia Pueblo PD				
		Sandoval County SO				
		Santa Ana Pueblo PD				
Eddy County	53,829		10	3.4%	1,590	3.5%
		Artesia PD				
		Carlsbad PD				
		Eddy County SO				
		Hope PD				
		Loving PD				

Chaves County	65,645		13	4.4%	1,382	3.1%
		Chaves County SO				
McKinley County	71,492		23	7.7%	1,354	3.0%
		Gallup PD				
		McKinley County SO				
		Ramah PD				
		Zuni Pueblo PD				
Valencia County	76,569		5	1.7%	1,122	2.5%
		Belen PD				
		Bosque Farms PD				
		Los Lunas PD				
		Valencia County SO				
Curry County	48,376		2	0.7%	1,023	2.3%
		Clovis PD				
		Texico PD				
Lea County	64,727		13	4.4%	1,019	2.2%
		Hobbs PD				
		Lea County SO				
		Lovington PD				
Otero County	63,797		10	3.4%	980	2.2%
		Alamogordo PD				
		Otero County SO				
		Tularosa PD				
Rio Arriba County	40,246		12	4.0%	686	1.5%
		Ohkay Owingeh Pueblo PD				
		Espanola PD				
		Rio Arriba County SO				
Grant County	29,514		3	1.0%	605	1.3%
		Bayard PD				
		Grant County SO				
		Santa Clara (Village) PD				
		Silver City PD				
		Hurley PD				
San Miguel County	29,393		4	1.3%	570	1.3%
		Las Vegas PD				
		San Miguel County SO				
Lincoln County	20,497		1	0.3%	538	1.2%
		Capitan PD				
		Carrizozo PD				
		Lincoln County SO				
		Ruidoso Downs PD				
		Ruidoso PD				
Luna County	25,095		6	2.0%	425	0.9%
		Deming PD				
		Luna County SO				

Cibola County	27,213		11	3.7%	415	0.9%
		Grants PD				
		Milan PD				
		Raton PD				
Taos County	32,937		2	0.7%	357	0.8%
		Taos County SO				
		Taos PD				
Roosevelt County	19,846		5	1.7%	354	0.8%
		Portales PD				
		Roosevelt County SO				
Torrance County	16,383		8	2.7%	314	0.7%
		Moriarty PD				
		Torrance County SO				
Socorro County	17,866		4	1.3%	306	0.7%
		Socorro County SO				
		Socorro PD				
Colfax County	13,750		4	1.3%	284	0.6%
		Raton PD				
Quay County	9,041		11	3.7%	219	0.5%
		Logan PD				
		Tucumcari PD				
Sierra County	11,988		3	1.0%	205	0.5%
		T or C PD				
Guadalupe County	4,687		8	2.7%	186	0.4%
		Santa Rosa PD				
Los Alamos County	17,950		0	0.0%	123	0.3%
		Los Alamos PD				
Hidalgo County	4,894		3	1.0%	109	0.2%
		Hidalgo County SO				
Mora County	4,881		2	0.7%	107	0.2%
		Mora County SO				
Union County	4,549		0	0.0%	67	0.1%
		Clayton PD				
De Baca County	2,022		3	1.0%	48	0.1%
		De Baca County SO				
Catron County	3725		0	0	37	0.1
Harding County	695		0	0.0%	6	0.0%
		Lordsburg PD				
Total	1,545,107		298		45,300	

County	Population 2010 census	Law Enforcement Agency	2015 Data			
			Alcohol Involved Crashes			
			Fatal Crashes	%	Total Crashes	%
Bernalillo County	662,564		31	30.1%	672	31.6%
		Albuquerque PD				
		Bernalillo County SO				
Doña Ana County	209,233		5	4.9%	194	9.1%
		Anthony PD				
		Dona Ana County SO				
		Hatch PD				
		Las Cruces PD				
		Sunland Park PD				
		Mesilla Marshalls Office				
San Juan County	130,044		14	13.6%	181	8.5%
		Aztec PD				
		Bloomfield PD				
		Eastern New Mexico University PD				
		Farmington PD				
		San Juan County SO				
McKinley County	71,492		7	6.8%	178	8.4%
		Gallup PD				
		McKinley County SO				
		Ramah PD				
		Zuni Pueblo PD				
Santa Fe County	144,170		3	2.9%	160	7.5%
		Edgewood PD				
		New Mexico DPS				
		Pojoaque Tribal PD				
		Santa Fe County SO				
		Santa Fe PD				
Sandoval County	131,561		2	1.9%	94	4.4%
		Bernalillo PD				
		Corrales PD				
		Cuba PD				
		Jemez Pueblo PD				
		Rio Rancho DPS				
		Sandia Pueblo PD				
		Sandoval County SO				
		Santa Ana Pueblo PD				

Eddy County	53,829		1	1.0%	63	3.0%
		Artesia PD				
		Carlsbad PD				
		Eddy County SO				
		Hope PD				
		Loving PD				
Rio Arriba County	40,246		5	4.9%	58	2.7%
		Ohkay Owingeh Pueblo PD				
		Espanola PD				
		Rio Arriba County SO				
Valencia County	76,569		3	2.9%	58	2.7%
		Belen PD				
		Bosque Farms PD				
		Los Lunas PD				
		Valencia County SO				
Chaves County	65,645		3	2.9%	56	2.6%
		Chaves County SO				
Lea County	64,727		4	3.9%	50	2.4%
		Hobbs PD				
		Lea County SO				
		Lovington PD				
Otero County	63,797		2	1.9%	48	2.3%
		Alamogordo PD				
		Otero County SO				
		Tularosa PD				
Lincoln County	20,497		1	1.0%	37	1.7%
		Capitan PD				
		Carrizozo PD				
		Lincoln County SO				
		Ruidoso Downs PD				
		Ruidoso PD				
Cibola County	27,213		5	4.9%	36	1.7%
		Grants PD				
		Milan PD				
		Raton PD				
Curry County	48,376		2	1.9%	36	1.7%
		Clovis PD				
		Texico PD				
Grant County	29,514		1	1.0%	32	1.5%
		Bayard PD				
		Grant County SO				
		Santa Clara (Village) PD				
		Silver City PD				
		Hurley PD				

