



2021 Highway Safety Plan

TRAFFIC SAFETY DIVISION

Michelle Lujan Grisham, Governor
Michael R. Sandoval, Cabinet Secretary
Governor's Representative for Highway Safety

July 2020

Table of Contents

I. Introduction	2
II. Highway Safety Planning Process	2
III. Performance Report	11
IV. Performance Plan	12
V. Program Area Problem ID, EB Strategies, Projects and Funding	16
ID (Alcohol and Drug) Program Plan	16
Occupant Protection Program Plan	32
Police Traffic Services Program Plan	33
Motorcycle Safety Program Plan	45
Pedestrian and Bicyclist Safety Program Plan	49
Media and Marketing Plan to Support TS Programs	53
Traffic Records Program Plan	56
Driver Education and Safety Program Plan	59
Planning and Administration	64
VI. Strategy Selection and EB Enforcement	67
NMDOT Evidence-Based Traffic Safety Enforcement Plan	67
Acronyms	74
Performance Plan Data Charts	75
405 Grants Supporting Documentation	79

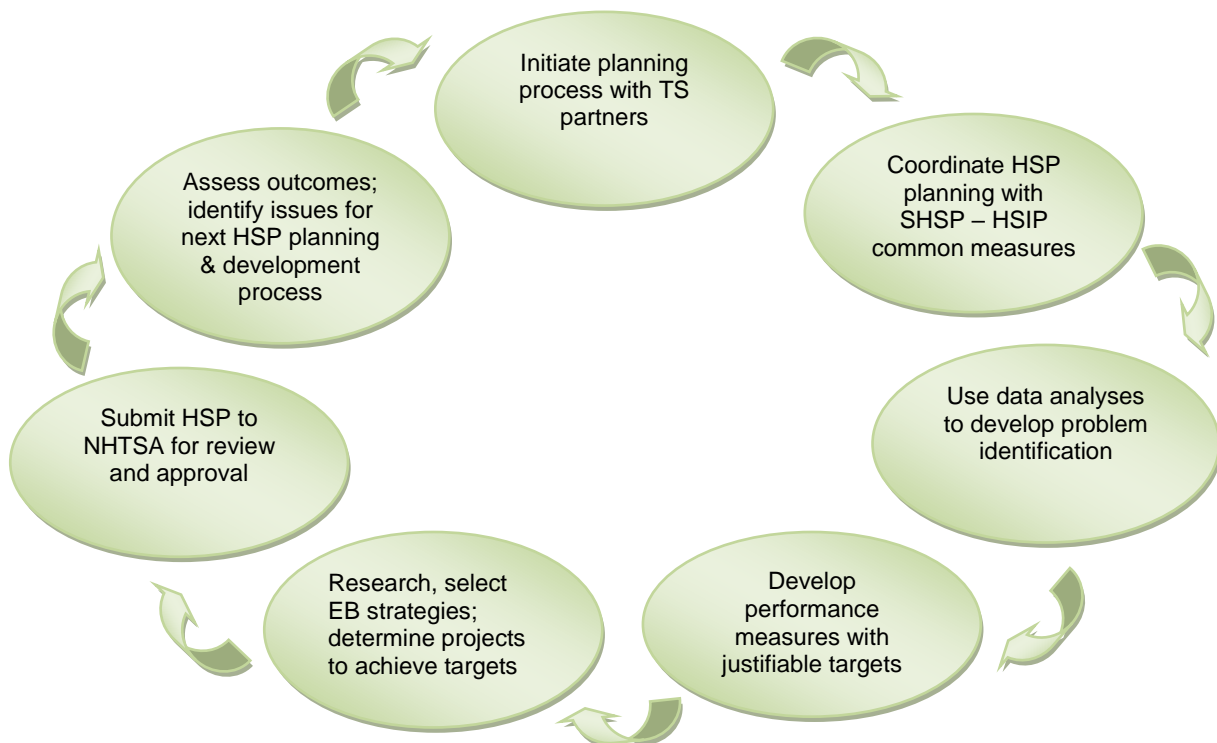
I. Introduction

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

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

II. Highway Safety Planning Process

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



a. Highway Safety Problem Identification Process

1. Meetings and Data Review

The problem identification process was conducted primarily between January and June of 2020, 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 and the annual DWI Report produced by the University of New Mexico Traffic Research Unit (UNM/TRU), and the most recent highway data. These reports provide detailed state, county and city level data, data on where and when crashes and fatalities occur, contributing factors in crashes, and who is primarily involved in these incidents. High crash locations are identified by county and city intersections, and rural highway corridors.

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

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

As part of the problem identification process, UNM/TRU made a data presentation to the NMDOT and TSD staff, and traffic safety partners at its May HSP Meeting. Due to the 2020 Coronavirus pandemic, a webinar was conducted for this meeting.

For each NHTSA/GHSA performance measure, ten years of FARS and preliminary State data was presented (2010-2019), along with 2020 and 2021 projected data. The charts included both annual and five-year moving average data. Statewide and county or city rankings data were detailed for a number of measures including: crashes, fatalities (total, rural, urban), alcohol-involved crashes, alcohol-involved fatalities, serious crash injuries, motorcyclist fatalities, pedestrian fatalities and speeding-related fatalities. TRU staff and partners discussed any caveats of the data, and how such any such issues could potentially impact the problem identification process.

2. Determining Highest Priorities Based on Problem ID Process

Following the data presentation by the UNM/TRU, TSD staff, traffic safety partners and TRU presenters discussed the implications of the data and determined priorities 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 Traffic Safety (TS) Partners

The TSD conducted a webinar for its May HSP Partner Meeting, and TSD partners were well represented. Partners not able to participate in the webinar were provided with a copy of the presentation and comments received were considered.

4. Assessments

Recommendations from the most recent Impaired Driving, Standard Field Sobriety Testing (SFST) and Traffic Records assessments are integrated into the Impaired Driving Plan and the Traffic Records Strategic Plan. Assessment recommendations are used to identify needs, and to develop strategies and projects to improve programs and outcomes.

b. Highway Safety Performance Measures and Target Setting Process

1. Meetings

Staff from NMDOT's Traffic Safety Division and the Statewide Planning Bureau, NM FHWA, and planning and data contractors conducted meetings between January and March 2020 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 between March and June 2020 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 at the HSP Data Presentation to Partners webinar in May. Annual data and five-year moving averages data were presented for each proposed performance measure. Data charts included final FARS and/or State data for each year 2010–2017, FARS 2018 annual report file (ARF) data, 2018 final State data, and preliminary 2019 State data (2019 behavioral data is final; 2019 alcohol-impaired fatalities data is projected). 2020 and 2021 data are projected based on a liner regression (best fit straight line). 2017 and 2018 fatality rate data use 2017 and 2018 NMDOT HPMS-published VMT (vehicle miles traveled) data; the fatality rates for 2019-2021 use NMDOT preliminary 2019 VMT.

In setting the 2021 HSP performance targets, TSD staff and traffic safety partners did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects (see below: b.3. Other – Review of Relevant Factors). Any variation in the targets from the data projections is detailed in the justification section for each performance measure.

2. Input Solicited from TS Partners

Due to the 2020 Coronavirus pandemic, the TSD conducted a webinar for its May Performance Measures & Target Setting Partner Meetings. TSD partners were well represented at the HSP webinar. Partners not able to participate in the HSP Performance Measures webinar were contacted to request their input on the proposed performance measure targets. Comments received were considered.

3. Other - Review of Relevant Factors

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

Discussions also included the continuing impact of industry factors, particularly in the southeastern part of the State where oil and gas companies are contributing to increased travel on interstate and rural roadways, mostly with utility and heavy load vehicles.

c. Evidence-Based Countermeasure Strategies Selection Process

1. Meetings

Between January and May, TSD program and planning staff and TS partners meet during HSP, staff and other meetings to discuss and select evidence-based countermeasure strategies and projects. Participants use both the Countermeasures That Work, 9th Edition, 2017 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008 as reference documents for their discussions.

Within each priority program area, discussions were focused on identifying feasible evidence-based strategies, and on 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

Due to the 2020 Coronavirus pandemic, the TSD conducted a webinar for its April Staff Presentation Partner Meeting. Staff discussed their ongoing projects and plans for 2021. TSD partners were well represented at the HSP webinar. Comments from partners were considered in the planning process.

3. Determining the Potential Impact of Countermeasure Strategies

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

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

4. Identifying funds from all sources

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

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

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

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

d. Participants in the Highway Safety Planning Process

- Traffic Safety Division (TSD) Director; TSD Program and Project Managers
- NHTSA – Region 6 Administrator
- 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
- Dept of Finance and Administration: Local Government DWI Program
- State Motor Vehicle Division
- NM Department of Health - Emergency Medical Services and Scientific Labs Division
- Administrative Office of the Courts; Bernalillo County Metro Court
- Office of the Attorney General; Traffic Safety Resource Prosecutor
- Regulation and Licensing Department – Alcoholic Beverage Control Division
- MPOs, Mid-Region Councils of Government
- University of New Mexico – Geospatial and Population Studies Traffic Research Unit; Center for Injury Prevention Research and Education; Continuing Education
- Safer New Mexico Now, including law enforcement liaisons
- New Mexico DRE
- RK Venture; Marketing Solutions; NM Broadcasters Association
- Mothers Against Drunk Driving
- TSD Planner/ Technical Writer

e. Description and Analysis of Overall Highway Safety Problems

Data from UNM/TRU 2018 NM Traffic Crash Report and 2018 NM DWI Report; 2018 State data are final

In 2018, there were 46,786 crashes* on New Mexico’s roadways. There were more people in crashes and more fatal crashes in 2018 than in 2017. The estimated 2018 total human capital cost of the 351 fatal crashes and 46,435 non-fatal crashes in New Mexico was \$1.6 billion.

*The total number of crashes reported via the State uniform crash report has increased markedly from 2015 to 2018, likely due to improved reporting and increasing electronic reporting by law enforcement agencies.

The top contributing factors in crashes were driver inattention, followed by failure to yield and following too closely. The top contributing factors in crash fatalities were alcohol/drug involved followed by driver inattention and excessive speed.

In 2018, a large majority of crashes occurred on urban* roadways (80.4%; down from 85.0% in 2017). Crashes on urban roadways resulted in 38.3 percent of fatalities and 73.7 percent of serious injuries; 50.8 percent of crash fatalities occurred on rural non-interstate roadways, and 11.0 percent on rural interstates.

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

In 2018, crashes in Eddy County increased by 27.5 percent compared to 2017, and crashes in Lea County increased by 67.4 percent while crashes in McKinley and Chaves counties decreased by between 1.4 and 2.1 percent. These four counties are similar in population size according to the revised 2017 & 2018 population estimates, however over the past few years, Eddy and Lea counties in the southeastern part of the State have experience heightened oil & gas sector activity.

There were 392 traffic fatalities in 2018, an increase of 3.2 percent from 2017; suspected serious injuries declined by 6.7 percent. The top counties for crash fatalities and serious injuries were Bernalillo, Doña Ana, San Juan, McKinley, and Eddy. These five counties accounted for 58.3 percent of all fatalities and serious injuries in crashes.

In 2018, Bernalillo, McKinley, San Juan, Lea, and Sandoval counties had the highest number of fatalities in crashes with 56.1 percent of the State's total. Preliminary 2019 State data indicate a 4.1 percent increase in overall crash fatalities from 2018, with Bernalillo, Doña Ana, San Juan, McKinley, and Lea counties accounting for 51.7 percent of these fatalities.

The numbers of hit-and-run crashes and crashes involving heavy trucks have increased in each of the past four years, as has the rate of teen drivers in crashes. In 2018, heavy trucks were involved in 5.7 percent of all crashes and 15.3 percent of all fatalities. Hit-and-run crashes were 17.9 percent of all crashes; 6.9 percent of all fatalities.

In 2018, 46.3 percent of all people in crashes were 15 to 34; they were 36.7 percent of those killed in crashes and 40.7 percent of those seriously injured. The teen (15-19) driver crash rate (per 1,000 NM licensed teen drivers) is 132.9, its highest level in the past five years, while the young adult (20-24) driver crash rate is 80.5, also at its highest level in the past five years.

Alcohol-involved crashes were 4.5 percent of all crashes, the same as in 2017, but down from 5 percent in 2014. Alcohol-involved crashes accounted for 38.8 percent of all crash fatalities, down by 44 percent from 2014. The number of alcohol-involved crash fatalities increased slightly in 2018 from 2017, but remained at 3.2 percent of all persons in an alcohol-involved crash.

Counties with the highest number of alcohol-involved crashes were Bernalillo (664; 31.8%), Doña Ana (200; 9.6%), Santa Fe (167; 8.0%), San Juan (161; 7.7%) and McKinley (158; 7.6%). The cities with the highest rates of alcohol-involved crashes per 10,000 city residents were Gallup (36.5), Taos (33.5), Shiprock (22.9), Zuni Pueblo (22.2) and Ruidoso (21.7).

Counties with the highest number of alcohol-involved fatal crashes were Bernalillo (37; 26.3%); San Juan (19; 13.5%); McKinley (12; 8.5%); Lea (11; 7.8%); and Sandoval (10; 7%). The cities with the highest rates of alcohol-involved fatal crashes per 10,000 city residents were Santa Ana Pueblo (32.8), Church Rock (17.7), Zuni Pueblo (4.8), Shiprock (3.6), Corrales (2.3), and Gallup (1.4).

The crash rate of NM resident alcohol-involved drivers, aged 20-24, was three times the statewide rate (per total number of licensed drivers), and they were 53.3 percent of alcohol-involved drivers in crashes. Under-21 (aged 15-20) alcohol-involved drivers in crashes rose by 7.4 percent from 2017.

Most unrestrained occupant fatalities (76.3%) and serious injuries (52.8%) occurred on rural non-interstate roads and on urban roads* (17.8% and 37.0%). Unrestrained occupant fatalities increased by 12.5 percent in 2018 from 2017, after declining by 18.4 percent in 2017 from 2016.

Only 0.1 percent of belted passenger vehicle occupants were killed in a crash compared with 11 percent of those who were unbelted. The percentage of unbelted passenger-vehicle occupant fatalities was about 100 times the percentage of belted passenger-vehicle occupant fatalities.

In 2018, motorcyclist fatalities fell by 14 percent from 2017, and serious injuries fell by 19.4 percent. Unhelmeted fatalities were reduced by 13 percent. Four percent of all motorcyclists in crashes were killed while 0.3 percent of all people in a crash were killed.

Alcohol/drug involvement was the top contributing factor in 46.2 percent of motorcycle fatal crashes. Excessive speed and driver inattention were the top factors in motorcyclist injury crashes.

In 2018, there were 84 pedestrian fatalities, the highest number in the past five years. Pedestrian fatalities were 21.4 percent of all traffic fatalities. Of all 84 pedestrian fatalities, almost 76 percent were in just 5 counties - Bernalillo (45.2%), San Juan County (9.5%), McKinley (9.5%), Santa Fe (7.1%) and Sandoval (4.8%). In pedestrian alcohol-involved crashes, 86.4 percent involved a pedestrian under the influence of alcohol; in 42 of 84 (1/2) of pedestrian fatalities, the pedestrian was under the influence of alcohol.

*Urban areas for crash years 2013-2017 include a ½-mile buffer extending out from those urban boundaries. Urban areas for 2018 and after do not include a buffer, which decreases the number of crashes classified as urban.

Identified Focus Areas

- High-Risk Locations: Bernalillo, Doña Ana, Santa Fe, Sandoval, Eddy, San Juan, Lea, Chaves and Curry counties
- Crashes/Serious Injuries: Urban roadways; Crash Fatalities: Rural non-interstate roadways
- High-Risk Persons: Pedestrians/Impaired Pedestrians; Unrestrained Vehicle Occupants; Alcohol-Impaired Motorcyclists; Teen Drivers and Drivers aged 20-34; Male Impaired Drivers
- High-Risk Activities: Distracted Driving; Impaired Driving; Speeding; Unbelted

f. Solicitation of Proposals and Project Selection Processes

Once countermeasures for identified problems or issues were determined, TSD used three project solicitation methods. The primary method is an annual review of ongoing law enforcement projects with State, local and tribal governments. These multi-year contracts go through a renewal process to determine progress towards achieving goals and to update operational plans and budgets. Only those projects making measurable progress towards State and local goals are selected to continue.

For new projects, TSD directly solicits proposals from interested traffic safety partners or posts 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 discuss the proposals and score them based on merit and proposed costs.

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

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

g. Information and Data Sources Consulted

Federal : Fatality Analysis Reporting System (FARS); NHTSA Countermeasures That Work, 9th Edition 2017; Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008; NHTSA Traffic Safety Performance Measures for States and Federal Agencies; GHSA Guidance for Developing Highway Safety Plans, March 2019 update; FMCSA and FHWA traffic-related statistics; and US Census Bureau population statistics.

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

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

Driver and Vehicle Data Systems: The State Motor Vehicle Division (MVD) Tapestry driver and vehicle database system addresses a number of recommendations from the latest State Traffic Records Assessment including field edit and validation checks to ensure accurate data, capturing vehicle brand information and brand history from other states, flagging stolen vehicles, real-time checks between Tapestry and a variety of other systems, such as the problem driver pointer system and the commercial driver licensing system. The MVD is currently issuing new or renewal vehicle registrations with a readable barcode so law enforcement can electronically capture vehicle registration data on crash reports, traffic citations and other related reports, thus increasing the accuracy of this data. The MVD continues to work with the Administrative Office of the Courts to electronically receive scanned images of traffic citations and other court documents.

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

Roadway Data System: NMDOT's Roadway Inventory System is an Esri* Roads and Highway database that provides information on vehicle miles traveled, roadway usage, speed monitoring, and road characteristics. NMDOT collects a photo-log of all paved state-owned and non-state owned routes on the National Highway System and Federal Aid System, and is manually collecting MIRE fundamental data elements on these routes.

The NMDOT is part of in the FHWA's Applications of Enterprise GIS for Transportation (AEGIST) pooled fund study, which includes best practices on building MIRE intersections features within a linear referencing system. NMDOT is currently reviewing various datasets from around the state (i.e., county, MPO, Navajo Nation) for data on non-state owned roads.

*Environmental Systems Research Institute

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

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

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

To coordinate the development of common measure targets for the FFY21 HSP and the annual HSIP, staff from the Traffic Safety and Planning Divisions, NM FHWA, and data and planning contractors held meetings between March and June 2020. Twelve years of annual and five-year moving average data was reviewed for each of the common measures, including 2010-2017 final FARS or State data, preliminary 2018 FARS data and/or final 2018 State data, preliminary 2019 State data and projected data for 2020 and 2021. 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 2021 performance targets for the three common measures for the HSP and HSIP.

The NMDOT will begin the 2021 SHSP planning process in the fall, with participation of SHSP partners including the NM State Police, BIA Tribal Government, NM FHWA, NMDOH, the Courts, Education, MVD, and other local, private, non-profit and local and regional agencies and organizations.

III. Performance Report

Outcome measure data, with the exception of motorcyclist, unhelmeted motorcyclist and pedestrian fatalities, are based on 5-year rolling averages. Motorcyclist, unhelmeted motorcyclist and pedestrian fatalities, and the behavioral measure are based on annual data. CM=common outcome measure; OM=outcome measure; B=behavioral measure; S=State measure

	Performance Outcome Measures	2017 Baseline	2020 HSP Target	2020 Projected Data	Difference (Projected vs. 2020 Target)	Status
CM-1	Limit the Increase - Total Fatalities	355.8	401.9 (5 yr)	405.0	+3.1	In Progress
CM-2	Reduce Serious Injuries	1235.6	1074.2 (5 yr)	1075.3	+1.1	In Progress
CM-3	Limit the Increase - Fatality Rate	1.314	1.429 (5 yr)	1.462	+0.033	In Progress
OM-4	Limit the Increase - Unrestrained Occupant Fatalities	105	129 (5 yr)	113	-16	In Progress
OM-5	Limit the Increase – Alcohol-impaired Fatalities	111	126 (5 yr)	112	-14	In Progress
OM-6	Limit the Increase – Speeding-related Fatalities	134	142 (5 yr)	145	+3	In Progress
OM-7	Reduce Motorcyclist Fatalities	53	51 (1 yr)	54	+3	In Progress
OM-8	Reduce Unhelmeted MC Fatalities	35	29 (1 yr)	30	+1	In Progress
OM-9	Limit the Increase - Under-21 Drivers in Fatal Crashes	43	51 (5 yr)	53	+2	In Progress
OM-10	Limit the Increase - Pedestrian Fatalities	74	92 (1 yr)	87	-5	In Progress
OM-11	Limit the Increase - Bicyclist Fatalities	4	6 (5 yr)	7	+1	In Progress
		2018 Baseline	2020 HSP Target	2020 Projected Data	Projected vs. 2020 Target	Status
B-1	Increase Seatbelt Use Percent	90.2	90.4 (1 yr)	91.8	+1.4	In Progress

State Measures

	Performance Measure	2020 HSP Target	2020 Projected Data	Projected vs. 2020 Target	Status
S-1	Maintain A&A Survey Respondents Reporting Hearing/ Seeing TS Safety Messaging	80% (1 yr)	Not yet Available	Not Available	In Progress
S-2	Fatalities in Distracted Driving Crashes	140 (5 yr)	157	+17	In Progress

	TR Performance Measure 4/1/2018-3/31/2019 to 4/1/2019-3/31/2020	2020 HSP Target	2020 State Data	State Data vs. 2020 Target	Status
S-3	Increase the accuracy of vehicle registration data on uniform crash reports and citations by increasing the number of the barcode vehicle registrations issued	550,000 barcode registrations	1,846,714 barcode registrations issued	+1,296,714 barcode registrations issued	Achieved & Exceeded
S-4	Increase the accuracy of the crash database by increasing the number of database elements available to be verified after data entry	20 database elements	N/A - The new uniform crash report with these fields was not implemented in the PM time period.		

