



Highway Safety and Performance Plan FY2010

**Transportation Programs Division
Traffic Safety Bureau
NM Department of Transportation**

**Bill Richardson, Governor
Gary L. J. Girón, Governor's Representative for Highway Safety**

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New Mexico HSPP Planning Process – Annual Calendar

January

- Identify and prioritize program areas on which the TSB wishes to focus. Set calendar for monthly meetings. Begin developing agenda for initial meeting.
- Request data presentation from the Division of Government Research (DGR) for the February meeting.
- Begin monitoring projects.

February

- Begin HSPP monthly planning meetings with program staff, NHTSA Region 6 representative, the Office of the Governor DWI Coordinator, DGR, FHWA, and other planning partners.
- Review the previous year's traffic safety data and comments from NHTSA, FHWA, and partners.
- Assign program areas and responsibilities to Program managers and Section Heads.
- Begin gathering local data to be used in program area problem identification.

March

- Conduct HSPP monthly planning meeting.
- Program managers present problem identification and status of each program area.
- Review current federal regulations, certifications, and compliance.

April

- Conduct HSPP monthly planning meeting.
- Program managers present updated program areas and project descriptions.
- Program managers report on input from local traffic safety partners.

May

- Conduct HSPP monthly planning meeting.
- Once program areas and project descriptions are in final draft form, invite traffic safety partners to the monthly meetings to solicit comments and recommendations.

June

- Conduct HSPP monthly planning meeting.
- Discuss updates to Performance Measures.

July

- Conduct HSPP monthly planning meeting to review first draft.
- Conduct project monitoring site visits with contractors.
- Project available funding (new and carry forward).

August

- Conduct HSPP monthly planning meeting to discuss any edits to the first draft.
- Finalize the HSPP.

September

- Submit final HSPP to NHTSA and FHWA.

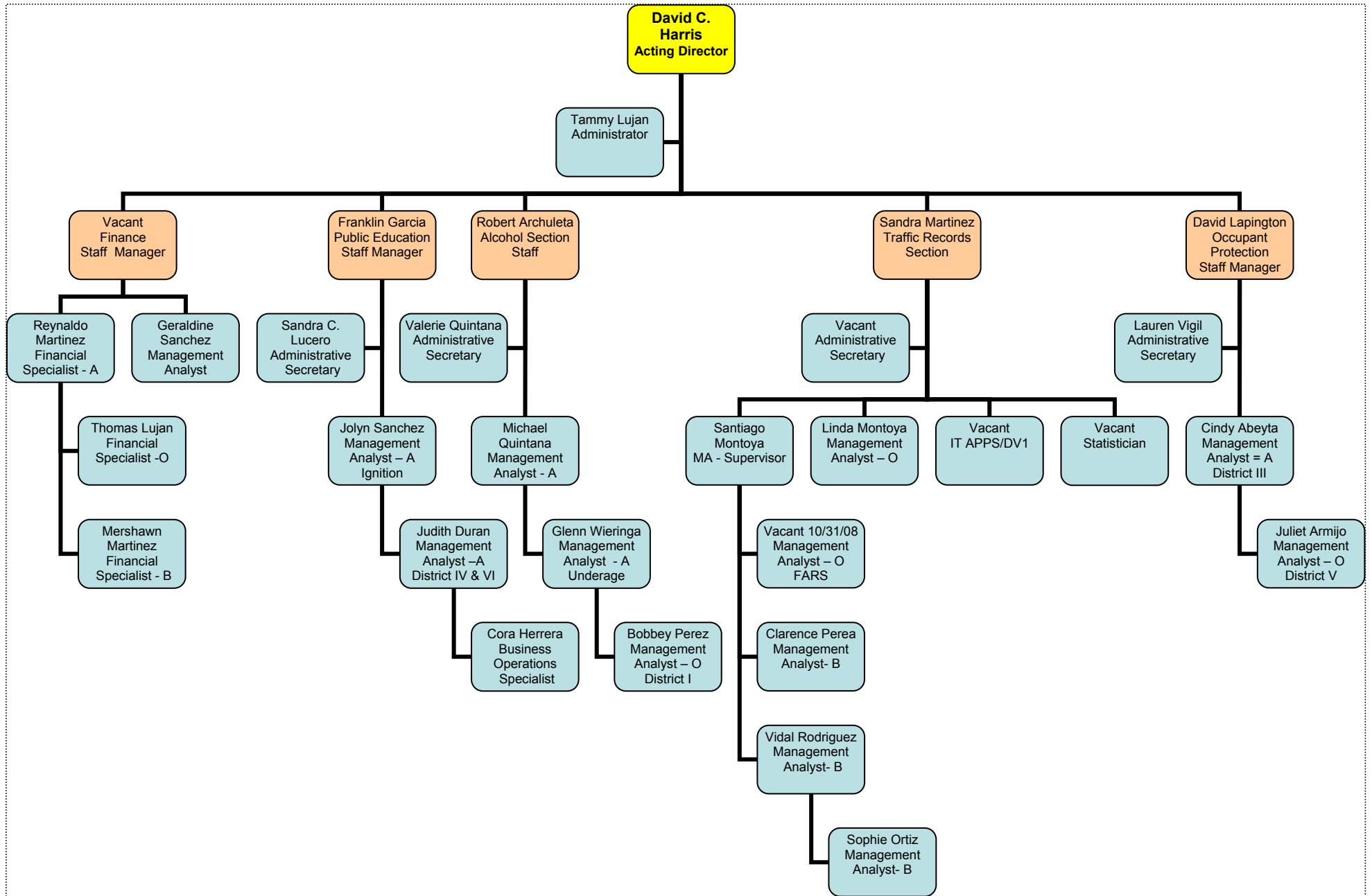
October

- Implement grants and contracts for current year.
- Carry forward partial funds for operations until next year funds available.

November - December

- Conduct project closeouts, carry forward prior year funds, and submit final vouchers.
- Develop and submit the NMDOT Annual Report.

NMDOT–Traffic Safety Bureau – Programs Division Organizational Chart



Traffic Safety Bureau Mission Statement

To provide a seamless transportation system that safely and efficiently moves people and supports a growing economy.

The Traffic Safety Bureau is committed to preventing injuries and saving lives by eliminating crashes on New Mexico public roadways. ¡Si Se Puede!

Executive Summary

The Traffic Safety Bureau of the NM Department of Transportation (NMDOT) has primary responsibility for managing programs designed to reduce traffic-related deaths and injuries. The Traffic Safety Bureau (TSB) partners with the National Highway Traffic Safety Administration (NHTSA) to develop and fund statewide and community-level projects that will have the greatest impact on saving lives and reducing injuries due to traffic crashes. NM's FY10 HSPP overall goal is to reduce the number of traffic-related crashes, fatalities, and serious injuries in New Mexico. The State's overall performance measures are to:

- 1) Reduce the number of traffic fatalities from 413 in 2007 to 375 in 2010;
- 2) Reduce the number of serious injuries in traffic crashes from 1,884 in 2007 to 1,800 in 2010;
- 3) Reduce traffic fatalities per 100 MVM from 1.54 in 2007 to 1.48 in 2010; and
- 4) Reduce the number of drivers age 20 or younger involved in fatal crashes from 61 in 2007 to 50 in 2010.

Alcohol/ Impaired Driving

A major focus of New Mexico's Highway Safety and Performance Plan is to reduce impaired driving crashes, fatalities and injuries. The Traffic Safety Bureau has adopted the theory of general deterrence as applied to enforcement programs designed to influence drinking and driving behavior.

In addition to high-visibility law enforcement coupled with high-visibility media, aggressive prosecution of DWI offenders and underage DWI prevention programs are the strategies most likely to impact changes in drinking and driving behavior, and thereby, reduce unnecessary deaths and injuries.

To this end, TSB supports and manages both statewide and local, community-based DWI enforcement programs involving more than 50 state, city, and county law enforcement agencies. Activities are coordinated with high-visibility media and public awareness activities.

The TSB provides funding for judicial education, offender monitoring, BAC and other drug testing, DRE training, DWI "Bat Mobiles," underage drinking enforcement, a Traffic Safety Resource Prosecutor, a Native American DWI Liaison, and underage drinking and driving prevention programs. TSB is actively engaged in supporting and funding the development of a statewide traffic records system, including the electronic collection and transmission of DWI citation and other report information by officers in the field.

New Mexico has a Governor-appointed DWI Czar who coordinates and oversees DWI programs statewide. The DWI Czar works closely with the TSB to implement strategies outlined in the current multi-agency DWI Strategic Plan and the annual HSPP.

NM's FY2010 Alcohol/ Impaired Driving performance measure is to reduce the number of fatalities involving a drivers or motorcycle operators with a BAC of .08 or higher from 132 in 2007 to 120 in 2010.

Occupant Protection

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

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

For more than 10 years, New Mexico's approach to increasing seat belt use has focused on Operation Buckle Down (OBD), an intense statewide program of high-visibility seat belt law enforcement that is combined with an aggressive public awareness media campaign. In addition to participating in the NHTSA *Click It or Ticket* National Seat Belt Enforcement Mobilization, TSB funds expanded enforcement activities statewide, encompassing more than 75 jurisdictions, including city, county, university, tribal law enforcement and the 12 State Police districts. These law enforcement jurisdictions encompass approximately 90% of the state's population.

TSB works with local community groups and local government agencies to conduct child safety seat and booster seat clinics, and to set up permanent fittings stations. In addition, TSB sponsors and supports a variety of outreach activities to promote the use of occupant protection for all ages. In FY10, TSB will work with NHTSA to conduct a Child Occupant Protection Survey.

New Mexico's FY2010 occupant protection performance measure is to reduce the number of unrestrained occupant fatalities in all seating positions from 163 in 2007 to 155 in 2010. The FY2010 behavior measure is to increase the observed seat belt use percentage for front-seat outboard occupants from 91.1% in 2008 to 91.8% in 2010.

Pedestrian/ Bicycle Safety

TSB staff routinely meets with various agencies and entities involved in pedestrian and bicycle safety-related issues and programs. In New Mexico, there is high demand and need for non-motorized modes of transportation such as bicycling, walking, running, and horseback riding. While these activities may provide health, economic, and environmental benefits, they increase exposure to traffic and traffic crashes. To successfully reduce New Mexico's pedestrian fatality rate, at-risk populations need to be identified, and their safety needs addressed.

The TSB supports community-based efforts to address pedestrian-related traffic safety issues through support of the Pedestrian Safety Seed Grant Program, a statewide Walkable Communities Program, Walk-to-School Day, and public awareness campaigns.

New Mexico's FY2010 pedestrian safety performance measure is to reduce the number of pedestrian fatalities from 52 in 2007 to 45 in 2010.

Police Traffic Services

TSB manages a number of prevention and enforcement programs that support police traffic services. The Selective Traffic Enforcement Program (STEP) allows law enforcement to target high-risk areas in their communities with enhanced manpower and equipment. New Mexico STEPs include enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, speed, safe streets or commercial vehicle traffic.

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

TSB also contracts to provide training sessions including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, DWI checkpoint training, Accident Reconstruction, Radar and Lidar Certification and Instructor courses, and Public Information and Media Workshops.

New Mexico's Police Traffic Services FY2010 performance measure is to decrease the number of speeding-related fatalities from 159 in 2007 to 150 in 2010.

Traffic Records

The Traffic Records Program uses the current five-year Statewide Traffic Records System (STRS) Strategic Plan - July 2007 through June 2012 to guide its annual activities and projects. TSB executive and management staff participate in the Statewide Traffic Records Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC). These committees are charged with ensuring that the goal and objectives of the multi-year STRS Strategic Plan are achieved. The goal of the Strategic Plan is to create and maintain a Statewide Traffic Records System (STRS).

The Traffic Records Program FY2010 performance measure is to decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure of 88 days for the period October-December 2008 to 70 days for the period October-December 2009.

Motorcycle Safety

The TSB administers a statutorily required motorcycle training program statewide designed to assist motorcycle riders develop skills. The Program is funded by a \$2 motorcycle registration fee - in addition to training fees assessed each student. The TSB sponsors Motorcycle Safety Awareness Days. This annual event promotes safety strategies, including the Motorcycle Training Program, and emphasizes the need for increased automobile driver awareness.

NM's Motorcycle Safety FY2010 performance measures are to maintain the number of motorcyclist fatalities at 50 from 2007 to 2009, and to reduce the number of un-helmeted motorcyclist fatalities from 41 in 2007 to 40 in 2010.

Legislative Issues

2009 Highlights

Senate Joint Memorial 61

A joint memorial requesting the Traffic Safety Bureau of the Department of Transportation to convene a task force to study the current effectiveness of Ignition Interlock requirements; to identify any ambiguity in the law; and to make recommendations to strengthen the requirements and induce positive behavior change in offenders.

Senate Bill 275 – Interlocks and DWI License Reinstatement

Requires a minimum of six months of alcohol-free driving before a full, non-interlock license is issued. "Six months of alcohol-free driving" means driving a vehicle that is equipped with an ignition interlock device on at least one hundred fifty days out of a one-hundred-eighty-two-day period, during which time the ignition interlock device does not record an alcohol concentration of more than five one hundredths in the driver's breath." *(signed by Governor Richardson on April 8th, Chapter 254)*

Senate Bill 519 – Nuisance Ordinance Violations and Fees

Amends Section 3-18-17 NMSA 1978. For large municipalities (those with a population of 200 thousand or more as of the last federal decennial census), the bill increases fines for traffic violations from \$75 to \$100, and aligns fines from violating handicap parking regulations with Section 66-7-352.5 NMSA 1978 -- which will increase the fee from \$75 to a range of \$250 to \$500. After deducting for vendor costs, the bill redistributes the net penalties, fines, fees, and costs for the red-light camera program. *(signed by Governor Richardson April 6, Chapter 121).*

PERFORMANCE PLAN

Problem Identification Process

From January through August, the NMDOT/ TSB program managers (PMs) meet monthly to participate in the HSPP planning and development process. The NHTSA Region 6 representative attends these meetings, when possible.

Prior to the initial HSPP meeting, PMs review the annual NM Crash Report and NM DWI Report that provide detailed state, county, and city level data, and the annual Seat Belt Survey Report results. In addition, PMs meet throughout the year with traffic safety partners to discuss local and statewide traffic safety issues at meetings, conferences, and workshops. PMs meet with traffic safety advocates and TSB contractors in their districts to stay informed about local issues and to monitor the implementation of projects. Many TSB contractors provide local problem identification data when submitting their proposals for funding. This problem identification data is used by PMs in developing their program sections of the HSPP.

At the February planning meeting, the contracted data analyst from the Division of Government Research (DGR)/ UNM makes a data presentation to the staff. One-year calendar year data and five-year trend data (three-year rolling averages) are reviewed. The review includes an examination of data regarding overall crashes, fatalities & injuries; alcohol-involved crashes, fatalities, & injuries; contributing factors of crashes; BAC levels of drivers in crashes; safety belt use rates; and pedestrian fatalities & injuries. The PMs discuss where and when the problems occur, as well as who is primarily involved in these incidents. High crash locations are identified by county and city intersections, and rural highway corridors.

During subsequent meetings, PMs and the data analyst from DGR review and discuss the data and determine the state's most critical traffic safety problems based on the numbers and rates of crashes, fatalities, and injuries; highest contributing factors, and crash locations. They discuss progress of ongoing projects toward achieving the current year performance measures. They determine which projects should be continued and which new projects should be implemented to address the problems identified through the data review and discussion process.