San Miguel County	29,393		0	0.0%	32	1.5%
		Las Vegas PD				
		San Miguel County SO				
Colfax County	13,750		2	1.9%	17	0.8%
		Raton PD				
Socorro County	17,866		2	1.9%	17	0.8%
		Socorro County SO				
		Socorro PD				
Roosevelt County	19,846		3	2.9%	16	0.8%
		Portales PD				
		Roosevelt County SO				
Taos County	32,937		2	1.9%	16	0.8%
		Taos County SO				
		Taos PD				
Sierra County	11,988		1	1.0%	13	0.6%
		T or C PD				
Luna County	25,095		1	1.0%	12	0.6%
		Deming PD				
		Luna County SO				
Torrance County	16,383		0	0.0%	12	0.6%
		Moriarty PD				
		Torrance County SO				
Mora County	4,881		1	1.0%	11	0.5%
		Mora County SO				
Hidalgo County	4,894		0	0.0%	8	0.4%
		Hidalgo County SO				
Quay County	9,041		1	1.0%	7	0.3%
		Logan PD				
		Tucumcari PD				
Guadalupe County	4,687		1	1.0%	3	0.1%
		Santa Rosa PD				
Los Alamos County	17,950		0	0.0%	3	0.1%
		Los Alamos PD				
De Baca County	2,022		0	0.0%	2	0.1%
		De Baca County SO				
Union County	4,549		0	0.0%	2	0.1%
		Clayton PD				
Harding County	695		0	0.0%	1	0.0%
		Lordsburg PD				
Catron County	3725		0	0.0%	0	0
Total	1,519,708		103		2,124	

Monitoring 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.

Enforcement Support of NHTSA National Mobilizations

Prior Year Mobilization Participation

NHTSA Drive Sober or Get Pulled Over Crackdown/ NMDOT Winter Superblitz – November/December 2015/January 2016

In FFY16, 23 law enforcement agencies participated in the Holiday season NHTSA Drive Sober or Get Pulled Over Crackdown during the Winter Superblitz campaign. Agency officers conducted checkpoints and directed patrols during the enforcement period. The 12 State Police districts are counted as one of the 23 agencies. The enforcement operation resulted in the following:

Law enforcement agencies conducted 25 checkpoints and 186 directed patrols resulting in 124 DWI arrests. Enforcement activities also in the following:

- 1,531 speeding citations
- 746 uninsured citations
- 178 seatbelt or child restraints citations
- 200 suspended or revoked license citations
- 14 reckless driving citations
- 10 cell phone use citations
- 13 felony arrests
- 121 misdemeanor arrests
- 38 drug arrests
- 27 fugitives apprehended
- 4 stolen vehicles recovered
- 2,350 citations for violations other than these listed

Winter Superblitz Media

The annual Winter Superblitz was advertised on statewide broadcast and cable television, statewide radio, and via outdoor. The campaign ran from November 13, 2015 through January 3, 2016. Creative for radio was 'ENDWI Morning' and 'ENDWI Repeat' in both English and Spanish; television ran 'ENDWI Morning,' 'ENDWI Repeat' and 'ENDWI Badge.' Billboard creative continued the ENDWI theme. The campaign generated:

Cash Spots: 10,094

Bonus Spots: 7,524

GRPs: 18,809.4

Budget: \$ 300,000 inclusive

Actual: \$ 308,940.00

Click It or Ticket National Occupant Protection Mobilization - May/June 2016

In FFY16, 40 law enforcement agencies participated in the National Click It or Ticket campaign conducting checkpoints and directed patrols during the enforcement period. The 12 State Police districts are counted as one of the 40 agencies. During this campaign, law enforcement officers issued 1,918 seatbelt citations and 122 child restraint citations. The enforcement operation also resulted in the following:

- 856 speeding citations
- 606 uninsured citations
- 133 revoked or suspended license citations
- 133 cell phone use citations
- 12 reckless driving citations
- 66 misdemeanor arrests
- 5 felony arrests
- 6 DWI arrests
- 6 drug arrests
- 13 fugitives apprehended
- 1,245 citations for violations other than these listed

Click It or Ticket Media

NMDOT kicked off the Click It or Ticket National Seatbelt campaign with the new television spot *'First Date'* and new radio spot *'What's the Worst That Can Happen'* in Spanish and English. *First Date* was tagged with CIOT or BKLUP. The Click It or Ticket campaign also included billboards throughout the State. The campaign generated:

Cash Spots: 4,615	Bonus Spots: 2,381	GRPs: 6,919.2
Budget: \$ 125,000 inclusive	Actual: \$ 126,066.99	

NHTSA National Enforcement Crackdown/ NMDOT Labor Day Superblitz – August/September 2016

In FFY16, 34 law enforcement agencies participated in the National Enforcement Crackdown conducting checkpoints and directed patrols during the enforcement period. The 12 State Police districts are counted as one of the 34 agencies. The enforcement operation resulted in the following:

- 15 DWI arrests
- 1,375 speeding citations
- 742 uninsured citations
- 229 seatbelt or child restraints citations
- 171 suspended or revoked license citations
- 10 reckless driving citations
- 29 cell phone use citations
- 13 felony arrests
- 76 misdemeanor arrests
- 26 drug arrests
- 30 fugitives apprehended
- 2 stolen vehicles recovered
- 1,959 citations for violations other than these listed