Activity Measures

	FFY18	FFY19
Number of seatbelt citations issued during grant-funded enforcement activities	10,091	9,473
Number of impaired driving arrests made during grant-funded enforcement activities	2,128	2,513
Number of speeding citations issued during grant-funded enforcement activities	41,354	49,520

IV. Performance Plan

NHTSA CORE MEASURES

Performance measure baselines are based on 2014-2018 FARS final or ARF (annual report file) data or on final State data; Seatbelt use baseline is based on final State data.

Targets are based on final 2017 & 2018 FARS final or ARF data and 2019 preliminary State data, or on 2017 & 2018 final State data and 2019 preliminary State data. All 2020 & 2021 projections are based on a liner regression (best fit straight line). Behavioral measure target is based on final 2019 & 2020 State data (2019 seatbelt use repeated for 2020 due to no 2020 survey anticipated due to COVID-19) and on 2021 projected data.

2017 and 2018 fatality rate data use 2017 and 2018 NMDOT HPMS-published VMT (vehicle miles traveled) data; the fatality rates for 2019-2021 use NMDOT preliminary 2019 VMT. Data charts are on pages 75-78.

C1: Total Traffic Fatalities – Common Measure

Baseline Value:	372.0	Baseline Years:	2014-2018
Target Value:	411.6	Target Years:	2017-2021

Justification: Five-year average fatalities rose by 5.6 percent between 2014 and 2018, and preliminary and projected data indicate that fatalities will continue to increase, but by a higher 15.6 percent between 2017 and 2021. The State has determined to set a five-year average target at the projected level of 411.6.

C2: Total Suspected Serious Injuries – Common Measure

Baseline Value:	1184.2	Baseline Years:	2014-2018
Target Value:	1030.5	Target Years:	2017-2021

Justification: Five-year average serious injuries fell by 24.3 percent between 2014 and 2018. Preliminary and projected data indicate the number of serious injuries will decrease by 16.6 percent between 2017 and 2021. The State has determined to set the five-year average target at the projected level of 1030.5.

C3: Fatalities per 100M VMT – Common Measure

Baseline Value:	1.372	Baseline Years:	2014-2018
Target Value:	1.486	Target Years:	2017-2021

Rural	Target Value:	1.40	Target Years:	2017-2021
Urban	Target Value:	1.75	Target Years:	2021

Justification: The five-year average fatality rate fell by 1.15 percent between 2014 and 2018, but is projected to increase by 11.48 percent between 2017 and 2021. The State has determined to set the five-year average target at the projected level of 1.486.

C4: Unrestrained Vehicle Occupant Fatalities

Baseline Value	112	Baseline Years	2018
Target Value	114	Target Years	2021

Justification: Unrestrained occupant fatalities rose by 7 percent in 2018 from 2017, but preliminary and projected data indicate relatively stable numbers of these fatalities through 2021. Given the State's BKLUP enforcement and awareness campaign and participation in the National CIOT, the State has determined to set the annual projection of 114 as the 2021 target.

C5: Alcohol-impaired Fatalities

Baseline Value	111	Baseline Years	2014-2018
Target Value	110	Target Years	2017-2021

Justification: Five-year average alcohol-impaired fatality data show a relatively stable trendline from 2014 to 2018, and projected data through 2021 shows the trendline remaining stable. Given this data and the State's continued focus on reducing drunk driving through ENDWI and the National Drive Sober or Get Pulled Over enforcement and media efforts, the State has determined to set the five-year average projection of 110 as the 2021 target.

C6: Speeding-related Fatalities

Baseline Value	132	Baseline Years	2018
Target Value	155	Target Years	2021

Justification: Speeding-related fatalities rose by 10.6 percent in 2016 from 2014, and then fell by 9.6 percent in 2018 from 2016. Preliminary data indicate that speeding-related fatalities were 36.8% of all crash fatalities in 2019, and projected data show these fatalities increasing again in 2020 and 2021. Given these anticipated increases, the State has determined to set the annual projection of 155 as the 2021 target.

C7: Motorcyclist Fatalities

Baseline Value	45	Baseline Years	2018
Target Value	56	Target Years	2021

Justification: Annual 2018 motorcyclist fatality data show a 15.1 percent decline in fatalities from 2017, but preliminary and projected data indicate these fatalities returning to 2017 levels. The State has determined to set the annual projection of 56 as the 2021 target.

C8: Unhelmeted Motorcyclist Fatalities

Baseline Value	26	Baseline Years	2014-2018
Target Value	30	Target Years	2017-2021

Justification: Five-year average motorcyclist fatality data show that unhelmeted fatalities fell from 35 in 2014 to 27 in 2016. Data show these fatalities remaining at 26 through 2019, but projections indicate increases in 2020 and 2021. The State has determined to set the five-year projection of 30 as the 2021 target.

C9: Under-21 Drivers in Fatal Crashes

Baseline Value	44	Baseline Years	2018
Target Value	61	Target Years	2021

Justification: Annual data show these fatalities increased sharply in 2016, and then fell again in 2017 and 2018. Preliminary and projected data indicate a steady rise in these fatalities in 2019 and through 2021. The State has determined to set the annual projection of 61 as the 2021 target.

C10: Pedestrian Fatalities

Baseline Value	83	Baseline Years	2018
Target Value	91	Target Years	2021

Justification: Pedestrian fatalities increased by 28 percent in 2015 from 2014, then rose by 37 percent in 2016, and have continued to increase. Preliminary and projected data indicate that pedestrian fatalities will increase by 9.6 percent in 2021. The State has determined to set the annual projection of 91 as the 2021 target.

C11: Bicyclist Fatalities

Baseline Value	11	Baseline Years	2018
Target Value	9	Target Years	2021

Justification: Bicyclist fatalities spiked from a low of 2 in 2017 to 11 in 2018. Preliminary and projected data indicate a decrease in these fatalities in 2019, but a nominal rise into 2021. The State has determined to set the annual projection of 9 as the 2021 target.

B1: Seatbelt Use Percentage

Baseline Value	91.8%	Baseline Year	2019
Target Value	91.0%	Target Year	2021

Justification: New Mexico's observed seatbelt use percentage has remained above 90 percent since 2011. The State anticipates being able to maintain its seatbelt use above 90 percent in 2021 and determines to set the annual projection of 91.0% as the 2021 target.

STATE MEASURES

Traffic Records

Data Entry Verification - Crash Database

Increase the accuracy and completeness of the crash database by increasing the number of database elements available to be verified by the data entry supervisor from 15 elements in the period 4/1/2019 to 3/31/2020 to 20 elements in the period 4/1/2020 to 3/31/2021. Verification is for the 2019 version of the uniform crash reports submitted and sent to NMDOT as hard copies. (State) (Annual)

Justification: Verification by the data entry supervisor is the checking that data entry was accurately completed. Increasing the number of database elements available to be verified increases crash database accuracy and completeness. Upgrading the Kofax data-capture system, upon implementation of the 2019 uniform crash report form, will allow verification of more elements.

Electronic Penalty Assessment Citations - Citation/Adjudication Database

Increase the accuracy and timeliness of penalty assessment citations sent to the Motor Vehicle Division (MVD) by law enforcement by increasing electronic citation submissions from 0 in the period 4/1/2019 to 3/31/2020 to 10 percent of all citation submissions for the period 4/1/2020 to 3/31/2021. (State) (Annual)

Justification: During the post-measure period, law enforcement agencies will begin sending TraCS generated penalty assessment citations directly to the MVD citation data system. Electronic citations allow for accuracy and completeness checks, and citations will be transmitted to the MVD on a timelier basis.

Police Traffic Services

Reduce the number of fatalities in distracted driving crashes from 154 in 2018 to 153 by December 31, 2021. (State) (5-year averages)

Justification: Five-year average data indicate the State can anticipate a nominally lower average number of fatalities in distracted driving crashes in 2021 from 2018, and the State has determined to set the five-year projection as the 2021 target.

Public Information

Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information campaign messages/slogans at or above 80 percent in 2021. (State) (Annual)

Planning and Administration

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

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

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

Alcohol/Impaired Driving Program Plan

New Mexico's Traffic Safety Division (TSD) utilizes a performance-based, evidenced-based, data-driven enforcement program designed to influence impaired driving behavior and reduce impaired driving (alcohol and drug) crashes, fatalities and injuries. Impaired driving enforcement operations involve State, city, county and tribal law enforcement agencies and are coordinated with high-visibility media and public awareness activities. The TSD manages and provides funding for numerous programs and projects focused on individual and multi-agency DWI enforcement and intervention efforts, and on comprehensive awareness and prevention activities.

New Mexico continues to maintain and enforce a comprehensive set of stringent DWI laws, including:

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

DWI Workgroup Authority and Basis for Operation of the Task Force

I. Program Management and Strategic Planning

• Task Forces or Commissions

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 agency staff of management level or above and of other advocates interested in working together to fight DWI. Member affiliations include law enforcement, criminal justice, prosecution, adjudication, probation, driver licensing, ignition interlock, data and traffic records, treatment and rehabilitation, public health, prevention and public outreach and communications.

The Workgroup meet quarterly to share information, review relevant assessment recommendations and data, and discuss strategies or reducing ID-related traffic crashes, fatalities and injuries on New Mexico's public roadways. The Workgroup members also provided updated information for the 2020 Impaired Driving Plan that incorporates a number of recommendations from the latest Impaired Driving and Standard Field Sobriety Test (SFST) assessments. The DWI Workgroup approved the 2020 Impaired Driving Plan in July 2020.

DWI WORKGROUP MEMBERSHIP

<i>Department/Agency</i>	<i>Title</i>	<i>Name</i>	<i>Affiliation</i>
Administrative Hearings Office	Chief Hearing Officer	Brian VanDenzen	Judiciary
Administrative Office of the Courts	NM Senior Statewide Program Manager for Problem Solving Courts	Robert Mitchell	Judiciary
Administrative Office of the Courts	AOC Judicial Information Division	Suzanne Winsor	Judiciary
Attorney General Office	Traffic Safety Resource Prosecutor	Brett Barnes	Prosecutor
BRV Consulting	New Mexico State DRE Coordinator	Lt. Charles Files	Local
Bureau of Indian Affairs	Highway Safety Director	Lawrence Robertson	Federal
Corrections Department	To Be Assigned by Cabinet Secretary	TBD	Executive
County DWI Affiliate – Lea County	Chair	Kelly Ford	Local
Dept of Finance and Administration	Local DWI Bureau Chief	Julie Krupcale	State
Department of Health	Alcohol Epidemiologist	Annaliese Mayette	State
Department of Public Safety	Sergeant, DWI Unit	Kurtis Ward	Executive
Department of Transportation	Traffic Safety Division Director	Jeff Barela	Executive
Department of Transportation	Executive Manager, Modal Divisions	Franklin Garcia	Executive
Department of Transportation	Tribal Liaison	Ron Shutiva	Executive
Department of Transportation	Communications Director	Marisa Maez	Executive
Department of Transportation	Planning Bureau Chief	Jessica Griffin	Roadway
Department of Transportation	Traffic Records Bureau Staff Manager	Sophia Roybal-Cruz	State
Department of Transportation	Impaired Driving, Enforcement and Occupant Protection Staff Manager	Kimberly Wildharber	State
Department of Transportation	Program Manager, Ignition Interlock	Esteban Trujillo	State
DWI Resource Center	Executive Director	Linda Atkinson	Advocate
Federal Highway Administration	Safety Engineer	Luis Melgoza	Federal
Human Service Department (BHSD)	Prevention Director	Karen Cheman	Executive
Marketing Solutions	President	Laura Garcia	Media
Bernalillo County Metro Court	Court Executive Officer	Robert Padilla	Judiciary
Mothers Against Drunk Driving	Program Director	Lindsey Valdez	Advocate
Department of Health (EMS)	Bureau Chief	Kyle Thornton	State
Department of Health (SLD)	Scientific Laboratory Division Director	Samuel Kleinman	State
NHTSA	Regional Program Manager	Barbara Penny	Federal
NM Association of District Attorneys		Henry Valdez	Prosecutor
Pricehall Research Inc.	Director	Ilene Hall	Planning
R.K. Venture	Director	Richard Kuhn	Media
Regulation and Licensing Department	Alcohol and Gaming Division Director	MaryKay Root	Executive
Safer New Mexico Now	Chief Executive Officer	Lisa Kelloff	Advocate
Safer New Mexico Now	Law Enforcement Liaison	Karl Wiese	Enforcement
Santa Fe County	Santa Fe County DWI Coordinator	Lupe Sanchez	Local
Southwest Training Consultants LLC	Owner	Kevin Bruno	Enforcement
Taxation and Revenue Department	MVD - DWI Compliance	Thomas Glover	State
Taxation and Revenue Department	Motor Vehicle Division Deputy Director	Marcos Martinez	Executive
University of New Mexico (TRU)	Director	Robert Rhatigan	Executive
Southwest Training Consultants LLC		Robert Shilling	Enforcement
Boys & Girls Clubs of America	Lead Director, Government Relations	Joyce Glasscock or	Advocate

Program Area Problem Identification

Data from UNM/TRU 2018 NM Traffic Crash Report and 2018 NM DWI Report; 2018 State data are final

In 2018, there were 2,090 alcohol-involved* crashes, 152 fatalities and 168 serious injuries; 40.2 percent of all fatal crashes were alcohol-involved. Alcohol-involved fatal crashes increased by 7.6 percent compared to 2017 and fatalities rose by 3.4 percent, but serious injuries fell by 1.2 percent.

San Juan County, with 6 percent of the State's population accounted for 13.5 percent of all alcohol-involved fatal crashes; McKinley County with 3.4 percent of the population accounted for 8.5 percent.

Of the ten counties with the highest number of alcohol-involved fatal crashes, the highest alcohol-involved fatal crash rates per 10,000 residents were in Catron (14.0), Rio Arriba (1.8), Taos (1.8), McKinley (1.7), Lea (1.6), and San Juan (1.5). The highest rates per 100 million vehicle miles traveled were in Catron (3.1) and Taos (1.5) counties.

The top five counties for fatalities and serious injuries in alcohol-involved crashes were Bernalillo, San Juan, McKinley, Doña Ana and Sandoval. These counties accounted for 61 percent of all alcohol-involved fatalities and serious injuries.

Preliminary 2019 data indicate fewer alcohol-involved fatalities compared to 2018; however, counties showing increases in these fatalities in 2019 included Doña Ana (+4), Eddy (+4), Luna (+4) and Lincoln (+3). There were 1,518 alcohol-involved crashes and 60 fatalities on urban roads; 499 alcohol-involved crashes and 86 fatalities on rural non-interstate roads; and 73 alcohol-involved crashes and 6 fatalities on rural interstate roads in 2018.

Most rural crashes occurred in dark-not lighted conditions; urban crashes in dark conditions.

In 2018, most alcohol-involved crashes (55%) and fatal alcohol-involved crashes (59.6%) occurred 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 time period for alcohol-involved crashes was from 6 p.m. to midnight, but there was a substantive increase at 3 p.m. that was sustained at high levels until 3 a.m. On Friday nights and Saturday nights, most alcohol-involved crashes occurred between 4 p.m. and 3 a.m.

Male drivers under age 21 were 3.5 times more likely than female drivers under age 21 to be an alcohol-involved driver in a crash. Young adult males (aged 20-24) were 2.6 times more likely than young adult females to be an alcohol-involved driver in a crash. Overall, male drivers accounted for 69.3 percent of all alcohol-involved drivers in crashes and were 2.3 times more likely than females to be an alcohol-involved driver in a crash.

Based on the number of licensed drivers in New Mexico, the 2018 crash rate of alcohol-involved drivers aged 20 to 24 was three times the statewide rate; the crash rate of alcohol-involved drivers aged 25-29 was twice the statewide rate. Drivers aged 20-39 were 63.1 percent of alcohol-involved drivers in crashes.

Projected data indicate there were 125 DWI/alcohol-impaired** fatalities in 2018. These 125 fatalities accounted for 32 percent of all crash fatalities. The number of DWI/alcohol-impaired fatalities is projected to rise by 7.2 percent in 2020 from 2018. In DWI arrests where BAC levels were known, 84 percent had levels above .08 g/dl; 68 percent had BAC levels of .16 and above. In 2018, 28 percent of persons refused to take a BAC test.

In 2018, there were 10,205 DWI arrests, 18 percent fewer than in 2014. Of the 10,205 DWI arrests, 25.6 percent were in Bernalillo County, 11.9 percent in San Juan County, 9.1 percent in Doña Ana County, 7.8 in

Santa Fe County; and 6.4 in McKinley County. Of the 2018 DWI arrests, 45 percent resulted in convictions; 9 percent resulted in dismissals, and 46% were awaiting disposition as of July 2019.

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

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

***DWI/alcohol-impaired – NM's legal limits are .08 for non-commercial drivers older than age 21, .04 for commercial vehicle drivers, and .02 for drivers younger than age 21.*

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

Identified Focus Areas

High-Risk Locations: Catron, Rio Arriba, Taos, McKinley, San Juan counties; urban roads/rural non-interstate

High-Risk Demographic: Teen males and males 20-39

High-Risk Times/ Conditions: Friday-Sunday; 6 p.m. to 3 a.m.; Dark conditions

Performance Measure Targets

NHTSA C5: Alcohol-impaired Fatalities

2014-2018 Baseline	111	2017-2021 Target	110
--------------------	-----	------------------	-----

STATE: Public Information

Maintain the percentage of Attitude and Awareness Survey respondents that report having heard or seen NMDOT or NHTSA traffic safety public information messages/slogans at or above 80 percent in 2021.

Rationale for Selected Countermeasure Strategies

Impaired Driving Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 9th Edition, 2017 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for reducing impaired driving crashes and the incidence of DWI. Strategies are based primarily on high-visibility and sustained enforcement combined with law enforcement training, communications and outreach, and support of the judiciary.

The following strategies encompass the NMDOT's primary impaired driving countermeasures and align with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – Enforcement and Training

The NMDOT/TSD manages a performance-based, evidence-based, data-driven enforcement program designed to influence impaired driving behavior. Enforcement of DWI laws is essential for reducing crashes, fatalities and injuries due to impaired driving. Unfortunately, many New Mexico law enforcement agencies continue to experience high rates of turn-over and are finding it challenging to maintain an optimal number of law enforcement officers for their jurisdictions. Given this situation, it can be difficult for agencies to commit their limited number of officers to work overtime on TSD grant-funded enforcement activities. Despite this, in FFY19, TSD high-visibility enforcement projects utilizing both Federal and State funds resulted in over 2,500 DWI arrests.

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

Annually, over 50 county, city, 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 directed enforcement. In support of National initiatives, and barring any ongoing impacts of COVID-19, New Mexico plans to participate in a number of NHTSA National campaigns including:

- Drive Sober or Get Pulled Over Crackdown (Holiday Season December 2020-January 2021)
- Drive Sober or Get Pulled Over Crackdown (Fourth of July 2021)
- Drive Sober or Get Pulled Over National Enforcement Crackdown (August/September 2021)

These campaigns coincide with the NMDOT statewide ENDWI enforcement activities which are paired with high-visibility media campaigns. In addition, the NMDOT issues a press release prior to each statewide mobilization. In FFY21, an estimated 57 State, county, city and tribal law enforcement agencies are expected to participate in ENDWI, Superblitz and the National Campaigns. The State will provide NHTSA with FFY21 law enforcement participation and activity data in the FFY21 Annual Report.

The NMDOT funds a project for a traffic safety resource prosecutor (TSRP) and an administrative assistant whose time is focused on increasing the likelihood that DWI arrests will lead to prosecution and convictions by providing judicial education, training and technical support to judges, prosecutors and law enforcement agencies. These efforts increase knowledge about impaired driving laws, including minimum mandatory sanctions, ignition interlock laws and sentencing guidelines. In FFY21, the TSRP and administrative assistant will also coordinate and participate in the Courts to School program to educate youth on the dangers and consequences of DWI. COVID-19 related social distancing orders may impact the Courts to School program as presentations are conducted with a large audience of high school students. The TSRP positions are housed in the NM Attorney General's office.

TSD-funded training, including Standardized Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), DWI Checkpoints, and Advanced Roadside Driving Impairment Enforcement (ARIDE) is available to law enforcement officers at low or no cost. In FFY21, 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 conduct DWI-directed patrols and to participate in statewide ENDWI Superblitz/Miniblitz enforcement campaigns, and the Holiday Season and August National Crackdown enforcement campaigns to ensure coverage of at least 95 percent of the State
- b) providing SFST, DRE, ARIDE and other training opportunities so law enforcement officers are current on all necessary certifications and to improve their ability to identify impaired drivers
- c) providing funds for a TSRP to train law enforcement, prosecutors, and others involved with prosecuting or managing DWI cases and to provide education on DWI issues including arrest, adjudication, sentencing, screening, treatment, ignition interlock requirements and new developments in the relevant laws

- d) working cooperatively with New Mexico tribes and the Navajo Nation to reduce death and injury due to DWI, and to identify problems in arresting and adjudicating DWI offenders
- e) continuing to explore new public policy options to reduce death and injury due to impaired driving and to strengthen existing laws

(Countermeasures That Work, 9th Edition, 2017 - Chapter 1, Alcohol- and Drug-Impaired Driving: Section 1. Deterrence: Laws; Section 2: Deterrence: Enforcement; Sections 7.1 Enforcement of Drug-Impaired Driving and 7.2 Drug-Impaired Driving Laws. Chapter 5, Motorcycle Safety: Section 2.1 Alcohol-Impaired Motorcyclists: Detection, Enforcement and Sanctions. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy – Prosecution and Adjudication

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

Currently, there are ten DWI/ Drug Courts in New Mexico that focus on DWI cases, and there are another 41 problem-solving court programs (adult, juvenile, family dependency) that handle a broad range of drug or behavioral health-involved cases. These courts operate in 27 of New Mexico's 33 counties at district, metropolitan, magistrate and municipal court levels. DWI/ Drug courts are grounded in evidence-based practices, have been found to reduce recidivism by as much as 50-60 percent and are less expensive than incarceration of the offender. Conservative estimates by researchers show that for every \$1 invested in DWI/Drug Courts, the justice system saves \$3.36. The community saves up to \$12 (per \$1 investment) on reduced emergency room visits and other medical care, foster care and property loss.

