

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

Fiscal Year	2019
NHTSA Grant Application	NEW MEXICO - Highway Safety Plan - FY 2019
State Office	New Mexico Traffic Safety Bureau
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	NEW MEXICO - Highway Safety Plan - FY 2019
Application Version:	2.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	Yes
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	David Lapington
Submission On:	7/3/2018 11:44 AM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

Data Sources in Identifying Highway Safety Problems

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

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

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

Driver and Vehicle Data Systems: New Mexico's Motor Vehicle Division (MVD) maintains the State's comprehensive driver and vehicle databases. The MVD 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, Attitude and Awareness Survey on Highway Safety Issues in New Mexico (via MVD customer surveys), statewide injury surveillance system, NM State Police data, and statewide or local assessments.

Highway Safety Planning Processes

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.

- Initiate planning process with Traffic Safety partners
- Coordinate HSP planning with SHSP-HSIP common measures
- Use data analyses to develop problem identification
- Develop performance measures with justifiable targets
- Research and select EB strategies; determine projects to achieve targets
- Submit HSP to NHTSA for review and approval
- Assess outcomes; identify issues for next HSP planning and development process

Highway Safety Problem Identification Process

1. Meetings and Data Review

The problem identification process was conducted primarily between February and June of 2018, and work on problem identification was a major focus of the monthly HSP meetings. NMDOT/ TSD staff reviewed data from

the Fatality Analysis Reporting System (FARS), the annual New Mexico Crash Report, DWI Report and the most recent highway data. These reports provide detailed state, county and city level data, data on where and when crashes and fatalities occur, contributing factors in crashes, and who is primarily involved in these incidents. High crash locations are identified by county and city intersections, and rural highway corridors.

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

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

As part of the problem identification process, the University of New Mexico (UNM) Traffic Research Unit (TRU) made a data presentation to the NMDOT and TSD staff, and traffic safety partners. For each NHTSA/GHSA performance measure, ten years of FARS and preliminary State data was presented (2008-2017) 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 are considered.

4. Assessments

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

Highway Safety Performance Measures and Target Setting Process

1. Meetings

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

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

2. Input Solicited from TS Partners

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

3. Other - Review of Relevant Factors

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

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

Evidence-Based Countermeasure Strategies Selection Process

1. Meetings

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

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

2. Input Solicited from TS Partners

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

3. Determining the Potential Impact of Countermeasure Strategies

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

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

4. Identifying funds from all sources

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

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

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

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

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

Participants in the New Mexico 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
- Federal Motor Carrier Safety Administration
- Bureau of Indian Affairs; Various Tribes
- University of New Mexico – Geospatial and Population Studies Traffic Research Unit; Center for Injury Prevention Research and Education; Continuing Education
- Department of Finance and Administration, Local Government DWI Program
- NM Taxation and Revenue - 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
- NM Regulation and Licensing Department – Alcohol and Gaming Division
- MPOs, Mid-Region Councils of Government
- Safer New Mexico Now, including law enforcement liaisons
- RK Venture – Advertising, Design and Branding
- Marketing Solutions
- Mothers Against Drunk Driving
- DWI Workgroup
- Traffic Records Executive Oversight Committee
- Traffic Record Coordinating Committee
- TSD Planner/ Technical Writer

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial

data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

e. Description and Analysis of Overall Highway Safety Problems

2014 and 2015 data are final; 2016 data are preliminary.

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

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

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

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

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

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

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

In 2016, 28 percent of fatalities involved an alcohol-impaired (BAC .08 and above) driver. Counties highest for alcohol-impaired fatalities were Bernalillo, San Juan, Doña Ana, Santa Fe, and McKinley.

In DWI arrests where BAC levels were known, 87.2 percent had BAC levels above .08 (14.1% more than in 2015); 52.5 percent had BAC levels of .16 and above (7.9% more than in 2015).

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

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

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

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

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

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

The teen (ages 15-19) driver crash rate (per 1,000 NM licensed teen drivers) is at its highest level in the past five years, at 126.5. The young adult (ages 20-24) driver crash rate is at its highest level in the past five years, at 78.8.

Despite the overall high crash rate, under age 21 drivers in fatal crashes continue to decline and dropped by 12.5 percent between 2015 and 2016.

Identified Focus Areas

High-Risk Locations: Bernalillo, Doña Ana, San Juan, Santa Fe, McKinley, Cibola counties; Crashes: Urban Locations; Crash Fatalities: Rural Locations

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

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

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Solicitation of Proposals and Project Selection Processes

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

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

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

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

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

Enter list of information and data sources consulted.

Information and Data Sources Consulted

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

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

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

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Coordination of HSP, SHSP and HSIP

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

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

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C1	Limit the Increase - Total Fatalities	342.2	364.1	369.4	+5.3

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C2	Reduce Serious Injuries	1,445.0	1,219.4	1,149.9	-69.5

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
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C3	Limit the Increase - Fatality Rate	1.326	1.330	1.344	+0.014
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C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C4	Limit the Increase - Unrestrained Occupant Fatalities	99	107	111	+4

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C5	Limit the Increase – Alcohol-impaired Fatalities	103	125	115	-10

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C6	Reduce Speeding-related Fatalities	131	125	139	+14

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C7	Reduce Motorcyclist Fatalities	47	42	46	+4

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
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C8	Reduce Unhelmeted MC Fatalities	31	30	27	-3
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C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C9	Reduce Under-21 Drivers in Fatal Crashes	39	33	45	+12

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C10	Limit the Increase – Pedestrian Fatalities	56	74	72	-2

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
C11	Maintain Bicyclist Fatalities	5	5	4	-1

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

	Performance Measure	2015 Baseline	2018 HSP Target	2018 Projected Data	Difference (Projected vs. 2018 Target)
B1	Increase Seatbelt Use Percent	92	93	92	-1%

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	375.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	1,100.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.318
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	116.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2019	2019	125.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	143.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	45.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	27.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	48.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	75.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	4.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	92.0
Crash Database Accuracy	Annual	2019	2019	1,000.0
Fatalities in Distracted Driving Crashes	5 Year	2015	2019	154.0
Public Information	Annual	2019	2019	80.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 375.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 1,100.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.318

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 116.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

Target Value: 125.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 143.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 45.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 27.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 48.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 75.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 4.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Justification: Five-year average data indicate the State can anticipate a lower number of bicyclist fatalities in 2019 than in the two previous years, but with the number of bicyclists and bicyclist events increasing, and the

increased impact of alcohol-impaired bicyclists, the State has determined to maintain its target at the same level as in the two previous years.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 92.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Crash Database Accuracy

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

Crash Database Accuracy-2019
Target Metric Type: Numeric
Target Value: 1,000.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Fatalities in Distracted Driving Crashes

Is this a traffic records system performance measure?

No

Fatalities in Distracted Driving Crashes-2019
Target Metric Type: Numeric
Target Value: 154.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Public Information

Is this a traffic records system performance measure?

No

Public Information-2019
Target Metric Type: Percentage
Target Value: 80.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year 2017

Seat belt citations 9,582

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year 2017

Impaired driving arrests 1,947

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year 2017

Speeding citations 40,693

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)

- Prosecution and Adjudication
 - Supervised Probation – Metro Court
 - 164 Transfer Funds-AL
 - Supervised Probation – Santa Fe County
 - 164 Transfer Funds-AL
 - Vehicle Forfeiture Conference
 - 164 Transfer Funds-AL
 - ALR Hearing Prosecution Attorney
 - 164 Transfer Funds-AL
 - Court Monitoring - MADD
 - 164 Transfer Funds-AL
 - DWI/ Drug Courts – AOC
 - FAST Act 405d Impaired Driving Mid

- BAC Testing Training – SLD
 - FAST Act 405d Impaired Driving Mid
- Enforcement and Training
 - Alcohol/Impaired Driving Enforcement
 - 164 Transfer Funds-AL
 - DWI Task Force – McKinley County
 - 164 Transfer Funds-AL
 - Alcohol Sales Compliance/DWI Warrant Enforcement
 - 164 Transfer Funds-AL
 - Statewide DWI Enforcement Training
 - 164 Transfer Funds-AL
 - Traffic Safety Law Enforcement Liaisons
 - 164 Transfer Funds-AL
 - Department of Public Safety - Batmobiles
 - 164 Transfer Funds-AL
 - Alcohol/Impaired Driving Enforcement
 - MAP 21 405d Impaired Driving Mid
 - DRE and ARIDE Training
 - FAST Act 405d Impaired Driving Mid
 - Traffic Safety Resource Prosecutor
 - FAST Act 405d Impaired Driving Mid
 - Department of Public Safety – Special Projects
 - MAP 21 405d Impaired Driving Mid
- Communications and Outreach, and Prevention Education
 - DWI Workgroup Meeting Facilitation
 - 164 Transfer Funds-AL
 - Traffic Safety Clearinghouse
 - 164 Transfer Funds-AL
 - DWI Media Creative Design and Production
 - 164 Transfer Funds-AL
 - DWI Media Placement
 - 164 Transfer Funds-PM
 - UAD Prevention Creative Design & Production
 - 164 Transfer Funds-AL
 - ZeroProof Campaign
 - 164 Transfer Funds-AL
 - Impaired Driving Media Creative Design and Production
 - FAST Act 405d Impaired Driving Mid
 - Impaired Driving Media Placement
 - FAST Act 405d Impaired Driving Mid

2. Traffic Records

- Improve the Availability, Quality and Utility of Crash Data
 - Crash Data Statistical and Analytical Reporting
 - FAST Act 405c Data Program
 - Traffic Records Statistician
 - FAST Act NHTSA 402