National Crackdown and Labor Day Superblitz Media

The Labor Day Superblitz media focused on the days leading up to and through the end of the summer holiday. This campaign introduced a new spot titled: *'If You Could See What I've Seen – Kid'* in English and Spanish for both radio and television. The campaign generated:

Cash Spots: 5,595	Bonus Spots: 4,008	GRPs: 10,073.4
Budget: \$ 150,000 inclusive	Actual: \$ 153,676.41	

NMDOT/ TSD HVE Enforcement Strategies to Support NHTSA National Mobilizations

Enforcement and Communication/Outreach Details provided in Alcohol/ Impaired Driving and Occupant Protection Program Sections

See Media Section on pages 56-58 for media logo samples

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

Acronyms

ARIDE - Advanced Roadside Driving Impairment Enforcement

BAC - Blood/ Breath Alcohol Content

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

CDWI - Community DWI Program

DNTXT – Don't Text (media messaging)

DRE – Drug Recognition Education

DWI - Driving While Intoxicated

EB – Evidence-Based

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

EMS - Emergency Medical Services

FARS – Fatality Analysis Reporting System

FHWA - Federal Highway Administration

FMCSA – Federal Motor Carrier Safety Association

HSIP – Highway Safety Improvement Program

HSP - Highway Safety Plan

IPRC - Injury Prevention Resource Center

LEL - Law Enforcement Liaison

MPOs – Metropolitan Planning Organizations

NHTSA - National Highway Traffic Safety Administration

NM - New Mexico

NMDOT - New Mexico Department of Transportation

OP – Occupant Protection

PD – Police Department

SFST - Standard Field Sobriety Testing

SHSP – Strategic Highway Safety Plan

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

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

SO – Sheriff's Office

STEP - Selective Traffic Enforcement Program

STRCC – Statewide Traffic Records Coordinating Committee

STREOC – Statewide Traffic Records Executive Oversight Committee

TraCS – Traffic and Criminal Software

TRU – Traffic Research Unit (of University of NM)

TSD – Traffic Safety Division (of NMDOT)

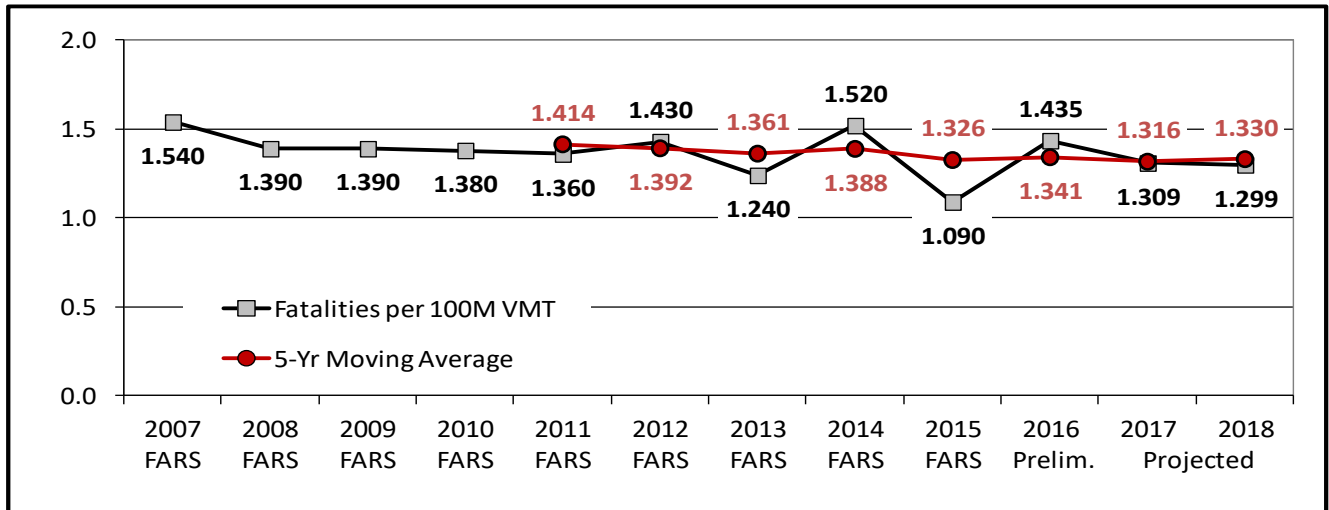
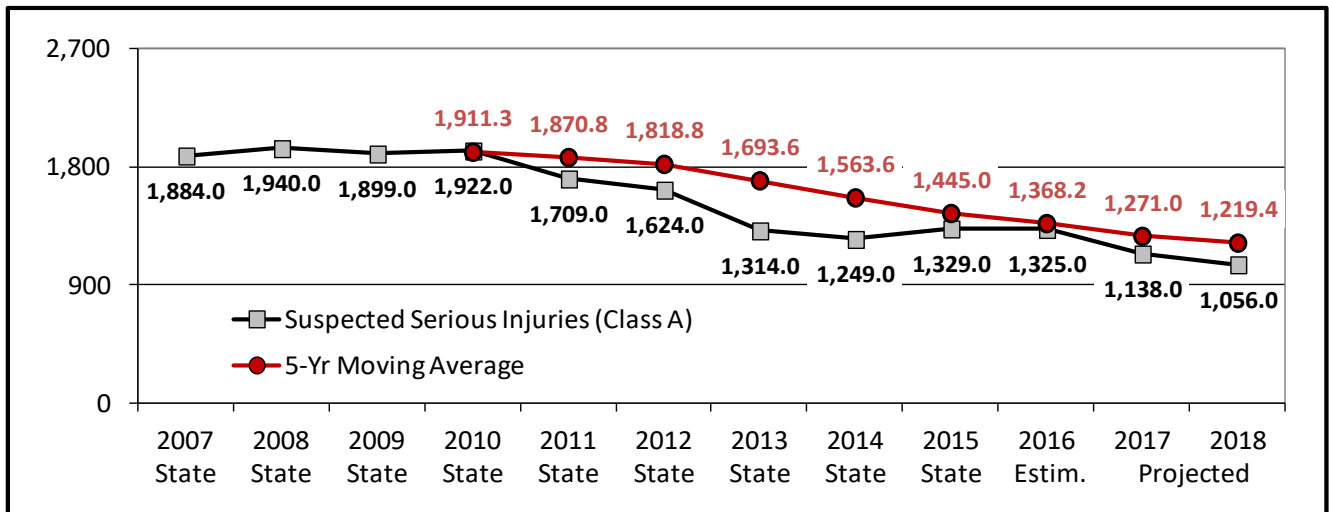
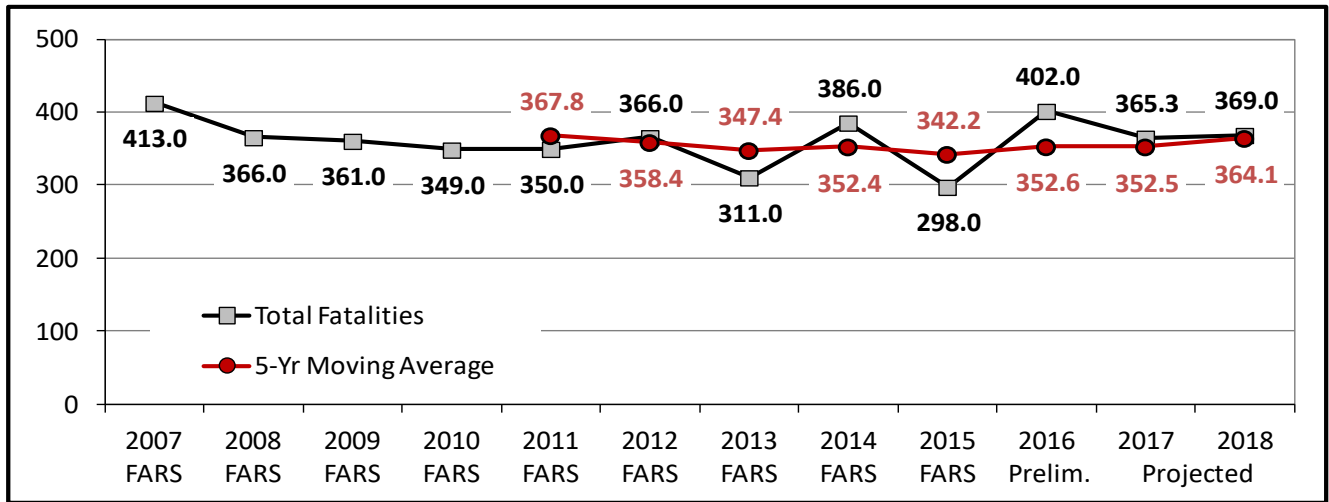
UAD – Underage Drinking