Information Data Sources

The majority of the data presented in the FY2010 Highway Safety and Performance Plan are based on calendar year data. Data comes from both Federal and State data sources, as detailed below.

Federal Data – FARS, NHTSA crash statistics, and US Census Bureau population statistics.

NM Crash Data System - a comprehensive crash data repository dating back to 1978. Data is derived from police reports submitted on the uniform crash reporting form used by New Mexico's law enforcement agencies.

Motor Vehicle Database - a comprehensive driver database maintained by the Motor Vehicle Division, NM Taxation and Revenue Department. It includes DWI offenses and DWI case outcomes.

Division of Government Research - using data analysis and data linkage techniques, DGR combines crash records, highway tabulations, driver records, geographic information, and census data to produce reports and provide information upon request.

NM Department of Transportation - highway data that provides information on highway usage, vehicle miles traveled, speed monitoring, and road characteristics.

NM Department of Health/ Injury Epidemiology Unit - conducts the annual statewide seat belt use survey.

New Mexico Demographics

At 121,356 square miles, New Mexico is the fifth largest state in the country in land area. It has 33 counties; Los Alamos County is the smallest at 106 square miles, and the largest is Catron at 6,929 square miles.

New Mexico has 68,339 miles of public road, 88 percent of it rural (60,350 miles). In 2007 on NM roadways, there were 26.9 billion vehicle miles of travel, 58 percent of them rural miles (15.6 billion vehicle miles). As of July 2008, NM had 1,407,193 licensed drivers and in 2007, 1,645,912 registered vehicles.

NM has a 2008 estimated population of 1,984,356. The Census Population Estimates for July 1, 2008 indicated that the largest racial/ ethnic group was Anglo (43.0%), followed by Hispanics (42.8%). NM's American Indian population is one of the largest percentage-wise in the nation at 9.7 percent. Blacks and Asians make up about 4.5 percent of the population. In 2000, 36 percent of NM's total population was under age 25. The largest racial/ethnic group with members under age 25 was American Indians (45% < age 25), followed by Hispanics (42% < age 25) and Anglos (27% < age 25).

Roughly 2/3 of the population lives in the NW quadrant of the state (includes Bernalillo County with 1/3 of the state's population). Another 1/4 live in the SE quadrant, and the remaining live in the NE and SW quadrants of the state. Five counties account for 62 percent of the state's population (Bernalillo, Dona Ana, Sandoval, San Juan, and Santa Fe).

There are 12 State Police districts in the State, 33 sheriff's offices, 82 municipal law enforcement agencies, 19 Tribal agencies (including the Bureau of Indian Affairs), five university campus agencies, and three military.

NM has 36 non-federal general acute care hospitals and nine federal hospitals (1 Veterans Administration and 8 Indian Health Service). There are 25 counties with hospitals and eight without (Sandoval, Valencia, Torrance, Hidalgo, Catron, De Baca, Mora, and Harding). NM has one level-one trauma center at the UNM Hospital, but trauma centers in El Paso and Lubbock, Texas also provide services to NM residents.

**from Highway Performance Monitoring System - 2007*

Problem Identification

Review of Traffic Safety Data – Calendar Years 2004 – 2008

The points on the graphs show the actual values or projected values for each year. The line depicts the centered three-year moving average (using the average of the previous year, the current year, and the following year for each year presented). 2009 and 2010 projections are determined using the forecast function in Excel that provides a simple regression calculation. All 2008 data are preliminary.

Chart C1. Total Traffic Fatalities

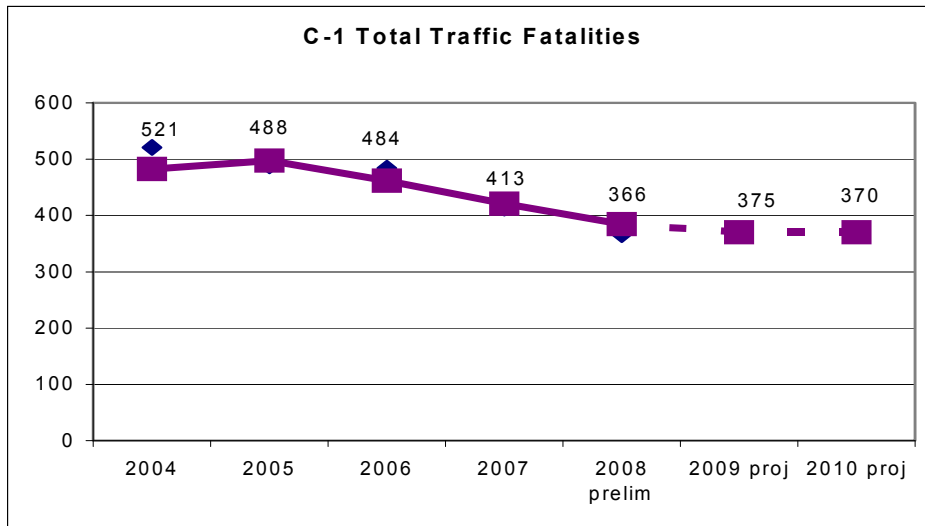


Chart 1 shows that the number of total traffic fatalities in New Mexico has decreased steadily since 2004. The number of traffic fatalities is projected to increase in 2009 and 2010. (FARS data)

Chart C2. Serious Injuries in Crashes

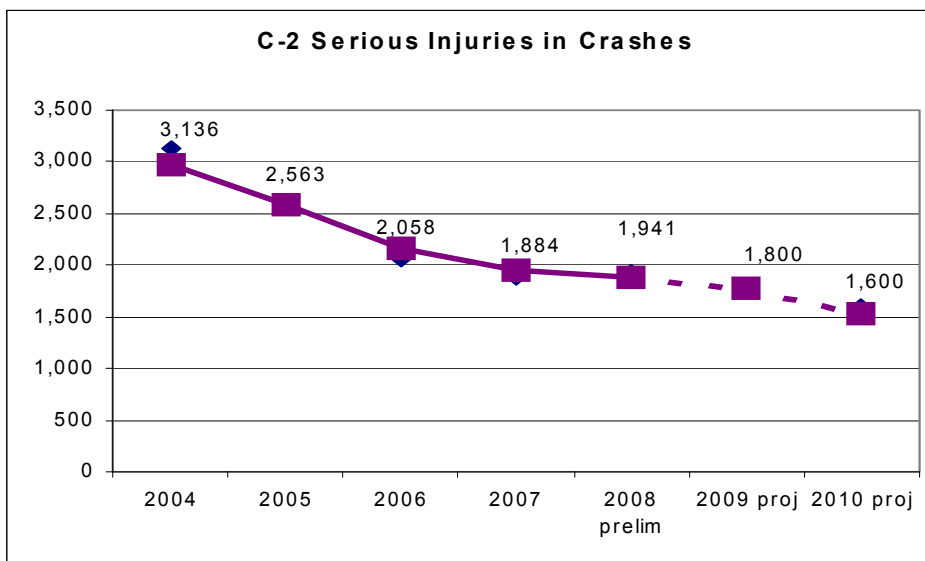


Chart C2 shows that the number of serious injuries in crashes in NM decreased between 2004 and 2007. Preliminary results for 2008 show an increase, however this number is expected to decrease in 2009 and 2010. (NM Crash Data System data)

Chart C3. Fatalities per 100 Million Vehicle Miles

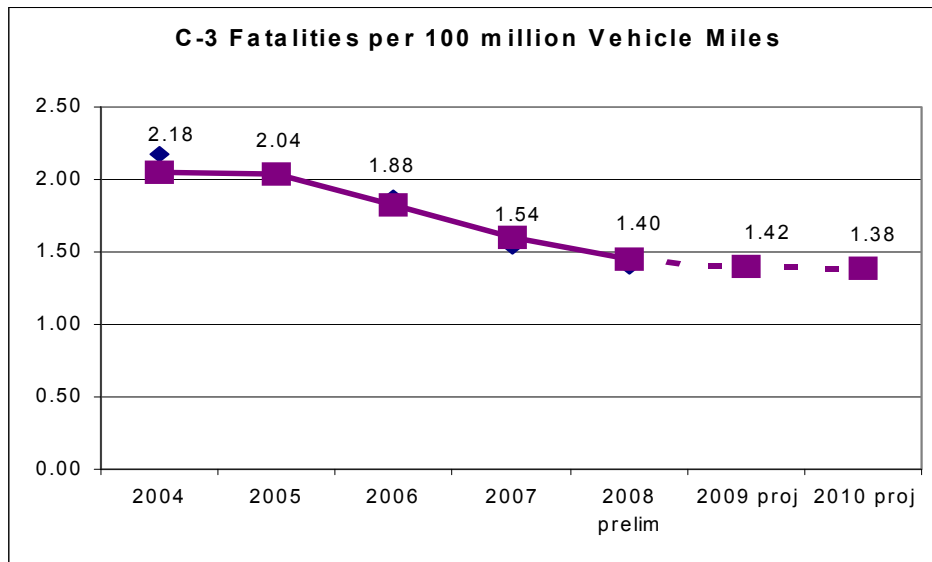


Chart C3 shows that fatalities per 100 million vehicle miles has decreased steadily since 2004. This rate is projected to increase slightly in 2009 and then decrease in 2010. (FARS data)

Chart C4. Unrestrained Occupant Fatalities

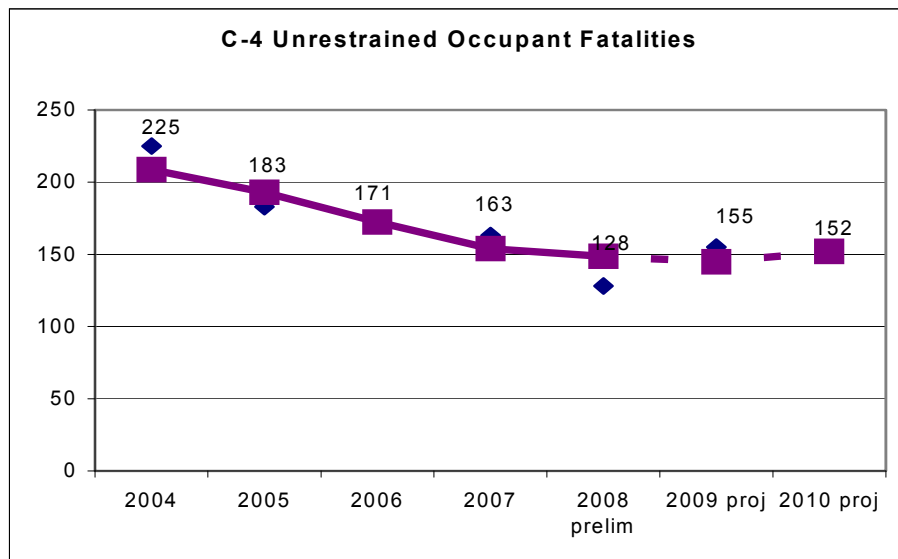


Chart 4 shows that the number of unrestrained occupant fatalities has fallen steadily since 2004. This number is expected to increase in 2009 and then decrease in 2010. (FARS data)

Chart C5. Fatalities Involving Alcohol-Impaired Drivers

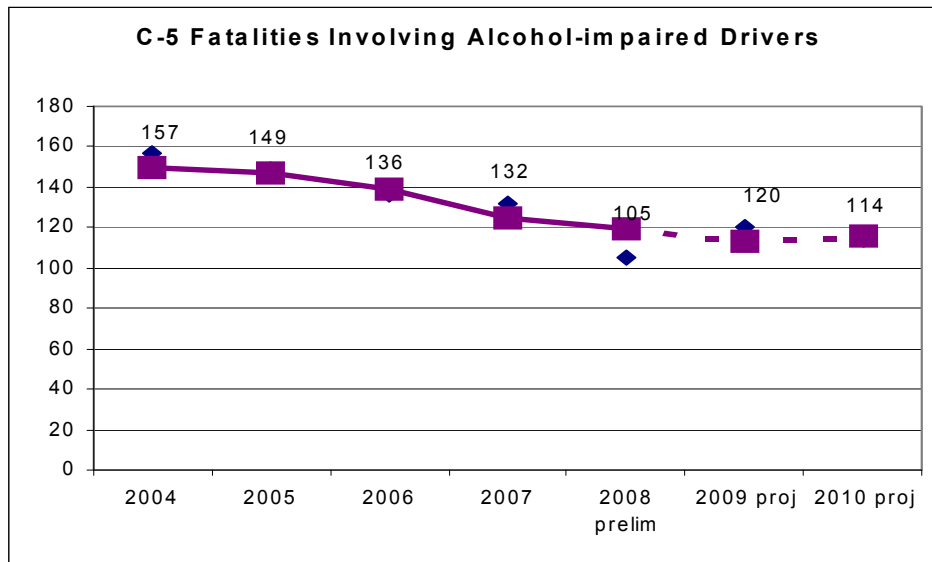


Chart C5 shows that fatalities involving alcohol-impaired drivers continues to decline. The number of these fatalities is expected to rise slightly in 2009, but to decrease in 2010. (FARS data)

Chart C6. Speeding-Related Fatalities

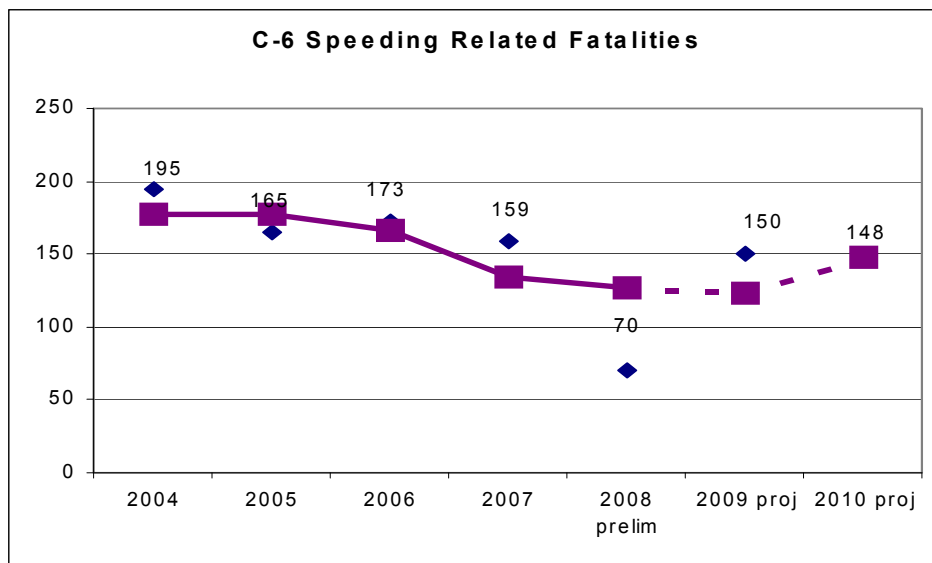


Chart C6 shows that the number of speeding-related fatalities declined between 2006 and 2008. Preliminary State data for 2008 show about twice the number of speeding-related fatalities, indicating that this data may not yet be updated in FARS. Speeding-related fatalities are expected to rise slightly in 2009, then to decrease in 2010. (FARS data)