3. Occupant Protection (Adult and Child Passenger Safety)

- OP Communications and Outreach
 - Seatbelt Observation Surveys

- FAST Act 405b OP High
 - Click It or Ticket Paid Media Placement
 - FAST Act 405b OP High
- Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution
 - Child Restraint Program
 - FAST Act NHTSA 402
 - Child Safety Seats/ Booster Seats
 - FAST Act 405d Impaired Driving Int

4. Police Traffic Services

- PTS Enforcement and Training
 - Traffic Safety Law Enforcement Liaisons
 - FAST Act NHTSA 402
 - 100 Days and Nights of Summer
 - FAST Act NHTSA 402
 - Traffic Safety Resource Prosecutor
 - FAST Act NHTSA 402
 - Selective Traffic Enforcement
 - FAST Act NHTSA 402
 - General Law Enforcement Training
 - FAST Act NHTSA 402

5. Motorcycle Safety

- Motorcycle Rider Training
 - Motorcycle Safety Training
 - FAST Act 405f Motorcycle Programs

6. Non-motorized (Pedestrians and Bicyclist)

- PED Communications and Outreach
 - Pedestrian & Bicyclist Safety
 - FAST Act 405h Nonmotorized Safety

7. Driver Education and Behavior

- DE Communications and Outreach
 - Traffic Safety Clearinghouse
 - FAST Act NHTSA 402
 - NCSAs/ Media Training
 - FAST Act NHTSA 402
 - Traffic Safety Awareness Survey
 - FAST Act NHTSA 402
 - NCSAs/ Media Training
 - FAST Act 405b OP High
 - Distracted Driving Awareness Media Placement
 - FAST Act 405e Special Distracted Driving

8. Planning & Administration

- (none)
 - Alcohol/ID Program Management-FTEs
 - 164 Transfer Funds-PA
 - E-Grants – Phase Two
 - 164 Transfer Funds-PA
 - E-Grants – Web Hosting
 - 164 Transfer Funds-PA
 - OP Program Management – FTEs

- FAST Act NHTSA 402
- Police Traffic Services Program Management
 - FAST Act NHTSA 402
- Financial Management – FTEs
 - FAST Act NHTSA 402
- HSP, Grant and Technical Writing Services
 - FAST Act NHTSA 402
- E-Grants – Phase Two
 - FAST Act NHTSA 402
- E-Grants – Web Hosting
 - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Program Area Problem Identification

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

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

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

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

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

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

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

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

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

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

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

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

Identified Focus Areas

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2019	125.0
2019	Public Information	Annual	2019	80.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Prosecution and Adjudication
2019	Enforcement and Training
2019	Communications and Outreach, and Prevention Education

5.1.1 Countermeasure Strategy: Prosecution and Adjudication

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Prosecution and Adjudication

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

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

The planned countermeasure strategies have been shown to be among the most effective methods for reducing impaired driving and its consequences. Enforcement and high-visibility media activities are supported by other projects such as ignition interlock, DWI courts and supervised probation that focus on

preventing recidivism among high-risk offenders. Law enforcement training, court monitoring, and judicial education and outreach increase the likelihood of successful prosecution and adjudication of impaired driving offenders. These projects account for 95% of federal funds in the Alcohol/ID Program Plan.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategies

Alcohol/Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing traffic safety issues. Strategies are based primarily on high-visibility and sustained enforcement combined with outreach and media, law enforcement training, and support of the judiciary. The following strategy aligns with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – Prosecution and Adjudication

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

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

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

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

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

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

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-AL-64-P04	Supervised Probation – Metro Court	Prosecution and Adjudication
19-AL-64-P05	Supervised Probation – Santa Fe County	Prosecution and Adjudication
19-AL-64-P06	Vehicle Forfeiture Conference	Prosecution and Adjudication
19-AL-64-P10	ALR Hearing Prosecution Attorney	Prosecution and Adjudication
19-AL-64-P17	Court Monitoring - MADD	Prosecution and Adjudication
19-ID-05d-P02	DWI/ Drug Courts – AOC	Prosecution and Adjudication
19-ID-05d-P03	BAC Testing Training – SLD	Prosecution and Adjudication

5.1.1.1 Planned Activity: Supervised Probation – Metro Court

Planned activity name	Supervised Probation – Metro Court
Planned activity number	19-AL-64-P04
Primary countermeasure strategy	Prosecution and Adjudication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Bernalillo County Metro Court

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Prosecution and Adjudication

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$132,000.00	\$0.00	\$132,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.1.2 Planned Activity: Supervised Probation – Santa Fe County

Planned activity name Supervised Probation – Santa Fe County

Planned activity number 19-AL-64-P05

Primary countermeasure strategy Prosecution and Adjudication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Santa Fe County

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Prosecution and Adjudication

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$60,000.00	\$0.00	\$60,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.1.3 Planned Activity: Vehicle Forfeiture Conference

Planned activity name Vehicle Forfeiture Conference

Planned activity number 19-AL-64-P06

Primary countermeasure strategy Prosecution and Adjudication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides funds to support a Vehicle Forfeiture Conference for New Mexico communities interested in developing a local vehicle forfeiture program. Conference includes information on community benefits, writing a sustainable forfeiture ordinance, what it takes to manage the program, due process and other legal issues and law enforcement perspectives. Funds will pay for the conference venue, audio visual rental, informational binders, continuing education credits, and speakers.

Enter intended subrecipients.

City of Santa Fe

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year **Countermeasure Strategy Name**

2019 Prosecution and Adjudication

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$10,000.00	\$0.00	\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item **Quantity** **Price Per Unit** **Total Cost** **NHTSA Share per unit** **NHTSA Share Total Cost**

No records found.

5.1.1.4 Planned Activity: ALR Hearing Prosecution Attorney

Planned activity name ALR Hearing Prosecution Attorney

Planned activity number 19-AL-64-P10

Primary countermeasure strategy Prosecution and Adjudication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds a contract for an administrative license revocation (ALR) prosecution attorney to assist law enforcement to represent the interests of the State at these hearings. An ALR prosecution attorney can limit the ability of defense attorneys to use ALR hearings as an opportunity for discovery and exceeding the statutorily defined scope of the hearing. Annually, the ALR hearing office will provide a report detailing case outcomes. Outcomes will be assessed and compared with previous years to determine if the prosecutor presence has an impact on the revocation confirmation rate.

Enter intended subrecipients.

Attorney General's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Prosecution and Adjudication

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$108,000.00	\$0.00	\$108,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.1.5 Planned Activity: Court Monitoring - MADD

Planned activity name Court Monitoring - MADD
Planned activity number 19-AL-64-P17
Primary countermeasure strategy Prosecution and Adjudication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

MADD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	Prosecution and Adjudication
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$475,000.00	\$0.00	\$475,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.1.6 Planned Activity: DWI/ Drug Courts – AOC

Planned activity name	DWI/ Drug Courts – AOC
Planned activity number	19-ID-05d-P02
Primary countermeasure strategy	Prosecution and Adjudication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides funds to the Administrative Office of the Courts to expand the DWI/Drug Court program to the Municipal Court in Farmington. Funding will include personnel services and benefits, contractual services for surveillance/ compliance, training, travel and related costs, supplies and drug testing kits for the Farmington Municipal Court and for the San Juan County DWI/Drug Court. Project also funds training and travel for DWI/Drug court team members from Doña Ana, Eddy, San Juan, San Miguel, Santa Fe, Torrance and Valencia counties.

Enter intended subrecipients.

Administrative Office of the Courts

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Prosecution and Adjudication

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2017	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	\$300,000.00	\$60,000.00	\$0.00
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.1.7 Planned Activity: BAC Testing Training – SLD

Planned activity name	BAC Testing Training – SLD
Planned activity number	19-ID-05d-P03
Primary countermeasure strategy	Prosecution and Adjudication

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

NMDOH Scientific Labs Division

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Prosecution and Adjudication
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Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid BAC Testing/Reporting (FAST)	\$75,000.00	\$15,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2 Countermeasure Strategy: Enforcement and Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Enforcement and Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

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

In addition to high-visibility law enforcement and high-visibility 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

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

The planned countermeasure strategies have been shown to be among the most effective methods for reducing impaired driving and its consequences. Enforcement and high-visibility media activities are supported by other projects such as ignition interlock, DWI courts and supervised probation that focus on

preventing recidivism among high-risk offenders. Law enforcement training, court monitoring, and judicial education and outreach increase the likelihood of successful prosecution and adjudication of impaired driving offenders. These projects account for 95% of federal funds in the Alcohol/ID Program Plan.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategies

Alcohol/Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing traffic safety issues. Strategies are based primarily on high-visibility and sustained enforcement combined with outreach and media, law enforcement training, and support of the judiciary. The following strategy aligns with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – Enforcement and Training

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

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

Drive Sober or Get Pulled Over Crackdown (Holiday Season)

Drive Sober or Get Pulled Over National Enforcement Crackdown (August)

Drive Sober or Get Pulled Over Crackdown (Fourth of July)

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

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

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

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

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

- a. contracting with law enforcement agencies to participate in statewide ENDWI operations 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
- 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.)