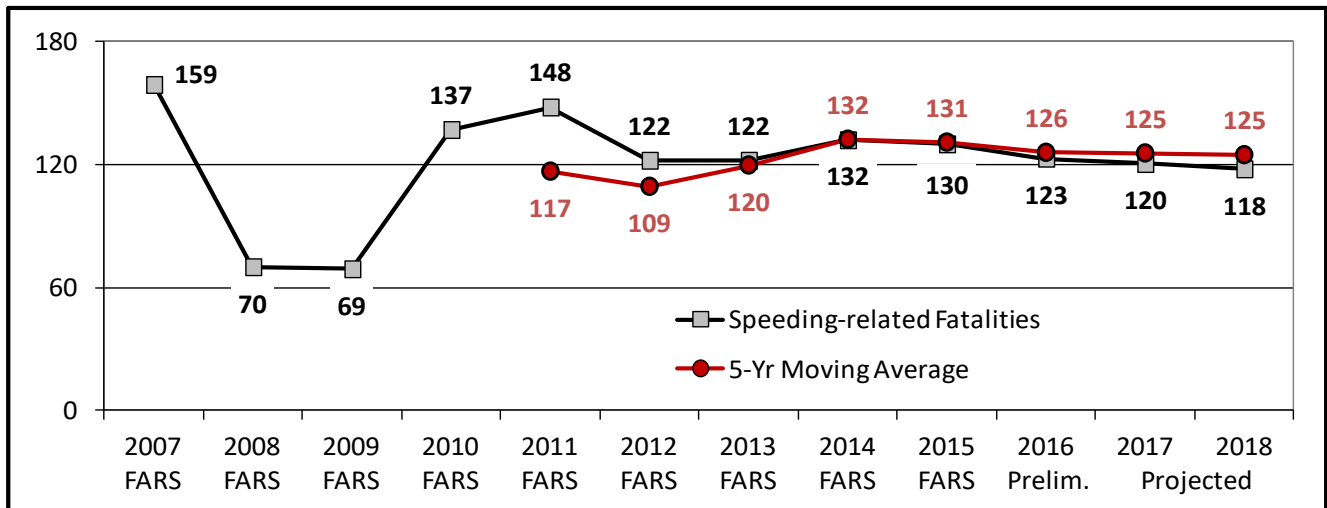
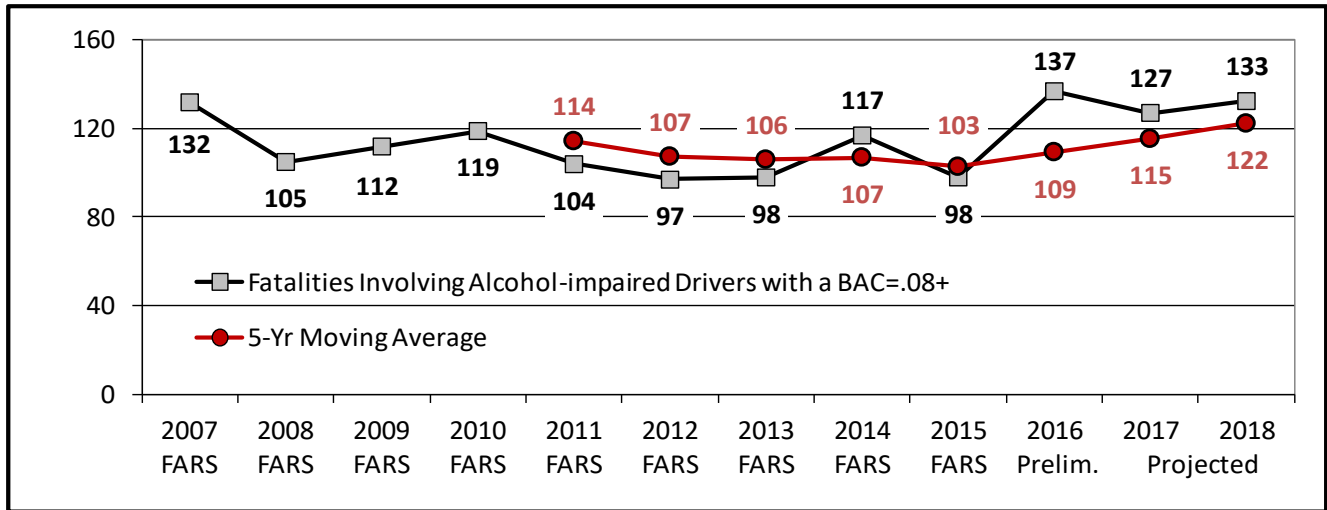
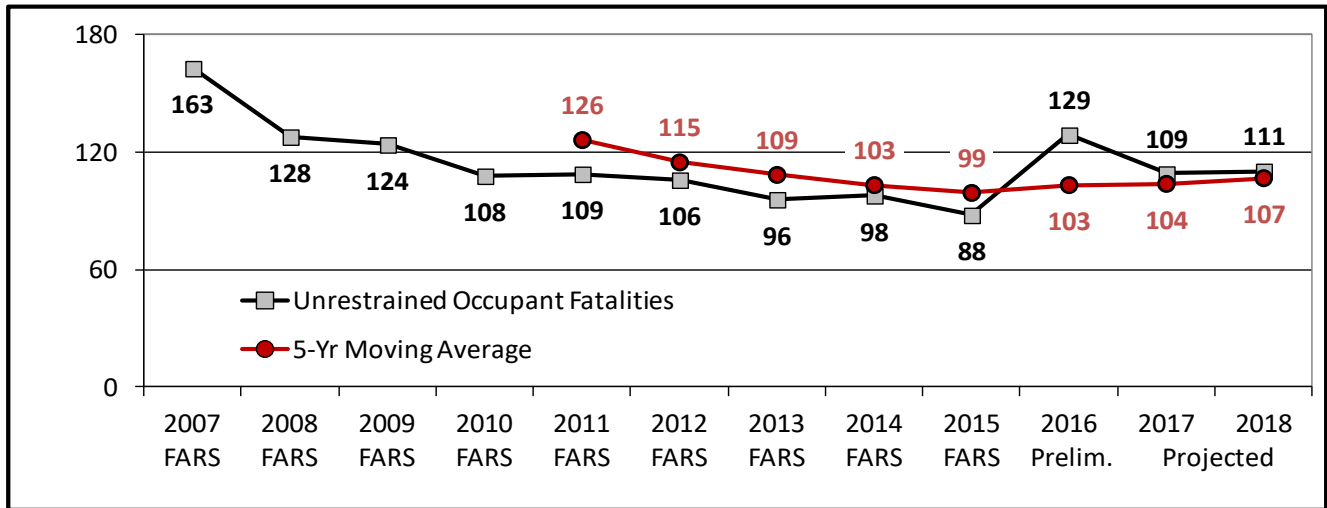
UCR – Uniform Crash Report