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

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

In early 2020, the NMDOT/TSD applied for and received an American Bar Association (ABA) grant to establish a State Judicial Outreach Liaison (SJOL) in New Mexico. The ABA contracts directly with the SJOL to serve as a resource to the State to increase judicial education on DWI and other traffic safety issues. The SJOL will identify training needs, develop and disseminate training materials, conduct training and participate in state and federal task force and stakeholder meetings.

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

In FFY21, New Mexico will support prosecution and adjudication processes, and will seek to improve judicial outcomes, particularly in DWI cases by:

- a) funding DWI/ Drug Courts
- b) funding a court monitoring project, an ALR hearing prosecution attorney and a DWI prosecution support project
- c) funding BAC testing and training
- d) funding supervised probation programs for high-risk DWI offenders
- e) working with the SJOL to increase judicial education on DWI and other traffic safety issues

(Countermeasures That Work, 9th Edition, 2017: Chapter 1, Alcohol- and Drug-Impaired Driving: Section 3: Deterrence: Prosecution and Adjudication; Sections 4.1 Alcohol Problem Assessment and Treatment, 4.2 Alcohol Ignition Interlocks, 4.3 Vehicle and License Plate Sanctions and 4.4 DWI Offender Monitoring. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7. NHTSA Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 8 - Impaired Driving; III. Criminal Justice System: E. Adjudication)

Strategy – Communications and Outreach, and Prevention Education

Communications and outreach strategies are essential components of programs seeking to inform the public of the dangers of impaired driving. In New Mexico, all statewide impaired driving enforcement campaigns including ENDWI, Superblitz, Christmas/ New Year Holiday, St Patrick's Day, Cinco de Mayo and Fourth of July, and participation in the NHTSA National Drive Sober or Get Pulled Over enforcement campaign, are paired with high-visibility media campaigns that highlight the consequences of drinking and driving to individuals, families and communities at-large. In addition, NMDOT issues press releases to announce the each of the statewide campaigns.

Primary campaigns are centered on 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; earned media is obtained for any paid media. All paid media services are assessed by matching the target markets and target population to the number of spots run, the target reach percentage, the frequency of the airings and the gross rating percentage of each spot. Nielson and Arbitron ratings are used to estimate the size of the target populations. For more information on Impaired Driving media, see the Media and Marketing Section on pages 53-55.

The TSD also provides funds for a Traffic Safety information clearinghouse that provides for the statewide distribution of DWI information and prevention materials to support NMDOT DWI projects. The clearinghouse maintains a 1-800 toll-free service to respond to public enquiries about DWI-related materials and other traffic safety information.

Prevention and educational messages communicated through a variety of venues are especially important in reaching youths under age 21. NMDOT supports a comprehensive program focused on reducing and preventing underage drinking, and drinking and driving. One component is a NMDOT sponsored website – zeroproofnm.com – that provides information for young people about how alcohol affects brain function and how alcohol use can negatively affect their lives; advice on how to say no when friends are encouraging them to drink or how to deal with friends who have drunk too much; and on 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 FFY21, New Mexico will support DWI media and public Information dissemination by:

- a) increasing the perception of risk of DWI enforcement consequences among targeted high-risk groups through an extensive media campaign conducted in conjunction with statewide ENDWI and Superblitz/ Miniblitz DWI enforcement operations
- b) purchasing media during NHTSA National enforcement operations
- c) funding a clearinghouse to provide statewide distribution of DWI information and prevention materials

- d) using community and public information/education strategies to reach identified high-risk groups, including teens and young adults
- e) funding creative design for media development

(Countermeasures That Work, 9th Edition, 2017: Chapter 1, Alcohol- and Drug-Impaired Driving: Sections 5.2 Mass Media Campaigns, 5.3 Responsible Beverage Service, 5.4 Alternative Transportation and 5.5 Designated Drivers. Chapter 5, Motorcycle Safety: Section 2.2 Alcohol-Impaired Motorcyclists: Communication and Outreach. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy – Ignition Interlocks

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

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

Currently there are 8 manufacturers distributing interlocks in New Mexico with a total of 87 service centers, 163 installers, 48 service technicians and 56 mobile units. Ignition interlock service is available in 33 cities statewide. In SFY19, 11,330 individuals had interlock devices in their vehicles, and 10,145 ignition interlock licenses were issued by the Motor Vehicle Division during the State fiscal year. The TSD also administers a legislatively mandated ignition interlock indigent fund to provide a subsidy to indigent offenders required to install an interlock device in their vehicles. At the end of SFY19 there were 1,267 active approved indigent clients eligible for indigent benefits.

In SFY21, New Mexico will maintain its Ignition Interlock Program by:

- a) administering the Ignition Interlock Program to include:
 - approving ignition interlock device manufacturers and ensuring use of certified ignition interlock devices
 - licensing service centers
 - certifying installers and service providers
 - monitoring providers and evaluating the program
- b) managing the Ignition Interlock Indigent Fund
- c) managing a secure ignition interlock database to collect and store ignition interlock data from all certified service centers in the State for analytic purposes

(Countermeasures That Work, 9th Edition, 2017: Chapter 1, Alcohol- and Drug-Impaired Driving: Section 4.2 Alcohol Ignition Interlocks. Transportation Research Board's National Cooperative Highway Research Program Rpt 622, 2008: Chapters 2-7.)

Strategy – Underage Drinking (UAD) and Underage Alcohol-Involved Driving Prevention

New Mexico's strategy to prevent underage drinking and to prevent young drivers from drinking and driving encompasses prevention and intervention programs, education, enforcement, zero-tolerance laws and alcohol vendor compliance checks. Although research has shown varying levels of effectiveness for each of these interventions, New Mexico uses a combination of efforts to reduce under age 21 alcohol-related deaths and injuries, including the enforcement of a .02 BAC limit for drivers under age 21 (zero-tolerance). Juveniles convicted of DWI can face up to a one-year license revocation, detention and probation.

In New Mexico, it is a fourth-degree felony for any person to sell, serve, give, buy or deliver alcohol to a minor, or to assist a minor to buy, procure or be served alcohol. New Mexico law imposes severe penalties on alcohol retailers who sell alcohol to minors. These penalties include suspension and revocation of liquor licenses. The Special Investigations Division (SID) of the State Police coordinates an Underage Drinking

Enforcement and Training Project designed to significantly increase enforcement of liquor control laws to reduce youth access to alcohol, thereby reducing underage drinking, and underage drinking and driving.

The number of alcohol-involved teen (15-19) drivers in crashes has fallen from 213 in 2009 to 97 in 2018 (54.5%) and by 21.8 percent from 2014. In an effort to continue this trend, NMDOT/ TSD continues to fund evidence-based UAD prevention projects and coordinates with other agencies and partners to reduce the incidence of drinking by youths under age 21. Prevention of underage drinking is aimed at reducing young persons' risk of using alcohol and/or increasing factors that help protect them against alcohol use.

In FFY21, New Mexico will collaborate on and provide resources for new and ongoing DWI and underage drinking prevention initiatives by:

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

(Countermeasures That Work, 9th Edition, 2017: Chapter 1, Alcohol- and Drug-Impaired Driving: Section 6. Underage Drinking and Drinking and Driving. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Assessment of Overall Projected TS Impacts

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

In addition to high-visibility law enforcement and media, aggressive prosecution and adjudication of DWI offenders and a comprehensive ignition interlock program are the strategies most likely to impact changes in impaired driving behavior, and thereby, reduce unnecessary deaths and injuries. Training of prosecutors improves their knowledge about impaired driving laws, including minimum mandatory sanctions, ignition interlock use and sentencing guidelines. DRE, ARIDE and SFST training provided to law enforcement officers improves their ability to identify and arrest impaired drivers, and to assist in the prosecution of their cases. The State JOL will increase coordination between the judiciary and TSD partners to better identify training needs and to disseminate up-to-date information.

Program Component Linkages

The Impaired Driving Program problem identification data pinpoint the high-risk counties, demographic and times for alcohol and drug involved crashes, fatalities and serious injuries. The performance measure target of reducing the number of alcohol-impaired fatalities in FFY21 will assist the State in assessing the overall impact of its planned countermeasures strategies and projects. Alcohol-impaired fatalities are projected to remain relatively steady into 2021 despite 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. The State's high-visibility enforcement and 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 and prosecutor training and support, court monitoring, and judicial education and outreach increase the likelihood of successful prosecution and adjudication of impaired driving offenders.

The State will continue to focus on implementing the planned strategies and projects, and is confident that proposed levels of funding and activities will produce positive results for the Program and allow the State to achieve its performance targets.

Planned Federal Funding

Countermeasure: Enforcement and Training

Project Number	Project Title	Fund Source	Fund Estimates
01-AL-64-P01	Alcohol/Impaired Driving Enforcement	164AL	1,700,000
01-ID-05d-P01		405d	791,000

Funds overtime enforcement for checkpoints and DWI-directed enforcement patrols, including enforcement in support of NHTSA National Mobilizations. Funds are used to maintain the enforcement activities, as funding allows, and to expand the program in areas of the State with high rates of DWI. At least 57 State Police, local and tribal law enforcement agencies participate annually, with coverage of an estimated 97% of the State’s population.
Total Project Funds = \$2,491,000

Intended Subrecipient: Law Enforcement Agencies		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 164AL:None; 405d:197,750		Estimated Local Benefit: 164AL: 1,700,000	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P02	DWI Task Force – McKinley County	164AL	524,468
01-ID-RF-P02		20100	117,000

Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and other overtime enforcement in McKinley County, including the Navajo Nation. The task force consists of Gallup Police Department; Ramah Navajo Police Department; Zuni Police Department and the Navajo Nation Police Department. The New Mexico State Police will participate in the task force through a separate agreement. McKinley County is the lead agency for the task force and is responsible for submitting invoices to TSD on this project. Funds are provided for two full time attorney positions to prosecute DWI cases in State and Tribal courts, coordinate cases between jurisdictions, and review and prosecute cases submitted by the McKinley County DWI Task Force; one full-time paralegal in the District Attorney’s Office dedicated exclusively to assist and support DWI prosecutors with tasks necessary to prosecute DWI cases; one full-time law enforcement officer whose time is totally dedicated to high visibility enforcement of DWI laws; and a full-time Task Force Coordinator, who in addition to Task Force duties, will participate on the McKinley County DWI/Drug Court Team. **Total Project Funds = \$641,468**

Intended Subrecipient: McKinley County DWI Task Force		Staff Oversight: Cora Anaya	
Estimated Match Amount: None		Estimated Local Benefit: 164 AL: 524,468	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P03	Alcohol Sales Compliance/DWI Warrant Enforcement	164AL	150,000

Provides overtime funds to the NM Department of Public Safety (NMDPS) for Special Investigations Unit (SIU) to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order.
 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. **Total Project Funds = \$150,000**

Intended Subrecipient: NMDPS - SIU		Staff Oversight: John Vargas	
Estimated Match Amount: None		Estimated Local Benefit: 60,000	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
01-AL-64-P08	Statewide DWI Enforcement Training	164AL	320,000
		FHWA	30,000
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. Total Project Funds = \$350,000			
Intended Subrecipient: TBD		Staff Oversight: Carmelita Chavez	
Estimated Match Amount: None		Estimated Local Benefit: 164AL: 320,000	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P12	Traffic Safety Law Enforcement Liaisons	164AL	302,000
Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. <i>The 164AL funds are used only for alcohol-related activities. State funds are used for promotional materials. Additional funds for this project in PT Section: 01-PT-02-P01 (180,000) & 01-PT-RF-P02 (3,000).</i> Total Project Funds = \$485,000			
Intended Subrecipient: TBD		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: None		Estimated Local Benefit: 302,000	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-ID-05d-P04	DRE and ARIDE Training	405d	200,000
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. Total Project Funds = \$200,000			
Intended Subrecipient: TBD		Staff Oversight: Carmelita Chavez	
Estimated Match Amount: 50,000		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-ID-05d-P05	Traffic Safety Resource Prosecutor	405d	128,000
Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors. The administrative assistant will also coordinate the Courts to School program to educate youth on the dangers of DWI. Additional funds for this project in PT Section: 01-PT-02-P04 (85,000). Total Project Funds = \$213,000			
Intended Subrecipient:: NM Attorney General's Office		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 32,000		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Countermeasure: Prosecution and Adjudication

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

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P05	Supervised Probation – Santa Fe County	164AL	60,000
<p>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. Total Project Funds = \$60,000</p>			
Intended Subrecipient: Santa Fe County		Staff Oversight: Esteban Trujillo	
Estimated Match Amount: None		Estimated Local Benefit: 60,000	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
01-AL-64-P10	ALR Hearing Prosecution Attorney	164AL	80,000
01-ID-05d-P06		405d	28,000
<p>Funds a contract for an administrative license revocation (ALR) prosecution attorney to assist law enforcement to represent the interests of the State at these hearings. An ALR prosecution attorney can limit the ability of defense attorneys to use ALR hearings as an opportunity for discovery and exceeding the statutorily defined scope of the hearing. Annually, the ALR hearing office will provide a report detailing case outcomes. Outcomes will be assessed and compared with previous years to determine if the prosecutor presence has an impact on the revocation confirmation rate. ALR attorney will assist TSRP in training and other efforts, as needed. Total Project Funds = \$108,000</p>			
Intended Subrecipient: Attorney General's Office		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 164AL:None; 405d: 7,000		Estimated Local Benefit: 164AL: 80,000	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P17	Court Monitoring - MADD	164AL	475,000
<p>Funds a contract to gather information and provide a monitoring report to the NMDOT/TSD on a minimum of 250 impaired driving court cases during the year using a court monitoring information storage system. The cases will be primarily from courts in Bernalillo, Santa Fe, Doña Ana, McKinley San Juan and Rio Arriba counties. Information collected on each case will include basic case information, including defendant's name and location of arrest, charges, arraignment information, pretrial hearing information, sanctions, comparisons to ID sanctions in other jurisdictions in the State, and names of court, judge, district attorney and defendant's counsel. Total Project Funds = \$475,000</p>			
Intended Subrecipient: MADD		Staff Oversight: Jeff Barela	
Estimated Match Amount: None		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P22	2 nd Judicial District DWI Prosecution Support	164AL	360,000
<p>This project provides funds to the Office of the Second Judicial District Attorney for five FTE paralegals whose time will be dedicated exclusively to supporting tasks necessary to prosecute DWI cases. Paralegals will coordinate and schedule necessary police officer interviews (such as pre-trial); attend interviews, as needed; check and draft necessary pleadings and continuances; and perform other duties related to prosecuting DWI cases. The project agreement will allow for funds to purchase needed computer and related equipment for each FTE. No individual equipment purchase will exceed \$5,000. Total Project Funds = \$360,000</p>			
Intended Subrecipient: Office of 2 nd Judicial District		Staff Oversight: Carmelita Chavez	
Estimated Match Amount: None		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-ID-05d-P02	DWI/ Drug Courts–Administrative Office of the Courts (AOC)	405d	300,000
<p>Provides funds to the AOC to maintain the DWI/Drug Court program at the Farmington Municipal Court and at the new DWI/Drug Court in McKinley County. Funding will include personnel services and benefits, contractual services for surveillance/ compliance, and related costs, supplies and drug testing kits. Project also funds training and travel for DWI/Drug court team members from the AOC and Bernalillo, Doña Ana, Eddy, McKinley, San Juan, San Miguel, Santa Fe, Torrance and Valencia counties. Total Project Funds = \$300,000</p>			
Intended Subrecipient: Administrative Office of the Courts		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 75,000		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-ID-05d-P03	BAC Testing Training – SLD	405d	75,000
<p>Provides funding for a full-time person from the NM Department of Health - Scientific Labs Division (SLD) to assist in providing IR 8000 intoximeter (alcohol detection) training to law enforcement personnel and to calibrate all IR 8000 intoximeters in the State. The SLD provides training and education to prosecutors, law enforcement and community groups and provides information to assist in the successful prosecution of alcohol/ impaired driving cases. The SLD provides data on the prevalence and trends of alcohol/ drug-impaired driving in New Mexico, data on surviving drivers in alcohol/ impaired driving crashes and monthly BAC reports on all fatal crashes. Total Project Funds = \$75,000</p>			
Intended Subrecipient: NMDOH Scientific Labs Division		Staff Oversight: Carmelita Chavez	
Estimated Match Amount: 18,750		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Countermeasure: Communications and Outreach, and Prevention Education

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P07	DWI Workgroup Meeting Facilitation	164AL	25,000
<p>Funds will be used to provide facilitation services (i.e. meeting room, copying and distribution of meeting documents, meeting minutes, etc.) to the DWI Workgroup. The DWI Workgroup meets quarterly to review progress toward achieving the objectives of the current Impaired Driving Plan. The Workgroup updated its ID Plan in 2020. Total Project Funds = \$25,000</p>			
Intended Subrecipient: None		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: None		Estimated Local Benefit: 25,000	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P09	Traffic Safety Clearinghouse	164AL	208,500
<p>Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed. The contractor will staff a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. <i>The 164AL funds are used only for the alcohol-related materials. Additional funds for this project in DE Section: 01-DE-02-P01 (180,000) & 01-DE-RF-P03 (60,000)</i> Total Project Funds = \$448,500</p>			
Intended Subrecipient: Safer NM Now		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: None		Estimated Local Benefit: 208,500	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P15	DWI Media Creative Design and Production	164AL	1,200,000
<p>Funds the costs to produce television, radio and other messages related to Alcohol/ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong Alcohol/ID enforcement and deterrence messages targeting high-risk populations. Total Project Funds = \$1,200,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Jeff Barela	
Estimated Match Amount: None		Estimated Local Benefit: None	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-PM-P16	DWI Media Placement	164PM	1,800,000
<p>Funds for paid media placement during the Superblitz Mobilizations conducted throughout the year and the NHTSA Drive Sober or Get Pulled Over National Crackdowns. Funds individual television and radio stations to air strategically placed ENDWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ENDWI traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations. Total Project Funds = \$1,800,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Jeff Barela	
Estimated Match Amount: None		Estimated Local Benefit: None	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
01-AL-64-P18	UAD Prevention Creative Design & Production	164AL	100,000
01-DPE-10-P01		20700	200,000
<p>Funds a statewide media campaign targeted at youths aged 10 to 18, and/or their parents, regarding the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking. Total Project Funds = \$300,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Jeff Barela	
Estimated Match Amount: None		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P19	ZeroProof Campaign	164AL	200,000
<p>Funds a contractor to develop and support a ZeroProof website, posters, rack cards, social videos, and multiple social media platforms and smart phone options that focus on outreach activities on: the importance of delaying onset of alcohol use and reducing binge drinking; how to talk to kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age. Contractor will work with New Mexico prevention stakeholders to coordinate efforts. Total Project Funds = \$200,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Jeff Barela	
Estimated Match Amount: None		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-ID-05d-P07	Impaired Driving Media Creative Design	405d	300,000
<p>Funds the costs to produce television, radio and other messages related to ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong ID enforcement and deterrence messages targeting high-risk populations. Total Project Funds = \$300,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Jeff Barela	
Estimated Match Amount: 75,000		Estimated Local Benefit: None	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-ID-05d-P08	Impaired Driving Media Placement	405d	500,000
<p>Funds paid media during the Superblitz Mobilizations conducted throughout the year and the NHTSA Impaired Driving National Crackdown. Funds individual television and radio stations to air strategically placed ID messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ID traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations. Total Project Funds = \$500,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Jeff Barela	
Estimated Match Amount: 125,000		Estimated Local Benefit: None	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Countermeasure: Highway Safety Office Program Management

Project Number	Project Title	Fund Source	Fund Estimate
01-AL-64-P11	Alcohol/Impaired Driving Program Management-FTEs	164AL	236,500
<p>Provides program management in the Impaired (Alcohol and Drug) Driving Program area to coordinate ENDWI, Superblitz, and other projects related to ID. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to ID projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce ID. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year approximately 42% of all time is spent on ID-related projects. Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP and PT program areas. Total Project Funds = \$236,500</p>			
Intended Subrecipient: None		Staff Oversight: Jeff Barela	
Estimated Match Amount: None		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Alcohol/ID Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimate
01-CD-05-P01	Community DWI (CDWI) Projects	20800	271,880
Provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and offender projects. State funds come from a \$75.00 fee imposed on convicted drunk drivers. Funding amounts vary by fiscal year based on fees collected in the previous year.			
Staff Oversight: Carmelita Chavez			

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

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

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

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

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

Project Number	Project Title	Fund Source	Fund Estimate
01-II-54-P02	Ignition Interlock Indigent Fund – FTE	82600	75,000
Funds one FTE to administer the ignition interlock fund program. The Department, per State statute, can use up to 10% of the fund for program administration.			
Staff Oversight: Jeff Barela			

Project Number	Project Title	Fund Source	Fund Estimate
01-II-54-P03	Ignition Interlock Indigent Fund- Contractual	82600	193,000
Provides funds to facilitate the administration of the ignition interlock fund.			
Staff Oversight: Jeff Barela			

ID Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	\$10,261,418
Total Planned State Funds:	\$4,016,880
Total FHWA Funds	\$30,000

Occupant Protection Program Plan

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

Program Area Problem Identification

Data from UNM/TRU 2018 NM Traffic Crash Report and 2018 NM DWI Report; 2018 State data are final

In 2018, there were 135 unbelted passenger vehicle fatalities, a 12.5 percent increase from 2017; 11 percent of unbelted occupants in passenger vehicles in crashes were killed compared with only 0.1 percent of belted occupants.

The majority of unbelted person fatalities and serious injuries occurred on rural, non-interstate roadways (64.9%), followed by those on urban roadways (27.1%), and those on rural interstates (8.0%).

Fatalities and serious injuries among unbelted occupants were highest among those aged: 20-29 (30.9, up from 19.2% in 2017); 30-39 (22.5, up from 17.5% in 2017); 53 percent of unbelted fatalities in an alcohol-involved crash were between the ages of 20 and 39.