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-AL-64-P01	Alcohol/Impaired Driving Enforcement	Enforcement and Training
19-AL-64-P02	DWI Task Force – McKinley County	Enforcement and Training
19-AL-64-P03	Alcohol Sales Compliance/DWI Warrant Enforcement	Enforcement and Training
19-AL-64-P08	Statewide DWI Enforcement Training	Enforcement and Training
19-AL-64-P12	Traffic Safety Law Enforcement Liaisons	Enforcement and Training
19-AL-64-P20	Department of Public Safety - Batmobiles	Enforcement and Training
19-ID-05d-P01	Alcohol/Impaired Driving Enforcement	Enforcement and Training
19-ID-05d-P04	DRE and ARIDE Training	Enforcement and Training
19-ID-05d-P05	Traffic Safety Resource Prosecutor	Enforcement and Training
19-ID-05d-P06	Department of Public Safety – Special Projects	Enforcement and Training

5.1.2.1 Planned Activity: Alcohol/Impaired Driving Enforcement

Planned activity name Alcohol/Impaired Driving Enforcement

Planned activity number 19-AL-64-P01

Primary countermeasure strategy Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required

under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds overtime enforcement for checkpoints and DWI-directed enforcement patrols, including participation in enforcement in support of NHTSA National Mobilizations. Funds are used to maintain the enforcement activities, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 48 agencies statewide and a minimum 85% of the State's population.

Enter intended subrecipients.

Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$1,700,000.00	\$0.00	\$1,700,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

5.1.2.2 Planned Activity: DWI Task Force – McKinley County

Planned activity name DWI Task Force – McKinley County

Planned activity number 19-AL-64-P02

Primary countermeasure strategy Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and other overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, Navajo Nation PD, Zuni PD and Ramah-Navajo PD. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project. Funds are provided for a half-time prosecutor focused on DWI cases in both state and tribal courts, including cases submitted by Task Force agencies, a full-time Task Force supervisor and a full-time officer dedicated to enforcement of DWI laws.

Enter intended subrecipients.

McKinley County DWI Task Force

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$485,000.00	\$0.00	\$485,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.1.2.3 Planned Activity: Alcohol Sales Compliance/DWI Warrant Enforcement

Planned activity name Alcohol Sales Compliance/DWI Warrant Enforcement

Planned activity number 19-AL-64-P03

Primary countermeasure strategy Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides overtime funds to the NM Department of Public Safety (NMDPS) for Special Investigations Unit (SIU) to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order. Provides overtime funds to the SIU to conduct compliance checks at establishments serving or selling alcohol and to conduct underage enforcement sting operations. The SIU focuses on enforcing New Mexico's 4th-degree felony law against providing or purchasing alcohol for minors. In New Mexico, on a third offense of sale of liquor to a minor, the liquor establishment is fined \$10,000, and the liquor license is revoked.

Enter intended subrecipients.

NMDPS - Special Investigations Unit

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$150,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2.4 Planned Activity: Statewide DWI Enforcement Training

Planned activity name Statewide DWI Enforcement Training

Planned activity number 19-AL-64-P08

Primary countermeasure strategy Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Southwest Training Consultants

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer	164 Alcohol	\$320,000.00	\$0.00	\$320,000.00

Funds-AL

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000 or more**.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2.5 Planned Activity: Traffic Safety Law Enforcement Liaisons

Planned activity name Traffic Safety Law Enforcement Liaisons

Planned activity number 19-AL-64-P12

Primary countermeasure strategy Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. The 164AL funds are used only for alcohol-related activities. State funds are used for promotional materials. Additional funds for project in 19-PT-02-P01 (180,000).

Enter intended subrecipients.

Safer NM Now

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Enforcement and Training
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Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$302,000.00	\$0.00	\$302,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2.6 Planned Activity: Department of Public Safety - Batmobiles

Planned activity name Department of Public Safety - Batmobiles

Planned activity number 19-AL-64-P20

Primary countermeasure strategy Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds to purchase two 'Batmobile' mobile command posts to be used by State Police for DWI enforcement activities in two counties identified with high numbers of DWI crashes and fatalities The Batmobiles will provide officers in these counties with high numbers of DWI crashes and fatalities with the equipment necessary to conduct checkpoint operations. Project is contingent upon funding for DPS, per project 19-ID-05d-P06.

Enter intended subrecipients.

NM Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$700,000.00	\$0.00	\$700,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Mobile Command Units	2	\$350,000.00	\$700,000.00	\$350,000.00	\$700,000.00

5.1.2.7 Planned Activity: Alcohol/Impaired Driving Enforcement**Planned activity name** Alcohol/Impaired Driving Enforcement**Planned activity number** 19-ID-05d-P01**Primary countermeasure strategy** Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds overtime enforcement for checkpoints and DWI-directed enforcement patrols, including participation in enforcement in support of NHTSA National Mobilizations. Funds are used to maintain the enforcement activities, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 48 agencies statewide and a minimum 85% of the State's population.

Enter intended subrecipients.

Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2015	MAP 21 405d Impaired Driving Mid	405d Mid HVE (MAP-21)	\$791,000.00	\$158,200.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2.8 Planned Activity: DRE and ARIDE Training

Planned activity name	DRE and ARIDE Training
Planned activity number	19-ID-05d-P04
Primary countermeasure strategy	Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

BRV Consulting, LLC

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Training (FAST)	\$193,500.00	\$38,700.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2.9 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name Traffic Safety Resource Prosecutor

Planned activity number 19-ID-05d-P05

Primary countermeasure strategy Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors. Additional funds for this project in PT Section – 19-PT-02-P04 (85,000).

Enter intended subrecipients.

Attorney General's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (FAST)	\$128,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2.10 Planned Activity: Department of Public Safety – Special Projects

Planned activity name Department of Public Safety – Special Projects

Planned activity number 19-ID-05d-P06

Primary countermeasure strategy Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

NM Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Funding Source	Eligible Use of Funds	Estimated	Match	Local
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Fiscal Year			Funding Amount	Amount	Benefit
2016	MAP 21 405d Impaired Driving Mid	405d Mid Other Based on Problem ID (MAP-21)	\$900,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3 Countermeasure Strategy: Communications and Outreach, and Prevention Education

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Communications and Outreach, and Prevention Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

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

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

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

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategies

Alcohol/Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing traffic safety issues. Strategies are based primarily on high-visibility and sustained enforcement combined with outreach and media, law enforcement training, and support of the judiciary. The following strategy aligns with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – Communications and Outreach, and Prevention Education

Communications and outreach strategies are essential components of programs seeking to inform the public of the dangers of impaired driving. In New Mexico, all statewide alcohol/impaired driving enforcement including *ENDWI*, Superblitz, Christmas/ New Year Holiday; St Patrick's Day, Cinco de Mayo and Fourth of July activities and participation in NHTSA National Drive Sober or Get Pulled Over Enforcement 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 campaign with participation by State, county and local officials. Earned media is obtained for any paid media for these events. All paid media services are assessed by matching the target markets and target population to the number of spots run, the target reach percentage, the frequency of the airings and the gross rating percentage of each spot. Nielson and Arbitron ratings are used to estimate the size of the target populations.

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

- a. increasing the perception of risk of DWI enforcement consequences among targeted high-risk groups through an extensive media campaign conducted in conjunction with statewide *ENDWI*

- and Superblitz/ Miniblitz DWI enforcement operations
- b. purchasing media during NHTSA National enforcement operations
- c. funding a clearinghouse to provide statewide distribution of DWI information and prevention materials
- d. using community and public information/education strategies to reach identified high-risk groups, including teens and young adults
- e. funding creative design for media development

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-AL-64-P07	DWI Workgroup Meeting Facilitation	Communications and Outreach, and Prevention Education
19-AL-64-P09	Traffic Safety Clearinghouse	Communications and Outreach, and Prevention Education
19-AL-64-P15	DWI Media Creative Design and Production	Communications and Outreach, and Prevention Education
19-AL-PM-P16	DWI Media Placement	Communications and Outreach, and Prevention Education
19-AL-64-P18	UAD Prevention Creative Design & Production	Communications and Outreach, and Prevention Education
19-AL-64-P19	ZeroProof Campaign	Communications and Outreach, and Prevention Education
19-ID-05d-P07	Impaired Driving Media Creative Design and Production	Communications and Outreach, and Prevention Education
19-ID-05d-P08	Impaired Driving Media Placement	Communications and Outreach, and Prevention Education

5.1.3.1 Planned Activity: DWI Workgroup Meeting Facilitation

Planned activity name DWI Workgroup Meeting Facilitation

Planned activity number 19-AL-64-P07

Primary countermeasure strategy Communications and Outreach, and Prevention Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

None

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach, and Prevention Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$25,000.00	\$0.00	\$25,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.2 Planned Activity: Traffic Safety Clearinghouse

Planned activity name Traffic Safety Clearinghouse

Planned activity number 19-AL-64-P09

Primary countermeasure strategy Communications and Outreach, and Prevention Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. The 164AL funds are used only for the alcohol-related materials. Additional funds for this project in DE Section - 19-DE-02-P01 (180,000)

Enter intended subrecipients.

Safer NM Now

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach, and Prevention Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of	Estimated Funding	Match	Local
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Year	Funds	Amount	Amount	Benefit	
2019	164 Transfer Funds-AL	164 Alcohol	\$220,000.00	\$0.00	\$220,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.3 Planned Activity: DWI Media Creative Design and Production

Planned activity name DWI Media Creative Design and Production

Planned activity number 19-AL-64-P15

Primary countermeasure strategy Communications and Outreach, and Prevention Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

RK Venture

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach, and Prevention Education

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$1,200,000.00	\$0.00	\$500,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.4 Planned Activity: DWI Media Placement

Planned activity name	DWI Media Placement
Planned activity number	19-AL-PM-P16
Primary countermeasure strategy	Communications and Outreach, and Prevention Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Marketing Solutions

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach, and Prevention Education

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-PM	164 Paid Media	\$1,800,000.00	\$0.00	\$800,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.5 Planned Activity: UAD Prevention Creative Design & Production

Planned activity name	UAD Prevention Creative Design & Production
Planned activity number	19-AL-64-P18
Primary countermeasure strategy	Communications and Outreach, and Prevention Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

RK Venture

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach, and Prevention Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$100,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.6 Planned Activity: ZeroProof Campaign

Planned activity name	ZeroProof Campaign
Planned activity number	19-AL-64-P19
Primary countermeasure strategy	Communications and Outreach, and Prevention Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

RK Venture

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach, and Prevention Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$200,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.7 Planned Activity: Impaired Driving Media Creative Design and Production

Planned activity name Impaired Driving Media Creative Design and Production

Planned activity number 19-ID-05d-P07

Primary countermeasure strategy Communications and Outreach, and Prevention Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

RK Venture

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach, and Prevention Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$300,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.8 Planned Activity: Impaired Driving Media Placement

Planned activity name Impaired Driving Media Placement
Planned activity number 19-ID-05d-P08
Primary countermeasure strategy Communications and Outreach, and Prevention Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds paid media placement during the Superblitz Mobilizations conducted throughout the year and the NHTSA Impaired Driving National Crackdown. Funds individual television and radio stations to air strategically placed ID messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ID traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations.