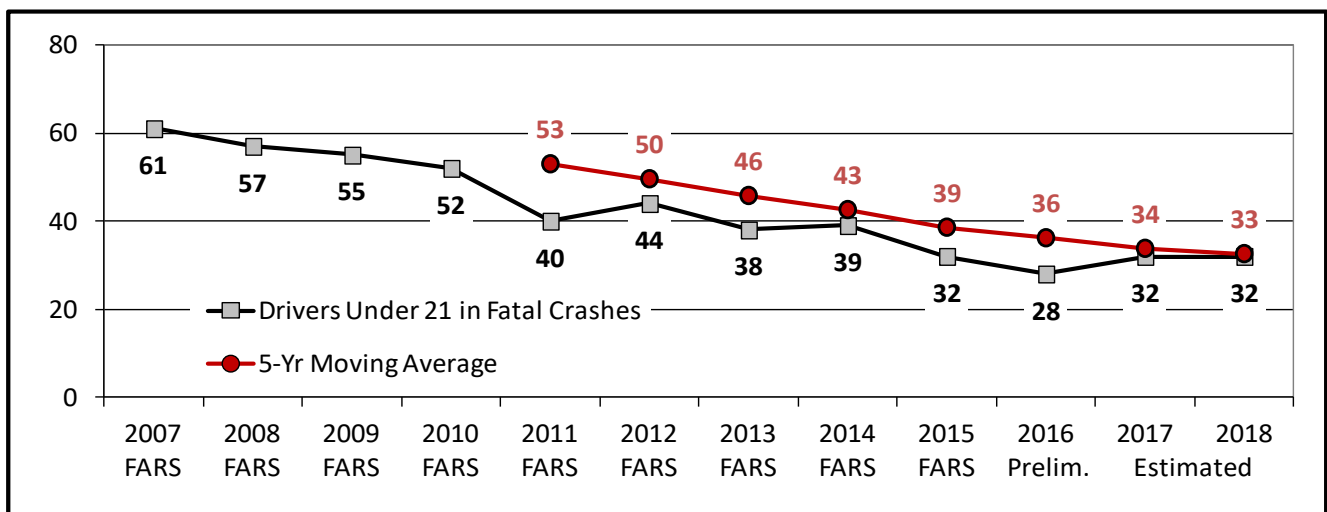
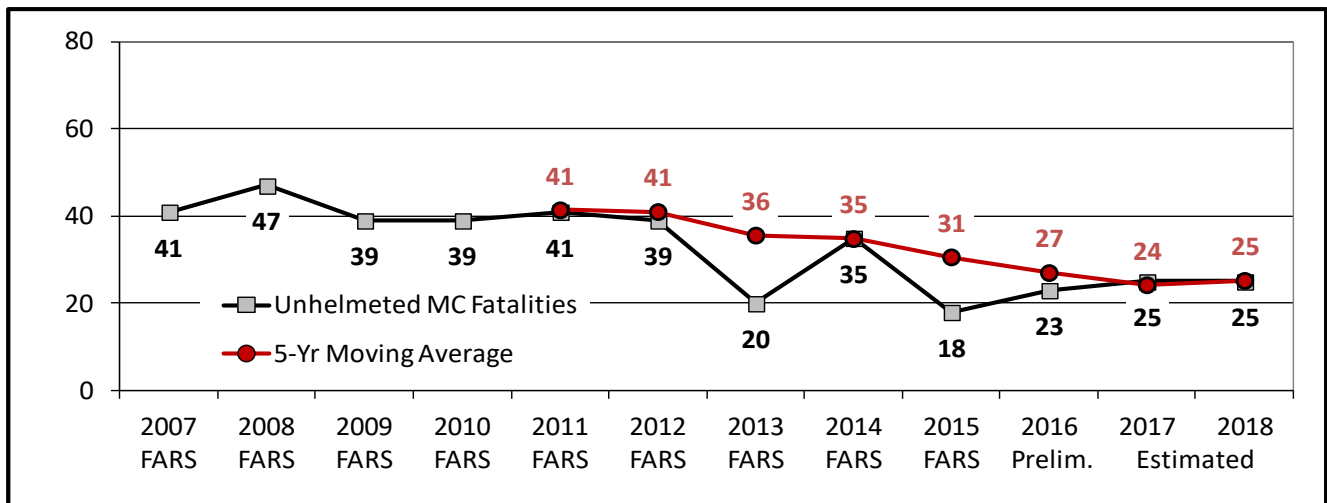
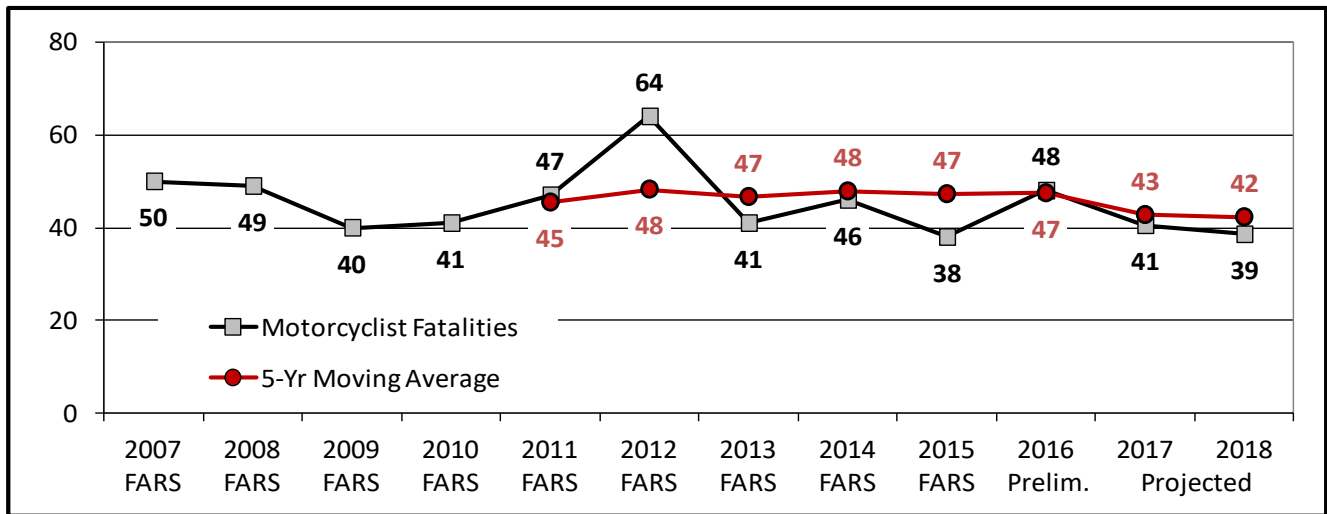
UNM - University of New Mexico