In 2018, seven children aged 0-14 were unbelted fatalities compared to three in 2017. Among those aged 15-19, there were 11 unbelted fatalities compared to 6 in 2017. In 2018, 0.05 percent of children aged 0-13, who were in a crash and were belted, were killed compared to 3.9 percent of children who were unbelted.

Males were twice as likely as females to be unbelted fatalities in passenger vehicle crashes and were twice as likely to be an unbelted fatality in an alcohol-involved crash.

In 2018, the top five counties for unbelted fatalities and serious injuries were Bernalillo (44), San Juan (27), Doña Ana (20), McKinley (19), and Rio Arriba (19). These five counties accounted for 49 percent of the State's unbelted crash fatalities and serious injuries. Other counties with higher numbers of unbelted fatalities and serious injuries were Chaves (17) and Lea (17).

According to New Mexico's 2019 Seatbelt Survey Report, the State's official observed seatbelt use is 91.8 percent, up from 90.2 in 2018. The 2019 National rate is 90.7 percent, up from 89.6% in 2018. Un-weighted data indicate that driver use was 92.6 percent, up from 90.5 percent in 2018, while front seat passenger use was 90.2 percent, down from 90.6 in 2018.

Seatbelt use by pickup truck drivers and passengers was 1.9 percent lower than for car/van/SUV drivers and passengers. Drivers on local roads (as opposed to primary or secondary roads) had the lowest observed seatbelt use percentages, regardless of type of vehicle driven. Drivers on primary roads had the highest use. Un-weighted data show that nighttime use for all drivers and front seat passengers was 87.5 percent, up from 85.6 percent in 2018, but still 4.3 percent lower than daytime use.

Identified Focus Areas

- High-Risk Locations: Bernalillo, San Juan, Doña Ana, McKinley, and Rio Arriba counties; Rural non-interstate/ local roads
- High-Risk Groups: Pickup truck drivers/passengers, especially on local roads; Males 20-39; Children aged 14 and younger; Youths 15-19
- High-Risk Times: Nighttime, in general

Performance Measure Targets

NHTSA C4: Unrestrained Vehicle Occupant Fatalities

2018 Baseline	112	2021 Target	114
---------------	-----	-------------	-----

NHTSA B1: Seatbelt Use Percentage

2019 Baseline	91.8	2021 Target	91.0
---------------	------	-------------	------

STATE: Public Information

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

Rationale for Selected Countermeasure Strategies

Occupant Protection Program countermeasure strategies were selected based on a review of NHTSA's Countermeasures That Work, 9th Edition, 2017 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing occupant protection issues. Strategies are based primarily on high-visibility and sustained enforcement combined with outreach and media, and support for child restraint distribution and inspection stations. The following strategies align with Safety Emphasis Areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan.

Strategy – High Visibility and Sustained OP Enforcement

Preliminary 2018 national data shows that 43.1 percent of passenger vehicle occupants who died in crashes were unrestrained, while in New Mexico, 50.5 percent of passenger vehicle occupant fatalities were unrestrained (in crashes where restraint use was known). Enforcement of New Mexico's primary seatbelt and child restraint laws is an essential component of the State's efforts to increase the use of seatbelts and child restraints, which research show is the most effective way to reduce fatalities and injuries in crashes.

New Mexico's comprehensive child occupant restraint laws are shown to be the primary proven countermeasure for effectiveness. Despite these laws, children under age 13 are still a high-risk group for non-use of seatbelts and child safety/booster seats, with 20.4 percent of these children with fatal or serious injuries from a passenger vehicle crash reported as unbelted or unsecured in 2018. National data indicate that restraint use among young children can depend on the driver's seatbelt use, and 2018 NHTSA data show that 65 percent of children under age 8 riding with an unbelted driver were themselves unbelted, while 92.3 percent of children riding with a belted driver were belted themselves. Use of seatbelt observation surveys assists the State in assessing the impact of its overall occupant protection activities.

Based on New Mexico's 2019 Seatbelt Survey results, increased enforcement and media efforts in FFY21 will be focused on those individuals with lower seatbelt use, in particular pickup truck drivers and passengers, drivers on local/rural roads and nighttime drivers. In many rural areas of the State, law enforcement agencies continue to have difficulty recruiting and retaining law enforcement officers, thus limiting their ability to maintain or increase seatbelt enforcement activity.

The State's primary enforcement approach is BKLUP, an intense statewide program of seatbelt and child safety seat enforcement combined with a public awareness media campaign. Superblitz campaigns, combining BKLUP and ENDWI enforcement, the Click It or Ticket (CIOT) National Seatbelt Enforcement Mobilization, and local directed enforcement activities are conducted by law enforcement officers from city, county, State and tribal agencies. In FFY19, through grant-funded statewide and national mobilizations, and

sustained enforcement activities, New Mexico law enforcement officers issued over 12,250 seatbelt and child restraint citations.

In FFY21, an estimated 76 city, county, State and tribal law enforcement agencies are expected to participate in BLKUP, Superblitz and the CIOT National Seatbelt Enforcement Mobilization. The State will provide NHTSA with FFY21 law enforcement participation and activity data in the FFY21 Annual Report. A list of planned participating agencies for the 2021 Click It or Ticket Campaign is on pages 79 and 80.

In FFY21, New Mexico will support enforcement of New Mexico's primary seatbelt use law by:

- a) establishing agreements with law enforcement agencies statewide to conduct BKLUP, Superblitz and other local OP daytime and nighttime enforcement activities;
- b) participating in the Click It or Ticket National Seatbelt Enforcement Mobilization
- c) ensuring enforcement coverage of at least 95 percent of the State

(Countermeasures That Work, 9th Edition, 2017 - Chapter 2, Seat Belts and Child Restraints: Sections 1. Seat Belt Use Laws; 2. Seat Belt Law Enforcement; 4. Child/Youth Occupant Restraint Laws; 5. Child Restraint/Booster Seat Law Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy – OP Communications and Outreach

Comprehensive communications and outreach strategies are essential components of TSD's OP Program Plan 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 provide funds for 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 and issues a press release prior to 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 FFY21, New Mexico will promote occupant protection awareness and use, and heighten perceived risk of enforcement consequences for non-users by:

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

(Countermeasures That Work, 9th Edition, 2017: Chapter 2, Seatbelts and Child Restraints: Section 3: Communications and Outreach - 3.1 Supporting Enforcement; 3.2 Strategies for Low-Belt-Use Groups; Section 6: Communications and Outreach - 6.1 Strategies for Older Children; 6.2 Strategies for Child Restraint and Booster Seat Use. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Strategy – Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution

New Mexico's high availability of child restraint inspection stations, which include child safety seat and booster seat fitting stations and clinics, is critical to saving lives and reducing injuries among the most vulnerable populations. In FFY21, through its 37 inspection stations, including 11 permanent inspection fitting stations, the State plans to conduct an estimated 60 fitting station events. Additionally, the State plans to hold 40 child

safety seat clinics. Through these child safety seat inspection events, Child Passenger Safety services are available to approximately 91 percent of the State’s population (*details provided on page 81*). Fitting stations and clinics are conducted in both urban and rural areas of the State, with urban stations providing services to a large number of residents from surrounding rural communities. All inspection fitting stations and clinics serve at-risk populations including low-income families of all ethnic groups, and are staffed with at least one current nationally Certified Child Passenger Safety Technician.

TSD’s contractor, Safer New Mexico Now, provides child passenger safety (CPS) certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. All persons providing services at child safety seat fitting stations, clinics and distribution sites must be trained using the NHTSA Standardized CPS Technical Training curriculum and be certified through SafeKids Worldwide, or must complete a mandatory training session conducted by a certified CPS Technician Instructor. This six-hour course includes hands-on learning on proper seat selection and installation, and a written test. Every fitting station or clinic event is overseen by a nationally Certified CPS Technician. Statewide, there are 424 CPS advocates (10 Technician Instructors and 414 technicians) representing all six NMDOT districts and 28 of 33 counties.

State Plan to Recruit, Train and Retain CPS Technicians

In FFY21, to ensure that the State maintains a sufficient number of trained and certified CPS technicians, Safer plans to conduct four National Child Passenger Safety Technician Trainings for individuals not yet trained, the 2-day Buckle Up New Mexico (BUNM) Recertification Training for trained technicians seeking re-certification, and a 1-day Certification Renewal course for technicians whose certification has expired.

Planned FFY21 Certified Child Passenger Safety Technician Training

Training	Planned Date	Location	Estimated Number of Students Needed to Maintain Coverage
4-Day CPS Technician	October 2020	Albuquerque	20
4-Day CPS Technician	January 2021	Las Cruces	20
4-Day CPS Technician	May 2021	Albuquerque	20
4-Day CPS Technician	July 2021	Española	20
BUNM Recertification Training	March 2021	Albuquerque	180
1-Day Recertification Renewal	August 2021	Santa Fe	10

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

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

Safer maintains a comprehensive database of certified CPS technicians in New Mexico. With this database, Safer is able to contact technicians regarding child restraint inspection stations, opportunities to serve the community, and provide updates on critical child passenger safety issues.

In FFY21, New Mexico will support the use of appropriate and correctly installed child occupant protection, including booster seats by:

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

(Countermeasures That Work, 9th Edition, 2017: Chapter 2, Seatbelts and Child Restraints: Section 6: Communications and Outreach - 6.1 Strategies for Older Children; 6.2 Strategies for Child Restraint and Booster Seat Use. Section 7: Other Strategies - 7.2 Inspection Stations. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Assessment of Overall Projected TS Impacts

Countermeasure strategies proposed for the Occupant Protection Program Plan 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 that provides for car safety seat distribution, safety seat inspection stations, and educational efforts utilizing trained CPS technicians.

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

Program Component Linkages

The Occupant Protection Program problem identification data pinpoint the high-risk demographic, counties and roadways associated with unrestrained crashes, fatalities and serious injuries. Data show high risk locations for unrestrained occupant fatalities are in two of the State's most populated counties, Bernalillo and Doña Ana. Other high risk locations are in the northwestern part of New Mexico (San Juan and McKinley counties) and in the southeastern part of the State (Lea and Chaves counties). These counties have large areas of rural/non-interstate roadways, and pickup trucks are commonly used vehicles on these roadways.

The NMDOT/ TSD utilize two of the highest rated OP countermeasure strategies for effectiveness – seatbelt enforcement and communications/ outreach. High levels of law enforcement participation in NHTSA's CIOT and the State's BKLUP enforcement activities (99% statewide coverage), and high-visibility messaging serve to emphasize the State's occupant protection laws, and are focused on reducing needless death and injuries. The Occupant Protection performance measure data project a limited increase in unrestrained occupant fatalities in 2021 from 2018, and the State is confident that its strong child restraint program and its high-visibility enforcement and media efforts will enable the State to limit the number of these fatalities.

New Mexico's child safety restraint program of statewide inspection stations and child safety/booster seat distribution make services available to 91 percent of the population, including areas of high identified needs. Seatbelt observation surveys assist the State in assessing the impact of the occupant protection activities.

Planned Federal Funding

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

Project Number	Project Title	Fund Source	Fund Estimates
01-OP-02-P01	Child Restraint Program	402	501,000
01-OP-RF-P02	OP Promotional Materials	20100	10,000
01-OP-RF-P03	Buckle Up Conference Registration Materials	20100	3,000
<p>Provides funds to maintain an active network of child safety seat/ booster seat clinics, fitting and inspection stations/events throughout the State. Provides funds to train child safety seat/ booster seat technicians, support for the child safety seat/ booster seat distribution system, increase availability of child safety seat /booster seat equipment for low-income families, and provide statewide community and school-based occupant protection education and information. Annual CPS training fees estimated at \$1,500 and Buckle Up NM conference fees estimated at \$12,000 are used to offset training/conference expenses. <i>State funds are used for promotional materials for the annual Buckle-Up Conference and other OP events.</i> Total Project Funds = \$514,000</p>			
Intended Subrecipient: Safer NM Now		Staff Oversight: Pierrot Bendegue	
Estimated Match amount: 72,945.60		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-OP-05dII-P01	Child Safety Seats/ Booster Seats	405d II	135,000
<p>Provides funds to purchase and distribute child safety seats and booster seats to low income families throughout the State to enhance child passenger use efforts. Total Project Funds = \$135,000</p>			
Intended Subrecipient: Safer NM Now		Staff Oversight: Kimberly Wildharber	
Estimated Match amount: 33,750		Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Countermeasure: OP Communications and Outreach

Project Number	Project Title	Fund Source	Fund Estimate
01-OP-05b-P01	Seatbelt Observation Surveys	405b	221,000
<p>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. Total Project Funds = \$221,000</p>			
Intended Subrecipient: Preusser Research Group, Inc.		Staff Oversight: Pierrot Bendegue	
Estimated Match Amount: 55,250		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-OP-PM-P02	Click It or Ticket Paid Media Placement	405b	100,000
<p>Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the Click It or Ticket National Seatbelt Mobilization. Total Project Funds = \$100,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Jeff Barela	
Estimated Match amount: 25,000		Estimated Local Benefit: None	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

Countermeasure: Highway Safety Office Program Management

Project Number	Project Title	Fund Source	Fund Estimates
01-OP-02-P02	OP Program Management – FTEs	402	181,500
<p>Provides program management in the Occupant Protection Program area to coordinate statewide local law enforcement efforts related to BKLUP, Superblitz or other OP enforcement operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned annual NM Seatbelt Survey and the Click It or Ticket National Seatbelt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year, approximately 25% of all time is spent on OP-related projects Travel, supplies, and training will be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the AL and PT program areas. Total Project Funds = \$181,500</p>			
Subrecipient: None		Staff Oversight: Jeff Barela	
Match amount: 26,426.40		Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

OP Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimate
01-OP-RF-P01	Occupant Protection Enforcement	20100	508,000
<p>Funds overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities, to include participation in the Click It or Ticket National Seatbelt Mobilization in 2021. Both paid and earned media will run during the Mobilization period.</p>			
Staff Oversight: Kimberly Wildharber			

OP Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	\$1,138,500
Total Planned State Funds:	\$521,000

Police Traffic Services Program Plan

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

Program Area Problem Identification

Data from UNM/TRU 2018 NM Traffic Crash Report and 2018 NM DWI Report; 2018 State data are final

In 2018, the top contributing factors in crashes were: driver inattention (20.6%), failure to yield (14.5%), following too closely (11.4%), speeding - excessive speed/too fast for conditions (7.8%) and alcohol/drug involved (5%). The top contributing factors in crash fatalities were alcohol/drug involvement (54.8%), driver inattention (8.7%), speeding (8.7%), drove left of center (5.4%), and pedestrian error 4.1%).

In 2018, 89.4 percent of all pedestrians in crashes were injured or killed. In alcohol-involved pedestrian crashes, 86.4 percent of pedestrians were under the influence of alcohol; 50 percent of all pedestrian fatalities involved pedestrians under the influence of alcohol.

Males were 69.3 percent of all alcohol-involved drivers in crashes; 94.8 percent of alcohol-involved drivers in motorcycle crashes, and 80 percent of alcohol-involved pedestrians in crashes.

In 2018, drivers ages 20-34 were 53.3 percent of NM resident alcohol-involved drivers in crashes. The crash rate of alcohol-involved New Mexico drivers aged 20-24 is three times the statewide rate; while drivers aged 25-29 are twice the statewide rate.

There were 3,681 speeding-related crashes in 2018, down by 55 crashes from 2017. Speeding-related crashes were highest among drivers 15-29, accounting for over 43 percent of all speeding-related crashes. Males are generally twice as likely to be drivers in speeding-related crashes.

In 2018, 78.4 percent of motorcyclists and 87.9 percent of bicyclists in crashes were injured or killed.

Findings from the NM 2018 Seatbelt Survey show that the lowest observed belt use was on local roads regardless of type of vehicle driven. Driver and passenger nighttime seatbelt use was 87.5 percent compared to daytime use of 91.8%.

Results from New Mexico's 2019 Traffic Safety Awareness Survey showed that 56.3 percent of respondents said they used their cell phone to talk, text or read texts while driving; 27.4 percent reported talking, texting or reading texts all the time, most of the time or about half the time they were driving.

Urban roadways accounted for 80.4 percent of all crashes and 72.6 percent of alcohol-involved crashes. Rural non-interstate roads accounted for 50.8 percent of all crash fatalities and 56.6 percent of alcohol-involved crash fatalities.

Identified Focus Areas

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

Performance Measure Targets

NHTSA C6: Speeding-related Fatalities

2018 Baseline	132	2021 Target	155
---------------	-----	-------------	-----

STATE: Fatalities in Distracted Driving Crashes

2014-2018 Baseline	154	2017-2021 Target	153
--------------------	-----	------------------	-----

Rationale for Selected Countermeasure Strategy

The Police Traffic Services Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 9th Edition, 2017 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. The chosen countermeasure is evidence-based and has been shown to be an effective strategy for addressing traffic safety issues. The strategy is based primarily on high-visibility and directed enforcement combined with outreach and media, and on law enforcement training.

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

Strategy - PTS Enforcement and Training

High-visibility enforcement efforts will focus on violators of speeding and other unsafe driving, including use of cell phones for calling or texting, aggressive driving, alcohol/impaired driving, and non-use of occupant protection. Ongoing high-visibility enforcement has been shown to result in reduced crashes, fatalities and injuries, and on reduced numbers of repeat violations. Additional effective activities include safety corridors and using lower levels of enforcement in a randomized fashion.

In FFY19 through STEP activities, New Mexico law enforcement officers issued over 24,000 speeding and over 1,400 distracted and reckless driving citations. In FFY2021, State Police and an estimated 93 local and tribal law enforcement agencies will conduct STEP directed enforcement and checkpoint activities.

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.

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

The TSD also funds a Traffic Safety Resource Prosecutor (TSRP) to conduct training to law enforcement officers regarding case law and updates to local, State or Federal laws pertinent to their law enforcement duties. The TSRP provides NMDOT/ TSD staff with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors.

In FFY21, 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 STEP enforcement activities focused on high-travel, high-risk times and locations to reduce speeding and other unsafe driving practices
- b) funding contracts to provide training to law enforcement officers in SFST, STEP, conducting DWI checkpoints, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses, and working cooperatively with law enforcement agencies to raise their awareness of traffic code enforcement and its impact on safety
- c) providing law enforcement agencies with technical assistance via law enforcement liaisons and the TSRP, and providing other resources to help law enforcement agencies identify, prioritize and address traffic safety problem areas
- d) coordinating enforcement activities with tribal agencies and maintaining an exchange of information among all law enforcement agencies to address mutual traffic safety problems
- e) managing and distributing the New Mexico Traffic Safety Education and Enforcement funds based on local law enforcement assessments
- f) reviewing legislation regarding State laws and fines for speeding, cell phone/ texting and other unsafe driving violations and on proposed increases of traffic safety law violation fees

(Countermeasures That Work, 9th Edition, 2017: Chapter 3, Speeding and Speed Management: Section 1. Laws; Section 2.2 High-Visibility Enforcement; Section 3.1 Penalty Types and Levels; Section 4.1 Communications and Outreach Supporting Enforcement; Chapter 1, Alcohol- and Drug-Impaired Driving: Section 2.5 Integrated Enforcement. Chapter 4, Distracted and Drowsy Driving: Section 1.1 Graduated Driver Licensing Requirements for Beginning Drivers, Section 1.2 Cell Phone and Text Messaging Laws, High-Visibility Cell Phone and Text Messaging Enforcement; Section 2.2 Communications and Outreach on Distracted Driving. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Assessment of Overall Projected TS Impacts

The countermeasure strategy proposed for the Police Traffic Services Program impacts all areas of the State, and projects associated with this strategy are focused on areas of identified need. Focusing on the identified high-risk areas and issues will help the State achieve the greatest impact on reducing overall traffic crashes, fatalities and injuries. The NMDOT's countermeasure strategy will help the State maintain effective high visibility, directed enforcement and media efforts, as well as provide training and support for law enforcement officers statewide.

Program Component Linkages

Fatalities related to speeding and distracted driving are projected to rise over the next few years. Given these high-risk behaviors and their potential tragic outcomes, high levels of law enforcement visibility on the streets and roadways are critical to mitigating these avoidable incidents. The Police Traffic Services (PTS) Program strategy of supporting general traffic safety law enforcement, specialized training, and technical assistance is critical for addressing these projected increases.

PTS enforcement activities increase the visibility and reach of law enforcement, and therefore have a positive impact on reducing overall crashes, fatalities and injuries. Given that the STEP enforcement activities reach well over 90% of the State's population, the State is confident that proposed levels of funding and activities will allow for achievement of the PTS performance targets.

Planned Federal Funding

Countermeasure: PTS Enforcement and Training

Project Number	Project Title	Fund Source	Fund Estimates
01-PT-02-P01	Traffic Safety Law Enforcement Liaisons	402	180,000
01-PT-RF-P02		20100	3,000
<p>Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. State funds come from 01-PT-RF-P02 and are used for promotional materials for the annual LEL Conference. Additional funds for this project in AL Section: 01-AL-64-P12 (302,000) Total Project Funds = \$485,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 26,208		Estimated Local Benefit: 180,000	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-PT-02-P04	Traffic Safety Resource Prosecutor	402	85,000
<p>Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. The TSRP will provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors. The administrative assistant will also coordinate the courts to school program to educate youth on the dangers of DWI. Additional funds for this project in AL Section – 01-ID-05d-P05 (128,000). Total Project Funds = \$213,000</p>			
Intended Subrecipient:: NM Attorney General's Office		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 12,376		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
01-PT-02-P05	Selective Traffic Enforcement	402	404,000
01-PT-RF-P01		20100	1,320,000
<p>Provides funding for a statewide sustained enforcement project to target traffic safety problems and enforce traffic laws. At least 94 State Police, local and tribal law enforcement agencies participate annually, with estimated coverage of 99.8% of the State's population. Total Project Funds = \$1,724,000</p>			
Intended Subrecipient: Law Enforcement Agencies		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 58,822.40		Estimated Local Benefit: 404,000	
Project part of TSEP: Yes		Purchases Costing \$5000 or more: No	

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

Countermeasure: Highway Safety Office Program Management

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

PTS Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimates
01-EE-05-P01	Education and Enforcement Funds to LEAs	20800	233,420
<p>Education and Enforcement funds are State funds authorized by State Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, commodities, education, training and program administration. Funding amounts vary by fiscal year based on fees collected in the previous year.</p>			
Staff Oversight: Carmelita Chavez			

PTS Federal and State Budget Funds Summary

Total Planned NHTSA Funds	\$976,500
Total Planned State Funds	\$1,556,420
Total Planned FHWA Funds	\$79,500

Motorcycle Safety Program Plan

The NMDOT Traffic Safety Division (TSD) is the designated State authority over motorcyclist safety issues and is the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle. The NMDOT contracts with the New Mexico Motorcycle Safety Program (NMMSP) to manage its motorcycle safety program which is largely funded by an annual \$2 motorcycle registration fee and by training fees assessed each student.