Chart C7. Motorcyclist Fatalities

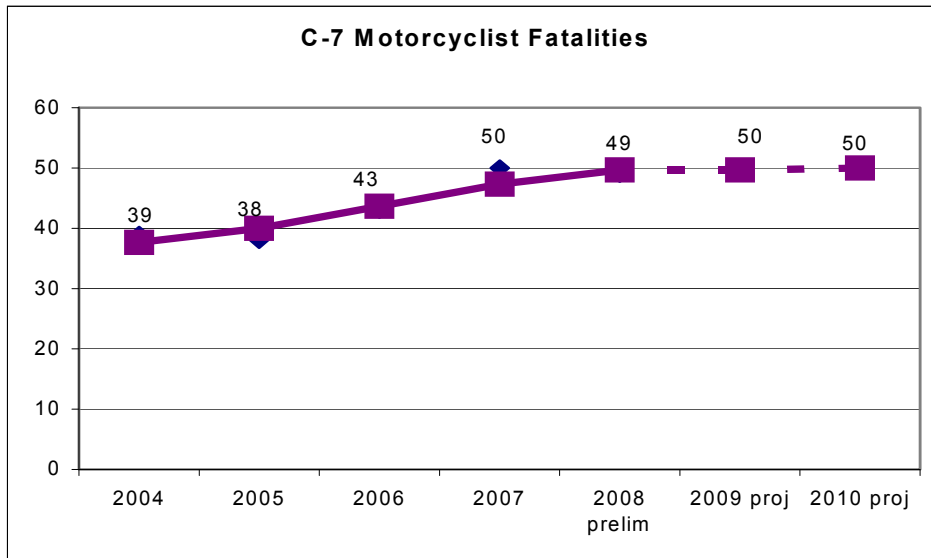


Chart C7 shows that the number of motorcyclist fatalities has increased from 2005 to 2007. Motorcyclist fatalities are expected to remain fairly constant over the next few years. (FARS data)

Chart C8. Un-helmeted Motorcyclist Fatalities

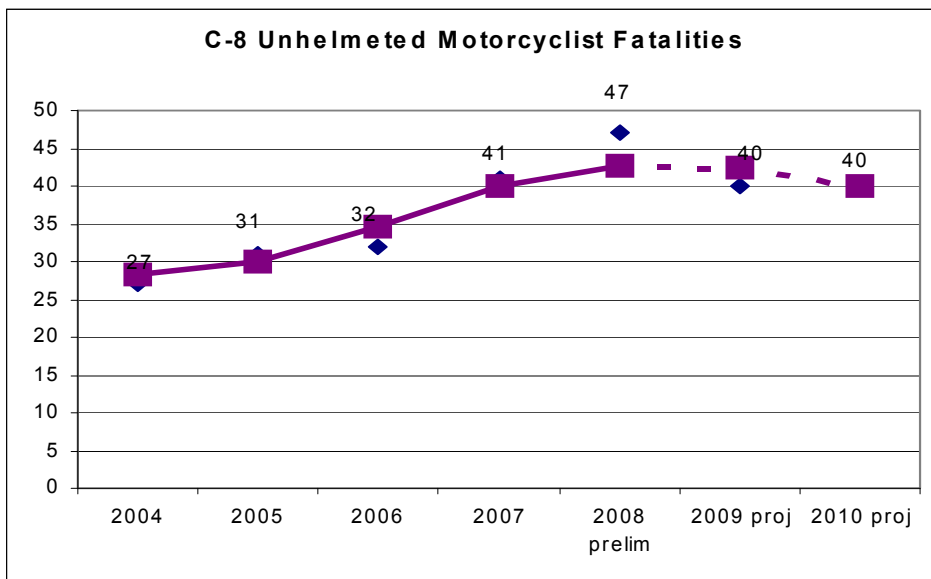


Chart C8 shows that the number of un-helmeted motorcyclist fatalities has increased between 2004 and 2008. The number of un-helmeted motorcyclist fatalities is expected to decrease in the next two years. (FARS data)

Chart C9. Drivers Under 21 in Fatal Crashes

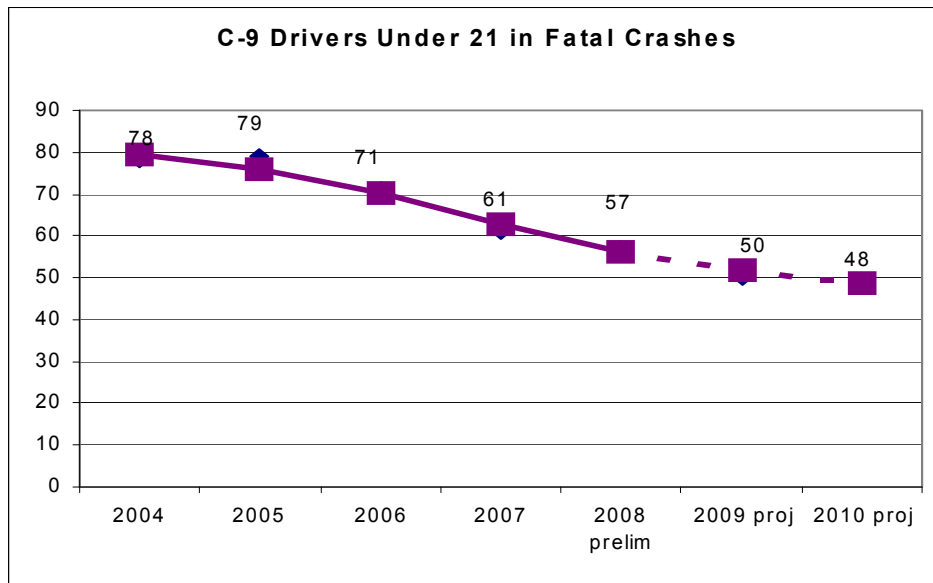


Chart C9 shows that the number of drivers under age 21 in fatal crashes decreased between 2005 and 2008. This number is expected to continue to decrease in 2009 and 2010. (FARS data)

Chart C10. Pedestrian Fatalities

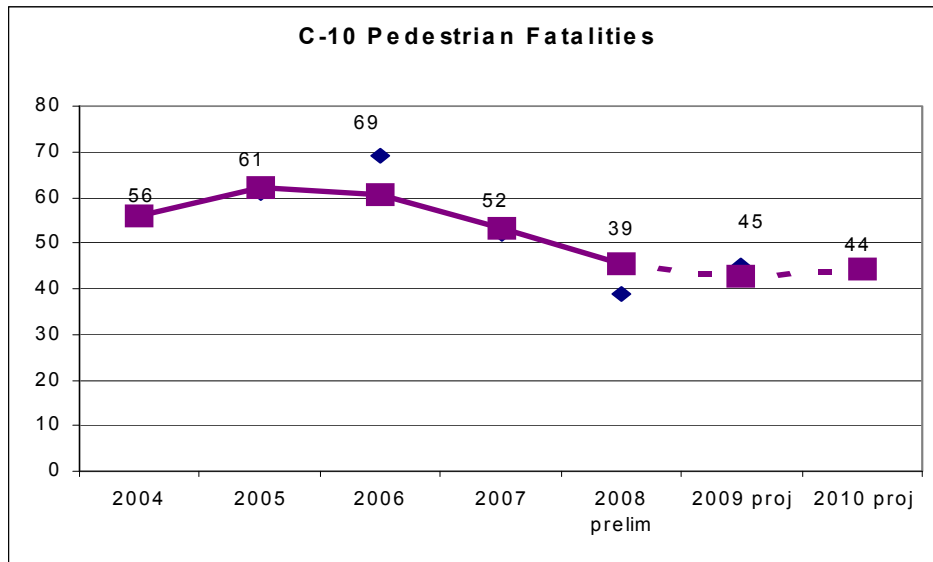


Chart C10 shows that pedestrian fatalities decreased between 2006 and 2008. The number of pedestrian fatalities is expected to increase slightly in 2009 and 2010. (FARS data)

Chart B1. Percent Observed Seat Belt Use

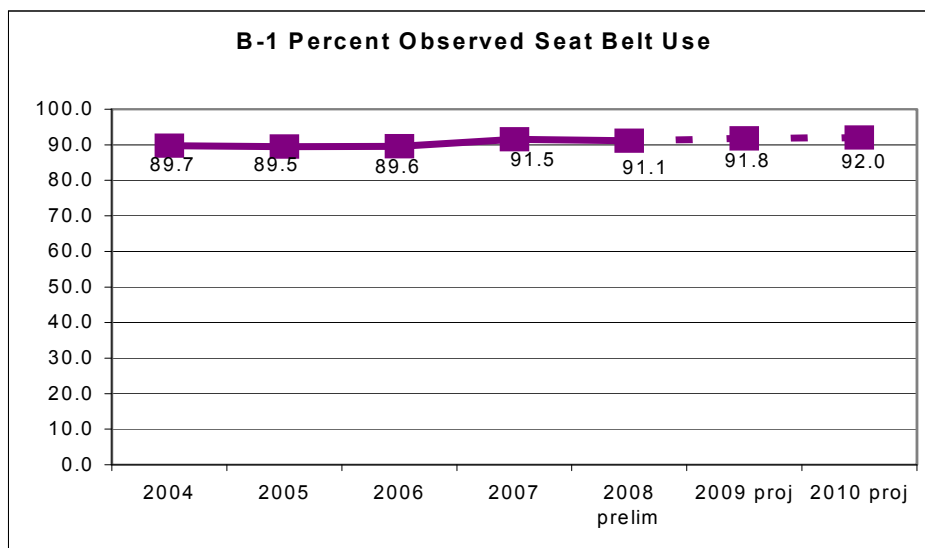


Chart B1 shows that NM's observed seat belt use percentage decreased slightly in 2008 from 2007. The percentage of those using seat belts in NM is projected to rise slightly over the next two years. (NM Annual Seat Belt Survey data)

2008 PRELIMINARY DATA REVIEW – NM State Data Sources

Total Traffic Crashes

- The number of fatal crashes decreased from 371 in 2007 to 324 in 2008. The fatal crash rate decreased from 1.37 in 2007 to 1.19 in 2008.
- The number of serious injury crashes increased from 4,443 in 2007 to 4,512 in 2008.
- In 2008, fatalities among men decreased by 47, decreasing by 21 in non-alcohol crashes and by 26 in alcohol-involved crashes. Fatalities among women decreased by 1, increasing by 7 in non-alcohol crashes and decreasing by 8 in alcohol-involved crashes.

Alcohol-Involved Crashes

- The alcohol-involved fatal crash rate decreased from 7.53 in 2007 to 6.13 in 2008.
- The alcohol-involved injury crash rate increased from 2.32 in 2007 to 2.34 in 2008.
- Average BAC levels of those arrested for DWI remained at .16, twice the legal limit.

Non-Alcohol-Involved Crashes

- The number of non-alcohol-involved crash fatalities decreased from 236 in 2007 to 223 in 2008.
- The non-alcohol fatal crash rate decreased from 0.80 in 2007 to 0.75 in 2008.
- The non-alcohol injury crash rate increased from 14.12 in 2007 to 14.19 in 2008.

Pedestrian Crashes

- The pedestrian fatality rate per 100,000 population decreased from 2.53 in 2007 to 1.94 in 2008.
- The number of persons killed in alcohol-related pedestrian crashes decreased from 32 in 2007 to 26 in 2008, a 19% decrease.
- The number of persons killed in non-alcohol-related pedestrian crashes decreased from 20 in 2007 to 14 in 2008.

Speeding-Related Crashes

- The speeding-related crash rate decreased from 25.51 in 2007 to 23.11 in 2008.

Motorcyclist Crashes

- The motorcyclist crash fatality rate remained at 1.13 per 1,000 registered motorcycles in 2008.

High-Risk Groups – Based on 2008 Preliminary Data – NM State Data Sources

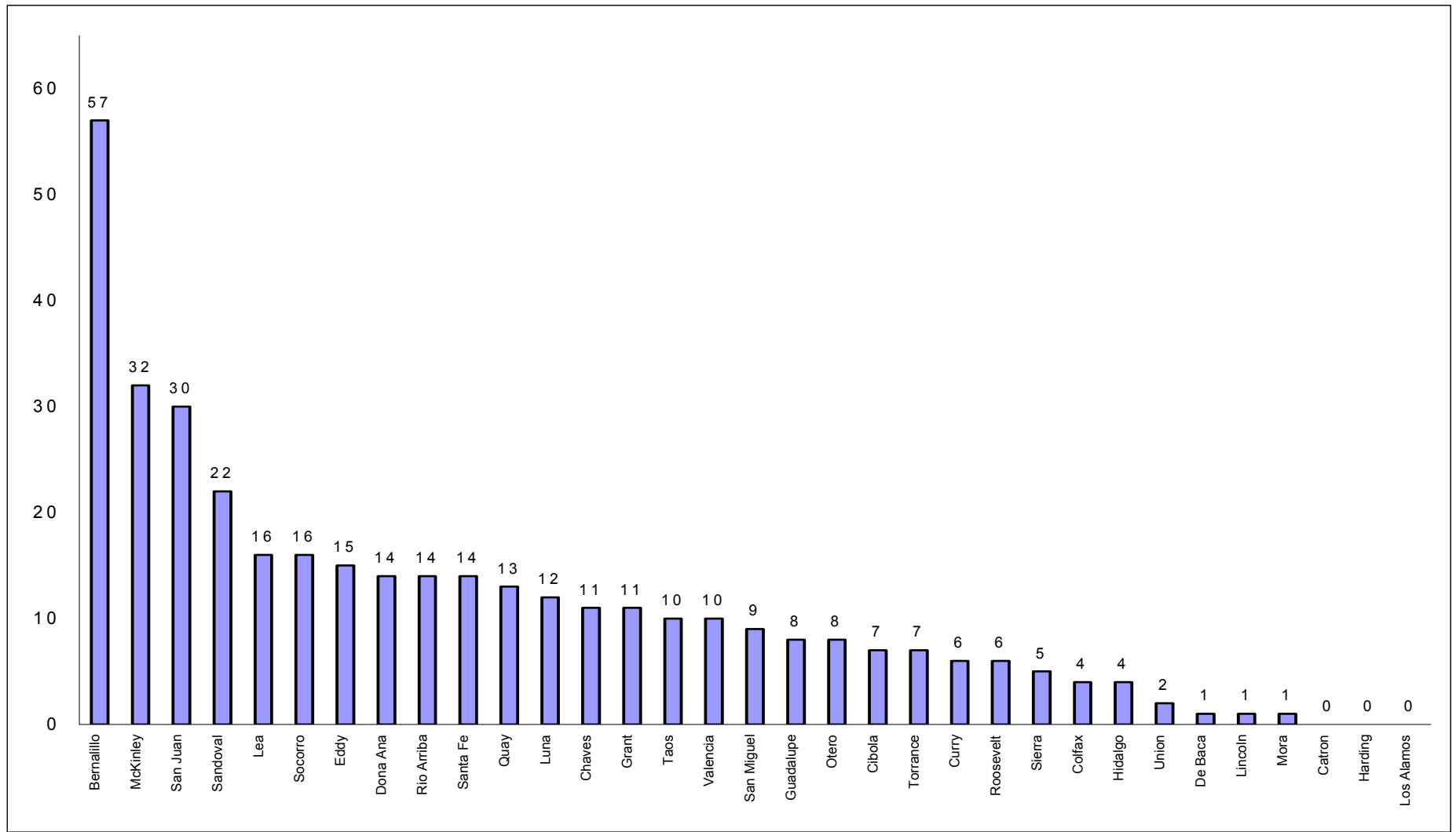
Motor vehicle crashes are a major cause of injury and death for all age groups, every ethnicity, and both sexes, however certain demographic groups must be considered high-risk.