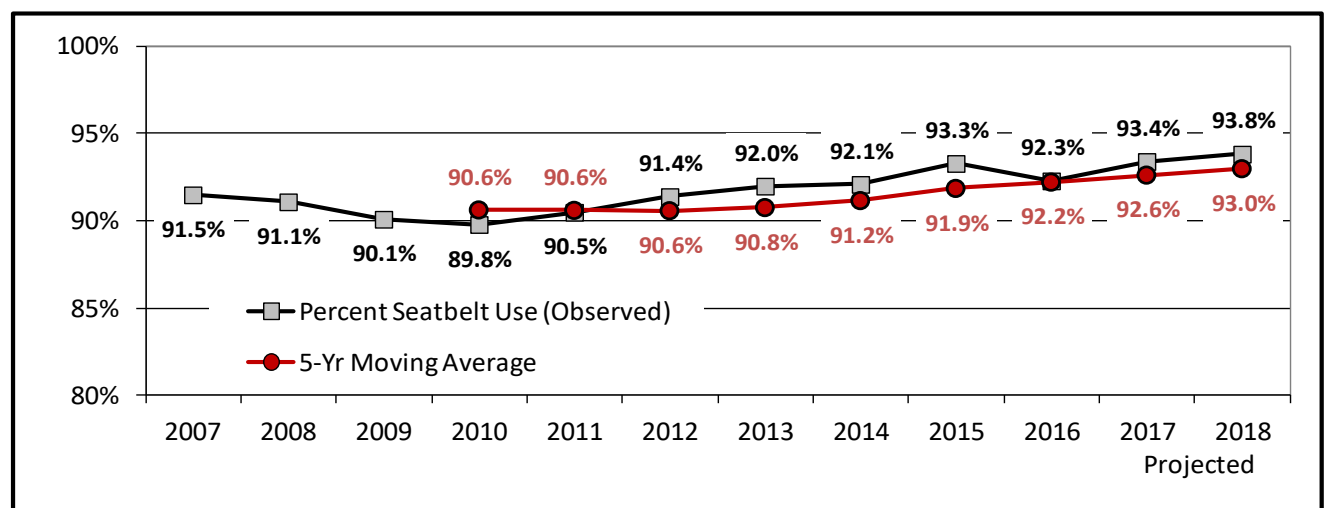
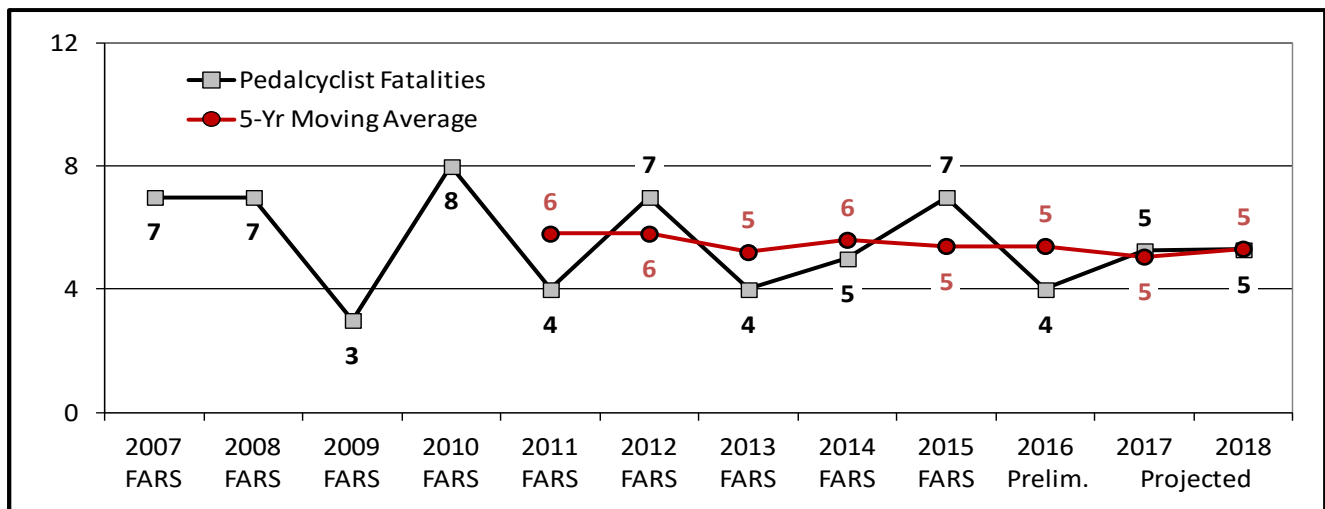
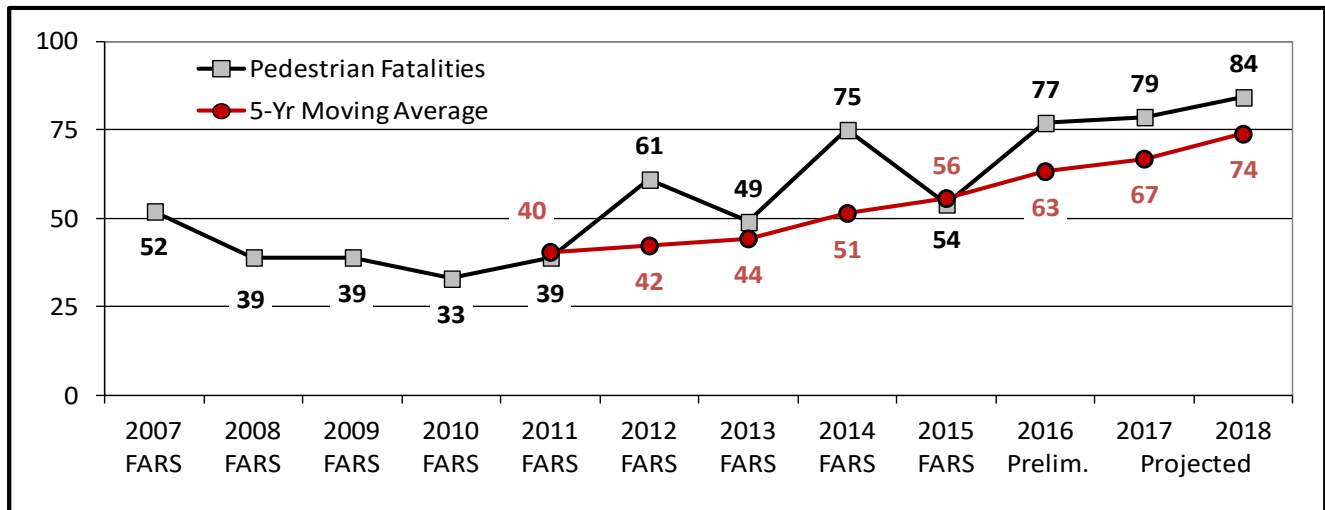
Performance Plan Data Charts