Program Area Problem Identification

Data from UNM/TRU 2018 NM Traffic Crash Report and 2018 NM DWI Report; 2018 State data are final

Motorcycles were involved in 2.3 percent of all crashes and 14.2 percent of all fatal crashes. In 2018, 78.4 percent of all people on motorcycles in crashes were either injured or killed; 49 motorcycle riders (drivers and passengers) died in crashes, 8 fewer than in 2017; 141 were seriously injured, 34 fewer than in 2017.

Counties with the highest number of motorcyclists in crashes were Bernalillo (445; 36.8%), Doña Ana (125; 10.3%), Sandoval (73; 6.0%), Santa Fe (68; 5.6%), and San Juan (52; 4.3%). Counties with the highest number of motorcyclist fatalities were Bernalillo (19; 38.8%), Eddy (4; 8.2%), Sandoval (3; 6.1%) and Taos (3; 6.1%). These four counties accounted for 59.2 percent of all motorcyclist fatalities.

The age groups with the highest number of motorcyclist crashes in 2018 were 20-24 (162; 13.4%), 25-29 (145; 12.0%) and 30-34 (114; 9.4%). Motorcyclists aged 20-44 accounted for 52.4 percent of all motorcyclists in crashes. The ratio of male to female motorcycle drivers in crashes was 6.1.

Alcohol/drug involvement was the top contributing factor in 46.2 percent of motorcycle fatal crashes. Excessive speed (10.6%) and driver inattention (9.2%) were the top factors in motorcyclist injury crashes.

In 2018, there were 65 alcohol-involved* motorcycle crashes; 18 of these (27.7%) were fatal crashes. Counties with the highest number of alcohol-involved motorcycle crashes were Sandoval (11; 16.9%), Bernalillo (11; 16.9%), San Juan (6; 9.2%), Doña Ana (6; 9.2%), Santa Fe (4; 6.2%) and Taos (4; 6.2%). These six counties accounted for 64.6 percent of alcohol-involved motorcycle crashes (42 of 65).

Drivers aged 20-34 were 53.4 percent of all alcohol-involved motorcycle drivers in crashes; drivers aged 55-59 were 13.8 percent. In 2018, 94.8 percent of alcohol-involved motorcycle drivers in crashes were male.

In 2018, 57 percent of motorcyclists killed in a crash were not wearing a helmet (down from 67% in 2017); 4.3 percent of all helmeted motorcyclists (drivers and passengers) in crashes were killed, compared with 7.7 percent of unhelmeted motorcyclists.

Although helmet use data was missing for 7.4 percent of motorcyclists receiving serious injuries in a crash, among those for whom helmet use data was available, 48.6 percent of motorcyclists seriously injured were not wearing a helmet.

**An alcohol-involved motorcycle crash is a crash involving one or more motorcycles and in which any motor vehicle driver, pedestrian or pedalcyclist in the crash was alcohol-involved.*

Identified Focus Areas

- High-Risk Locations: Bernalillo, Doña Ana, Santa Fe, San Juan, Sandoval, Eddy and Taos counties
- High-Risk Groups: Males, aged 20-44
- High-Risk Behavior: Alcohol/drug use; speeding; driver inattention; no helmet use

Performance Measure Targets

NHTSA C7: Motorcyclist Fatalities

2018 Baseline	45	2021 Target	56
---------------	----	-------------	----

NHTSA C8: Unhelmeted Motorcyclist Fatalities

2014-2018 Baseline	26	2017-2021 Target	30
--------------------	----	------------------	----

Rationale for Selected Countermeasure Strategy

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

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

Strategy – Motorcycle Rider Training

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

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

In FFY19, 140 basic and experienced rider classes were conducted at NMMSP training sites in Albuquerque, Alamogordo, Farmington, Roswell, Santa Fe and Las Cruces making the classes available to at least 59 percent of the State's registered motorcyclists. A total of 922 students completed training through the NMMSP, and the NM Harley Davidson Rider Academies trained an additional 819 students utilizing MSF curriculum. A total of 1,741 students received motorcycle safety training through these combined efforts.

The NMMSP conducts a quality assurance program to ensure that training provided through its sites meets or exceeds Motorcycle Safety Foundation standards. Evaluators provide training to ensure instructors and facilities meet the highest standards. In 2020, the NMMSP inventoried their training sites for effectiveness and efficiency, and conducted instructor professional development self-assessment activities across the State. The focus of the self-assessment activities is to improve instructor presentation of the curriculum to students, both in the classroom and on the riding range. All training sites receive at least two QA site visit during the year and are provided with reports on any areas needing improvement.

The NMMSF plans to provide training in FFY21 in seven counties which account for 59 percent of statewide motorcycle registrations and 63 percent of the State's population. An additional 17 counties adjoin at least one of these seven counties, increasing the relative reach of training to 94.5 percent of the State's population.

Planned 2021 MC Training Courses - Counties	Most Recent MC Registrations	Planned 2021 MC Training Courses - Counties	Most Recent MC Registrations
Bernalillo	16,232	Santa Fe	5,200
Otero	2,646	San Juan	3,851
Chaves	1,755	Doña Ana	5,483
Roosevelt	422	Total	35,589

Total Statewide Registrations = 60,081 Percent of Registered MCs = 59.2

Based on the availability of funds in 2021, the NMDOT/TSD will seek to replace aging motorcycles and other training equipment.

Outreach regarding motorcycle safety including training, helmet use and adherence to traffic laws is an important component of a state's motorcycle safety program. Riders need to be made aware of licensing requirements, the value of appropriate training for both the beginner and more experienced rider, and the risks associated with not wearing a helmet or with driving while impaired. In an effort to reach high-risk 20-44 year-old motorcyclists, several motorcycle dealerships plan to host a 'Safety Day' during the summer months to provide information on the importance of motorcyclist training and related safe motorcycling issues. Due to the unknown implications of COVID-19, the number of planned trainings and outreach efforts, such as the Safety Days, may be reduced in 2021.

The NMMSF chairs the NM Motorcycle Safety Advisory Council meetings with individuals and organizations involved with motorcycle safety issues including various motorcycle dealerships and manufacturers, the NM Motorcycle Rights Organization, motorcycle riding groups, legal experts, law enforcement, MSF-USA, the NMDOT and the State Motor Vehicle Division.

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

In FFY21, New Mexico will support statewide motorcycle rider safety training by:

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

(Countermeasures That Work, 9th Edition, 2017; Chapter 5, Motorcycle Safety: Section 3 Motorcycle Rider Licensing and Training; Sections 4.1 Communications and Outreach: Conspicuity and Protective Clothing; 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists NHTSA Prioritized Recommendations of the National Agenda for Motorcycle Safety-Final Report June 2013)

Assessment of Overall Projected TS Impacts

The countermeasure strategy proposed for the Motorcycle Safety Program will ensure access to appropriate training and education for the majority of motorcyclists statewide, and thus will help reduce motorcyclist crashes, fatalities and injuries. Limited funds impact the State's ability to ensure adequate availability of motorcycles for novice individuals seeking training.

Program Component Linkages

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

Identified high-risk counties for motorcycle crashes, fatalities or injuries either have training available in the county or in a neighboring county. Motorcyclist safety training not only includes training on how to handle a motorcycle, but also emphasizes high-risk behavior issues such as speeding, alcohol-use and non-helmet use. The State has been unsuccessful in repeated attempts to pass a universal helmet use law, but does require helmet use by motorcyclists under the age of 18.

Media messaging is targeted not solely to the motorcyclist, but to all the driving public and is focused on looking out for motorcyclists and sharing the road. Communication and outreach strategies increase motorcyclist safety and awareness for both motorcyclists and other drivers on the roadways. Motorcyclist safety materials are available through the Safer New Mexico Now Injury Prevention Resource Center: <https://shop.safernm.org/motorcycle-safety>.

Planned Federal Funding

Countermeasure: Motorcycle Rider Training

Project Number	Project Title	Fund Source	Fund Estimates
01-MC-05f-P01	Motorcycle Safety Training	405f	42,200
01-MC-08-P01		20600	130,000
Funds to administer a quality motorcycle safety training program utilizing Motorcycle Safety Foundation curricula. The formal program of instruction includes training in crash avoidance and other safety-oriented skills to motorcyclists, both in-class and on the motorcycle. Total Project Funds = \$172,200			
Intended Subrecipient: NM Motorcycle Safety Program		Staff Oversight: Cora Anaya	
Estimated Match Amount: 10,550		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

MC Federal and State Budget Funds Summary

Total Planned NHTSA Funds	\$42,200
Total Planned State Funds	\$130,000

Pedestrian and Bicyclist Safety Program Plan

The NMDOT seeks to reduce the number of pedestrian and bicyclist crashes in New Mexico, and to encourage walking and biking as comfortable, accessible, safe and efficient modes of transportation. To successfully reduce New Mexico's pedestrian and bicyclist injury and fatality rates, at-risk populations need to be identified and their safety needs addressed. The NMDOT/TSD participates with the implementation of the Statewide Pedestrian Safety Action Plan working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian safety problems.

Program Area Problem Identification

Data from UNM/TRU 2018 NM Traffic Crash Report and 2018 NM DWI Report; 2018 State data are final

Pedestrians

In 2018, 84 pedestrians were killed and 92 were seriously injured in traffic crashes; 89.4 percent of all pedestrians in crashes were either injured or killed. Pedestrian deaths rose by 6.3 percent from 2017, while the number of pedestrians seriously injured declined by 3.2%.

According to GHSA, New Mexico had the highest in the nation pedestrian fatality rate per 100,000 population (4.0 vs. 1.9 nationally) Preliminary Jan-June 2019 data again shows that New Mexico had the highest in the nation pedestrian fatality rate per 100,000 population (2.24 vs. 0.92 nationally).

In 2018, 38 (45.2%) of pedestrian fatalities occurred in Bernalillo County, with 35 of the 38 occurring in Albuquerque; 9.5 percent were in San Juan County, 9.5 percent were in McKinley County and 7.1 percent were in Santa Fe County; 71.4 percent of all pedestrian fatalities occurred in these four counties.

In Bernalillo County, pedestrian fatalities were 40.4 percent of all crash-related fatalities in the county; in Santa Fe County they were 33.3 percent, in San Juan County they were 24.2 percent, in Doña Ana County they were 20.0 percent, and in McKinley County they were 19.5 percent.

In 2018, 70 percent of pedestrian fatalities were in urban areas. There were 560 urban pedestrian crashes and 59 pedestrian fatalities; there were 70 rural and rural non-interstate pedestrian crashes and 25 pedestrian fatalities.

The age group with the highest number of pedestrian fatalities were 25-29 (11), followed closely by those aged 55-59 (10) and 20-24 (8). The age groups with the highest number of serious injuries were 20-24, 25-29 and 50-54.

Factors cited in pedestrian fatal crashes included alcohol/drug involved (68.3%; up from 58.2% in 2017) and pedestrian error (18.3% down from 25.3% in 2017). Factors cited in pedestrian injury crashes included: pedestrian error (28.8%), driver inattention (21.5%), alcohol/drug involved (15.72%), and failure to yield right-of-way (13.5%).

Of all pedestrians in alcohol-involved crashes, 86.4 percent involved a pedestrian under the influence of alcohol; in 42 of 84 (1/2) of all pedestrian fatalities, the pedestrian was under the influence of alcohol.

The age groups with the highest number of alcohol-involved pedestrians in crashes were: 25-29 (15.7%); 55-59 (14.8%); 50-54 (11.1%); 35-39(10.2%); and 40-44(10.2%). Male pedestrians were twice as likely as female pedestrians to be in a crash, and were four times as likely as females to be an alcohol-involved pedestrian in a crash.

In 2018, pedestrian fatalities in dark-lighted conditions decreased slightly from 2017 and accounted for 29.8 percent of all pedestrian fatalities; pedestrian fatalities in dark-unlighted conditions increased by 52 percent from 2017 and accounted for 45.2 percent of pedestrian fatalities.

Bicyclists

In 2018, 87.9 percent of all pedalcyclists in crashes were either injured or killed. There were slightly more bicyclists in crashes in 2018 than in 2017 (45 vs. 42), but there were 11 fatalities in 2018 vs. 2 in 2017. This is the highest number of bicyclist fatalities in at least the past 12 years. Five percent of bicyclists in crashes had serious injuries; 46.9 percent had minor injuries.

Top factors cited in the bicyclist fatal and injury crashes were failure to yield the right of way, driver inattention and alcohol/drug involved. Alcohol-drug involvement was a factor in 7 of the 11 fatal crashes (63.6%). Of the 371 bicyclist crashes in 2018, 8 of the bicyclists were under the influence of alcohol.

Five of the fatal bicyclist crashes occurred in dark-not lighted conditions, 3 in daylight, 2 in dark-lighted conditions, and 1 at dusk. The highest number of bicyclist crashes at noon and between 4 and 5 p.m.

Bicyclists in crashes were six times more likely to be male than female. The age ranges of the bicyclist fatalities were from 10-14 to 60-64.

Identified Focus Areas

- High-Risk Demographic: Pedestrians: Males 20-29 and 50-59; Bicyclists: Males 10-14 and 60-64
- High-Risk Locations/Times/Conditions: Pedestrians - Bernalillo (Albuquerque), San Juan, McKinley, Santa Fe and Doña Ana counties; between noon and 5 p.m.; dark not-lighted/lighted
- High-Risk Behavior: Alcohol/ drug use; pedestrian error; driver inattention; failure to yield

Performance Measures and Targets

NHTSA C10: Pedestrian Fatalities

2018 Baseline	83	2021 Target	91
---------------	----	-------------	----

NHTSA C11: Bicyclist Fatalities

2018 Baseline	11	2021 Target	9
---------------	----	-------------	---

Rationale for Selected Countermeasure Strategy

The Pedestrian and Bicyclist Safety Program countermeasure strategy was selected based on a review of NHTSA's Countermeasures That Work, 9th Edition, 2017 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. The chosen countermeasure is evidence-based and has been shown to be an effective strategy for addressing pedestrian and bicyclist safety issues. The strategy is based primarily on public education, and communications and outreach.

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

Strategy – PED Communications and Outreach

In FFY21, New Mexico will increase communications and outreach regarding pedestrian and bicyclist safety and awareness by:

- a) funding community-based projects, particularly in identified high-risk areas, focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems to reduce pedestrian deaths and injuries

- b) working with local law enforcement, shelters and clinics in high-risk communities to increase awareness of pedestrian laws, and increase awareness of high risk activities and factors that contribute to pedestrian crashes
- c) continuing to provide updated information on pedestrian safety events and resources via the University of New Mexico Center for Injury Prevention Research and Education website - <http://hsc.unm.edu/som/programs/cipre/NMPSIP.shtml>
- d) providing training to law enforcement on pedestrian crash investigations
- e) working with New Mexico State Police to create a training on New Mexico pedestrian laws
- f) working with SAFER New Mexico to provide training to officers at Law Enforcement Coordinators' Symposium (LECS)
- g) continuing to participate in New Mexico's Safe Transportation for Every Pedestrian (STEP-5) initiative to better understand the state of pedestrian access and safety in New Mexico, and develop strategies to address identified areas for improvement
- h) 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
- i) working with local media to air the 'Look for Me' pedestrian safety radio spot statewide, and particularly in high-risk communities
- j) distributing 'Look for Me' bookmarks and 'Rules of the Road' cards with pedestrian safety tips and pedestrian-related laws to law enforcement, universities and schools, including driver education, driver safety and DWI schools
- k) providing education and awareness about crosswalk and roadway modifications designed to increase public safety
- l) distribution of 'Look for Me' safety brochures, and bright, reflective backpacks and vests to increase bicycle safety awareness and the visibility of bicyclists

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

(Countermeasures That Work, 9th Edition, 2017: Chapter 9, Bicycles: Section 1.2 Safe Routes to School; 1.3 Bicycle Safety Education for Children; 2.2 Bicycle Safety Education for Adult Cyclists; 3.1 Active Lighting and Rider Conspicuity; 3.2 Promote Bicycle Helmet Use With Education; 4.1 Driver Training; 4.2 Share the Road Awareness Programs. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7)

Assessment of Overall Projected TS Impacts

The countermeasure strategy proposed for the Pedestrian and Bicyclist Safety Program focuses on local community outreach and communications efforts to raise the public's awareness about the importance of looking out for pedestrians and bicyclists, sharing the road, and taking other safety precautions to reduce the chances of their being involved in a traffic crash that could result in death or injury. Pedestrians and bicyclists are reminded to be aware of their surroundings and be as highly visible as possible when interacting with vehicle traffic, while drivers are reminded to be alert and cautious in areas with pedestrian and bicycle traffic.

Program Component Linkages

The detailed problem identification data pinpoint the high-risk demographic, locations and behaviors associated with pedestrian and bicyclist crashes, fatalities and injuries. The two performance measures and targets will assess the impact of the State's pedestrian and bicyclist safety program strategy and project designed to reduce the escalating number of pedestrian fatalities.

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

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

In 2020, the NMDOT, FHWA-NM, University of New Mexico, NM Mid-Region Council of Governments and the City of Santa Fe continued to meet on the Safe Transportation for Every Pedestrian (STEP-5) pedestrian safety initiative. STEP-5 members, facilitated by the Alta Planning + Design agency, developed a Public Outreach Plan (POP) outlining plans for a range of engagement activities to educate NMDOT staff and pedestrian safety stakeholders about the NM Pedestrian Safety Action Plan. The POP identifies key goals, intended audiences, and specific outreach methods designed to determine which policies, programs and trainings would be most effective to increase pedestrian safety with regard to project development and implementation. Staff and stakeholder trainings are planned for 2021.

The Pedestrian and Bicyclist Safety Program educational and awareness strategy and activities interface with the NMDOT and FHWA’s efforts to structurally make roadways safer for the walking and bicycling public. As pedestrian and bicyclist roadways and intersections are made safer, raising the public’s awareness of these changes serves to increase the overall impact of such interventions.

Planned Federal Funding

Countermeasure: PED Communications and Outreach

Project Number	Project Title	Fund Source	Fund Estimates
01-PS-05h-P01	Pedestrian & Bicyclist Safety	405h	240,000
01-PS-RF-P01		20100	60,000
<p>Provides funds for a contract with the University of New Mexico Center for Injury Prevention Research and Education (CIPRE) to conduct community outreach, education and training with a focus on drivers, pedestrians, bicyclists and the general public. Assist local communities, MPOs, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian fatalities and injuries, particularly in the downtown Albuquerque area and the 4-corners region of the State.</p> <p>Contractor will partner with law enforcement, shelters and clinics in high-pedestrian fatality/injury communities to increase awareness of pedestrian and bicyclist laws, and highlight ways to increase awareness and safety among high-risk populations. Contractor will partner with NMDOT Bicycle/Pedestrian/Equestrian and Safe Routes to School programs, and with Driver Education instructors to highlight pedestrian and bicyclist safety issues. Contractor will encourage increased awareness of pedestrians and bicyclists through a ‘Look for Me’ campaign. Contractual costs include personnel and benefits, educational materials, training or meeting venue costs, and travel. <i>State funds are used for educational materials and promotional items for pedestrian and bicyclist safety activities and events.</i> Total Project Funds = \$300,000</p>			
Intended Subrecipient: UNM CIPRE		Staff Oversight: Jonathan Fernandez	
Estimated Match Amount: 60,000		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

PED/Bike Federal and State Budget Funds Summary

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

Media and Marketing Plan to Support TS Programs

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

The NMDOT contracts with a media creative design and production firm to develop high-impact messaging designed to reach targeted audiences and generate widespread message exposure. In addition, public information and education campaigns are conducted in conjunction with law enforcement or community event activities to increase traffic safety awareness, and achieve maximum reductions in risky behaviors.