- Teens (15-19) accounted for 13 percent of all drivers in crashes, 8 percent of all traffic deaths and 17 percent of all injuries, although they comprise only 5 percent of all licensed drivers. Male teenagers died in crashes twice as often than female teens, and 48 percent of teen crash deaths involved alcohol.
- Young adults (20-24) accounted for 15 percent of all drivers in crashes, but comprise only 9 percent of New Mexico drivers. Young adult males died in crashes three times as often as young adult females, and 49 percent of young adult crash deaths involved alcohol.
- Adult males from 25-54 years and the elderly over 65 years of age are the highest-risk groups for pedestrian deaths. In 2008, 50 percent of pedestrian deaths were among males ages 25-54 and 75 percent of these involved alcohol.
- Intoxicated pedestrians accounted for 55 percent of pedestrian fatalities in 2008.
- More than twice as many New Mexicans died in traffic crashes in rural areas than in urban areas (70% - rural; 30% - urban). In rural areas, drivers are slightly less likely to use safety belts, and they drive at higher speeds than in urban settings. Crashes involving overturned vehicles and fatal collisions with pedestrians are more common in rural areas.

As evidenced by the NM data presented in the preceding charts and bullets, a high percentage of traffic deaths and injuries result from drinking and driving, failure to wear seat belts, pedestrian alcohol-involved crashes, excessive speed, and aggressive driving.

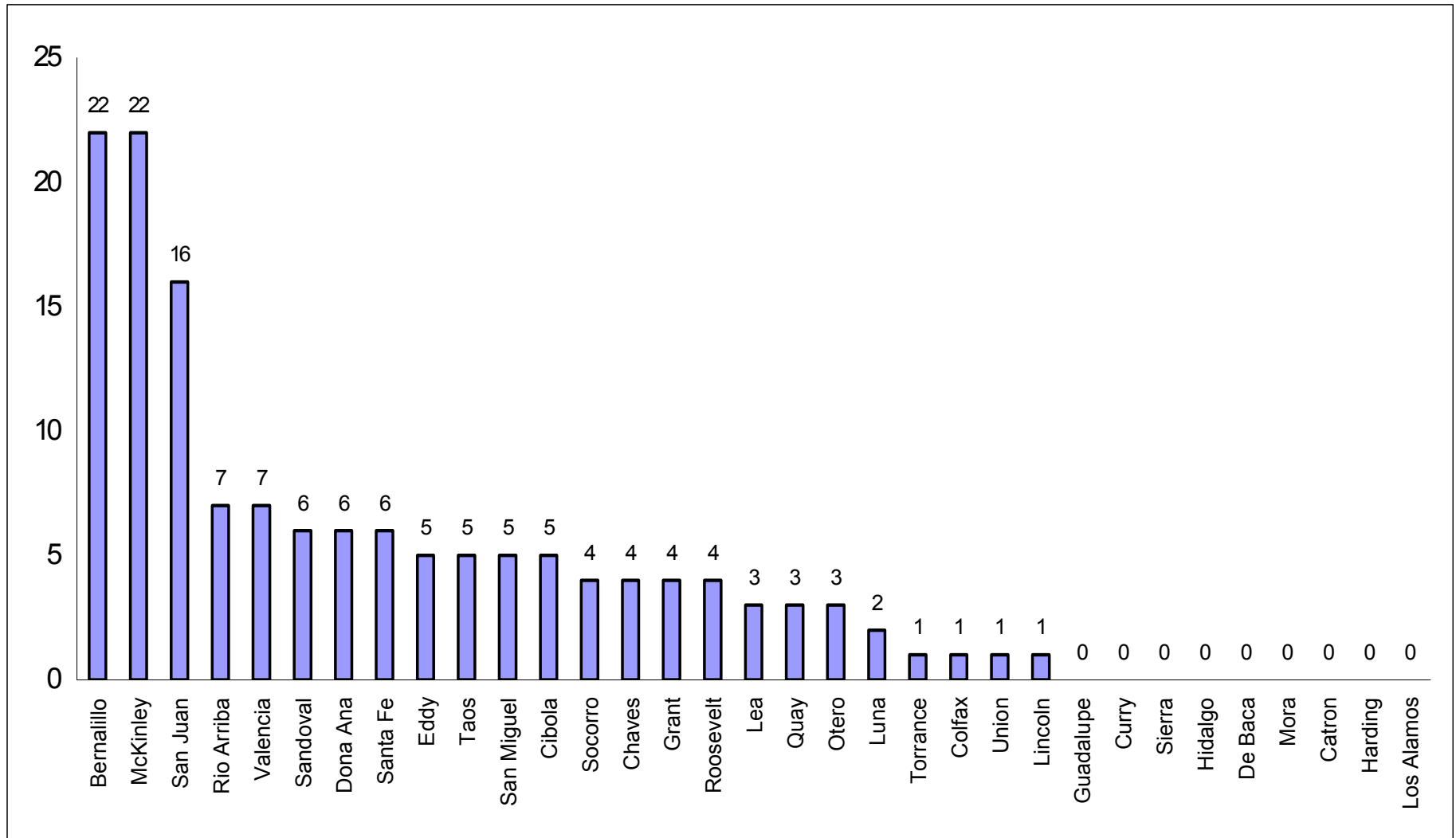
Number of Traffic Fatalities by County in NM – CY2008

In 2008, the counties with the highest number of traffic fatalities were Bernalillo (with 1/3 of the state's population), McKinley, San Juan, Sandoval, Lea, Socorro, and Eddy.



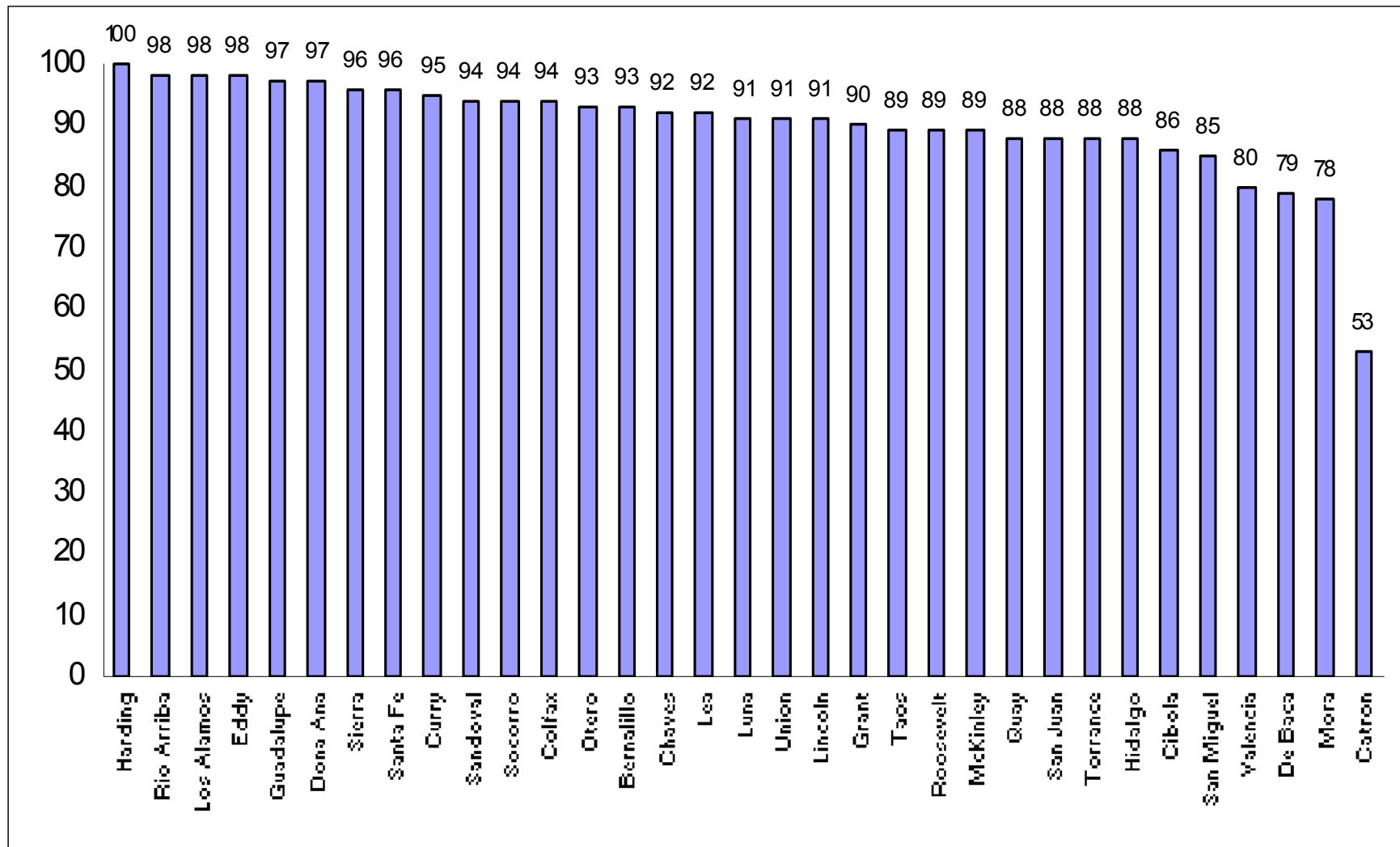
Number of Alcohol-Involved Traffic Fatalities by County in NM – CY2008

In 2008, the counties with the highest number of alcohol-involved traffic fatalities were Bernalillo, McKinley, San Juan, Rio Arriba, and Valencia.



Proxy Percent Seat Belt Use by County in NM, CY2006 - 2008

These proxy measures are based on police reported seat belt use among outboard front seat vehicle occupants with incapacitating or visible injuries for calendar years 2006 - 2008. Sixty-one percent of the counties have a proxy seat belt use that rounds to 90% or higher. Catron County has the lowest proxy seat belt use.



Goals – Development of Goal & Performance Measures

New Mexico's Highway Safety & Performance Plan (HSPP) is produced annually by the Programs Division's Traffic Safety Bureau (TSB). The TSB conducts monthly HSPP planning meetings from January through August. The first several meetings are attended primarily by TSB staff, however NHTSA and the FHWA are invited to attend all meetings, and make comments and recommendations.

During these initial internal meetings, staff review previous year comments (by partners, NHTSA, and FHWA) and staff assignments are made for the next several meetings. A data review is conducted on past year and five-year trends on traffic crashes, fatalities, and injuries, and other problems associated with such incidents are identified. Information is provided on the most dangerous roadways; the highest crash and fatality counts and rates by county, by month, by day of the week, by time of day; contributing factors such as alcohol, speed, or driver inattention; crashes and fatalities by age and gender; seat belt use percentages; and pedestrian fatalities and injuries. Staff present draft updates of their program area sections.

After the first four monthly meetings, TSB planning partners are invited to attend the following four meetings. During these final meetings, staff review the progress that has been made toward achieving the current year's HSPP Performance Measures, and discuss how currently funded programs have contributed to reaching the Measures. Based on these discussions, the meeting participants determine Performance Measures for the upcoming year and finalize their list of projects to be included in the HSPP.

Traffic Safety Planning Participants/ Partners

<p>AAA Administrative Office of the Courts Albuquerque Metropolitan Court Bureau of Indian Affairs and Various Tribes</p> <p>Federal Highway Administration Federal Motor Carrier Administration</p> <p>Governor's Ignition Interlock Task Force Governor's Multi-Agency DWI Task Force</p> <p>Mothers Against Drunk Driving Metropolitan Planning Organizations</p> <p>NHTSA – Region 6 NM Department of Education NM Department of Health Injury Epidemiology Unit State Lab Injury Prevention and EMS Bureau Child Fatality Review Board Injury Surveillance Alliance</p> <p>NM Department of Finance & Administration - Local Program Division DWI Program</p>	<p>NM Department of Public Safety NM State Police Motor Transportation Division Special Investigations Division NM Department of Transportation NM Health Policy Commission NM Restaurant Association NM Regulation & Licensing Dept. – Alcohol and Gaming Division NM Taxation and Revenue Dept. - Motor Vehicle Division</p> <p>Statewide Traffic Records Executive Oversight Committee Statewide Traffic Records Coordinating Committee</p> <p>University of New Mexico - Division of Government Research Institute of Public Law Emergency Medicine Dept. Continuing Ed./Community Services</p> <p>Various NM Law Enforcement Agencies Various City Governments</p>
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FY10 HSPP Traffic Safety Goal

Reduce the number of traffic-related crashes, fatalities, and serious injuries in New Mexico.

FY10 HSPP Performance Measures

January 1, 2009 – December 31, 2009

Projections made in the charts presented in the Problem Identification section are based on a simple linear regression calculation. In some cases, PMs chose to establish more aggressive performance measures for 2009 based on their data review and discussion process, and a discussion of projected interventions and activities planned for FY10.

Overall

Reduce the number of traffic fatalities from 413 in 2007 to 375 in 2010. (C-1; FARS Data)

Reduce the number of serious injuries in traffic crashes from 1,884 in 2007 to 1,800 in 2010. (C-2; NM Crash Data Files)

Reduce traffic fatalities per 100 MVM from 1.54 in 2007 to 1.48 in 2010. (C-3; FARS, FHWA Data)

Reduce the number of drivers age 20 or younger involved in fatal crashes from 61 in 2007 to 50 in 2010. (C-9; FARS Data)

Planning and Administration

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

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

Submit a draw-down through the NHTSA grants tracking system by the 30th of each month.

Alcohol / Impaired Driving

Reduce the number of fatalities involving driver/ motorcycle operators with .08 or higher BAC from 132 in 2007 to 120 in 2010. (C-5; FARS Data)

Occupant Protection

Reduce the number of unrestrained occupant fatalities (all seat positions) from 163 in 2007 to 155 in 2010. (C-4; FARS Data)

Increase the observed seat belt use percentage for front-seat outboard occupants from 91.1% in 2008 to 91.8% in 2010. (B-1; NM Survey Data- Behavior Measure)

Pedestrian and Bicyclist Safety

Reduce the number of pedestrian fatalities from 52 in 2007 to 45 in 2010. (C-10; FARS Data)

Police Traffic Services

Reduce the number of speeding-related fatalities from 159 in 2007 to 150 in 2010. (C-6; FARS Data)

Traffic Records

Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period October-December 2008 of 88 days to 70 days for the period October-December 2009. (NM Crash File Database)

Motorcycle Safety

Maintain the number of motorcyclist fatalities at 50 from 2007* to 2010. (C-7; FARS Data)

**2007 motorcyclist fatalities = 50*

Reduce the number of un-helmeted motorcyclist fatalities from 41 in 2007 to 40 in 2010. (C-8; FARS Data)

Activity Measures (October 1, 2007 through September 30, 2008)

Number of grant funded impaired driving arrests - **FFY08 = 6,090** (A-1; From Safer NM Now and TSB)

Number of grant-funded seat belt citations - **FFY08 = 24,497** (A-2; From Safer NM Now)

Number of grant-funded speeding citations - **FFY08 = 65,502** (A-3; From Safer NM Now)

Table 1. FY 2010 HSPP Goal, Strategies, Performance Measures, Current Status, and Benchmarks

Overall Goal: Reduce the number of traffic-related crashes, fatalities and serious injuries in NM.