Enter intended subrecipients.

Marketing Solutions

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communications and Outreach, and Prevention Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$300,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Crash Database Accuracy	Annual	2019	1,000.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improve the Availability, Quality and Utility of Crash Data

5.2.1 Countermeasure Strategy: Improve the Availability, Quality and Utility of Crash Data

Program area	Traffic Records
Countermeasure strategy	Improve the Availability, Quality and Utility of Crash Data

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

The evidence-based countermeasure strategy and the projects to implement it will improve timely access to and the utility of accurate and complete crash data and crash data analyses for traffic safety problem identification. Crash data analyses and local and statewide reports produced assist traffic safety partners, planners and advocates to better assess needs and improve allocation of resources. The State's use of electronic collection of crash data facilitates more timely and accurate entry, analysis and access to such data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

The Traffic Records Program performance target will assess the planned improvements to the crash data system. The countermeasure strategy, performance measure and target, projects, and budget amounts are designed to address the identified need for timely and accurate crash, fatality and injury data, data analysis, and reporting, and have been reviewed and approved by the Statewide Traffic Records Coordinating Committee.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategy

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

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-TR-05c-P01	Crash Data Statistical and Analytical Reporting	Improve the Availability, Quality and Utility of Crash Data
19-TR-02-P01	Traffic Records Statistician	Improve the Availability, Quality and Utility of Crash Data

5.2.1.1 Planned Activity: Crash Data Statistical and Analytical Reporting

Planned activity name	Crash Data Statistical and Analytical Reporting
Planned activity number	19-TR-05c-P01
Primary countermeasure strategy	Improve the Availability, Quality and Utility of Crash Data

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds a contract with the University of NM (UNM) to provide advanced data analyses using data merging techniques to more easily and accurately identify problem locations and conditions used for generating timely crash-related community and statewide reports to traffic safety partners, State and community leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and increase its traffic crash database quality improvement capabilities. These efforts result in more timely access to and availability of high quality crash-related data. UNM provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.

Enter intended subrecipients.

University of New Mexico

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improve the Availability, Quality and Utility of Crash Data

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$465,000.00	\$93,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.1.2 Planned Activity: Traffic Records Statistician

Planned activity name	Traffic Records Statistician
Planned activity number	19-TR-02-P01
Primary countermeasure strategy	Improve the Availability, Quality and Utility of Crash Data

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child

passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Statistician will conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers; will apply appropriate statistical techniques in the analysis of data and provide interpretation of analysis outcomes. Statistician will work under the direction of the Traffic Records Bureau.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improve the Availability, Quality and Utility of Crash Data

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$60,000.00	\$8,736.00	\$60,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Program Area Problem Identification

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

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

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

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

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

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

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

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

Identified Focus Areas

High-Risk Locations: Bernalillo, Doña Ana, McKinley, San Juan, Santa Fe, and Cibola counties;
Rural non-interstate roads; Urban roads

High-Risk Groups: Pickup truck drivers/passengers; Males 20-34; Children under age 13

High-Risk Times: Saturday-Sunday; 5 p.m. to midnight; Nighttime, in general

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	116.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	92.0
2019	Public Information	Annual	2019	80.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP Communications and Outreach
2019	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

5.3.1 Countermeasure Strategy: OP Communications and Outreach

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Communications and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

The Occupant Protection Program problem identification data pinpoint the high-risk demographic, counties and roadways associated with unrestrained crashes, fatalities and serious injuries. Data show high risk locations for unrestrained occupant fatalities are in the State's two most populated counties, Bernalillo and

Doña Ana. Other locations are in the northwestern part of the New Mexico and in Chavez County in the southeastern part of the State. All these counties have large areas of rural/non-interstate roadways, and pickup trucks are commonly used vehicles on these roadways.

The Occupant Protection Program utilizes two of the highest rated OP countermeasure strategies for effectiveness – seatbelt enforcement and communications/ outreach. The Occupant Protection performance measure of limiting the increase in unrestrained occupant fatalities to 10.5 percent from 105 in 2016 to 116 in 2019 is based not only on a trend analysis of annual and five-year average data, but on identified economic, social and environmental factors. Increased travel due to an improving economy, and continued oil and gas industry development in the northwestern and southeastern part of New Mexico are seen as 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 overall enforcement capacity limitations and reduced ability to increase its nighttime enforcement capabilities due to fewer officers signing up for this overtime assignment.

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategies

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

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

Strategy – OP Communications and Outreach

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

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

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

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

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

- a. purchasing media (television, radio and print) for BKLUP, Superblitz, Click It or Ticket and other OP enforcement campaigns
- b. funding outreach efforts to educate relevant agency personnel and the public in the appropriate use of occupant protection
- c. funding a clearinghouse for statewide distribution of occupant protection educational materials on seatbelts, booster seats, child safety seats and airbags
- d. funding a contract to conduct the annual statewide seatbelt use surveys

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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19-OP-05b-P01 Seatbelt Observation Surveys OP Communications and Outreach
19-OP-PM-P02 Click It or Ticket Paid Media Placement OP Communications and Outreach

5.3.1.1 Planned Activity: Seatbelt Observation Surveys

Planned activity name Seatbelt Observation Surveys
Planned activity number 19-OP-05b-P01
Primary countermeasure strategy OP Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Preusser Research Group, Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$150,000.00	\$30,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.2 Planned Activity: Click It or Ticket Paid Media Placement

Planned activity name Click It or Ticket Paid Media Placement

Planned activity number 19-OP-PM-P02

Primary countermeasure strategy OP Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Marketing Solutions

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$100,000.00	\$20,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area Occupant Protection (Adult and Child Passenger Safety)

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

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

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

The Occupant Protection Program utilizes two of the highest rated OP countermeasure strategies for effectiveness – seatbelt enforcement and communications/ outreach. The Occupant Protection performance measure of limiting the increase in unrestrained occupant fatalities to 10.5 percent from 105 in 2016 to 116 in 2019 is based not only on a trend analysis of annual and five-year average data, but on identified economic, social and environmental factors. Increased travel due to an improving economy, and continued oil and gas industry development in the northwestern and southeastern part of New Mexico are seen as 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 overall enforcement capacity limitations and reduced ability to increase its nighttime enforcement capabilities due to fewer officers signing up for this overtime assignment.

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategies

Occupant Protection Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 8th Edition, 2015 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing occupant protection issues. Strategies are based primarily on support for child restraint distribution and inspection stations, and high-visibility media and community outreach. The following strategy aligns with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

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

New Mexico's high availability of child restraint inspection stations, which include child safety seat and booster seat fitting stations and clinics, is critical to saving lives and reducing injuries among the most vulnerable populations. In FFY19, through its 37 inspection fitting stations, the State plans to conduct an estimated 90 safety seat inspection and fitting station events and 75 safety seat clinics making services available to approximately 92 percent of the State's population. Fitting stations and clinics are conducted in both urban and rural areas of the State, with urban stations providing services to a large number of residents from surrounding rural communities. All inspection fitting stations and clinics serve at-risk populations including low-income families of all ethnic groups.

TSD's contractor, Safer New Mexico Now, provides child passenger safety (CPS) certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. All persons providing services at child safety seat fitting stations, clinics and distribution sites must be trained using the NHTSA Standardized CPS Technical Training curriculum and be certified through SafeKids Worldwide, or must complete a mandatory training session conducted by a certified CPS Technician Instructor. This six-hour course includes hands-on learning on proper seat selection and installation, and a

written test. Every fitting station or clinic event is overseen by a Senior CPS Technician. Statewide, there are 469 CPS advocates (16 Senior Technicians, 9 Technician Instructors, and 444 technicians) representing all six NMDOT districts and 28 of 33 counties.

State Plan to Recruit, Train and Retain CPS Technicians

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

Planned FFY19 Certified Child Passenger Safety Technician Training

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

Technicians must receive re-certification every two years, and efforts are made to support technicians in the re-certification process to ensure high retention rates. The estimate of students 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 contract negotiations with law enforcement agencies for BKLUP and Click It or Ticket, TSD's law enforcement liaisons provide information about CPS training opportunities. Also, during NMCSSDP mandatory training sessions, information about CPS technician training is provided to hospital and other community agency personnel. When areas of the State are identified as being underserved, agencies in those areas are contacted with information about the CPS program and trainings.