Performance Measure/Target Core and Behavioral Data Charts









405 Grants Supporting Documentation

405b OCCUPANT PROTECTION

PLANNED PARTICIPATING AGENCIES FOR 2018 CLICK IT OR TICKET CAMPAIGN

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

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

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

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

PLANNED FFY18 NM CHILD RESTRAINT INSPECTION STATIONS
 All inspection stations are staffed with at least one current nationally
 Certified Child Passenger Safety Technician

City	County	County Population	Areas Served	Serves At-Risk Populations
Albuquerque*	Bernalillo	662,564	Urban & Rural	Yes
Isleta Pueblo	Bernalillo		Rural	Yes
Roswell	Chaves	65,645	Urban & Rural	Yes
Grants	Cibola	27,213	Urban & Rural	Yes
Acoma Pueblo	Cibola		Rural	Yes
Pinehill	Cibola		Rural	Yes
Raton	Colfax	13,750	Urban & Rural	Yes
Clovis	Curry	48,376	Urban & Rural	Yes
Las Cruces*	Doña Ana	209,233	Urban & Rural	Yes
Sunland Park	Doña Ana		Urban & Rural	Yes
Anthony	Doña Ana		Urban & Rural	Yes
Chaparral	Doña Ana		Urban & Rural	Yes
Artesia*	Eddy	53,829	Urban & Rural	Yes
Silver City	Grant	29,514	Urban & Rural	Yes
Santa Clara Pueblo	Grant		Rural	Yes
Anton Chico	Guadalupe	4,687	Rural	Yes
Lordsburg	Hidalgo	4,894	Urban & Rural	Yes
Deming	Luna	25,095	Urban & Rural	Yes
Columbus	Luna		Rural	Yes
Zuni Pueblo	McKinley	71,492	Rural	Yes
Alamogordo*	Otero	63,797	Urban & Rural	Yes
Tucumcari	Quay	9,041	Urban & Rural	Yes
Dulce	Rio Arriba	40,246	Urban & Rural	Yes
Portales	Roosevelt	19,846	Urban & Rural	Yes
Farmington*	San Juan	130,044	Urban & Rural	Yes
Shiprock	San Juan		Urban & Rural	Yes
Las Vegas*	San Miguel	29,393	Urban & Rural	Yes
Rio Rancho*	Sandoval	131,561	Urban & Rural	Yes
Santo Domingo Pueblo	Sandoval		Rural	Yes
Jemez Pueblo	Sandoval		Rural	Yes
Santa Fe*	Santa Fe	144,170	Urban & Rural	Yes
Edgewood	Santa Fe		Urban & Rural	Yes
T or C	Sierra	11,988	Urban & Rural	Yes
Socorro	Socorro	17,866	Urban & Rural	Yes
Alamo Reservation	Socorro		Rural	Yes
Rio Communities	Valencia	76,369	Urban & Rural	Yes
Total Planned Counties Population		**1,890,613		
% State Coverage		91.8		

* Permanent inspection stations (includes three in Albuquerque) – these ten permanent inspection stations are accessible to an estimated 69.2 percent of the State's population

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

405f MOTORCYCLIST SAFETY

Counties where Motorcycle Rider Training courses plan to be conducted in FFY18

Complete List of Counties in the State	Motorcycle Registration Data		Training will be offered in the county during the month(s) selected:											
	Training Site in County: Yes	Training Site in County: No	Oct 2017	Nov 2017	Dec 2017	Jan 2018	Feb 2018	Mar 2018	Apr 2018	May 2018	Jun 2018	Jul 2018	Aug 2018	Sep 2018
Bernalillo	16,835		X	X	X	X	X	X	X	X	X	X	X	X
Otero	2,697		X	X	X	X	X	X	X	X	X	X	X	X
Curry	1,537		X	X			X	X	X	X	X			X
Chaves	1,803		X	X	X	X	X	X	X	X	X	X	X	X
Santa Fe	4,920		X	X					X	X	X	X	X	X
San Juan	3,841		X	X	X	X	X	X	X	X	X		X	X
Doña Ana	5,547		X	X	X	X	X	X	X	X	X	X	X	X
Catron		114												
Cibola		586												
Colfax		448												
DeBaca		53												
Eddy		1,967												
Grant		1,143												
Guadalupe		104												
Harding		14												
Hidalgo		104												
Lea		1,619												
Lincoln		925												
Los Alamos		884												
Luna		671												
McKinley		813												
Mora		151												
Quay		240												
Rio Arriba		1,156												
Roosevelt		435												
San Miguel		937												
Sandoval		4,611												
Sierra		556												
Socorro		412												
Taos		1,278												
Torrance		427												
Union		106												
Valencia		2,330												
TOTALS	37,180 (With)	22,084 (Without)												

Total MC Registrations as of June 2017: 59,264

Training coverage: 62.7%