Overall Measures		Performance Measures	2007 Status	2010 Benchmarks
		C-1) Number of traffic fatalities C-2) Number of serious injuries in traffic crashes C-3) Traffic fatalities per 100 MVM C-4) Number of drivers age 20 or younger involved in fatal crashes	C-1) 413 C-2) 1,884 C-3) 1.54 C-9) 61	C-1) 375 C-2) 1,800 C-3) 1.48 C-4) 50
Program Area	Strategies	Performance Measures	2007 Status	2010 Benchmarks
Planning and Administration	Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries. Support sound and fiscally responsible planning and financial management practices.	NMDOT/ TSB Highway Safety and Performance Plan, the NMDOT/ TSB Annual Report, and all grant applications Process time for reimbursement claims to grantees and contractors. Process time for draw downs to NHTSA Tracking System	Accomplished Paid within 30 days an approved and accepted invoice for payment for actual costs that have been incurred in accordance with the approved project budget. By the 30 th of each month	Submit documents per their submittal dates To be paid within 30 days an approved and accepted invoice for payment for actual costs that have been incurred in accordance with the approved project budget. By the 30 th of each month
Program Area	Strategies	Performance Measures	2007 Status	2010 Benchmark
Alcohol / Impaired Driving	Increase law enforcement efforts to reduce death and injury due to DWI in New Mexico, and increase the capacity of law enforcement to arrest and adjudicate DWI offenders.	C-5) Number of fatalities involving driver/ motorcycle operators with .08 or higher BAC	C-5) 132	C-5) 120

<p>Coordinates with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving; 7. Native Americans; and 12. Younger Driver Crashes</p>	<p>Collaborate on and provide resources for new and ongoing DWI and underage drinking prevention and intervention initiatives.</p> <p>Support the development and maintenance of the Statewide Traffic Records System.</p>			
	<p>Develop and maintain a comprehensive statewide ignition interlock data repository for assessing the use of interlocks in New Mexico, and to determine outcomes related to the database program.</p> <p>Support efforts to improve judicial outcomes, particularly in DWI cases.</p> <p>Support DWI media and public Information dissemination.</p>			

Program Area	Strategies	Performance Measures	07 & 08 Status	2010 Benchmarks
<p>Occupant Protection</p> <p>Coordinates with 2009 CTSP Emphasis Areas: 8. Occupant Protection and 12. Younger Driver Crashes</p>	<p>Continue support of Operation Buckle Down (OBD) and other local activities designed to increase seat belt and other occupant protection use.</p> <p>Promote the use of occupant protection, including booster seats, among targeted groups of non-users.</p> <p>Conduct media campaigns that promote occupant protection use and that heighten perceived risk of enforcement consequences for non-users.</p> <p>Better assess TSB's efforts to increase child occupant protection use.</p>	<p>C-4) Number of unrestrained occupant fatalities – all seat positions</p> <p>B-1) Percent of observed seat belt use for front-seat outboard occupants</p>	<p>C-4) 163 (2007)</p> <p>B-1) 91.1% (2008)</p>	<p>C-4) 155</p> <p>B-1) 91.8%</p>
Program Area	Strategies	Performance Measures	2007 Status	2010 Benchmark
	<p>Organize and assist communities at risk for pedestrian injury to develop data-driven strategic plans to improve safety and walkability.</p> <p>Increase pedestrian safety awareness.</p> <p>Support law enforcement pedestrian safety activities, including conducting surveys and monitoring, and targeted enforcement.</p> <p>Provide in-depth educational opportunities for law enforcement agencies, traffic engineers, and community advocacy groups to enhance the understanding of pedestrian safety, and ensure the implementation of effective safety strategies.</p>	<p>C-10) Number of pedestrian fatalities</p>	<p>C-10) 52</p>	<p>C-10) 45</p>

Program Area	Strategies	Performance Measures	2007 Status	2010 Benchmark
<p>Police Traffic Services</p> <p>Coordinates with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding; 2. Alcohol/ Impaired Driving; 4. Fatigued/ Distracted Drivers; 7. Native Americans; and 10. Young Driver Crashes</p>	<p>Increase selective, targeted traffic enforcement activities in identified “high crash areas” to reduce motor vehicle crashes, fatalities, and injuries.</p> <p>Increase the public’s awareness of the consequences of unsafe driving.</p> <p>Ensure that law enforcement and other traffic safety entities are afforded appropriate and affordable training opportunities.</p> <p>Support efforts to decrease the incidence of aggressive driving and speeding on NM highways.</p>	<p>C-6) Number of speeding-related fatalities</p>	<p>C-6) 159</p>	<p>C-6) 150</p>
Program Area	Strategies	Performance Measures	2008 Status	2010 Benchmark
<p>Traffic Records</p> <p>Coordinates with 2009 CTSP Emphasis Areas: 11. Traffic Records; 7. Native Americans; and 3. Emergency Services Response</p>	<p>Planning, Oversight, and Coordination</p> <p>Electronic Collection of Data</p> <p>Exchange and Sharing of Data</p> <p>Data Integration and Analysis</p>	<p>Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period October-December 2007 vs. a measure for the period October-December 2008.</p>	<p>88 days</p>	<p>70 days</p>
Program Area	Strategies	Performance Measures	2007 Status	2010 Benchmarks
<p>Motorcycle Safety</p> <p>Coordinates with 2009 CTSP Emphasis Area: 10. Special Users</p>	<p>Support statewide motorcycle safety training and awareness.</p>	<p>C-7) Number of motorcyclist fatalities</p> <p>C-8) Number of un-helmeted motorcyclist fatalities</p>	<p>C-7) 50</p> <p>C-8) 41</p>	<p>C-7) 50</p> <p>C-8) 40</p>

Project Selection and Development

State agencies and other organizations interested in traffic safety issues may submit project proposals to TSB at any time during the year. Availability of funds through NMDOT/TSB are posted in the Catalog of Local Assistance Program on the Department of Finance and Administration web site. TSB encourages agencies and entities to submit proposals by June 30th of each year to be considered for federal funding (beginning October 1). However, if quality proposals are received late in the fiscal year, they will be considered by the TSB in the development of the State Highway Safety and Performance Plan (HSPP) for the next fiscal year. If those submitting the project proposal are requesting implementation in the current fiscal year, the TSB will consider the request based on available time and budget. If the project is accepted and implemented in the current fiscal year, the current HSPP will be updated accordingly.

The TSB develops programs based on statistical analysis and input from traffic safety partners. TSB encourages all entities to be proactive in identifying traffic safety problems in their communities. TSB requires solicitors to follow a proposal format that includes:

- Problem identification
- Identifying the goal and performance measures (from the HSPP) that the program is striving to accomplish
- Plan of action, including performance measures, activities, and needed resources
- List of partners who will be working on the project (if applicable)
- Other possible funding sources (if applicable)
- Expected outcome(s), and a plan for how the project will be evaluated

Each project proposal must be submitted to TSB with all pertinent information and supporting documentation.

Project Selection

Once received, project proposals are forwarded to the TSB Chief who assigns each to a Program Manager (PM). After reviewing the project proposal, the PM assesses its applicability and response to New Mexico's traffic safety goals prior to sending it back to the TSB Chief with a recommendation for approval or disapproval.

If the TSB Chief approves the project proposal, the project development process is implemented. If the TSB Chief does not approve the proposal, the submitting person/agency will receive written notification with the reason(s) for non-approval. In some cases, the submitting person/agency may be contacted by TSB with questions and/or requests for additional information.

Project Proposal Process

As part of its review process, the PM assesses each proposal using the following criteria as a guide:

- Ensure that the proposal includes the required proposal criteria.
- Check for budget availability and available resources.
- Compare proposed project with current activities.
- Determine whether or not the project will impact traffic safety issues and will work towards established state goals as detailed in the HSPP as follows:
 - ♣ ensure the problem is adequately described, and objectives and resources requested will address the identified problem;
 - ♣ ensure that the person/ agency submitting the proposal is the appropriate entity to perform the activities;
- request additional information, and/or meet with project person/ agency submitting the proposal or others, as necessary;

- provide a recommendation for approval/disapproval to the TSB Chief along with a letter for the Bureau Chief’s signature; and
- if approved by the TSB Chief, ensure that the project proposal is incorporated into the HSPP and any other documents, as required.

Assessment of Required Proposal Criteria

Each proposal is assessed using the following criteria:

- Is a traffic safety problem identified?
- Is the problem supported with current and applicable data?
- Does the solution respond to and/or help the State achieve its goals as detailed in the HSPP?
- Is each performance goal appropriate to the problem?
- Do the performance goals follow the SMART principle (specific, measurable, action oriented, realistic, and “time-framed”)?
- Will the performance indicators provide measured progress?
- Does the Action Plan include appropriate activities or tasks to be performed?
- Is the budget reasonable, and will it support the problem and solution described?

Project Proposal Approval

After review by the Program Manager, a project proposal is sent back to the TSB Chief who reviews the proposal in accordance with the following steps:

- Review project proposal and program staff recommendation.
- Ensure that the steps listed for program staff review have been followed.
- Approve or disapprove proposal, as indicated.

Project Development Process

The project development process consists of the following steps:

- 1) Problem identification
- 2) Countermeasure selection
- 3) Evaluation planning
- 4) Project plan development
- 5) Negotiation
- 6) Consensus
- 7) Approval
- 8) Implementation

Project Selection Based on Problem Identification

Traffic safety projects are initiated as a result of several types of “needs” including:

- statewide and local problem identification
- state goals, as indicated in the HSPP
- state agency initiatives
- community initiatives
- key events

Projects should be related to identified problems. The negotiation for initial project development occurs during the HSPP development process. Once an initial agreement has been reached on the need for a project, and an organization or agency has indicated commitment and interest, project development begins. The Project Agreement is then negotiated by the PM and the organization or agency.

Other Types of Project Agreements

The TSB may enter into internal agreements. For example, the TSB may wish to purchase equipment (that will remain the property of TSB) and provide it to other areas of the Department, or to other agencies on loan, or to fulfill a specific traffic safety purpose. The purchases of message boards (for loan to Department District offices) or radar/portable breath testers (on loan to law enforcement agencies) are examples of projects that may be managed internally. Each internal project must contain the following:

- A memorandum of understanding signed by the TSB Chief and placed in the file describing the purpose of the project, funding source, goals and performance measures, project requirements (such as quarterly reports, etc.), and person responsible.
- If equipment is purchased using Federal funds, approval letter from NHTSA as required by the Grants Management Manual (certain thresholds apply).
- If equipment is purchased, a plan for how the equipment will be distributed and guidelines for how the equipment will be utilized.
- If equipment is purchased, a copy of the loan agreement between the agency and TSB. The agreement must have a plan for how the equipment will be transferred to the grantee at the end of its useful life, or transferred to TSB for disposition.
- Regular correspondence on the progress of the internal agreement.

Funding Source

Proposed projects must support the goals and strategies established for the program areas in the HSPP. The type of funding (i.e. Section 410, Section 405 etc.) and the funding source's purpose (i.e. Impaired Driving, Occupant Protection etc.) must be clearly identified.

HIGHWAY SAFETY PLAN

New Mexico's Highway Safety Plan presents the state's strategies for reducing traffic-related crashes, fatalities, and injuries. As part of the process of identifying these strategies, TSB staff participated in the development of the NMDOT Comprehensive Transportation Safety Plan (CTSP). The 2009 CTSP outlines strategies in 12 emphasis areas, many of which relate to Traffic Safety goals. HSPP strategies detailed in the following program areas are based on identified problems and relate directly to achieving the HSPP goal and performance measures established for FY2010. The Plan includes countermeasures for five of the "National Program Areas" identified by NHTSA and FHWA.

Through the review of New Mexico's traffic safety issues and the setting of the FY10 HSPP Performance Measures, TSB is proposing to continue funding projects in the following program areas: Planning and Administration; Alcohol/ Impaired Driving; Occupant Protection; Pedestrian and Bicycle Safety; Police Traffic Services; Traffic Records; Traffic Safety Marketing and Media, Driver Education and Safety; and Motorcycle Safety.

State laws, rules and regulations, and the federal grant requirements in the Transportation Re-authorization guided the development of the projects proposed in this Highway Safety Plan.

Planning and Administration

Problem ID

Traffic safety advocates in New Mexico face formidable challenges in effecting behavior change with regard to traffic safety practices. To address these challenges, the TSB must identify problems, develop strategies, implement activities, and evaluate program effectiveness. Administratively, identifying problems and developing strategies involves obtaining data, researching ideas, mustering resources, and organizing roles and responsibilities across diverse agencies and communities. A comprehensive program that involves training, public information, planning, financial management, coordination and communication among partners is crucial to successful implementation of New Mexico's Highway Safety and Performance Plan.

Many program funds are coordinated through partnerships with contractors or other lead agencies such as the University of New Mexico, Department of Health, Department of Public Safety, Regulation and Licensing, Motor Vehicle Division, and Administrative Office of the Courts. Local governments and local law enforcement are no longer passive recipients of programs, but instead have been empowered as proactive traffic safety partners.

Positions

A Financial Management position is funded at 100% to assist with TSB's project agreements and contracts, and assist with conducting an annual financial training for sub grantees. TSB maintains contracts that provide financial management, and technical and grant writing services.

Performance Measures

- 1) Develop and submit the NMDOT/ TSB Highway Safety and Performance Plan, the NMDOT/ TSB Annual Report, and all grant applications in a timely manner, per their submittal dates.
- 2) Ensure that reimbursement claims to grantees and contractors are paid within 30 days of an approved and accepted invoice for payment for actual costs that have been incurred in accordance with the approved project budget.
- 3) Submit a draw-down through the NHTSA grants tracking system by the 30th of each month.

Strategies

#1 - Increase 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 HSPP development process;
- b) maintaining partnerships with traffic safety advocate agencies, including: Administrative Office of the Courts, the Judiciary, Department of Public Safety, local law enforcement, DWI Resource Center, AAA New Mexico, Safer NM Now, Mothers Against Drunk Drivers, DGR/ UNM, Department of Health, Department of Finance and Administration/ Local Government Division, Motor Transportation, NHTSA, FHWA, and Motor Vehicle Division;
- c) completing and distributing the HSPP and the Annual Report; and
- d) coordinating TSB HSPP strategies with CTSP strategies.

- #2** - Support sound and fiscally responsible planning and financial management practices by:
- a) developing and implementing well-documented procedures and processes for compliance with all applicable laws, regulations and management policies;
 - b) submitting grant applications to support TSB programs;
 - c) updating the TSB policy procedures and financial processes manuals, as necessary;
 - d) processing grantee reimbursements and contractor invoices within 30 days of receipt;
 - e) submitting the draw-down through the NHTSA grants tracking system by the 30th day of each month; and
 - f) providing traffic safety grantees and contractors technical assistance in the program management and financial accountability of their grants.

Planning and Administration Project Descriptions and Budget Amounts

Federal Funds

PA-01 Financial Systems Management **\$125,000/ 402**

(Management Analyst Operational, Financial Specialist)

Monitored by Finance Staff Manager

Develop, implement, coordinate and oversee efficient accounting and reporting processes for the Financial Management Section of the Bureau's project agreements and contracts. Assist in the compilation of the Highway Safety Plan. Conduct the annual financial training for sub grantees. Process project reimbursement claims for traffic safety projects and contracts. Personnel services will include salaries and benefits for two FTEs, a management analyst and financial specialist position. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management.

PA-02 Financial Project Management Services **\$60,000/ 402**

Monitored by Finance Staff Manager

A contract to prepare financial documents, and coordinate activities necessary for the efficient and effective implementation of programs.

PA-03 HSPP, Grant, and Technical Writing Services **\$20,000/ 402**

Monitored by Finance Staff Manager

A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, and provide technical writing assistance, as necessary (also see RF-10 in State Funds).

State Funds

RF-07 Financial Management (P&A) **\$135,000/ RF**

Monitored by Finance Staff Manager

Process program and financial documents for traffic safety projects. Conduct financial reviews of project files and handle discrepancies noted; obtain and review required financial audits; and process federal reimbursements.