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

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

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-OP-02-P01	Child Restraint Program	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution
19-OP-05dII-P01	Child Safety Seats/ Booster Seats	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

5.3.2.1 Planned Activity: Child Restraint Program

Planned activity name	Child Restraint Program
Planned activity number	19-OP-02-P01
Primary countermeasure strategy	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides funds to maintain an active network of child safety seat/ booster seat clinics, fitting and inspection stations/events throughout the State. Provides funds to train child safety seat/ booster seat technicians, support for the child safety seat/ booster seat distribution system, increase availability of child safety seat /booster seat equipment for low-income families, and provide statewide community and school-based occupant protection education and information. Annual CPS training fees estimated at \$1,500 and Buckle Up NM conference fees estimated at \$12,000 are used to offset training/conference expenses. State funds are used for promotional materials for the annual Buckle-Up Conference and other OP events.

Enter intended subrecipients.

Safer NM Now

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$501,000.00	\$100,200.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.2.2 Planned Activity: Child Safety Seats/ Booster Seats

Planned activity name Child Safety Seats/ Booster Seats

Planned activity number 19-OP-05dII-P01

Primary countermeasure strategy Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Safer NM Now

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Int	405d Int Child Restraint (FAST)	\$135,000.00	\$27,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Program Area Problem Identification

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

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

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

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

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

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

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

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

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

Identified Focus Areas

General law enforcement to include impaired driving, speeding, distracted driving, occupant protection use and other unsafe driving practices.

High-Risk Driver/ Occupants: Males 20-34, pedestrians under the influence of alcohol or drugs, drivers on urban roads; pickup truck drivers - particularly in rural areas, and children under age 13

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Fatalities in Distracted Driving Crashes	5 Year	2019	154.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	143.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year **Countermeasure Strategy Name**

2019 PTS Enforcement and Training

5.4.1 Countermeasure Strategy: PTS Enforcement and Training

Program area Police Traffic Services

Countermeasure strategy PTS Enforcement and Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained

passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

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

This Police Traffic Services (PTS) Program strategy focuses on general traffic safety law enforcement, training, technical assistance and support for law enforcement agencies and activities statewide. PTS enforcement activities increase the visibility and reach of law enforcement and therefore have a positive impact on reducing overall crashes, fatalities and injuries. Enforcement, training and support for law enforcement account for 82% of federal funds in the PTS Program Plan.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategy

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

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

Strategy - PTS Enforcement and Training

High-visibility enforcement efforts focus on violators of speeding and other unsafe driving, including use of cell phones for calling or texting, aggressive driving, alcohol/impaired driving, 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.

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

The TSD also funds a Traffic Safety Resource Prosecutor (TSRP) to conduct training to law enforcement officers regarding case law and updates to local, State or Federal laws pertinent to their law enforcement duties. The TSRP also provides NMDOT/ TSD staff with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors.

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

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

- f. working cooperatively with law enforcement agencies to raise their awareness of traffic code enforcement and its impact on safety
- g. outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems
- h. reviewing legislation regarding State laws and fines for speeding, cell phone/ texting and other unsafe driving violations and on increasing traffic safety law violation fees

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-PT-02-P01	Traffic Safety Law Enforcement Liaisons	PTS Enforcement and Training
19-PT-02-P03	100 Days and Nights of Summer	PTS Enforcement and Training
19-PT-02-P04	Traffic Safety Resource Prosecutor	PTS Enforcement and Training
19-PT-02-P05	Selective Traffic Enforcement	PTS Enforcement and Training
19-PT-02-P06	General Law Enforcement Training	PTS Enforcement and Training

5.4.1.1 Planned Activity: Traffic Safety Law Enforcement Liaisons

Planned activity name	Traffic Safety Law Enforcement Liaisons
Planned activity number	19-PT-02-P01
Primary countermeasure strategy	PTS Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. State funds come from 19-PT-RF-P02 and are used for

promotional materials for the annual LEL Conference. Additional funds for this project in AL Section – 19-AL-64-P13 (302,000) & 19-PT-RF-P03 (3,000).

Enter intended subrecipients.

Safer NM Now

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PTS Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$180,000.00	\$26,208.00	\$180,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.2 Planned Activity: 100 Days and Nights of Summer

Planned activity name 100 Days and Nights of Summer

Planned activity number 19-PT-02-P03

Primary countermeasure strategy PTS Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting

the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PTS Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$90,000.00	\$13,104.00	\$90,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.3 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name Traffic Safety Resource Prosecutor

Planned activity number 19-PT-02-P04

Primary countermeasure strategy PTS Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail

required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors. Additional funds for this project in AL Section – 19-ID-05d-P05 (128,000).

Enter intended subrecipients.

Attorney General's Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 PTS Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$85,000.00	\$12,376.00	\$85,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.4 Planned Activity: Selective Traffic Enforcement

Planned activity name Selective Traffic Enforcement

Planned activity number 19-PT-02-P05

Primary countermeasure strategy PTS Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PTS Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of Funds	Estimated Funding	Match	Local
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Year			Amount	Amount	Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$314,000.00	\$45,718.40	\$314,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.1.5 Planned Activity: General Law Enforcement Training

Planned activity name General Law Enforcement Training

Planned activity number 19-PT-02-P06

Primary countermeasure strategy PTS Enforcement and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Safer NM Now

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PTS Enforcement and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$120,500.00	\$17,544.80	\$120,500.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

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

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

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

Identified Focus Areas

High-Risk Locations: Bernalillo, Doña Ana, Santa Fe, San Juan and Otero counties

High-Risk Groups: Males, aged 20-34

High-Risk Times: Friday and Saturday

High-Risk Behavior: Speeding; alcohol/drug use; driver inattention; no helmet use

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	45.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	27.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year **Countermeasure Strategy Name**

2019 Motorcycle Rider Training

5.5.1 Countermeasure Strategy: Motorcycle Rider Training

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained

passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

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

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

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategy

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

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

Strategy – Motorcycle Rider Training

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

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

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

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

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

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

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

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-MC-05f-P01	Motorcycle Safety Training	Motorcycle Rider Training

5.5.1.1 Planned Activity: Motorcycle Safety Training

Planned activity name	Motorcycle Safety Training
Planned activity number	19-MC-05f-P01
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

NM Motorcycle Safety Program

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$50,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Program Area Problem Identification

Pedestrians

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

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

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

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

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

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

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

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

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

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

Bicyclists

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

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

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

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

Identified Focus Areas

High-Risk Demographic: Pedestrians: Males 60-64 and 25-34; Bicyclists: Males 15-34

High-Risk Locations: Pedestrians - Bernalillo (Albuquerque), San Juan, McKinley and Doña Ana counties

High-Risk Behavior: Alcohol use

High-Risk Times: Pedestrians – 5 p.m. to 9 p.m.; Bicyclists – 2 p.m. to 5 p.m.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	75.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	4.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	PED Communications and Outreach

5.6.1 Countermeasure Strategy: PED Communications and Outreach

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy PED Communications and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impacts

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

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

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

The Pedestrian and Bicyclist Safety Program educational and awareness strategies and activities interface with the NMDOT and FHWA's efforts to structurally make roadways safer for the walking and bicycling public. As pedestrian and bicyclist roadways and intersections are made safer, raising the public's awareness of these changes serves to increase the overall impact of these interventions.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategies

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

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

Strategy – PED Communications and Outreach

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

1. 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
2. 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

3. 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>
4. providing training to law enforcement on pedestrian crash investigations
5. 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
6. 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
7. distributing 'Look for Me' bookmarks and 'Rules of the Road' cards with pedestrian safety tips to driver education, driver safety and DWI schools statewide
8. providing funding for bus wraps, bus and bus shelter 'Look for Me' ads
9. providing education and awareness about crosswalk and roadway modifications designed to increase public safety
10. 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
11. purchasing 'Look for Me' safety brochures for distribution at bicyclist safety events and to schools and law enforcement agencies
12. 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
13. providing training to law enforcement on bicyclist crash investigations

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-PS-05h-P01	Pedestrian & Bicyclist Safety	PED Communications and Outreach

5.6.1.1 Planned Activity: Pedestrian & Bicyclist Safety

Planned activity name Pedestrian & Bicyclist Safety

Planned activity number 19-PS-05h-P01

Primary countermeasure strategy PED Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. 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. State funds used for educational materials and promotional items for pedestrian and bicyclist safety activities and events.

Enter intended subrecipients.

UNM CIPRE

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	PED Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act 405h Nonmotorized Safety	405h Public Education	\$240,000.00	\$34,944.00	\$0.00
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Driver Education and Behavior

Program area type Driver Education and Behavior

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Program Area Problem Identification

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

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

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

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

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

Identified Focus Areas

High-Risk Demographic: Males 19-29

High-Risk Behaviors: Unbelted; speeding; alcohol use

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	48.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	DE Communications and Outreach

5.7.1 Countermeasure Strategy: DE Communications and Outreach

Program area
Driver Education and Behavior

Countermeasure strategy DE Communications and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Assessment of Overall Projected TS Impact

The strategy proposed for the Statewide Driver Education and Safety Program is focused on public information and education and is designed to raise awareness about traffic safety-related risky behaviors and traffic safety enforcement. The proposed strategy is evidence-based and has been shown to be an effective measure for impacting the issue of driver education and safety. The communication/outreach countermeasure will improve the safety of the driving public overall. The proposed strategy is evidence-based and has been shown to be effective measure for impacting the issue of driver education and safety.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program Component Linkages

The problem identification data highlight the need for education of young drivers and re-education of problem drivers. With data showing that teen and young drivers had the highest crash rates and the highest percentage of fatal crashes of drivers in the State, public information and education is a necessary strategy for reducing these crashes. The public information and education efforts are designed to raise and maintain awareness about risky driving behaviors and about the presence of sustained and focused traffic safety enforcement. The performance target for reducing under-21 drivers in fatal crashes will assess the effectiveness of the DE Program strategy and projects.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Rationale for Selected Countermeasure Strategy

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

Strategy – DE Communications and Outreach

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

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

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

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-DE-02-P01	Traffic Safety Clearinghouse	DE Communications and Outreach
19-DE-02-P02	NCSAs/ Media Training	DE Communications and Outreach
19-DE-02-P03	Traffic Safety Awareness Survey	DE Communications and Outreach
19-DE-05b-P01	NCSAs/ Media Training	DE Communications and Outreach
19-DE-05e-P01	Distracted Driving Awareness Media Placement	DE Communications and Outreach

5.7.1.1 Planned Activity: Traffic Safety Clearinghouse

Planned activity name	Traffic Safety Clearinghouse
Planned activity number	19-DE-02-P01
Primary countermeasure strategy	DE Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned

activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed. The contractor will staff a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. *Additional funds for this project in AL Section - 19-AL-64-P09 (220,000).*

Enter intended subrecipients.