Media Communications and Outreach

In FFY21, New Mexico plans to implement high-visibility media and marketing campaigns designed to provide information to the general public about traffic safety issues and to enhance the effectiveness of all traffic safety projects by:

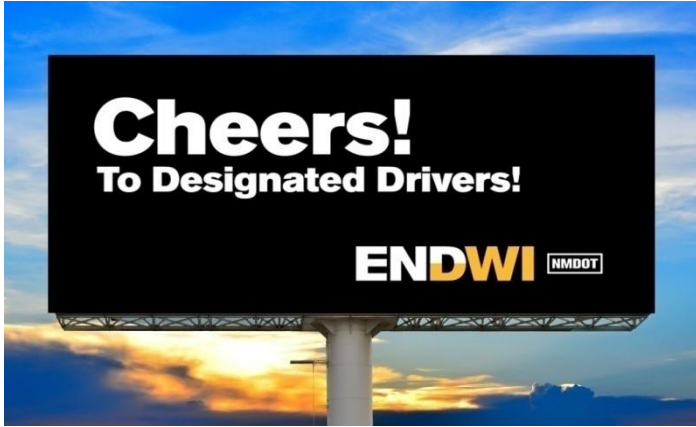
- ❖ Creating and disseminating alcohol/impaired, occupant protection, texting, motorcycle, pedestrian and bicyclist safety, and underage drinking prevention media messages
- ❖ Developing and coordinating earned media initiatives to maximize paid media and enforcement campaigns
- ❖ Developing and/or implementing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

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

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

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

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



BKLUP



Impact of Media Support

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

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

Use of 164 Funds – Alcohol/Impaired Driving Media Campaigns

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

Planned State-only Funding

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

Project Number	Project Title	Fund Source	Fund Estimate
01-EE-PM-P03	General Paid Media	20800	275,000
01-PM-RF-P02		20100	67,000
Funds paid media for general traffic safety efforts including messaging on increasing seatbelt and child restraint use, deterring speeding and distracted driving, and increasing construction zone safety awareness.			
Staff Oversight: Jeff Barela			

Media State Budget Funds Summary

Total Planned State Funds:	\$629,500
----------------------------	-----------

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

Traffic Records Program Plan

New Mexico's Traffic Records Program is focused on facilitating an effective traffic records system to provide timely access to accurate, uniform and complete data on traffic activity by supporting the collection, storage, analysis and sharing of data. Such a system is essential for definitive identification of traffic safety problems so that effective countermeasures can be developed and implemented. A traffic records assessment will be conducted in 2021 to determine the status of the State traffic records system.

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

Traffic Records Coordinating Committee

FFY20 TRCC Meeting Dates: July 17, 2019, October 9, 2019, January 8, 2020, April 8, 2020

State Traffic Records Coordinator: Sophia Roybal-Cruz, Traffic Records Program Bureau Chief

Member	Title/ Function	Home Organization/ Agency	Core System
Sophia Roybal-Cruz	Bureau Chief/ Chair	NMDOT Traffic Safety Division	All Systems
Joseph Romero	Captain/ Commercial MV	Dept. of Public Safety; Commercial MV	Crash/Citation/Adj.
Ben Romero	Capt/IT Special Projects	Dept. of Public Safety	Crash/Citation/Adj.
Sammy Trujillo	Staff Manager	Dept. of Public Safety	Crash/Citation/Adj.
Charles Becvarik	EMS Data Coordinator	NMDOH EMS Bureau	EMS/ Injury Surveillance
Genevieve Grant	IT Technical Support Mgr.	AOC/ Judicial Information Division	Citation/ Adjudication
Dick Wilkinson	Chief Information Officer	AOC/ Judicial Information Division	Citation/ Adjudication
Tomas Glover	Driver Svs. Bureau Chief	Motor Vehicle Division/ Tax & Rev Dept.	Driver/ Vehicle
Sean Bulian	Vehicles Bureau Chief	Motor Vehicle Division/ Tax & Rev Dept.	Vehicle
Jessica Griffin	HSP Coordinator	NMDOT Statewide Planning Bureau	Roadway; Crash
John Baker	Staff Manager	NMDOT Roadway Inventory	Roadway
Esteban Trujillo	Ignition Interlock Program	NMDOT Traffic Safety Division	Driver
Kariann Blea	TraCS Project Manager	NMDOT Traffic Safety Division	Crash
Kimberly Wildharber	Traffic Safety DWI Data	NMDOT Traffic Safety Division	Crash
Roberta Vasquez	Supervisor Crash Data	NMDOT	Crash
Sean Noonan	Manager Traffic Counts	NMDOT	Roadway
Sonia Abeyta	TraCS Project Manager	NM Department of Public Safety	Crash/Citation/ Adj.
Christian Quintana	TR Project Manager	NMDOT Traffic Safety Division	All Systems
Steve Harrington	Software Dev. Manager.	AOC/ Judicial Information Division	Citation/ Adjudication
Suzanne J. Winsor	Business Support Mgr.	AOC/ Judicial Information Division	Citation/ Adjudication
Dason Allen	Sergeant	Dona Ana County Sheriff's Department	Crash/Citation/Adj.
Luis Melgoza	Engineer/ FHWA Liaison	NM FHWA	All Systems
Brian Bullard	Support & Maintenance	DPS/ IT Solutions- TraCS Contractor	Crash; Citation
Jessica Bloom	Research Scientist	UNM – Geospatial & Population Studies	Crash
Robert Rhatigan	Director	UNM – Geospatial & Population Studies	Crash
Ilene Hall	HSP Advisor	Contractor - Pricehall Research	All
Mike Archibeque	TR Advisor	Contractor – MA Strategies	All
Ferdi Serim	STRCC Coordinator	Contractor – MA Strategies	All
Annjenette Torres	STRCC Administration	Contractor – MA Strategies	All

Performance Measures and Targets

STATE: Crash Database - Data Entry Verification

Increase the accuracy and completeness of the crash database by increasing the number of database elements available to be verified by the data entry supervisor from 15 elements in the period 4/1/2019 to 3/31/2020 to 20 elements in the period 4/1/2020 to 3/31/2021. Verification is for the 2019 version of the uniform crash reports submitted and sent to NMDOT as hard copies.

STATE: Citation/Adjudication Database - Electronic Penalty Assessment Citations

Increase the accuracy and timeliness of penalty assessment citations sent to the Motor Vehicle Division (MVD) by law enforcement by increasing electronic citation submissions from 0 in the period 4/1/2019 to 3/31/2020 to 10 percent of all citation submissions for the period 4/1/2020 to 3/31/2021.

Program Area Problem Identification

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

Rationale for Selected Countermeasure Strategies

The following strategies align with Plan Implementation and Evaluation areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan (SHSP). The SHSP emphasizes the importance of access to timely, accurate and complete traffic safety data and data analyses to support development and implementation of effective strategies and projects designed to reduce fatalities and injuries.

Strategy – Improve the Availability, Quality and Utility of Crash Data

In FFY21, New Mexico planned projects will increase the availability, quality and utility of crash, fatality and injury data for highway safety planning and resource allocation by:

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

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

Strategy – Facilitate Crash Data Entry and Maintenance of Crash Database

In FFY21, New Mexico will facilitate crash report data collection for analyses and report development by:

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

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

Assessment of Overall Projected TS Impacts

Evidence-based countermeasure strategies and the projects to implement them improves 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 resource allocation. The State's electronic collection of crash data facilitates more timely and accurate entry, analysis and access to the data. The Traffic Records Program continues to increase its ability to improve the quality and utility of the State crash database, including updating the uniform crash report to add new MMUCC elements and attributes, and adding new data fields.

Program Component Linkages

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

Planned Federal Funding

Project Number	Project Title	Fund Source	Fund Estimates
01-TR-05c-P01	Crash Data Statistical and Analytical Reporting	405c	368,416
01-TR-RF-P02		20100	168,622
<p>Funds a contract with the University of NM (UNM) to provide advanced data analyses using data merging techniques to more easily and accurately identify problem locations and conditions used for generating timely crash-related community and statewide reports to traffic safety partners, State and community leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and increase its traffic crash database quality improvement capabilities. These efforts result in more timely access to and availability of high quality crash-related data. UNM provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources. Total Project Funds = \$537,038</p>			
Intended Subrecipient: University of New Mexico		Staff Oversight: Sophia Roybal-Cruz	
Estimated Match Amount: 92,104		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-TR-02-P01	Traffic Records Statistician	402	60,000
<p>Statistician will conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers; apply appropriate statistical techniques in the analysis of data and provide interpretation of analysis outcomes. Statistician will work under the direction of the Traffic Records Bureau. Total Project Funds = \$60,000</p>			
Intended Subrecipient: University of New Mexico		Staff Oversight: Roberta Vasquez	
Estimated Match Amount: 8,736		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Planned State-only Funding

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

TR Federal and State Budget Funds Summary

Total Planned NHTSA Funds:	\$428,416
Total Planned State Funds:	\$468,622

Driver Education and Safety Program Plan

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

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

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

Performance Measure and Target

NHTSA C9: Under-21 Drivers in Fatal Crashes

2018 Baseline	44	2021 Target	61
---------------	----	-------------	----

Program Area Problem Identification

Data from UNM/TRU 2018 NM Traffic Crash Report and 2018 NM DWI Report; 2018 State data are final

New Mexican teen drivers, aged 15-19, had the State's highest crash rate compared to any other driver age group. The teen driver crash rate has risen steadily over the past four years, increasing from 102.5 per 1,000 licensed drivers in their age group in 2014 to 132.9 in 2018. Approximately one-third of all crashes involving New Mexican teen drivers occurred between 3 p.m. and 6 p.m.

Drivers 20-24 had the second highest crash rate at 80.5 per 1,000 licensed drivers in their age group. NM drivers aged 20-24 had the highest fatal crash rate at 5.3 per 10,000 licensed drivers in their age group, followed by NM drivers aged 15-19 (4.1) and drivers aged 25-29 (4.1). The highest percentages of NM drivers in fatal crashes were aged 20-24 (15.4%); 25-29 (13.5%); and 30-34 (9.5%).

Based on the number of licensed drivers in New Mexico, the 2018 crash rate of alcohol-involved drivers aged 20-24 was three times the statewide rate; the crash rate of alcohol-involved drivers aged 25-29 was twice the statewide rate.

Under-21 male drivers were 3.5 times more likely than under-21 female drivers to be an alcohol-involved driver in a crash. Young adult males (aged 20-24) were 2.6 times more likely than young adult females to be an alcohol-involved driver in a crash.

In 2018, total crashes were highest on Fridays; fatal crashes on Saturdays and Sundays; alcohol-involved crashes Friday through Sunday. Alcohol-involved crashes are highest between 5 p.m. and 9 a.m. with peak times being between 8 and 9 p.m.

In 2018, of unbelted person fatalities, 28.9 percent were aged 20-29, down from 38.4 percent in 2017. Unbelted fatalities were also high among persons aged 25-29 (17.0%) and 35-39 (12.6%). Males were twice as likely as females to be an unbelted fatality in a crash.

Of speeding drivers in crashes, 16.5 percent were aged 20-24, 14.3 percent were 15-19 and 12.2 percent were 25-29. Males were twice as likely as females to be a speeding driver in a crash.

Results from New Mexico's 2019 Traffic Safety Awareness Survey showed that 56.3 percent of respondents said they used their cell phone to talk, text or read texts while driving; 23 percent reported talking, texting or reading texts at least half the time while driving.

Identified Focus Areas

- High-Risk Demographic: Males 15-29
- High-Risk Behaviors: Alcohol use, Unbelted; Speeding; Distracted driving
- High-Risk Days/Times/ Conditions: Friday – Sunday: 3 p.m. - 6 p.m. for teen drivers; 5 p.m. & 2 a.m. for impaired drivers

Rationale for Selected Countermeasure Strategies

Driver Education Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 9th Edition, 2017 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Chosen countermeasures are evidence-based and have been shown to be effective strategies for addressing traffic safety issues. The following countermeasure strategies are based primarily on education, outreach and media.

Strategy – DE Communications and Outreach

In FFY21, 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, particularly younger males by:

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

(Countermeasures that Work, 9th Edition, 2017; Chapter 1, Alcohol and Drug-Impaired Driving: Section 5.2 Mass Media Campaigns; Chapter 2, Seatbelts and Child Restraints: Section 3 Communications and Outreach; Chapter 3, Speeding and Speed Management: Section 4 Communications and Outreach; Chapter 4, Distracted and Drowsy Driving: Section 2 Communications and Outreach; Chapter 5, Motorcycle Safety: Section 4 Communications and Outreach; Chapter 6, Young Drivers: Section 1 Graduated Driver Licensing; Chapter 8, Pedestrian Safety: Section 3.1 Impaired Pedestrians: Communications and Outreach; Section 4.3 Conspicuity Enhancement; 4.5 Driver Training; Chapter 9, Bicycle Safety: Section 4 Drivers and Bicyclists)

Strategy – Driver Education

In FFY21, New Mexico will improve the quality of all driver education and safety programs certified, licensed or funded by the TSD by:

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

(Countermeasures That Work, 9th Edition, 2017: Chapter 6, Young Drivers: Section 1. Graduated Driver Licensing; Section 2. Driver Education. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

Assessment of Overall Projected TS Impacts

Strategies proposed for the Statewide Driver Education and Safety Program are focused on educating new drivers, and on re-educating drivers that have received sanctions that require they attend driver improvement classes or DWI awareness classes. Quality of driver education schools and instructor training is monitored, and schools are located in communities throughout the State. Public information and education campaigns are designed to raise awareness about traffic safety-related risky behaviors and traffic safety enforcement. The driver education and communication/outreach countermeasures are designed to improve the safety of the driving public overall. The proposed strategies are evidence-based and have been shown to be effective measures for impacting the issue of driver education and safety.

Program Component Linkages

The problem identification data highlight the need for education of young drivers and re-education of problem drivers. With 2018 data showing that teens and young drivers had the highest crash rates per licensed drivers in their age group, and drivers aged 15-24 had the highest fatal crash rates in the State, statewide driver education is a necessary and critical strategy for reducing these crashes. Along with driver education, the public information/education campaigns designed to raise and maintain awareness about risky driving behaviors and about sustained and focused traffic safety enforcement, are critical for new drivers, as well as for identified problem drivers.

The 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.

The performance target for under-21 drivers in fatal crashes will assess the effectiveness of the DE Program strategies and projects.

Planned Federal Funding

Countermeasure: DE Communications and Outreach

Project Number	Project Title	Fund Source	Fund Estimates
01-DE-02-P01	Traffic Safety Clearinghouse	402	180,000
01-DE-RF-P03		20100	60,000
<p>Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed</p> <p>Provides funds for Injury Prevention Resource Center (IPRC) promotional materials for NMDOT/TSD programs including Impaired Driving, Occupant Protection, Pedestrian and Bicyclist Safety, Motorcycle Safety and Driver Education and Safety. Additional funds for this project in AL Section: 01-AL-64-P09 (208,500).</p> <p>Total Project Funds = \$448,500</p>			
Intended Subrecipient: Safer NM Now		Staff Oversight: Kimberly Wildharber	
Estimated Match Amount: 26,208		Estimated Local Benefit: 180,000	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
01-DE-02-P02	NCSAs/ Media Training	402	160,000
01-DE-05b-P01		405b	75,000
01-DE-RF-P02		20100	30,000
<p>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 distracted driving, pedestrian safety, motorcyclist safety and underage drinking.</p> <p>Provides training for law enforcement agencies, including how to write press releases and how to handle interviews and media inquiries. This training is based on the NHTSA Administration Law Enforcement Public Information Workshop and is accredited by the New Mexico Law Enforcement Academy. Total Project Funds = \$265,000</p>			
Intended Subrecipient: NM Broadcasters Association		Staff Oversight: Leann Adams	
Estimated Match Amount: 402: 23,296; 405b:18,750		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-DE-02-P03	Traffic Safety Awareness Survey	402	60,000
<p>A GHSA/NHTSA agreed upon TS awareness survey to be conducted nationwide annually with standard questions. Project provides funds for the survey to be conducted In New Mexico. Total Project Funds = \$60,000</p>			
Intended Subrecipient: Marketing Solutions		Staff Oversight: Leann Adams	
Estimated Match Amount: 8,736		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimate
01-DE-05e-P01	Distracted Driving Awareness Media Placement	405e	40,000
<p>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 2021 summer months. Total Project Funds = \$40,000</p>			
Intended Subrecipient: TBD		Staff Oversight: Jeff Barela	
Estimated Match Amount: 10,000		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Planned State-only Funding

Project Number	Project Title	Fund Source	Fund Estimates
01-DI-09-P01	DE Programs – State Mandated	10020	204,766
01-DE-RF-P01		20100	204,766
Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and TSD policies and procedures. Provides funding to assist with updates to existing Department regulations, as necessary. <i>\$170,000 of State funds for this project in 01-II-54-P03. Total Project Funds = \$579,532</i>			
Staff Oversight: Leann Adams			

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

DE Federal and State Budget Funds Summary

Total Planned NHTSA Funds	\$515,000
Total Planned State Funds	\$559,532

Planning and Administration

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

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

The TSD utilizes an e-grants system for grant-funded law enforcement agencies participating in ENDWI, STEP, and BKLUP/CIOT activities. The e-grants system facilitates the review of law enforcement operations and helps identify the need for any adjustments to operational plans. Phase Two system enhancements to incorporate State CDWI, Education & Enforcement projects and other contracts will continue to be implemented in FFY2021.

Process Measures

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

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

Strategies to Achieve Process Measures

In FFY21, the NMDOT will facilitate communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries by:

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

In FFY21, the NMDOT will support sound and fiscally responsible planning and financial management practices by:

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

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

P&A 2021 Planned Staff Salary and Project Area Allocations

	State	P&A Federal	AL	OP	PT	TR FARS
Director OSP – Franklin Garcia	100%					
Director TSD – Jeff Barela	100%					
ID Staff Manager- Kimberly Wildharber			49%	24%	27%	
Finance Staff Manager- Reynaldo Martinez		15%	40%	20%	25%	
District 1 PM – Nick Rivera	100%					
District 2 PM – Pierrot Bendegue	100%					
District 3 PM - Carmelita Chavez			42%	25%	33%	
District 4 & 6 PM – Cora Anaya			40%	25%	35%	
District 5 PM – John Vargas			40%	25%	35%	
PE Staff Manager – Position Vacant	100%					
DE PM MA A – Leann Adams	100%					
Pedestrian/Bicycle PM - Jonathan Fernandez	100%					
TR Staff Manager – Sophia Roybal-Cruz	100%					
PA Staff Manager – Judith Duran	100%					
Quality Assurance –Thomas Lujan	100%					
FARS Analyst – Vanessa Ortiz						100%
FARS Analyst – Steven Lujan	75%					25%
Finance Bus Ops Spec A - Tommy Campos		100%				
Financial Spec A – Clarice Marien	100%					
Financial Spec O – Avalon Wright		100%				
Bus Spec Ops A – Debbie Varela	100%					
Bus Spec Ops A –Venus Howley	100%					
MA A –Esteban Trujillo	100%					
TR MA Supervisor – Roberta Vasquez	100%					
TR MA B – Marcus Sandoval	100%					
TR Clerk – Position Vacant	100%					
TR MA A – Christian Quintana	100%					
TR MA A - Kariann Blea	100%					
TSD Clerk – Position Vacant	100%					
Admin Clerk –Stephanie Lopez-Porrás	100%					

Planned Federal Funding

Project Number	Project Title	Fund Source	Fund Estimate
01-PA-02-P01	Financial Systems Management – FTEs	402	145,000
Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all functions related to managing the NHTSA funding through the Grant Tracking System (GTS). Total Project Funds = \$145,000			
Intended Subrecipient: None		Staff Oversight: Jeff Barela	
Estimated Match Amount: 21,112		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

Project Number	Project Title	Fund Source	Fund Estimates
01-PA-02-P02	HSP, Grant and Technical Writing Services	402	70,000
01-EE-05-P04		20800	30,000
Funds a contract to develop and prepare New Mexico's Highway Safety Plan, develop and prepare Federal grant applications and the Annual Report, and provide technical writing assistance, as necessary. Total Project Funds = \$100,000			
Intended Subrecipient: Pricehall Research		Staff Oversight: Jeff Barela	
Estimated Match Amount: 10,192		Estimated Local Benefit: None	
Project part of TSEP: No		Purchases Costing \$5000 or more: No	

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

P&A Federal and State Budget Funds Summary

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

VI. Strategy Selection and EB Enforcement

NMDOT Evidence-Based Traffic Safety Enforcement Plan

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

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

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

TSEP Analysis of Crashes, Fatalities and Injuries

In 2018, a large majority of crashes and alcohol-involved crashes occurred on urban* roadways (80.4% and 72.6%). Crashes on urban roadways accounted for 38.3 percent of fatalities and 60.5 percent of serious injuries; 50.8 percent of crash fatalities occurred on rural non-interstate roadways and 11.0 percent on rural interstates. Most alcohol-involved fatalities occurred on rural non-interstate roads (86; 56.6%), followed by those on urban roads (60; 39.5%).

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

The top counties for traffic fatalities were Bernalillo, McKinley, San Juan, Lea, Sandoval, Santa Fe and Eddy. These counties accounted for 65 percent of all traffic fatalities. 2018 data show that the top counties for crash fatalities and serious (Class A) injuries were Bernalillo, Doña Ana, San Juan, McKinley, Eddy, Santa Fe and Lea.

The cities with the highest crash rates (crashes per 1,000 city residents) were Taos (58.1), Española (38.3), Carlsbad (35.7), Las Cruces (34.5) and Albuquerque (34.4). The cities with the highest alcohol-involved crash rates (alcohol-involved crashes per 10,000 city residents) were Gallup (36.5), Taos (33.5), Shiprock (22.9), Zuni Pueblo (22.2) and Ruidoso (21.7). The highest number of total crashes and alcohol-involved crashes occurred in the cities of Albuquerque, Las Cruces and Santa Fe.

In 2018, the top five counties for unbelted fatalities and serious injuries were Bernalillo (44), San Juan (27), Doña Ana (20), McKinley (19), and Rio Arriba (19) counties. These five counties accounted for 49 percent of the State's unbelted crash fatalities and serious injuries. Other counties with higher numbers of unbelted fatalities and serious injuries were Chaves (17) and Lea (17).

In 2018, 64.9 percent of unbelted fatalities and serious injuries occurred on rural, non-interstate* roads, 27.1 percent on urban roads, and 8.0 percent on rural interstate roads. Drivers on local roads (as opposed to primary or secondary roads) had the lowest observed seatbelt use percentages, regardless of type of vehicle driven. The lowest observed belt use was by pickup truck occupants on local roads (85.2%).

Un-weighted data show that nighttime use for all drivers and front seat passengers was 87.5 percent, 4.5 percent lower than un-weighted daytime use.

In 2018, counties with the highest number of motorcyclists in crashes were Bernalillo (445; 36.8%), Doña Ana (125; 10.3%), Sandoval (73; 6.0%), Santa Fe (68; 5.6%), and San Juan (52; 4.3%). Counties with the highest number of motorcyclist fatalities were Bernalillo (19; 38.8%), Eddy (4; 8.2%), Sandoval (3; 6.1%) and Taos (3; 6.1%). These four counties accounted for 59.2 percent of all motorcyclist fatalities.