RF-10 HSPP, Grant, and Technical Writing Services (P&A) **\$70,000/ RF**

Monitored by Finance Staff Manager

A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, and provide technical writing assistance, as necessary

Also see AL-14 Impaired Driving Program Management in the Alcohol/ Impaired Driving Program Area on page 36, PT-01 Police Traffic Services Program Management in the Police Traffic Services Program Area on page 61, and OP-04 Occupant Protection Program Management in the Occupant Protection Program Area on page 52.

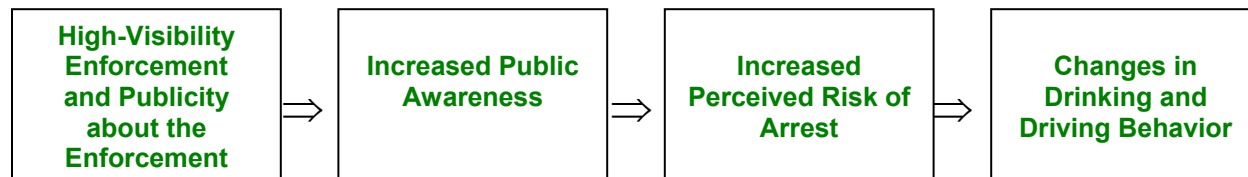
Planning and Administration: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-01	Financial Systems Management	\$125,000	402
PA-02	Financial Project Management Services	\$ 60,000	402
PA-03	HSPP and Grant Writing Services	\$ 20,000	402
Total Funds		\$205,000	

Alcohol/ Impaired Driving Program Area

Overview

A major focus of New Mexico's Highway Safety and Performance Plan is to reduce impaired driving crashes, fatalities and injuries. The Traffic Safety Bureau has adopted the theory of general deterrence as applied to enforcement programs designed to influence drinking and driving behavior.



In addition to high-visibility law enforcement coupled with high-visibility media, aggressive prosecution of DWI offenders and continued support of underage DWI prevention programs are the strategies most likely to impact changes in drinking and driving behavior, and thereby, reduce unnecessary deaths and injuries.

To this end, TSB supports and manages numerous programs and projects designed to reduce drinking and driving behavior. Statewide and local community-based DWI enforcement programs involve more than 70 state, city, and county law enforcement agencies. Enforcement activities are coordinated with high visibility media and public awareness activities. In addition, TSB provides funding for judicial education, offender monitoring, BAC and other drug testing, DRE training, underage drinking enforcement, a Traffic Safety Resource Prosecutor, a Native American DWI Liaison, and underage drinking and driving prevention.

TSB is actively engaged in supporting and funding the development of a statewide traffic records system, including the electronic collection and transmission of DWI citation and other report information by officers in the field. TSB is also setting up a web-based data system for law enforcement agencies to report on their DWI activities.

New Mexico has a Governor-appointed DWI Czar who coordinates and oversees DWI programs statewide. The DWI Czar works closely with the TSB to implement strategies outlined in the 2003 multi-agency DWI Strategic Plan and the annual HSPP.

In FY09, NMDOT/ TSB applied for and received SAFETEA-LU Section 410 – Alcohol-Impaired Driving Prevention Programs funding. These funds are used for high-visibility DWI operations, such as checkpoints and saturation patrols partnered with high levels of paid and earned media.

Given New Mexico's powerful DWI laws and the substantial funding dedicated to DWI for enforcement and media, the TSB focuses on implementing, evaluating and improving DWI programs. New Mexico has the opportunity to provide valuable lessons and information on the impact of strong legislation coupled with high-visibility enforcement, media and prevention activities.

Programs

Operation DWI, Superblitz Mobilizations, National Crackdown, and 100 Days and Nights of Summer

TSB administers the Operation DWI Program, a statewide sobriety checkpoint program. When combined with TSB's Operation Buckle Down program (for seat belt use), the campaigns are termed Superblitz. In FFY10, NM will conduct four 2-week Superblitzes and one 10-day Superblitz statewide.

Superblitz enforcement activities are paired with high visibility media campaigns using the messages of *You Drink, You Drive, You Lose*, and *Click It or Ticket*.

NM also participates annually in the National Impaired Driving Crackdown, using the message of *Over the Limit, Under Arrest*. During the National Crackdown, law enforcement agencies conduct statewide checkpoints and saturation patrols. Law enforcement activities are paired with an intense, high-visibility media campaign.

In addition to these statewide operations, local checkpoints are conducted monthly around the state in every State Police district, 37 cities, and 26 counties, covering more than 85 percent of the state's population. Enforcement is always combined with highly visible statewide and local publicity that contributes to successful operations.

Since the summer months are typically the deadliest time on NM's roadways, the NMDOT/ TSB conducts an annual "100 Days and Nights of Summer" campaign. This campaign focuses on increasing the number of DWI checkpoints conducted over the summer months to reduce impaired driving during this period. The NM State Police set a goal to conduct 100 checkpoints in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division set a goal to conduct 100 liquor establishment compliance checks during this period. More than 50 law enforcement agencies from throughout the state participate in this campaign, conducting additional checkpoints and saturation patrols. They also increase bar and restaurant patrols, checking for service to intoxicated persons and service to minors.

Impaired Driving – Full Time Officer Program

The Impaired Driving-Full Time Officer Program will fund 17 full-time officers focused exclusively on high-visibility, DWI law enforcement. Program officers will work in areas at high-risk for DWI, including Bernalillo, Dona Ana, San Juan, McKinley, Rio Arriba, and Santa Fe counties, and the New Mexico portion of the Navajo Nation. High-visibility activities will include saturation patrols, checkpoints, and other anti-DWI strategies. Additionally, law enforcement officers will partner with other agencies within their geographic areas and jurisdiction for additional DWI mobilizations.

High-visibility media will be conducted in conjunction with enforcement activities to increase the effectiveness and impact of the Program.

A DWI Leadership Team meets monthly to provide input and support to the Impaired Driving-Full Time Officer Program, and includes representatives from various overarching agencies and advocacy groups involved with anti-DWI efforts.

Community Driving While Impaired (CDWI) Program

TSB administers the CDWI Program that provides State funds to counties for various DWI prevention and intervention efforts. Funds for this program come from a \$75.00 fee that judges are legislatively required to impose on each person convicted of a DWI.

To qualify for the funds, local task forces in each county annually review DWI-related statistics for their area, prepare a community problem statement that identifies specific issues in the areas of enforcement, courts, prevention, and community awareness. Projects are identified for addressing the county's DWI issues, and funds are requested from TSB. Projects eligible for funding include prevention efforts, enforcement programs, training, public information and education, and offender programs.

Total funds available to each program are dependent upon the 'fees' imposed and collected within their areas, and monies available range from a few hundred dollars to more than \$100,000. All fees are returned to the community from which they were generated.

DWI/ Drug Courts

There are seven DWI/ Drug Courts in New Mexico and 36 other drug courts. They operate in 24 of NM's 33 counties at District, Metropolitan, and Magistrate Court levels. The State's Drug Court Advisory Committee (DCAC) developed a five-year plan in 2006, as part of a mandate from the NM Supreme Court, recommending that drug or DWI/ drug courts be established in all 33 counties.

The five-year plan has helped the judiciary work with the legislature to grow drug courts to their current level, but recent statewide budget cuts have led the Supreme Court to suspend the five-year plan until the state's economy improves.

The State's DWI/ Drug Courts are in the following courts: Bernalillo County Metropolitan, McKinley County Magistrate, Dona Ana County Magistrate, Eddy County Magistrate, Santa Fe County Magistrate, Torrance County Magistrate, and Valencia County Magistrate. TSB assists with funding for these DWI Courts.

Standardized Field Sobriety Testing (SFST) Program

The TSB supports a designated statewide SFST coordinator to oversee the training needs of each NM law enforcement agency. The SFST coordinator works with the New Mexico Law Enforcement Academy to implement standard SFST training protocols for SFST instructors and for active duty officers. The coordinator also works with the SFST Quality Training Standards Oversight Committee that includes representatives from law enforcement agencies statewide. The SFST coordinator is charged with improving the ability of law enforcement and prosecutors to use SFST to increase conviction rates of DWI offenders.

Judicial Training

The TSB supports a variety of DWI judicial training and education projects that are coordinated by the Judicial Education Center (JEC) at the Institute of Public Law at the University of New Mexico School of Law. The JEC conducts annual DWI training sessions for magistrate and municipal judges to provide education on the full spectrum of DWI, including arrest, adjudication, sentencing, screening, treatment, ignition interlock requirements, and new developments in the law. This training is complemented by a comprehensive DWI Bench Book provided to all NM judges. The JEC also offers periodic hour-long videoconferences for judges throughout the state on DWI issues, such as updates on new legislation and case law. Judges can attend out-of-state DWI programs with JEC financial support, and DWI trial observation and mentoring opportunities are available in state.

In addition, the JEC offers numerous web-based DWI resources. An advanced interactive DWI virtual trial accompanies the basic DWI online virtual trial. The full text of the DWI Bench Book is available online. The JEC also has created a web-based 'Driving Under the Influence' Resource Library for the National Association of State Judicial Educators. This web site provides judges, court staff, and judicial educators nationwide with comprehensive, up-to-date resources on every aspect of impaired driving cases, ranging from field sobriety testing and the effects of alcohol on the body, to sentencing alternatives and DWI courts. All of the material is handily indexed and much of it is accessible instantly through links to informative web sites.

Traffic Safety Resource Prosecutor

The TSB funds a NM Traffic Safety Resource Prosecutor (TSRP). The TSRP is responsible for conducting regional training to new and inexperienced District Attorneys, as well as, support counties and municipalities with the aggressive prosecution of DWI cases.

The TSRP conducts training in DWI case law, sentencing, standardized field sobriety testing, scientific lab division techniques, including breath-testing instruments. The TSRP also makes presentations on DRE, effects of drugs and alcohol, and victims' rights. Training is specific to the needs in each particular jurisdiction.

Statewide Traffic Records System

Over the past six years, the NMDOT/ TSB has headed up efforts to develop and maintain a Statewide Traffic Records System (STRS) for the coordination of traffic related records capture, processing, and dissemination. STRS multi-year initiatives/ strategies include the following:

- 1) Planning, Oversight, and Coordination (of the STRS)
- 2) Electronic Collection of Data
- 3) Exchange and Sharing of Data
- 4) Data Integration and Analysis

These initiatives/ strategies are important to the Alcohol/ Impaired Driving Program because the electronic collection of data by officers in the field will dramatically decrease the time it takes them to process paperwork related to DWI and other traffic-related stops, and thus, increase the time they can spend on patrol. It will also increase their ability to have more timely, accurate data for targeting their DWI-related law enforcement efforts.

NM law enforcement officers annually write about 20,000 DWI citations. During a DWI stop, along with the DWI Citation, officers typically have to complete other forms by hand, such as the Notice of Revocation, Tow-in Report, Criminal Complaint and Probable Cause Statement, Sobriety Checklist, and Incident/Offense Report. During a recent check with STRS TraCS Pilot Project officers collecting DWI Citation and other DWI-stop related report information electronically, officers reported saving 50%-60% writing time on their DWI-related reports, on average.

The STRS is more fully detailed in Traffic Records Program area on page 68 of this HSPP.

Administration of Ignition Interlock Program

The TSB is legislatively mandated to administer NM's Ignition Interlock (II) Program and the Ignition Interlock Indigent Fund. As part of the II Program administration, TSB approves ignition interlock device manufacturers and the use of certified ignition interlock devices, licenses service centers, and certifies installers and service providers. TSB monitors and oversees the interlock providers, and evaluates the Program.

The TSB has managed the Ignition Interlock Fund since March 2006. Monies appropriated to the Fund cover the installation, removal, and one-half the cost of leasing Ignition Interlock devices for individuals determined to be indigent by the court, the parole board, or a probation and parole officer. A database is being developed to facilitate the processing of reimbursements.

Although not mandated, TSB has developed a secure ignition interlock database, through the Ignition Interlock Data Analysis (IIDA) Project. The IIDA Project is designed to collect and store ignition interlock data from all licensed interlock manufactures in the State for analytic purposes. Developing and maintaining the comprehensive statewide ignition interlock data repository will allow NM to assess the impact of their use on impaired driving. The IIDA Project maintains a data interface to all seven approved manufacturers. This database is being developed to ensure the accurate reporting and collections of the fees due the Ignition Interlock Indigent Fund and to verify subsequent reimbursements.

As an extension of the IIDA Project, TSB is also developing a web-based application, the Client Query that will allow monitoring agencies access to this data to facilitate compliance monitoring. The State Motor Vehicle Division DWI Compliance and Resolution Unit has been chosen as the pilot agency to test the Client Query. A licensing database will be incorporated, as well. The aim of the IIDA Project is to house all aspects of TSB's administration of the Ignition Interlock Program into one database.

Other State-Funded DWI Programs

Local Government Driving While Intoxicated

The DWI Grant Program supports county-driven, local initiatives to prevent or reduce the incidence of DWI, alcoholism, and alcohol abuse. Currently, 41.5% of the liquor excise tax is allocated to the Local DWI Grant Fund. This fund supports \$1.9 million in competitive grants, \$2.8 million in alcohol detoxification and treatment grants, and approximately \$12.1 million in distribution.

The Local DWI Program funds eight component areas: Prevention; Enforcement; Screening; Domestic Violence (alcohol related); Treatment; Compliance Monitoring & Tracking; Coordination, Planning & Evaluation; and Alternative Sentencing.

Drunk Busters Hotline - #DWI

The state provides funding for a toll-free number for citizens to call in to report drivers suspected of being intoxicated. The public can call 1-877-DWI HALT (877-394-4258) or #DWI from a cell phone. The Drunk Busters hotline is answered 24 hours a day by Department of Public Safety dispatchers who then contact law enforcement officers to investigate.

Juveniles

Laws, Enforcement, and Prevention

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

New Mexico law imposes severe penalties on alcohol retailers who sell alcohol to minors. These penalties include suspension and revocation of liquor licenses. The Special Investigative Division of the State Police coordinates an Underage Drinking Enforcement and Training Project designed to significantly increase enforcement of liquor control laws to reduce youth access to alcohol, thereby reducing underage drinking and underage drinking and driving.

In NM, it is a fourth degree felony for a person to sell, serve, give, buy, or deliver alcohol to a minor, or to assist a minor to buy, procure, or be served alcohol. Penalties can include up to 18 months in jail and a \$5,000 fine.

NMDOT/ TSB has a full-time underage drinking (UAD) Prevention Coordinator to oversee underage drinking/ DWI prevention within the NMDOT, coordinate with other agencies, and to assist with the coordination of activities statewide. The Prevention Coordinator works to ensure that evidence-based underage prevention activities are conducted all across the state and that high-problem areas are given adequate resources.

NMDOT/ TSB UAD Prevention Projects

UAD Prevention Conference

This project will fund a statewide conference focused on the prevention of underage drinking and the consequences that result from children and teen use of alcohol.

Youth Media Literacy

This project will fund mini-grants to community prevention contractors to target entry-level middle and high school students (grades 6th and 9th), teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use.

Social Host Ordinance Awareness

This project will provide mini-grants to communities to develop and conduct an intervention with parents and other homeowners to educate them about their liability as social hosts when serving alcohol.

'Life of an Athlete'

This project will provide funds to the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches, and athletic directors statewide.

Parent Initiative

This project will fund activities designed to educate parents on the dangers and consequences of underage alcohol use, and New Mexico's fourth degree felony law.