Safer NM Now

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DE Communications and Outreach

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$180,000.00	\$26,208.00	\$180,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.1.2 Planned Activity: NCSAs/ Media Training

Planned activity name NCSAs/ Media Training

Planned activity number 19-DE-02-P02

Primary countermeasure strategy DE Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

NM Broadcasters Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DE Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$160,000.00	\$23,296.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.1.3 Planned Activity: Traffic Safety Awareness Survey

Planned activity name Traffic Safety Awareness Survey

Planned activity number 19-DE-02-P03

Primary countermeasure strategy DE Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 DE Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Driver Education (FAST)	\$60,000.00	\$8,736.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.1.4 Planned Activity: NCSAs/ Media Training

Planned activity name NCSAs/ Media Training

Planned activity number 19-DE-05b-P01

Primary countermeasure strategy DE Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

NM Broadcasters Association

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019	DE Communications and Outreach
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$75,000.00	\$15,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.1.5 Planned Activity: Distracted Driving Awareness Media Placement

Planned activity name Distracted Driving Awareness Media Placement

Planned activity number 19-DE-05e-P01

Primary countermeasure strategy DE Communications and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a

majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides funds for paid media placement for distracted driving (DD) awareness messaging in selected markets. Television and radio stations will air strategically placed DD messages, and funds will be used for other advertising methods, including outdoor (billboard) ads, during the 2018 summer months.

Enter intended subrecipients.

Marketing Solutions

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 DE Communications and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Special	405e Paid	\$40,000.00	\$8,000.00	\$40,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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.

P&A Staff Salary and Project Area Allocations

	State	P&A Federal	AL	OP	PT	TR FARS
Director OSP - Michael Sandoval	100%					
Director TSD – Franklin Garcia	100%					
ID Staff Manager- Kimberly Wildharber			49%	24%	27%	
Finance Staff Manager- Vacant		15%	40%	40%	5%	
District 1 PM - Thomas Lujan			47%	34%	19%	
District 2 PM – Shannell Townsend	100%					
District 3 PM - Carmelita Chavez			44%	28%	28%	
District 4 & 6 PM – Cora Anaya			40%	30%	30%	
District 5 PM – Rey Martinez			40%	30%	30%	
PE Staff Manager Vacant	100%					
DE PM MA A – Leann Adams	100%					
Pedestrian/Bicycle PM MA A - Jonathan Fernandez	100%					
TR Staff Manager - Jimmy Montoya	100%					
PA Staff Manager – Judith Duran	100%					
Quality Assurance - Vacant	100%					
FARS Analyst – Rose Manning						100%

FARS Analyst – Vanessa Ortiz	75%				25%
Finance Bus Ops Spec A - Tommy Campos		100%			
Financial Spec A - Venus Howley	100%				
Financial Spec O – Lauren Vigil		100%			
Bus Spec Ops A – Debbie Varela	100%				
Bus Spec Ops A - Paula Gonzales	100%				
MA A - Jolyn Sanchez	100%				
TR Mgt Analyst Supervisor. - Sophia Roybal-Cruz	100%				
TR MA O – Jason Lujan	100%				
TR Clerk - Vacant	100%				
TR MA A - Vacant	100%				
TR MA A - Kariann Blea	100%				
TR - Vacant	100%				
Admin Clerk - Clarice Marien	100%				

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-AL-64-P11	Alcohol/ID Program Management-FTEs	
19-PA-64-P13	E-Grants – Phase Two	
19-PA-64-P14	E-Grants – Web Hosting	
19-OP-02-P02	OP Program Management – FTEs	
19-PT-02-P02	Police Traffic Services Program Management	
19-PA-02-P01	Financial Management – FTEs	
19-PA-02-P02	HSP, Grant and Technical Writing Services	
19-PA-02-P03	E-Grants – Phase Two	
19-PA-02-P04	E-Grants – Web Hosting	

5.8.1 Planned Activity: Alcohol/ID Program Management-FTEs

Planned activity name Alcohol/ID Program Management-FTEs

Planned activity number 19-AL-64-P11

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required

under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

None

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-PA	164 Planning and Administration	\$215,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8.2 Planned Activity: E-Grants – Phase Two

Planned activity name E-Grants – Phase Two

Planned activity number 19-PA-64-P13

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds to continue a contract to continue development of further enhancements to the E-grants system to include Community DWI and Education & Enforcement projects. Funds will be used for the annual maintenance fee and for technical support. The 164AL funds are used for alcohol-related activities. Additional funds for project in 19-PA-02-P03.

Enter intended subrecipients.

Agate Software

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-PA	164 Planning and Administration	\$54,500.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8.3 Planned Activity: E-Grants – Web Hosting

Planned activity name E-Grants – Web Hosting

Planned activity number 19-PA-64-P14

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides funds to continue funding web hosting of E-Grant system on the New Mexico Department of Information Technology cloud. The 164AL funds are used for alcohol-related activities. Additional funds for project in 19-PA-02-P04.

Enter intended subrecipients.

NM Department of Information Technology

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-PA	164 Planning and Administration	\$17,000.00	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8.4 Planned Activity: OP Program Management – FTEs

Planned activity name OP Program Management – FTEs

Planned activity number 19-OP-02-P02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

None

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal	Funding Source	Eligible Use of Funds	Estimated Funding	Match	Local
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Year			Amount	Amount	Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$165,000.00	\$24,024.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.5 Planned Activity: Police Traffic Services Program Management

Planned activity name Police Traffic Services Program Management

Planned activity number 19-PT-02-P02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

None

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$170,000.00	\$24,752.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.6 Planned Activity: Financial Management – FTEs

Planned activity name Financial Management – FTEs

Planned activity number 19-PA-02-P01

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all functions related to managing the NHTSA funding through the Grant Tracking System (GTS).

Enter intended subrecipients.

None

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$130,000.00	\$18,928.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8.7 Planned Activity: HSP, Grant and Technical Writing Services

Planned activity name HSP, Grant and Technical Writing Services

Planned activity number 19-PA-02-P02

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Pricehall Research

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$70,000.00	\$10,192.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8.8 Planned Activity: E-Grants – Phase Two

Planned activity name E-Grants – Phase Two

Planned activity number 19-PA-02-P03

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting

the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds to continue a contract to develop further enhancements to the E-grants system to include Community DWI and Education & Enforcement special projects. Funds will be used for the annual maintenance fee and for technical support. Additional funds for project in Alcohol/ID Section – 19-PA-64-P14 (54,500).

Enter intended subrecipients.

Agate Software

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$22,500.00	\$3,276.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8.9 Planned Activity: E-Grants – Web Hosting

Planned activity name E-Grants – Web Hosting

Planned activity number 19-PA-02-P04

Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs

designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provides funds to continue funding web hosting of E-Grant system on the New Mexico Department of Information Technology cloud. Additional funds for project in 19-AL-64-P15.

Enter intended subrecipients.

NM Department of Information Technology

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

No records found.

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$6,500.00	\$946.40	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-AL-64-P01	Alcohol/Impaired Driving Enforcement	Enforcement and Training
19-AL-64-P02	DWI Task Force – McKinley County	Enforcement and Training
19-AL-64-P03	Alcohol Sales Compliance/DWI Warrant Enforcement	Enforcement and Training
19-AL-64-P15	DWI Media Creative Design and Production	Communications and Outreach, and Prevention Education
19-AL-PM-P16	DWI Media Placement	Communications and Outreach, and Prevention Education
19-AL-64-P20	Department of Public Safety - Batmobiles	Enforcement and Training
19-ID-05d-P01	Alcohol/Impaired Driving Enforcement	Enforcement and Training
19-ID-05d-P06	Department of Public Safety – Special Projects	Enforcement and Training
19-ID-05d-P07	Impaired Driving Media Creative Design and Production	Communications and Outreach, and Prevention Education
19-ID-05d-P08	Impaired Driving Media Placement	Communications and Outreach, and Prevention Education
19-OP-PM-P02	Click It or Ticket Paid Media Placement	OP Communications and Outreach
19-PT-02-P03	100 Days and Nights of Summer	PTS Enforcement and Training
19-PT-02-P05	Selective Traffic Enforcement	PTS Enforcement and Training

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

TSEP Crash Data Analyses

In 2016, the top five counties for crashes were Bernalillo, Doña Ana, Santa Fe, San Juan and Sandoval.

Bernalillo, Chavez and Curry had the highest crash rates per vehicle miles traveled. A large majority of crashes occurred on urban roadways (85.1%), but 54.4 percent of crash-related fatalities occurred on rural roadways.

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

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

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

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

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

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

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

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

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

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

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

Enter explanation of the deployment of resources based on the analysis performed.