Alcohol/drug Involvement was the top contributing factor in motorcycle vehicle fatal crashes (46.2%). In 2018, counties with the highest number of alcohol-involved motorcycle crashes were Bernalillo (11 crashes), Sandoval (11), San Juan (6), Doña Ana (6), Santa Fe (4) and Taos (4). These counties accounted for 64.6 percent of alcohol-involved motorcycle crashes (42 of 65).

In 2018, 84 pedestrians were killed, and 92 were seriously injured in traffic crashes.

Of all crash fatalities in Bernalillo County, 40.4 percent were pedestrian fatalities; in Colfax County, 40.0 percent; in Santa Fe County, 33.3 percent; and in San Juan County, 24.2 percent. Of the 38 pedestrian fatalities in Bernalillo County, 35 were in Albuquerque (92%).

Of the 125 pedestrians in an alcohol-involved crash, 108 (86.4%) of the pedestrians were under the influence of alcohol.

*Starting in 2018, a new guideline for urban designations was instituted and resulted in a decrease in crashes designated as urban and a corresponding increase in crashes designated as rural non-interstate.

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, pedestrian/bicyclist safety, motorcyclist safety 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.

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 local traffic safety partners, and with the NMDOT Transportation Planning and Safety Division staff responsible for developing the Highway Safety Improvement Program (HSIP) and the State Strategic Highway Safety Plan (SHSP).

FATALITY & CRASH DATA FOR PLANNED AGREEMENTS WITH LEAS

County	Population	Law Enforcement Agency	2019 Data - All Crashes			
			Fatalities	%	Total Crashes	%
Bernalillo County	679,119		103	24.30%	13,817	33.50%
		Albuquerque PD				
		Bernalillo County SO				
San Juan County	123,958		37	8.70%	2,214	5.40%
		Aztec PD				
		Bloomfield PD				
		Farmington PD				
		San Juan County SO				
Doña Ana County	218,195		31	7.30%	4,385	10.60%
		Anthony PD				
		Dona Ana County SO				
		Hatch PD				
		Las Cruces PD				
		New Mexico State University PD				
		Sunland Park PD				
Lea County	71,070		26	6.10%	1,906	4.60%
		Eunice PD				
		Hobbs PD				
		Jal PD				
		Lea County SO				
		Lovington PD				
McKinley County	77,299		26	6.10%	1,367	3.30%
		Gallup PD				
		McKinley County SO				
		Ramah Navajo PD				
		Zuni Pueblo PD				
Sandoval County	146,750		18	4.20%	1,997	4.80%
		Bernalillo PD				
		Corrales PD				
		Cuba PD				
		Jemez Springs PD				
		Rio Rancho PD				
		Sandia Pueblo PD				
		Sandoval County SO				
		Santa Ana Pueblo PD				

Cibola County	20,743		16	3.80%	502	1.20%
		Cibola County SO				
		Grants PD				
		Milan PD				
Eddy County	58,460		16	3.80%	1,856	4.50%
		Artesia PD				
		Carlsbad PD				
		Eddy County SO				
		Hope PD				
		Loving PD				
Santa Fe County	146,991		16	3.80%	3,281	8.00%
		Edgewood PD				
		Pojoaque Tribal PD				
		Santa Fe County SO				
		Santa Fe PD				
		Tesuque Pueblo PD				
Luna County	23,709		11	2.60%	398	1.00%
		Deming PD				
		Luna County SO				
Otero County	67,490		11	2.60%	861	2.10%
		Alamogordo PD				
		Otero County SO				
		Tularosa PD				
Rio Arriba County	42,288		11	2.60%	831	2.00%
		Espanola PD				
		Ohkay Owingeh Pueblo PD				
		Rio Arriba County SO				
		Santa Clara Pueblo PD				
Valencia County	76,688		11	2.60%	1,047	2.50%
		Belen PD				
		Bosque Farms				
		Los Lunas PD				
		Valencia County SO				
Chaves County	64,615		10	2.40%	1,349	3.30%
		Chaves County SO				
		Hagerman PD				
		Roswell PD				
Guadalupe County	4,300		10	2.40%	270	0.70%
		Guadalupe County SO				
		Santa Rosa PD				

Hidalgo County	4,198		9	2.10%	97	0.20%
		Hidalgo County SO				
		Lordsburg PD				
Torrance County	15,461		9	2.10%	217	0.50%
		Moriarty PD				
		Mountainair PD				
		Torrance County SO				
Curry County	48,954		7	1.70%	865	2.10%
		Clovis PD				
		Texico PD				
Lincoln County	19,572		7	1.70%	490	1.20%
		Capitan PD				
		Carrizozo PD				
		Lincoln County SO				
		Ruidoso Downs PD				
		Ruidoso PD				
Socorro County	16,637		6	1.40%	277	0.70%
		Socorro County SO				
		Socorro PD				
Colfax County	11,941		5	1.20%	349	0.80%
		Cimarron PD				
Mora County	4,521		5	1.20%	116	0.30%
		Mora County SO				
Taos County	32,723		5	1.20%	624	1.50%
		Taos County SO				
		Taos PD				
Grant County	26,998		4	0.90%	582	1.40%
		Grant County SO				
		Hurley PD				
		Santa Clara (Village) PD				
		Silver City PD				
San Miguel County	27,277		4	0.90%	515	1.20%
		Las Vegas PD				
		San Miguel County SO				
Roosevelt County	18,500		3	0.70%	311	0.80%
		Eastern New Mexico University PD				
		Portales PD				
		Roosevelt County SO				

De Baca County	1,748		2	0.50%	43	0.10%
		De Baca County SO				
Quay County	8,253		2	0.50%	214	0.50%
		Logan PD				
		Quay County SO				
Los Alamos County	19,369		1	0.20%	133	0.30%
		Los Alamos PD				
Sierra County	10,791		1	0.20%	200	0.50%
		T or C PD				
Union County	4,059		1	0.20%	65	0.20%
		Clayton PD				
		Union County SO				
Catron County			0	0.00%	37	0.10%
Harding County			0	0.00%	12	0.00%
Total	2,092,677		424		41,228	

State Coverage: 99.8%

All crash data excludes station reports. All crash data from 2019 are preliminary. The data for 2019 fatalities and corresponding rates are from the State preliminary Fatallog database, as of June 4, 2020. All other data are from the NMDOT crash database.

Counties and State Populations Based on U.S. Census 2019 population estimates; Pueblo population data are from the 2010 US Census Bureau. New Mexico 2019 Population Estimate = 2,096,829

TSEP 2021 Planned Activities

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

TSEP Monitoring and Adjustment

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

In FFY2021, TSD staff members will continue to meet periodically to review overall progress toward statewide performance targets and make adjustments to the Traffic Safety Enforcement Plan and the HSP countermeasures and projects, as warranted by data.

NMDOT/ TSD Planned 2021 HVE Campaigns Supporting NHTSA National Mobilizations

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

**Additional High-visibility Enforcement and Communication/Outreach details provided in Alcohol/ Impaired Driving, Police Traffic Services and Occupant Protection Program Sections
See Media and Marketing Plan on pages 53-55 for media logo samples**

Acronyms

ARIDE – Advanced Roadside Driving Impairment Enforcement

BAC – Blood/ Breath Alcohol Content

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

CDWI – Community DWI Program

CDC – Centers for Disease Control and Prevention

DNTXT – Don't Text (media messaging)

DRE – Drug Recognition Expert

DWI – Driving While Intoxicated

EB – Evidence-Based

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

EMS – Emergency Medical Services

FARS – Fatality Analysis Reporting System

FHWA – Federal Highway Administration

FMCSA – Federal Motor Carrier Safety Association

GDL – Graduated Driver Licensing

g/dL – Grams per Deciliter

HSIP – Highway Safety Improvement Program

HSP – Highway Safety Plan

HVE – High Visibility Enforcement

ID – Impaired Driving

IPRC – Injury Prevention Resource Center

LEL – Law Enforcement Liaison

MPOs – Metropolitan Planning Organizations

NHTSA – National Highway Traffic Safety Administration

NMDOT – New Mexico Department of Transportation

OP – Occupant Protection

SFST – Standard Field Sobriety Testing

SHSP – Strategic Highway Safety Plan

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

SLD – Scientific Laboratory Division (NM Department of Health)

SO – Sheriff's Office

STEP – Selective Traffic Enforcement Program

STRCC – Statewide Traffic Records Coordinating Committee

STREOC – Statewide Traffic Records Executive Oversight Committee

TBD – To be determined

TraCS – Traffic and Criminal Software

TRU – Traffic Research Unit (of University of NM)

TS – Traffic Safety

TSD – Traffic Safety Division (of NMDOT)

UAD – Underage Drinking

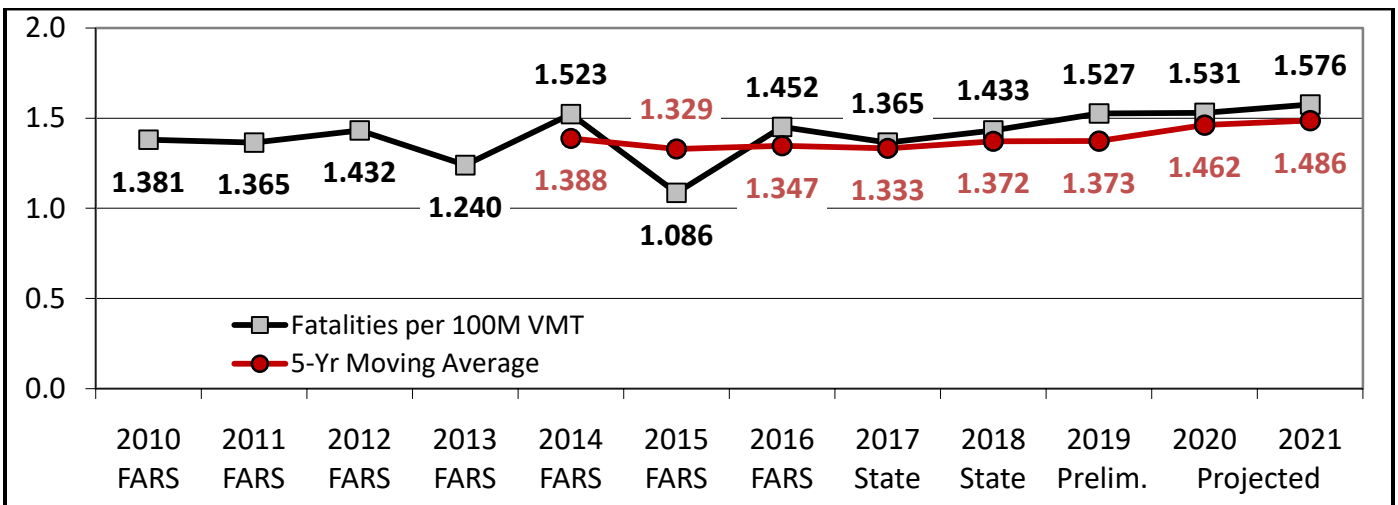
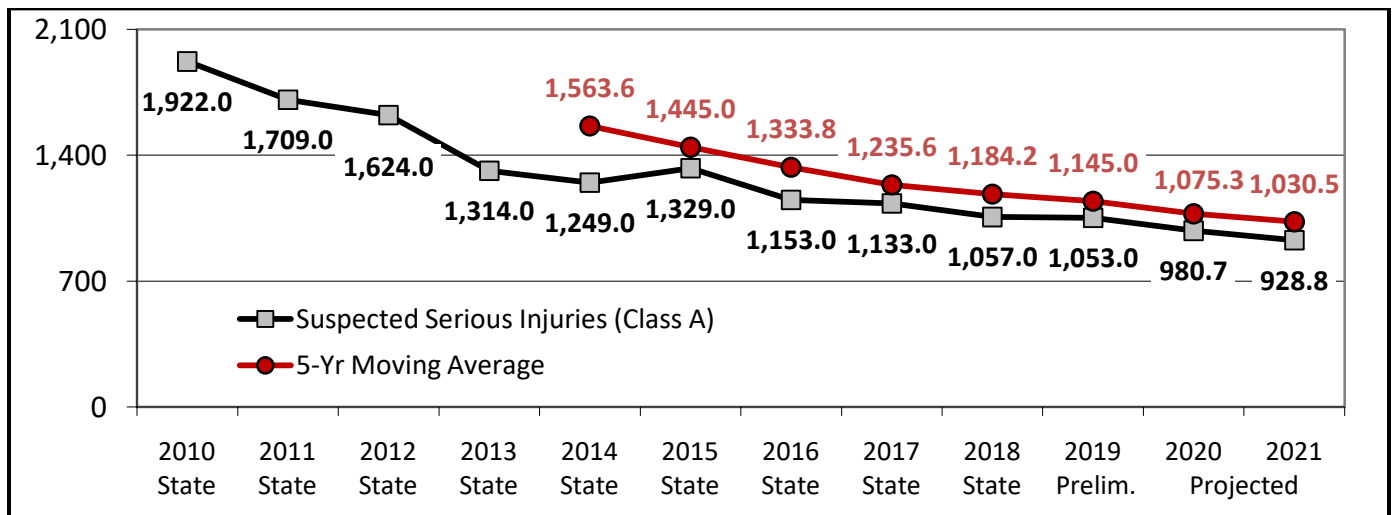
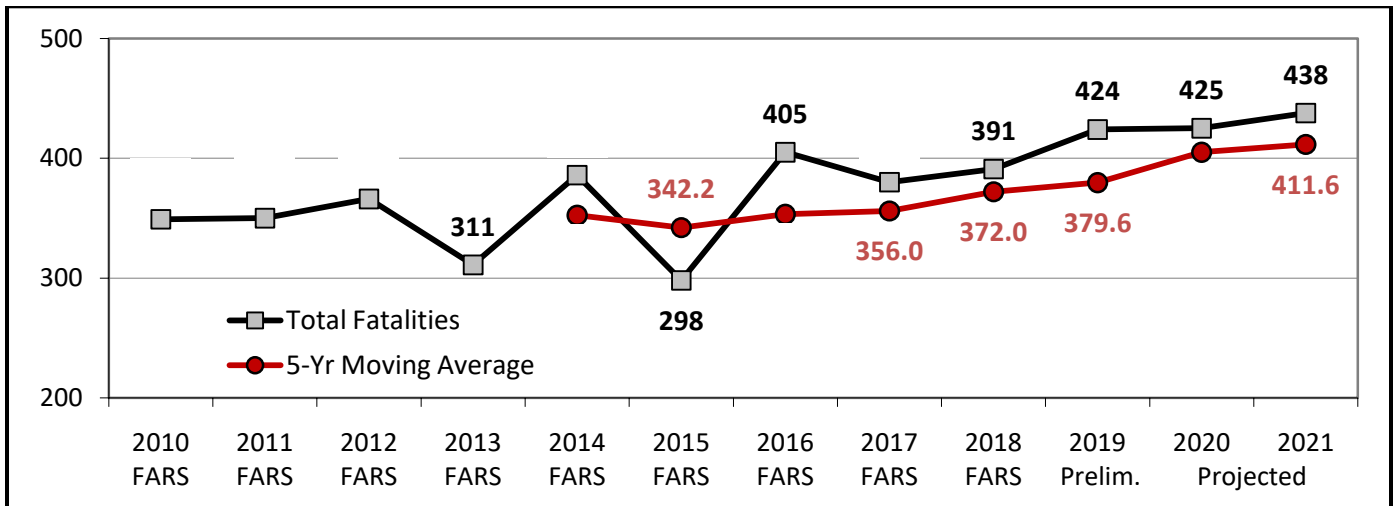
UCR – Uniform Crash Report

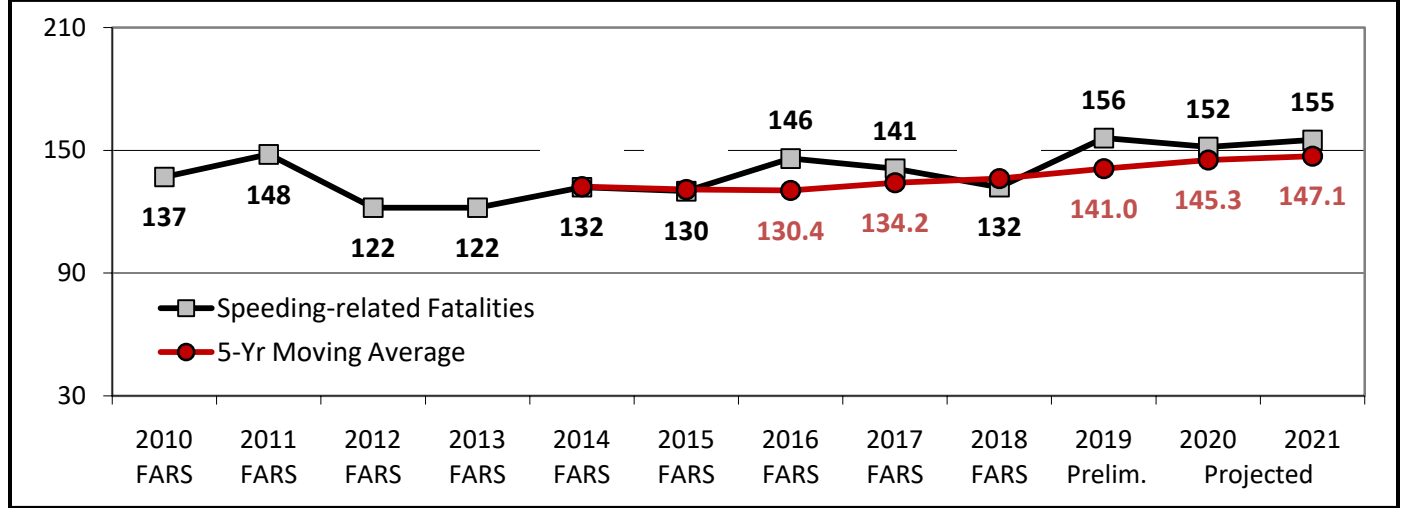
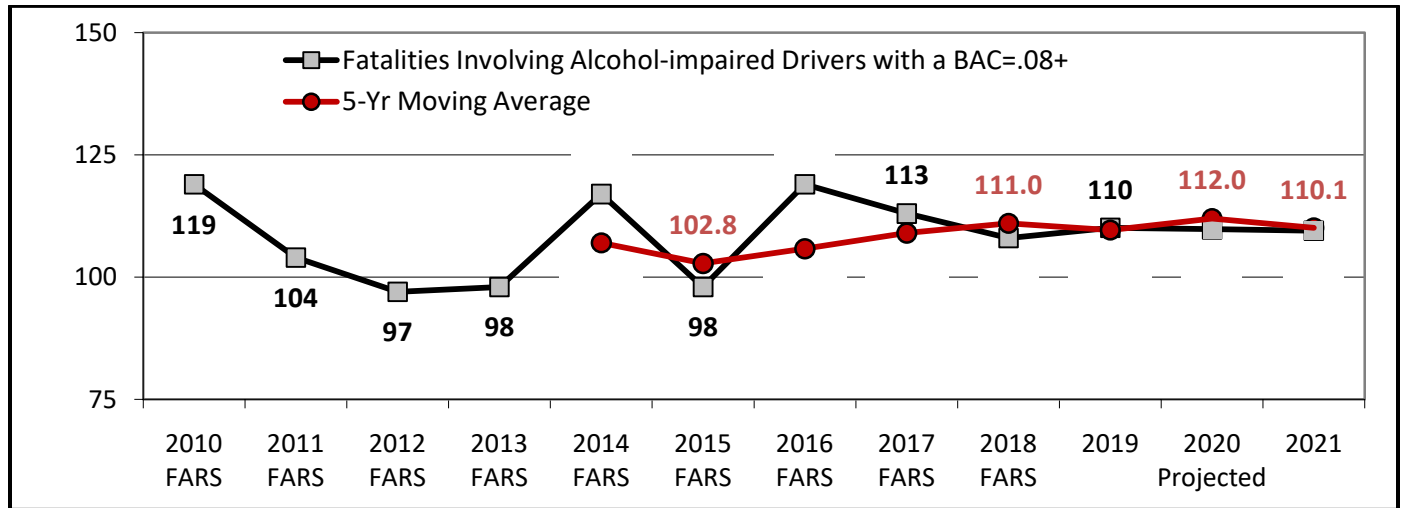
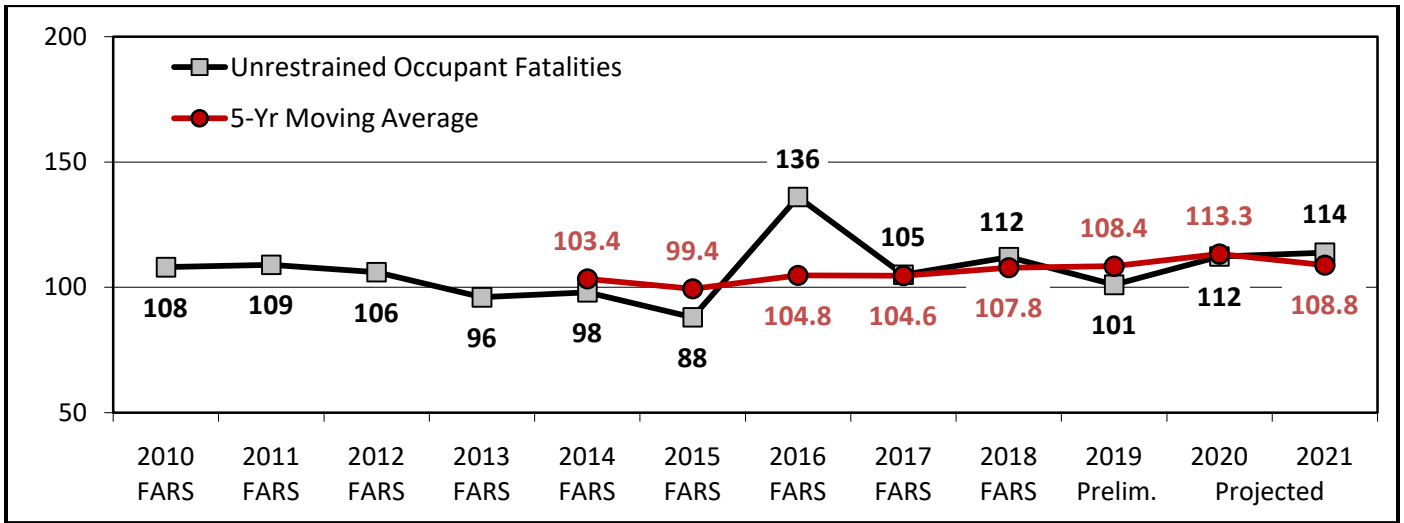
UNM – University of New Mexico