Statewide UAD Prevention Media Campaign

This project will provide funds for a statewide media campaign targeted at youth from ages 10 to 18, and/or their parents, to discuss the dangers and consequences of underage drinking.

Other Statewide UAD Prevention Programs

Children, Youth, and Families Department (CYFD)

The CYFD coordinates an UAD Prevention Project that includes a statewide coordinating committee, underage drinking enforcement strategies, specialized training for judges and prosecutors, a statewide media campaign, a statewide training conference, and projects in 13 selected communities.

UNM Campus Office of Substance Abuse Prevention

The University of New Mexico Campus Office of Substance Abuse Prevention (COSAP) educates the general student body, fraternities, and sororities on the dangers of binge drinking and of drinking and driving. COSAP's successful and award winning Designated Driver program is cost effective, involves the local liquor establishments, and rewards students who volunteer as designated drivers. The COSAP program also seeks to expand their efforts statewide to other colleges and universities.

Media and Marketing

Information on NM's Impaired Driving Media and Marketing activities can be found in the Traffic Safety Program Media and Marketing Section on page 77.

DWI Sanctions

New Mexico has some of the toughest and most diverse DWI sanctions of any state in the nation, including the following:

- Mandates ignition interlock on vehicles of convicted first and subsequent DWI offenders; mandatory ignition interlock required for drivers from other states, convicted of DWI, that receive a NM driver license; and vehicle operators who disconnect or otherwise tamper with an interlock, when it's required by law, are subject to the same penalties as those for driving while revoked for DWI.

- All convicted first-time DWI offenders have their licenses revoked for a year; two years for a second conviction; three years for a third conviction; and revoked for life for a fourth or subsequent conviction, subject to a five year review in the district court.
- Administrative license revocation is six months to one year for drivers 21 and over; and 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.
- Several cities have vehicle forfeiture programs. Typically, vehicles are seized upon a second DWI conviction.
- Mandatory screening for all convicted offenders.
- Treatment mandated for all second and subsequent offenders based on screening results.
- Mandatory jail time of 7 days, with a maximum of 364 days for driving with a revoked driver's license.
- Mandatory jail time for 2nd and subsequent convictions.

Problem ID

New Mexicans who drive while impaired by alcohol or other drugs produce traffic related deaths and injuries in disproportionately large numbers.

The TSB contracts with the Division of Government Research (DGR) to produce an annual Traffic Crash report and a DWI report. Data from these reports are used to assess the status of alcohol /impaired driving behavior, as well as to review historical trends. The DWI Leadership Team meets monthly to review the most recent data, and to discuss current and proposed prevention, deterrence, and enforcement activities.

2008 Preliminary Data

- In NM, there were 113 DWI fatalities, down from 133 in 2007.
- DWI fatalities per 100K population were at 5.48 in 2008, compared to 6.48 in 2007.
- The percentage of DWI fatalities in 2008 was 30.8%, down from 32.2% in 2007.
- Seventy-three percent of alcohol-involved crashes occurred in urban areas and 27% occurred in rural areas. Fifty-six percent of alcohol-fatal crashes and 31% of alcohol-injury crashes occurred in rural areas.

Data from NM's 2007 Traffic Crash Information and DWI Reports

- While 5% of all crashes in NM were alcohol-involved, 42% of all fatal crashes involved alcohol.
- In NM, an alcohol-involved crash occurs approximately every four hours; a person died in an alcohol-involved crash every 50 hours; a person was injured every 8 hours.
- Seventeen percent of the alcohol-involved drivers in crashes were less than 21 years old.
- Forty-three percent of teenage (ages 15-19) crash deaths involved alcohol; fifty-three percent of crash death among young adults (ages 20-24) involved alcohol.
- Males are more than seven times as likely as females to be alcohol-involved drivers in crashes.
- Twenty-eight percent of drivers in alcohol-involved crashes were males - ages 20-29, 10% were males - ages 45-49, and 9% were males ages 15-19. These three groups accounted for 58% of all alcohol-involved drivers in crashes. Eighty-four percent of drivers in alcohol-involved crashes were males.

- Thirteen percent of alcohol-involved drivers in crashes were female, down from 24 percent in 2006.
- Males, ages 25-29 were most likely to have a repeat DWI conviction in 2007 (13.1%), followed by males, ages 40-44 (12.7%), males, ages 30-34 (11.8%), and males, ages 35-39 (11.7%). Males in these four age groups (25-44) accounted for 49.3% of all repeat convictions.
- Bernalillo County had the highest number of alcohol fatal and injury crashes at 364, followed by San Juan County (121), Santa Fe County (114), Dona Ana County (94), and McKinley County (84). These counties accounted for 63% of all alcohol fatal and injury crashes in the State.
- The highest number of impaired driving crashes occurred during July, August, May and March.
- Forty percent of all alcohol-involved crashes occurred on Friday and Saturday.
- In 2007, the highest number of alcohol-involved crashes occurred between 7 p.m. and 8 p.m., and between 10 p.m. and 11 p.m.
- The most prevalent contributing factors in fatal crashes were driver inattention (32.9%), excessive speed (29.3%), and alcohol-involvement (28.8%).
- Seventy-six percent of alcohol-involved crashes occurred in urban areas and 24% occurred in rural areas. Fifty-four percent of alcohol-fatal crashes and 28% of alcohol-injury crashes occurred in rural areas.
- The mean BAC result was 0.16, double the legal limit for drivers 21 and over.

**2007 is the most recent calendar year data available*

Performance Measure

- 1) Reduce the number of fatalities involving driver/ motorcycle operators with .08 or higher BAC from 132 in 2007 to 120 in 2010. (C-5; FARS Data)

Strategies

#1 - Increase law enforcement efforts to reduce death and injury due to DWI in New Mexico, and increase the capacity of law enforcement to arrest and adjudicate DWI offenders by:

- a) contracting with law enforcement agencies to conduct statewide Superblitz mobilizations, and to participate in the NHTSA's National Crackdown and the 100 Days and Nights of Summer Program;
- b) contracting with local law enforcement agencies to conduct monthly, supplemental, high-visibility DWI enforcement activities, including checkpoints and saturation patrols;
- c) combining all enforcement efforts with local and statewide media and public information;
- d) providing SFST training so that law enforcement officers are current on all necessary certifications;
- e) working cooperatively with New Mexico law enforcement agencies to raise the awareness of traffic code enforcement and its impact on safety; and
- f) continuing to explore new public policy options to reduce death and injury due to DWI, and to strengthen existing laws.

#2 – Collaborate on and provide resources for new and ongoing DWI and underage drinking prevention and intervention initiatives by:

- a) managing CDWI contracts and participating in Local DWI Grant Program contract funding decisions to ensure that ongoing DWI and underage drinking prevention efforts are sustained for adults and youth under age 21 at the local community level;
- b) developing DWI, underage drinking prevention, and other awareness programs statewide for youth under 21, and for the 21 to 34 age group;

- c) funding and coordinating underage drinking enforcement efforts with the Children, Youth, and Families Department, and law enforcement agencies;
- d) 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 15-24 year olds.

#3 – Support the development and maintenance of the Statewide Traffic Records System (STRS) (see page 39) by:

- a) continuing to fund and support the STRS multi-year initiatives/ projects, including:
 - Planning, Oversight, and Coordination (of the STRS)
 - Electronic Collection of Data
 - Exchange and Sharing of Data
 - Data Integration and Analysis

#4 - Maintain the Ignition Interlock Program and the Ignition Interlock Indigent Fund by:

- a) administering the Ignition Interlock Program to include:
 - Approving ignition interlock device manufacturers
 - Approving the use of certified ignition interlock devices
 - Licensing service centers
 - Certifying installers and service providers
 - Monitoring providers and evaluating the Program
- b) managing the Ignition Interlock Fund; and
- c) managing a secure ignition interlock database to collect and store ignition interlock data from all certified service centers in the State for analytic purposes.

#5 - Support efforts to improve judicial outcomes, particularly in DWI cases by:

- a) providing training to the judiciary through the annual Municipal and Magistrate Court conferences;
- b) providing DWI specific training to prosecutors via the JEC and the TSRP;
- c) providing technical assistance to district attorneys to assist with the prosecution of DWI-related cases via the TSRP;
- d) making regulatory and statutory changes to reform the administrative license revocation process in New Mexico; and
- e) working cooperatively with New Mexico tribes to reduce death and injury due to DWI and to identify problems in arresting and adjudicating DWI offenders.

#6 - Support DWI media and public Information dissemination by:

- a) purchasing media for the NHTSA National anti-DWI media campaigns;
- b) increasing the perception of risk of DWI enforcement consequences among targeted high-risk groups through an extensive media campaign conducted in conjunction with statewide Superblitz mobilizations;
- c) funding a clearinghouse to provide statewide distribution of DWI public information and prevention materials;
- d) using community and public information/education strategies to reach targeted high - risk groups; and
- e) funding a creative design contract for media development.

Alcohol/ Impaired Driving Project Descriptions and Budget Amounts

Federal Funds

AL-01 Additional Law Enforcement Officers

\$1,134,450/ 164

Monitored by Maria Martinez

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund 17 full-time officers focused exclusively on DWI enforcement in six high-risk counties, including Bernalillo, Dona Ana, San Juan, McKinley, Rio Arriba and Santa Fe. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols. Law enforcement officers will partner with other law enforcement agencies within their geographic areas for high-visibility DWI mobilizations.

	AGENCY	AMOUNT	COST CENTER
	Bernalillo County (two officers)	157,300	164
	Dona Ana County (two officers)	157,300	164
	San Juan County (one officer)	75,300	164
	McKinley County (two officers)	157,300	164
	Rio Arriba County (two officers)	157,300	164
	Santa Fe County (three officers)	262,950	164
	Farmington Police Dept (San Juan Cty) (two officers)	167,000	164
TOTAL		\$1,134,450	

AL-02 Alcohol Sales Compliance Checks

\$40,000/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 12. Young Driver Crashes

Fund the NM Department of Public Safety Special Investigations Division to conduct compliance checks at establishments serving or selling alcohol. The Special Investigations Division will focus on enforcing NM's Fourth Degree Felony Law against providing or purchasing alcohol for minors.

AL-03 BAC Testing and Training – Scientific Labs Division

\$50,000/ 164

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provides funding for a full-time person from the NM Dept. of Health - Scientific Labs Division (SLD) to provide intoxilyzer and RBT IV operator training to law enforcement. The SLD provides a cooperative, comprehensive, multi-strategy program for the prevention, education, enforcement, and successful prosecution of alcohol and other drug-impaired driving at the local, district, and state levels with prosecution, law enforcement, and community groups. They provide statistical data on drug-impaired driving in NM in terms of overall prevalence and drug trends.

AL-04 Court Monitoring

\$486,372/ 164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Utilize a tracking tool to collect court data on impaired driving cases. Through the collection of this data, the state can work closely with the judiciary to recommend system improvements, and identify necessary resources to assist with adjudication of cases.

AL-05 DWI Judicial and Prosecutor Education, and Research Forums \$150,000/ 164

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, and 9. Public Information and Education
Train new judges on New Mexico's DWI laws and procedures; provide for DWI mentoring opportunities for new or inexperienced magistrate and municipal court judges; develop an interactive web page on DWI laws and problems; develop and conduct special DWI training for municipal, magistrate, and metro court judges; coordinate "live" distance education programs for the judiciary on DWI issues; and maintain the online judiciary resource library. Provide a DWI Bench Book, DWI case scripts and checklists, and a statewide prosecutor's reference manual on prosecuting DWI cases. Fund a research series on "state of the art" practices and model programs in the area of traffic safety. This would include a series of one-day forums where presenters would identify model programs that could be implemented in NM. Coordinate monthly DWI Leadership Team meetings.

AL-07 Drug Recognition Expert Training

\$85,000/ 410

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide training and re-certification of DRE (Drug Recognition Expert) officers, using the NHTSA approved DRE curriculum, to increase the number of DRE experts in the state.

AL-08 ODWI Enforcement

\$1,105,642/ 410HV/ \$1,236,203/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans

Fund overtime enforcement and alcohol countermeasure equipment for the Operation DWI checkpoint and DWI saturation patrol program. Maintain the program as funding allows. Expand the program in areas of the state with high rates of DWI, and to new tribal and law enforcement entities. These activities encompass approximately 60 agencies statewide (minimum 85% of the State's population).

AL-11 DWI Treatment Study

\$50,000/ 164

Monitored by Robert Archuleta

Aligns with the 2009 CTSP Emphasis Area: 2 Alcohol/ Impaired Driving

Fund a study to determine how the mandated DWI treatment law in NM is being implemented, to include a concentrated interest in determining if felony-level DWI offenders are receiving treatment.

AL-12 Ignition Interlock Database Analysis Project (Continued)

\$25,000/ 164

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Continue to provide software, hardware, project management and programming services for the statewide Ignition Interlock Database Analysis (IIDA) Project. This web application will allow automated data submissions from manufacturers; allow stakeholders and customers to monitor ignition interlock offender compliance with court ordered and administrative ordered installation of an ignition interlock device in their vehicle; and allow any type of statistical analysis on the data. The project is being implemented with procedures, staffing, and resources that ensure stable continuous operation.

AL-13 IIDA Project – Independent Verification & Validation (IV&V)

\$5,000/164

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting of the Ignition Interlock Database system to ensure that it meets specifications, and that it fulfills its intended purpose.

AL-14 Impaired Driving Program Management**\$204,000/ 164PA***Monitored by Finance Staff Manager**Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide program management in the impaired driving program area to coordinate Operation DWI, Superblitzes, and other projects related to impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. One FTE will be funded at 50%, two FTEs will be funded at 33% and three FTEs will be funded at 25%. 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 (OP-04) and PT (PT-01) program areas.

AL-15 Traffic Safety Resource Prosecutor**\$72,500/ 164***Monitored by Robert Archuleta**Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Fund a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, state, or federal laws.

AL-17 ID – Full Time Officers Program Management**\$400,000/ 164***Monitored by TSB Director**Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide program management for the Impaired Driving – Full Time Officers Program. This includes data management, monthly reports, coordination with law enforcement and other state agencies.

AL-19 Liquor Control Act Assistance**\$90,000/ 164***Monitored by David Lapington**Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving*

Fund two FTEs with the Regulation and Licensing Department to assist with the Liquor Control Act citations. This will include processing additional citations issued for serving to intoxicated persons, and serving or selling to minors.

AL-23 Statewide DWI Training and Information for Law Enforcement **\$350,000/ 164***Monitored by Franklin Garcia**Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans*

Provides DWI information and training to all persons involved in DWI-related police traffic services. Provide statewide coordination and oversight of the Standard Field Sobriety Training to ensure compliance with existing training standards and procedures. Training may include SFST, conducting DWI checkpoints, and electronic DWI citation data entry.

AL- 24 DWI Native American Liaison**\$125,000/ 164***Monitored by Robert Archuleta**Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

Fund a contractor to provide DWI communications and technical assistance services to Native American populations. This will include: assessing current DWI activities and resources; identifying gaps in services or resources; increasing DWI data sharing; addressing cross-jurisdictional law enforcement issues; developing a task force to reduce DWI deaths and injuries on tribal lands; and serving as a communications liaison between the State and the tribes on DWI issues.