Deployment of Resources Based on Crash Data Analyses

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

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

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

2017 Data **

All Crashes

County	Population	Law Enforcement Agency	Fatalities	%	Total	
					Crashes	%
Bernalillo County	674,462		90	25.8%	14,394	38.5%

Albuquerque PD

Bernalillo County SO

San Juan County	115,079		35	10.0%	1,874	5.0%
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Aztec PD

Bloomfield PD

Farmington PD

San Juan County SO

McKinley County	81,225		31	8.9%	1,232	3.3%
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Gallup PD

McKinley County SO

Ramah Navajo PD

Zuni Pueblo PD

Dona Ana County	214,207		29	8.3%	4,194	11.2%
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Anthony PD

Dona Ana County SO

Hatch PD

Las Cruces PD

Mesilla PD

Sunland Park PD

Eddy County	57,621		17	4.9%	1,487	4.0%
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Artesia PD

Carlsbad PD

Eddy County SO

Hope PD

Loving PD

Santa Fe County	142,110		16	4.6%	3,311	8.8%
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Edgewood PD

Pojoaque Tribal PD

Santa Fe County SO

Santa Fe PD

Sandoval County	141,575		16	4.6%	1,920	5.1%
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Bernalillo PD

Corrales PD

Cuba PD

Jemez Pueblo PD

Rio Rancho PD

Sandia Pueblo PD

Sandoval County SO

Santa Ana Pueblo PD

Lea County	69,749		16	4.6%	903	2.4%
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Hobbs PD

Lea County SO

Lovington PD

Cibola County	21,185		12	3.4%	363	1.0%
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Cibola County SO

Grants PD

Milan PD

Hidalgo County	4,302		12	3.4%	149	0.4%
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Hidalgo County SO

Lordsburg PD

Grant County	28,280		10	2.9%	550	1.5%
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Bayard PD

Grant County SO

Hurley PD

Santa Clara (Village) PD

Silver City PD

Taos County	30,702		9	2.6%	332	0.9%
		Taos County SO				
		Taos PD				
Valencia County	71,806		8	2.3%	738	2.0%
		Belen PD				
		Los Lunas PD				
		Valencia County SO				
Chavez County	65,282		6	1.7%	1,298	3.5%
		Chaves County SO				
Otero County	65,410		6	1.7%	942	2.5%
		Alamogordo PD				
		Cloudcroft PD				
		Otero County SO				
		Tularosa PD				
Rio Arriba County	42,296		6	1.7%	605	1.6%
		Espanola PD				
		Ohkay Owingeh Pueblo PD				
		Rio Arriba County SO				
Lincoln County	19,429		6	1.7%	482	1.3%

		Capitan PD				
		Carrizozo PD				
		Lincoln County SO				
		Ruidoso Downs PD				
		Ruidoso PD				
Roosevelt County	18,897		6	1.7%	255	0.7%
		Eastern New Mexico University PD				
		Portales PD				
		Roosevelt County SO				
Torrance County	13,718		5	1.4%	200	0.5%
		Moriarty PD				
		Torrance County SO				
Curry County	40,483		2	0.6%	802	2.1%
		Clovis PD				
		Texico PD				
Luna County	22,827		2	0.6%	391	1.0%
		Deming PD				
		Luna County SO				

Los Alamos PD

De Baca County	1,793	0	0.0%	33	0.1%
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De Baca County SO

Quay County	5,929	0	0.0%	4	0.0%
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Logan PD

Tucumcari PD

Total	2,021,218	349		37,431	
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**For the purposes of this report, data are compiled by the University of New Mexico, Geospatial and Population Studies, Traffic Research Unit (TRU), on behalf of the New Mexico Department of Transportation (NMDOT) ODWI report 2014-2017.

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

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

TSEP Monitoring and Adjustment

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

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

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

PTS Enforcement and Training

OP Communications and Outreach

Enforcement and Training

Communications and Outreach, and Prevention Education

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-AL-64-P01	Alcohol/Impaired Driving Enforcement	Enforcement and Training
19-AL-64-P15	DWI Media Creative Design and Production	Communications and Outreach, and Prevention Education
19-AL-PM-P16	DWI Media Placement	Communications and Outreach, and Prevention Education
19-ID-05d-P01	Alcohol/Impaired Driving Enforcement	Enforcement and Training
19-ID-05d-P07	Impaired Driving Media Creative Design and Production	Communications and Outreach, and Prevention Education
19-ID-05d-P08	Impaired Driving Media Placement	Communications and Outreach, and Prevention Education
19-OP-PM-P02	Click It or Ticket Paid Media Placement	OP Communications and Outreach
19-PT-02-P03	100 Days and Nights of Summer	PTS Enforcement and Training

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Alamogordo DPS

Albuquerque PD

Anthony PD

Artesia PD

Aztec PD

Bayard PD

Belen PD

Bernalillo County SO

Bernalillo PD

Bloomfield PD

Bosque Farms PD

Carlsbad PD

Clovis PD
Corrales PD
Cuba PD
Eddy County SO
Farmington PD
Gallup PD
Grant County SO
Grants PD
Hidalgo County SO
Hobbs PD
Las Cruces PD
Las Vegas PD
Lordsburg PD
Los Alamos PD
Los Lunas PD
Loving PD
Lovington PD
Luna County SO
McKinley County SO
Moriarty PD
NM DPS-State Police
Pojoaque Tribal PD
Portales PD
Raton PD
Rio Rancho PD
Ruidoso PD
San Juan County SO
Sandia Pueblo PD
Sandoval County SO
Santa Ana Pueblo PD
Santa Clara Village PD

Santa Fe County SO

Santa Fe PD

Silver City PD

Socorro County SO

Sunland Park PD

T or C PD

Taos County SO

Torrance County SO

Tucumcari PD

Valencia County SO

Zuni Pueblo PD

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

NMDOT/ TSD plans to provide funds for overtime for an estimated 54 city, county, State and tribal law enforcement agencies to participate in the 2019 Click It or Ticket National Seatbelt Mobilization. Both paid and earned media will run during the Mobilization period. These OP enforcement activities have been successful in producing high levels of occupant protection use in New Mexico. The State will provide NHTSA with FFY19 law enforcement participation and activity data in the 2019 Annual Report.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

OP Communications and Outreach

Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-OP-02-P01	Child Restraint Program	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution
19-OP-05dII-P01	Child Safety Seats/ Booster Seats	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 37

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 5

Populations served - rural 32

Populations served - at risk 37

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-OP-02-P01	Child Restraint Program	Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 6

Estimated total number of technicians 270

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

2/1/2018

5/3/2018

5/23/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Jimmy Montoya

Title of State's Traffic Records Coordinator: NMDOT Traffic Records Program Manager

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

NEW MEXICO TRCC MEMBERSHIP-2018

Member	Title	Home Organization/ Agency	Core Safety Database or Focus Area
Jessica Bloom	Research Scientist	UNM Traffic Research Unit	Crash Data Analyst
Jerry Valdez	Deputy Director	Motor Vehicle Division	Driver/ Vehicle Records
Sophia Roybal-Cruz	Crash Data Supervisor	Department of Transportation	Crash
Cynthia Romero	Licensing Coordinator	Department of Health	EMS
Sean Noonan	Traffic Monitoring Manager	Department of Transportation	Roadway
Genevieve Grant	IT Manager	Office of the Courts	Citation/Adjudication

Auxiliary Member

Kariann Blea	Project Manager	NMDOT Traffic Safety	TraCS
Steve Harrington	Program Manager	Office of the Courts	Citation/ Adjudication
Kim Wildharber	Bureau Chief	NMDOT Traffic Safety	DWI
Teresa Murray	Program Specialist	FMCSA	CMV Reporting

Luis Melgoza	Safety Engineer	FHWA, NM Division	Roadway
Dason Allen	Sergeant	Dona Ana County Sheriff	LE/ TraCS
Robert Thornton	Major	New Mexico DPS	LE/ TraCS
David Abieta	Captain	New Mexico DPS	CMV/TraCS
Rose Manning	FARS Analyst	NMDOT Traffic Records	FARS

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

OfficerID.Data.Baseline&Outcome.xlsx

NM TRCC Strategic Plan. Updated 2019.pdf

VehicleBodyStyle.Data.Baseline&Outcome.xlsx

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

All Recommendations from New Mexico 2016 TR Assessment

Crash System

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle System

Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver System

Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway System

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/ Adjudication System

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS/ Injury Surveillance System

Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

NM TR Assessment Recommendation to be Addressed in FFY19

Core TR System: Crash

Recommendation: Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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.

2019 TR Performance Measure: Crash Database Accuracy

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

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

Rationale for Selected Countermeasure Strategy

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

Countermeasure Strategy

Improve the Availability, Quality and Utility of Crash Data

In FFY19, New Mexico planned projects will increase the availability, quality and utility of crash, fatality and injury data for highway safety planning and resource allocation by:

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

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

Planned Projects – Federal Funds

Project Number	Project Title	Fund Source	Fund Estimate
19-TR-05c-P01	Crash Data Statistical and Analytical Reporting	405c	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 increase its traffic crash database quality improvement capabilities. These efforts result in more timely access to and availability of high quality crash-related data. UNM provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources. **Total Project Funds = \$465,000**

Intended Subrecipient: University of New Mexico

Staff Oversight: Jimmy Montoya

Estimated Match Amount: 93,000

Estimated Local Benefit: None

Project part of TSEP: No

Purchases Costing \$5000 or more: No

Project Number	Project Title	Fund Source	Fund Estimate
19-TR-02-P01	Traffic Records Statistician	402	60,000

Statistician will conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers; will apply appropriate statistical techniques in the analysis of data and provide interpretation of analysis outcomes. Statistician will work under the direction of the Traffic Records Bureau. **Total Project Funds = \$60,000**

Intended Subrecipient: TBD

Staff Oversight: Jimmy Montoya

Estimated Match Amount: 8,736

Estimated Local Benefit: 60,000

Project part of TSEP: No

Purchases Costing \$5000 or more: No

Assessment of Projected Impacts of Strategy and Program Component Linkages

This Traffic Records countermeasure strategy and the planned projects to implement it are focused on improving the timely access to, and the utility of, accurate and complete crash data and crash data analyses for traffic safety problem identification. Crash data analyses and local and statewide reports produced assist traffic safety partners, planners and advocates to better assess and address needs, and improve allocation of resources.