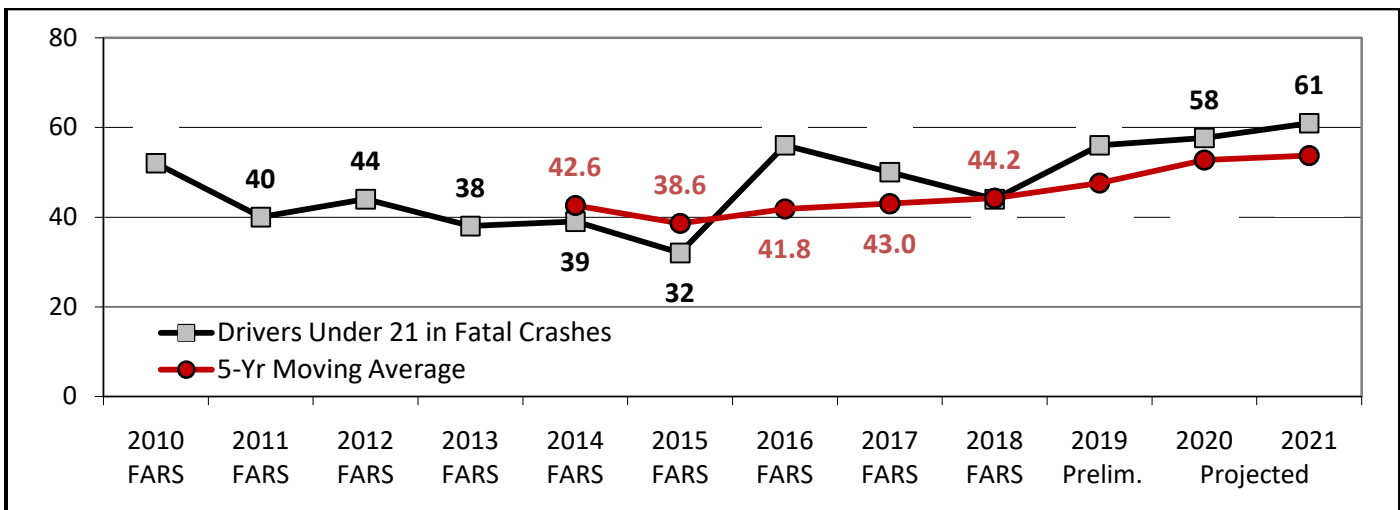
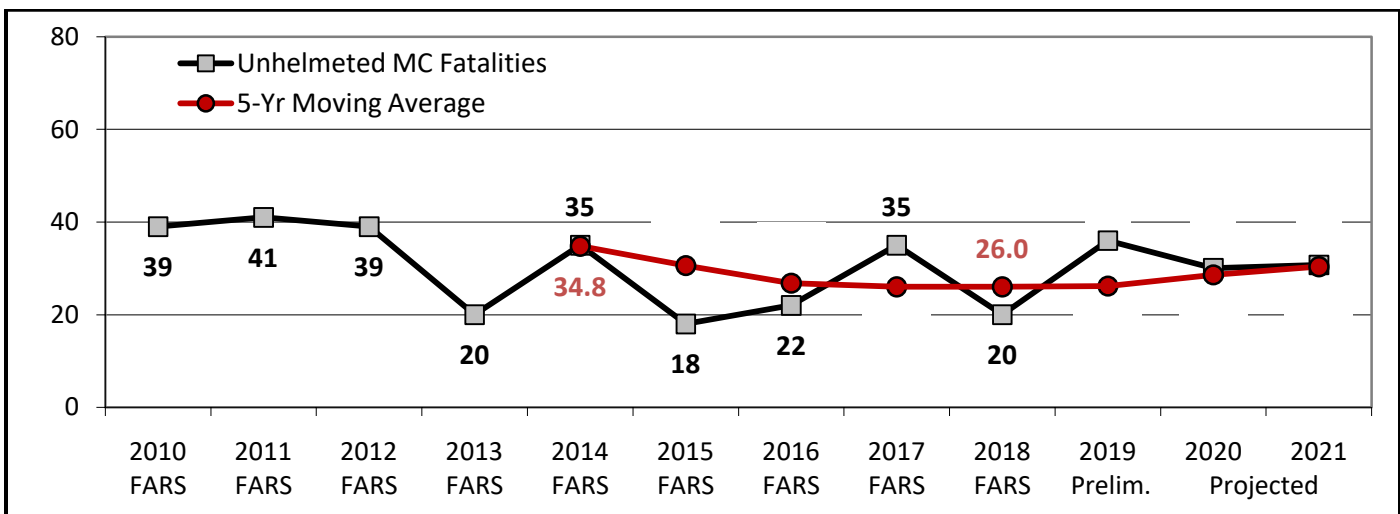
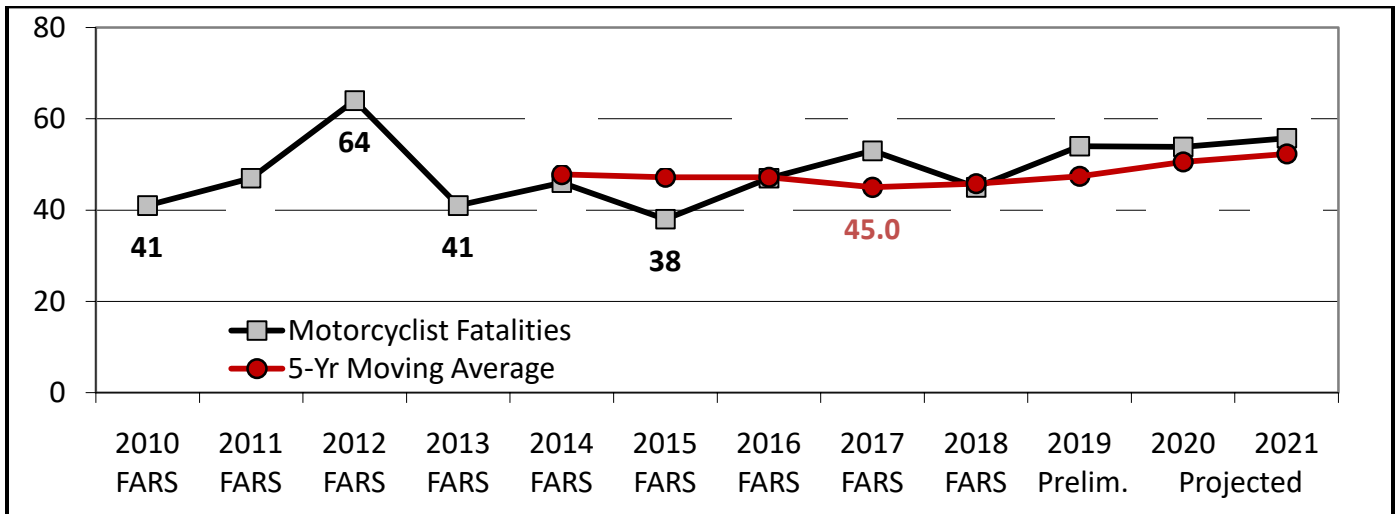
VMT – Vehicles per Mile Traveled

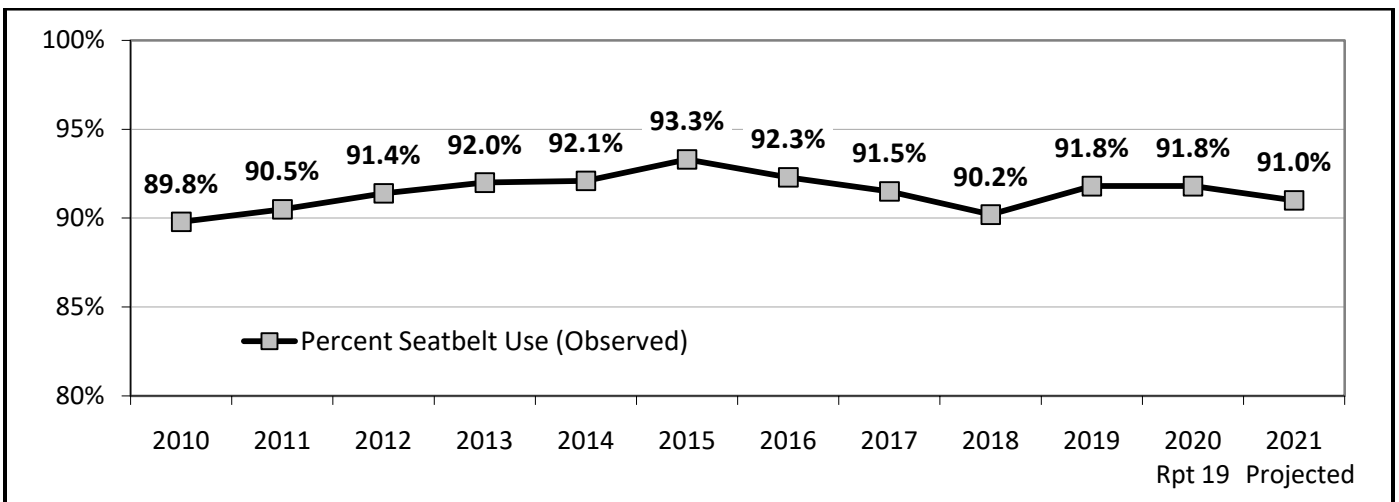
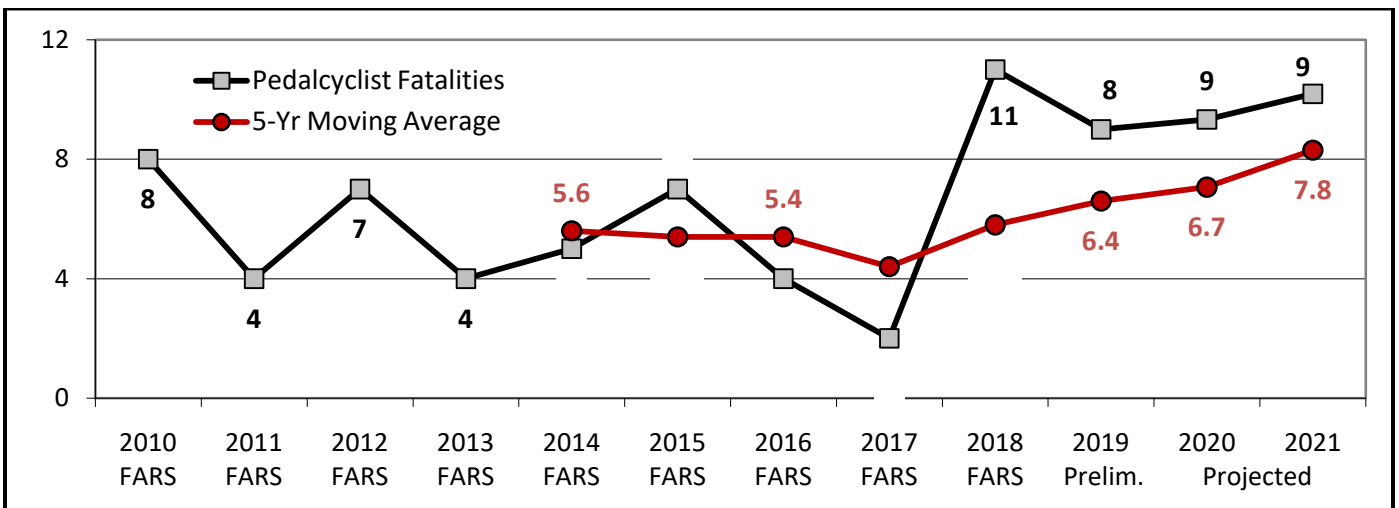
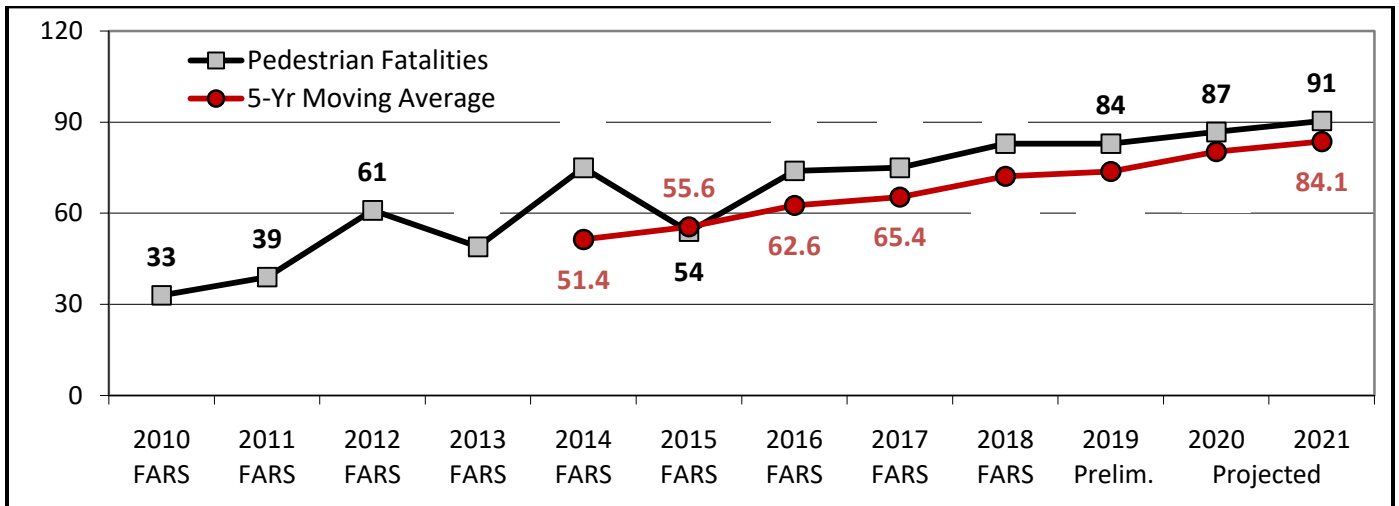
Performance Plan Data Charts

Performance Measure Core and Behavioral Data Charts









405 Grants Supporting Documentation

405b OCCUPANT PROTECTION

STATE'S PLANNED PARTICIPATION IN 2021 CLICK IT OR TICKET NATIONAL MOBILIZATION

In May 2021, New Mexico plans to provide funds for overtime enforcement for an estimated 77 law enforcement agencies to participate in the Click It or Ticket National Enforcement Mobilization. Law enforcement will conduct seatbelt and child safety seat enforcement operations statewide. Both paid and earned media will run during the mobilization period. These OP enforcement activities have been successful in producing high levels of occupant protection use in New Mexico. The State will provide NHTSA with FFY21 law enforcement participation and activity data in the 2021 Annual Report.

	CIOT Planned Agencies	County	2010 County Populations*
1	Albuquerque PD	Bernalillo	662,564
2	Bernalillo County SO	Bernalillo	
3	Hagerman PD	Chaves	65,645
4	Roswell PD	Chaves	
5	Cibola County SO	Cibola	27,213
6	Grants PD	Cibola	
7	Clovis PD	Curry	48,376
8	Texico PD	Curry	
9	DeBaca County SO	DeBaca	2,022
10	Anthony PD	Dona Ana	209,233
11	Dona Ana County SO	Dona Ana	
12	Las Cruces PD	Dona Ana	
13	Sunland Park PD	Dona Ana	
14	Artesia PD	Eddy	53,829
15	Carlsbad PD	Eddy	
16	Eddy County SO	Eddy	
17	Loving PD	Eddy	
18	Grant County SO	Grant	29,514
19	Santa Clara Village PD	Grant	
20	Silver City PD	Grant	
21	Guadalupe County SO	Guadalupe	4,687
22	Santa Rosa PD	Guadalupe	
23	Hidalgo County SO	Hidalgo	4,894
24	Lordsburg PD	Hidalgo	
25	Eunice PD	Lea	64,727
26	Hobbs PD	Lea	
27	Jal PD	Lea	
28	Lea County SO	Lea	
29	Lovington PD	Lea	
30	Tatum PD	Lea	
31	Ruidoso PD	Lincoln	20,497
32	Los Alamos PD	Los Alamos	17,950
33	Deming PD	Luna	25,095
34	Luna County SO	Luna	
35	Gallup PD	McKinley	71,492

36	McKinley County SO	McKinley	
37	Zuni Pueblo PD	McKinley	
38	Mora County SO	Mora	4,881
39	Alamogordo DPS	Otero	63,797
40	Otero County SO	Otero	
41	Tularosa PD	Otero	
42	Logan PD	Quay	9,041
43	Quay County SO	Quay	
44	Espanola PD	Rio Arriba	40,246
45	Ohkay Owingeh Pueblo PD	Rio Arriba	
46	Rio Arriba County SO	Rio Arriba	
47	Santa Clara Tribal PD	Rio Arriba	
48	Portales PD	Roosevelt	19,846
49	Aztec PD	San Juan	130,044
50	Bloomfield PD	San Juan	
51	Farmington PD	San Juan	
52	San Juan County SO	San Juan	
53	Las Vegas PD	San Miguel	29,393
54	Bernalillo PD	Sandoval	131,561
55	Corrales PD	Sandoval	
56	Cuba PD	Sandoval	
57	Rio Rancho PD	Sandoval	
58	Sandia Pueblo PD	Sandoval	
59	Sandoval County SO	Sandoval	
60	Santa Ana Pueblo PD	Sandoval	
61	Edgewood PD	Santa Fe	144,170
62	Pojoaque Tribal PD	Santa Fe	
63	Santa Fe County SO	Santa Fe	
64	Santa Fe PD	Santa Fe	
65	Tesuque Pueblo PD	Santa Fe	
66	T or C PD	Sierra	11,988
67	Socorro County SO	Socorro	17,866
68	Taos County SO	Taos	32,937
69	Taos PD	Taos	
70	Moriarty PD	Torrance	16,383
71	Mountainair PD	Torrance	
72	Torrance County SO	Torrance	
73	Belen PD	Valencia	76,569
74	Bosque Farms PD	Valencia	
75	Los Lunas PD	Valencia	
76	Valencia County SO	Valencia	
77	NM DPS-State Police	Statewide	

Total	2,036,460
% State Coverage	98.9

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

Planned FFY21 NM Child Restraint Inspection Stations
(All inspection stations/events are staffed with at least one current
Nationally Certified Child Passenger Safety Technician)

City	Community Population	Urban/Rural	County	County Population	Serves At-Risk Populations
Albuquerque*	545,852	Urban	Bernalillo	662,564	Yes
Isleta Pueblo	491	Rural	Bernalillo		Yes
Roswell	48,366	Rural	Chaves	65,645	Yes
Grants	9,182	Rural	Cibola	27,213	Yes
Zuni Pueblo	2,089	Rural	Cibola		Yes
Raton	6,885	Rural	Colfax	13,750	Yes
Clovis	37,775	Rural	Curry	48,376	Yes
Las Cruces*	97,618	Urban	Dona Ana	209,233	Yes
Anthony	9,360	Rural	Dona Ana		Yes
Hatch	1,648	Rural	Dona Ana		Yes
Artesia*	11,301	Rural	Eddy	53,829	Yes
Carlsbad*	26,138	Rural	Eddy		Yes
Silver City	10,315	Rural	Grant	29,514	Yes
Anton Chico	188	Rural	Guadalupe	4,687	Yes
Lordsburg	2,797	Rural	Hidalgo	4,894	Yes
Ruidoso	8,029	Rural	Lincoln	20,497	Yes
Los Alamos	12,019	Rural	Los Alamos	17,950	Yes
Deming	14,855	Rural	Luna	25,095	Yes
Zuni Pueblo	6,302	Rural	McKinley	71,492	Yes
Crownpoint	2,278	Rural	McKinley		Yes
Gallup	21,678	Rural	McKinley		Yes
Alamogordo*	30,403	Rural	Otero	63,797	Yes
Tucumcari	5,363	Rural	Quay	9,041	Yes
Logan	1,042	Rural	Quay		Yes
Espanola	6,966	Rural	Rio Arriba	40,246	Yes
Tierra Amarilla	382	Rural	Rio Arriba		Yes
Portales	12,280	Rural	Roosevelt	19,846	Yes
Farmington*	45,877	Urban	San Juan	130,044	Yes
Shiprock	8,295	Rural	San Juan		Yes
Rio Rancho*	87,391	Urban	Sandoval	131,561	Yes
Bernalillo	8,320	Rural	Sandoval		Yes
Santo Domingo Pueblo	2,456	Rural	Sandoval		Yes
San Felipe Pueblo	2,404	Rural	Sandoval		Yes
Jemez Pueblo	1,788	Rural	Sandoval		Yes
Santa Fe*	67,947	Urban	Santa Fe	144,170	Yes
T or C	6,475	Rural	Sierra	11,988	Yes
Socorro	9,051	Rural	Socorro	17,866	Yes
Taos	5,716	Rural	Taos	32,937	Yes
Moriarty	1,910	Rural	Torrance	16,383	Yes
			Total	1,872,618	
			% State Coverage	90.9	
			2010 NM Population	2,059,179	

* Permanent Inspection Fitting Stations (Albuquerque = 3; Santa Fe = 2; All * others = 1)
Community & County populations - 2010 US Census Bureau
Urban - 2010 US Census Urbanized Areas - based on population density