The Traffic Records Program countermeasure strategy, performance measure, planned projects and budget amounts are designed to address the identified need for more accurate crash, fatality and injury data, data analyses and reporting.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
19-TR-05c-P01	Crash Data Statistical and Analytical Reporting	Improve the Availability, Quality and Utility of Crash Data
19-TR-02-P01	Traffic Records Statistician	Improve the Availability, Quality and Utility of Crash Data

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

NM TR Assessment Recommendations Not to be Addressed in FFY19

Reasons for Not Addressing:

The following recommendations have either been addressed, or are not planned for the FFY19 HSP, or are outside the scope of NHTSA funding. Should plans to address any of these recommendations develop in FFY19, the HSP will be amended.

Crash System

Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle System

Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver System

Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway System

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/ Adjudication System

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS/ Injury Surveillance System

Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Quantitative Improvements in Crash Database

Crash Database Performance Measures 4/1/2016-3/31/2017 to 4/1/2017-3/31/2018	2018 HSP Target	2018 State Data	Difference from Target	Target Achieved
Performance Attribute: Completeness				
Increase the percentage of Standardized Officer ID Numbers in the Crash Database from 0 to 40.	40%	52.87%	+12.87%	Yes
Performance Attribute: Completeness				
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 to 10,000 vehicle record corrections.	10,000 corrections	10,049 corrections	+49 records	Yes

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

OfficerID.Data.Baseline&Outcome.xlsx

NM TRCC Strategic Plan. Updated 2019.pdf

VehicleBodyStyle.Data.Baseline&Outcome.xlsx

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 4/14/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

New Mexico's DWI Workgroup is co-chaired by New Mexico Department of Transportation and the Department of Public Safety. The Workgroup is comprised of multiple agencies and advocates of management level or above staff interested in working together to fight DWI. Members are comprised of law enforcement, criminal justice, prosecution, adjudication, probation, driver licensing, treatment, and rehabilitation, ignition interlock programs, data and traffic records, public health and communication. The Workgroup has developed this plan to achieve a significant reduction in ID related traffic crashes, fatalities, and injuries on public roadways.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/13/2017

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

DWI Workgroup Membership

<i>Department</i>	<i>Title</i>	<i>Name</i>	<i>Affiliation</i>
Department of Transportation	Traffic Safety Division Director	Michael Sandoval	Executive
DOT	TSD Secretary	Loren Hatch	Executive
DOT	TSD Director	Paul Montoya	Executive
Department of Public Safety	Chief of State Police	Pete Kassestas	Executive
Department of Finance & Administration	Local DWI Bureau Chief	Michael Baldwin	Executive
Taxation and Revenue Department	Motor Vehicle Division Director	Will Duran	Executive
Department of Health	Alcohol Epidemiologist	Laura Tomedi	Executive
Human Service Department (BHSD)	Clinical Services Manager	Mika Tari	Executive
Regulation and Licensing Department	Alcohol and Gaming Division Director	MaryKay Root	Executive
Corrections Department	TBD	TBD	Executive
Mothers Against Drunk Driving	Executive Director	Kelly Bryant	Advocate

DWI Resource Center	Executive Director	Linda Atkinson	Advocate
Attorney General Office	Traffic Safety Resource Prosecutor	Aaron Baca	Prosecutor
County DWI Affiliate (Lea County)	Chair	Kelly Ford	Local
Bureau of Indian Affairs	Highway Safety Director	Lawrence Robertson	Federal
Department of Transportation	Tribal Liaison	Ron Shutiva	Executive
Chief's Association	TBD	TBD	Local
Sheriff's Association	TBD	TBD	Local
Administrative Office of the Courts	Drug Court Coordinator	Peter Bochert	Judiciary
Metro Court	Court Executive Officer	Robert Padilla	Judiciary
Office of the Governor	Government	Jessica Kelly	Executive

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

11 405(d) Alcohol-Iginition Interlock Law

Alcohol-ignition interlock laws

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

NMSA 66-8-102

12 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	Yes
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: NMDOT Traffic Safety Bureau

State authority name/title: Franklin Garcia

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
SANTA FE	5309
BERNALILLO	17516
CHAVES	1890
CURRY	1638
DONA ANA	5954
OTERO	2733
SAN JUAN	4189

Enter the total number of registered motorcycles in State.

63026

Reduction of fatalities and accidents involving impaired motorcyclists

Submit State data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators in the State for the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

Year reported 2015

Total # of motorcycle impaired crashes 78

Enter the total number of motorcycle registrations per Federal Highway Administration (FHWA) in the State for the year reported above.

Number of motorcycle registrations per FHWA 63248

Submit State data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators in the State for the calendar year immediately prior to that calendar year of the most recent data submitted.

Immediately prior year	2014
Total # of motorcycle impaired crashes previous year	87

Enter the total number of motorcycle registrations per FHWA in the State for the year reported above.

Number of motorcycle registrations per FHWA previous year	64598
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Based on State crash data expressed as a function of 10,000 motorcycle registrations (using FHWA motorcycle registration data), experience at least a whole number reduction in the rate of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators. Positive number shows reduction.

Impaired crash rate change	1.14
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Enter the total number of motorcycle impaired crash fatalities in the State from the most recent final Fatality Analysis and Reporting System (FARS) data. Enter the year of the FARS data reported.

FARS year reported	2015
Total # of impaired involved motorcycle fatalities	8

Enter the total number of impaired motorcycle crash fatalities in the State from the final FARS data for the calendar year immediately prior to the year entered above. Enter the year of the final FARS data reported.

Immediately prior FARS year	2014
Total # of impaired involved motorcycle fatalities previous year	20

Experience a reduction of at least one in the number of fatalities involving alcohol-impaired and drug-impaired motorcycle operators for the most recent calendar year for which final FARS data are available as compared to the final FARS data for the calendar year immediately prior to that year.

Impaired fatality change	12
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Enter a description of the State's methods for collecting and analyzing data.

New Mexico's Methods for Collecting and Analyzing Data On the Number of Reported Crashes Involving Alcohol and/or Drug-impaired Motorcyclists in 2014 and 2015, including New Mexico's Efforts to Make Reporting of Alcohol and/or Drug-impaired Motorcyclist Crashes as Complete as Possible.

CRASH DATA COLLECTION

State crash data collection is via police reported crashes that occur on public roadways and involve injuries or property damage in excess of \$500. State uniform crash reports are completed on a standardized form statewide and are required to be submitted to the NMDOT Crash Records Unit within 24 hours of completion of the crash investigation. The NMDOT processes the paper-based or electronic reports and sends them to the University of New Mexico Traffic Research Unit for entry into the crash database using a quality control process. Vehicle type coding and seat position coding from the crash file are used to identify motorcycles in the crash database (ATVs are excluded as a motorcycle type). Alcohol or drug-impaired motorcyclists in crashes are indicated on the uniform crash report as the motorcycle driver being under the influence of alcohol or drugs at the time of the crash.

CRASH DATA ANALYSIS AND REPORTING

The University of New Mexico Geospatial and Population Studies Traffic Research Unit (TRU) conducts analyses of traffic crash data, including motorcycle crash data, for the NMDOT. TRU maintains a website where reports generated from the data analyses can be accessed: <http://www.dgr.unm.edu/index.html>. Reports are available to law enforcement, traffic safety partners and the general public via the TRU website.

The annual New Mexico Traffic Crash Report and the New Mexico DWI Report include detailed analyses on motorcycle crash and crash fatality data. These and other topic specific reports provide motorcycle data on total crashes, fatal crashes, rates of crashes, crashes by severity, helmet use, severity of injury by helmet use, light conditions, motorcycle drivers and passengers in crashes by age & sex, motorcyclist fatalities by age & sex, top factors in crashes, alcohol or drug-involved crashes, alcohol or drug-involved MC driver in crashes, alcohol or drug-involved crash severity, alcohol-or drug involved crashes by age & sex, and top five counties for motorcycle crashes and alcohol or drug-involved motorcycle crashes.

CRASH DATA COMPLETENESS EFFORTS

Efforts to ensure completeness in reporting include regular monitoring of the number of uniform crash reports submitted by law enforcement agencies. If the number of reports submitted is substantially lower compared to previous years, the NMDOT Crash Records Unit will contact the agency to determine if there are problems/issues in submitting the reports on a timely basis.

As part of data entry process, the TRU conducts regular quality control processes to ensure that crash reports are complete and contain all critical variables. Critical variables include, but are not limited to, crash report number, date, location, time of day, sex and age of individuals involved, injury code, alcohol or drug

involvement, helmet use, and vehicle type. TRU tracks report errors by agency and notifies the Crash Records Unit of any significant issues so the Unit can follow-up with the agency to obtain the needed data and resolve the issues.

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Data State

To demonstrate compliance as a Data State, upload the following items in the in application documents section: data or documentation from official state records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show that revenues collected for the purposes of funding motorcycle training and safety programs were placed into a distinct account and expended only for motorcycle training and safety programs.

Documents Uploaded

20600_FY17 MC Fund letter 05.29.18.pdf

MC Invoice Documentation.xlsx

13 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

Part 1300 CA 04 12 18 v2.Certification.pdf