- AL-26 DWI Enforcement Task Force – McKinley County** **\$361,184/ 164**
Monitored by Judith Duran
Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans
Fund a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and saturation patrols, and over-time enforcement in McKinley County, including the Navajo Nation. This task force consists of State Police, Gallup PD, McKinley County SO, and Navajo Nation Department of Public Safety.
- AL-27 DWI/ Drug Court Expansion** **\$300,000/ 410**
Monitored by Glenn Wieringa
Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving
Fund DWI/Drug Court Coordinator(s), part time staff, travel and related costs, drug testing kits and drug confirmation tests to assist NM courts interested in starting a DWI-specific Drug Court program. The TSB and the Administrative Office of Courts will identify counties that contain the foundation and willingness to begin a DWI/Drug court model that is consistent with NHTSA standards and the Section 410 requirements.
- AL-28 Metro Court Supervised Probation Project** **\$100,000/ 164**
Monitored by Franklin Garcia
Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving
Fund two full-time individuals as probation officers and judicial specialists, whose time is totally dedicated to the supervising and monitoring of eligible first-time DWI offenders convicted in the Bernalillo County Metropolitan Court. This project is focused on high-risk first time offenders that currently are placed on unsupervised probation.
- AL-29 Law Enforcement Statistician** **\$40,000/ 164**
Monitored by Cindy Abeyta
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
Provide the Albuquerque Police Department (APD) with funding for a full-time statistician to assist in the gathering and reconciliation of crash reports. Half the position time will be dedicated to DWI crash reports (fatal and non-fatal); half time will be dedicated to other crash reports (see PT-06 in PTS Section, page 69). APD is the largest law enforcement agency in the state, and this position is necessary for the timely submission of their crash reports to the NMDOT.
- AL-30 Management of Media Contracts** **\$66,900/ 164**
Monitored by Janet Dewey-Kollen
Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education
Fund a contractor to facilitate contracting and invoice processing, and to place and monitor all alcohol-related paid media and sustained media contracts to ensure that NMDOT receives the ad placement as outlined in relevant media contracts specifications.
- AL-31 District Attorney Clinic** **\$150,000/ 164**
Monitored by Robert Archuleta
Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving
Provides funding to the University of New Mexico - School of Law to provide a clinic to outgoing law students on DWI prosecution to include case law, procedures, and issues related to DWI in New Mexico.
- AL-32 Superblitz Incentives Program** **\$100,000/ 164**
Monitored by Robert Archuleta
Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving
Provides funding to law enforcement for equipment and overtime - to be used as a rewards program for agencies that participate in conducting checkpoints and saturation patrols during the State-designated Superblitz periods.

AL-34 Impaired Driving Overtime Enforcement - Drunk Busters Hotline \$75,000/ 164

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide overtime funding to the Albuquerque Police Department to respond to Drunk Busters hotline calls in all four quadrants of the city. Results of the activity are reported back to the state. The Albuquerque area receives the majority of the Drunk Busters Hotline calls.

AL-35 DWI Evaluation

\$50,000/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 9. Public Information and Education

Fund a time series DWI evaluation. This includes identifying how certain policies, laws, programs, and events have affected the overall DWI crash and fatality trends in New Mexico.

AL-39 Expanded Enforcement for State Police

\$400,000/ 410

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide funding to state police for expanded enforcement efforts, to include, overtime for DWI saturation overtime enforcement, overtime for DWI court appearances, and for specialized equipment to assist with DWI arrests.

DE-11 100 Days and Nights of Summer Evaluation

\$25,000/ 402

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection

Fund a contract to conduct an evaluation of the 100 Days and Nights of Summer Campaign 2009. Data will be gathered from adults visiting motor vehicle department offices before and after the campaign. The evaluation will seek to determine the public's awareness of the campaign and their perception of the likelihood of being stopped or arrested for DWI, speeding, or non-seat belt use during the campaign period. The evaluation will also report on the type of activities conducted by law enforcement agencies during the campaign and the number and type of citations issued. An attitude survey will be added with questions designed to track driver attitudes and awareness of highway safety enforcement and communication activities, and self-reported driving behavior.

State Funds

CDWI-01 Community DWI (ALC)

\$641,761/ CDWI

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide funding to cities or counties for alcohol-related prevention, enforcement, public information/ education, and offender programs. State funds come from a \$75.00 fee imposed on convicted drunk drivers, as allowed by Section 31-12-7(B) and Regulation 18.20.6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous year.

DPE-01 UAD Prevention Conference (ALC)

\$50,000/ Fund 10

Monitored by Glenn Wieringa

Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving

Fund a statewide conference focused on the prevention of underage drinking and the consequences that result from children and teen use of alcohol. Presentations will focus on the dual objectives of delaying onset and reducing binge drinking. National experts and local programs that work will be featured, with emphasis on middle and high school-aged youth, their parents, and other concerned persons. The recommendations from the recent US Surgeon General's report on Preventing Underage Drinking will be featured.

DPE-02 Youth Media Literacy (ALC)**\$60,000/ Fund 10***Monitored by Glenn Wieringa**Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Continue to fund mini-grants to community prevention contractors to target entry-level middle and high school students (grades 6th and 9th), teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. NMDOT/ TSB will contract with an illiteracy expert and curriculum designer to work with local community prevention contractors.

DPE-03 Social Host Ordinance Awareness (ALC)**\$100,000/ Fund 10***Monitored by Glenn Wieringa**Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund mini-grants to communities to develop and conduct an intervention with parents and other homeowners to educate them about their liability as social hosts when serving alcohol. Assessing readiness will be key for mini-grant distribution. Nationally, close to 80% of UAD occurs in homes, and this approach is a national emerging “best practices” environmental strategy to prevent UAD.

DPE-04 “Life of an Athlete (ALC)**\$100,000/ Fund 10***Monitored by Glenn Wieringa**Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund the New Mexico Activities Association (NMAA) to implement the “Life of an Athlete” program. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches, and athletic directors statewide. A user-friendly web site will be developed to provide education to student athletes regarding the dangers of alcohol use. An on-line test will be part of this effort.

DPE-05 Parent Initiative (ALC)**\$100,000/ Fund 10***Monitored by Glenn Wieringa**Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund activities designed to educate parents on the dangers and consequences of underage alcohol use, and New Mexico’s fourth degree felony law. Work with New Mexico stakeholders (e.g., NM MADD, NM PTA, etc.) to coordinate efforts. Focal areas will include: the importance of delaying onset and reducing binge drinking; how to talk to your kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age.

DPE-06 Statewide UAD Prevention Media Campaign (ALC)**\$100,000/ Fund 10***Monitored by Glenn Wieringa**Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund statewide media campaign targeted at youth from ages 10 to 18, and/or their parents, to discuss 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.

RF- 01 Additional Law Enforcement Officers (ALC)**\$140,000/ RF***Monitored by Maria Martinez**Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 7. Native Americans*

Fund two full-time law enforcement officers focused on DWI operations for the Navajo Nation. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols.

Also see AL-06 DWI Production Services, AL-09 Special DWI Prevention Marketing Efforts, AL-16 Cultural Strategic DWI Messaging, AL-18 Superblitz Media Activities, AL-20 DWI Public Relations Creative Design, and AL-21 Sustained Paid Media in the TS Marketing and Media Program Area on page 77. See DE-06 Traffic Safety Information

Clearinghouse in the Driver Education and Safety Section on page 81. See PT-06 Law Enforcement Statistician in the Police Traffic Services Program Area on page 61.

Alcohol: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-01	Additional Law Enforcement Officers	\$1,134,450	164
AL-02	Alcohol Sales Compliance Checks	\$ 40,000	164
AL-03	BAC Testing	\$ 50,000	164
AL-04	Court Monitoring	\$ 486,372	164
AL-05	DWI Judicial and Prosecutor Ed, and Research Forums	\$ 150,000	164
AL-08	ODWI Enforcement	\$1,236,203	164
AL-11	DWI Treatment Study	\$ 50,000	164
AL-12	Ignition Interlock Database Analysis Project	\$ 25,000	164
AL-13	IIDA Project – IV&V	\$ 5,000	164
AL-15	Traffic Safety Resource Prosecutor	\$ 72,500	164
AL-17	ID – Full Time Officers Program Management	\$ 400,000	164
AL-19	Liquor Control Act Assistance	\$ 90,000	164
AL-23	Statewide DWI Training and Info for Law Enforcement	\$ 350,000	164
AL-24	DWI Native American Liaison	\$ 125,000	164
AL-26	DWI Enforcement Task Force – McKinley County	\$ 361,184	164
AL-28	Metro Court Supervised Probation Project	\$ 100,000	164
AL-29	Law Enforcement Statistician	\$ 40,000	164
AL-30	Management of Media Contracts	\$ 66,900	164
AL-31	District Attorney Clinic	\$ 150,000	164
AL-32	Superblitz Incentives Program	\$ 100,000	164
AL-34	ID Overtime Enforcement-Drunk Busters Hotline	\$ 75,000	164
AL-35	DWI Evaluation	\$ 50,000	164
164 Total*		\$5,157,609	
AL-14	Impaired Driving Program Management	\$ 204,000	164PA
164PA Total		\$ 204,000	
AL-07	Drug Recognition Expert Training	\$ 85,000	410
AL-27	DWI/ Drug Court Expansion	\$ 300,000	410
AL-39	Expanded Enforcement for State Police	\$ 400,000	410
410 Total*		\$ 785,000	
AL-08	ODWI Enforcement	\$1,105,642	410HV
410HV Total		\$1,105,642	
DE-11	100 Days and Nights of Summer Evaluation	25,000	402
402 Total		\$ 25,000	
Total All Funds		\$7,277,251	

*Additional 164 and 410 funds are shown in the TS Marketing and Media Section on page 77.

Occupant Protection Program Area

Overview

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

- All motor vehicle occupants (in vehicles weighing less than 10,000 pounds) must use a seat belt at all times.
- All passengers less than 18 years of age must be properly restrained unless they are in an authorized emergency vehicle, public transportation, or school bus.
- Children less than one year of age must be in a rear-facing child safety seat in the back seat. If the vehicle is not equipped with a back seat, the child may ride in the front seat, if the passenger-side air bag is deactivated, or there is no airbag.
- Children one to four years of age, or under 40 pounds, must be in a child safety seat. Children five or six years of age must be in a child safety seat or a booster seat. A child under 60 pounds must ride in a child safety seat or booster seat, regardless of age.
- Children, ages 7 through 12, must be properly restrained in a child safety seat, booster seat, or seat belt. Children, ages 13 through 17, must ride with a seat belt.
- All restraint devices must meet federal standards, must be appropriate for the age and size of the child, and must be properly used.
- New Mexico drivers convicted of failure to restrain child passengers properly or failure to use seat belts properly receive a \$25 fine, plus court fees, and receive a two-point penalty assessment on their driver license for each conviction.

Programs

Operation Buckle Down Mobilizations, Superblitzes, 100 Days and Nights of Summer

For more than 10 years, New Mexico's approach to increasing seat belt use has focused on Operation Buckle Down (OBD), an intense statewide program of seat belt enforcement that is combined with a public awareness media campaign. In recent years, TSB has expanded enforcement activities, resulting in more than 75 jurisdictions, including city, county, university, tribal and the 12 State Police districts, participating annually in OBD activities. These law enforcement jurisdictions encompass approximately 90% of the state's population.

In FY2010, NM will conduct four 2-week Superblitzes and one 10-day Superblitz statewide. These statewide activities combine OBD enforcement with DWI enforcement. The OBD enforcement component of each Superblitz is supplemented with media campaigns using the national Click It or Ticket theme. In addition, TSB continues to support local monthly enforcement and media activities throughout the state.

In addition, the state conducts a "100 Days and Nights of Summer" project that includes increased seat belt use enforcement activity. This project is conducted between June and September.

Click It or Ticket National Seat Belt Mobilization

New Mexico participates in the NHTSA National Seat Belt High Visibility Enforcement Mobilization. This mobilization combines enhanced enforcement with a focused media campaign, using the media message of Click It or Ticket. In FY09, 48 NM law enforcement agencies participated in the National Mobilization. A similar number of agencies are expected to participate in the FY2010 Mobilization.

Region 6 Teen Seat Belt Demonstration Project

New Mexico is participating in the NHTSA Region 6 Teen Seat Belt Demonstration Project. This two-year effort seeks to increase teen seat belt use through enforcement activities combined with tailored media and outreach. A total of three waves of enforcement focusing on teens are to be conducted during the project period (2009 – 2010). The project focus will be on the eight counties with the highest teen crash and fatality rates. Pre-enforcement observation surveys are conducted prior to each enforcement wave.

Media and Marketing

TSB funds paid media for the Click It or Ticket National Seat Belt Mobilization, Superblitz operations, and other special occupant protection campaigns, like the Region 6 Seat Belt Demonstration Project. A media contractor develops television and radio spots, in both English and Spanish. NMDOT coordinates the distribution and running of the spots in all the major media markets. A press conference is conducted to kick-off each statewide event. In addition, earned media is obtained for these events and for monthly local enforcement activities.

Child Occupant Protection Training and Education

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

TSB maintains a contract to provide child passenger safety certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. Currently, NM has approximately 250 Certified Child Passenger Safety Technicians.

Occupant Protection Outreach Activities

TSB sponsors and supports a variety of outreach activities to promote the use of occupant protection for all ages. Presentations are made to injury prevention groups, parents, day-care providers, and health care providers. TSB provides technical assistance to local community projects promoting child occupant protection. In addition, TSB sponsors an annual 2-day “Buckle-Up New Mexico” Conference.

Statewide Seat Belt Use Survey

New Mexico conducts an annual statewide seat belt use survey, an observation survey required of all states by the National Highway Traffic Safety Administration (NHTSA) and as a required provision of SAFETEA-LU.

The TSB contracts with the NM Department of Health, Injury Epidemiology Unit, to conduct this survey to assess motor vehicle seat belt use in New Mexico, and to issue an annual report. The findings of the annual survey demonstrate the impact of New Mexico’s primary seat belt law (a citation can be issued for non-belt use even if no other violation occurs).

In FY2010, NM will conduct both pre- and post statewide seat belt use surveys. The observation sites are based on a sample of public roadway locations that were selected by a random sampling process in 1998, and since then, the same sites have been used annually.

Problem ID

A statewide seat belt use survey is conducted annually in New Mexico. The survey produces an overall seat belt use percentage and a use percentage for each of four regions in the state. According to preliminary results from the NM Seat Belt Survey 2009 Report, NM's overall seat belt use was at 90.1 percent.

Although NM's overall seat belt use percentage is one of the highest in the nation, 51 percent of those killed in motor vehicle crashes in 2008 were not wearing a seat belt. Fatal crash survivors are about 2.4 times as likely to be belted as those killed.

Low use of seat belts and other forms of occupant protection by high-risk groups result in high rates of traffic-related deaths and severe injuries. NM uses data from police reported seat belt use for occupants in a motor vehicle crash with visible and incapacitating injuries to estimate seat belt use for specific age groups.

2008 Seat Belt Use Estimates by Age Group		
Age Group	Safety Belt Use	
	Male - %	Female - %
0-4	95	90
5-8	90	98
9-13	91	100
14-17	94	99
18-24	93	98
25-34	95	98
35 +	98	98

Use in all age groups increased sharply between 2005 and 2006, especially among those aged 5-8 and 14-17. The crash report elements related to belt use changed in late 2005, which may have some impact on reported belt use.

National data show that restraint use for all children from birth to 7 years of age increased to 89% in 2008, up from 84% in 2007, a statistically significant increase. Restraint use for children driven by a belted driver was higher than for children driven by an unbelted driver; use among children driven by a belted driver was over 90%. Child restraint use is highest in the Western US (94%) compared to 85% - 88% in the other three regions of the country.

In 2009:

- observed front seat use was 90.1 percent, while driver use was 91.4 percent
- pickup truck occupant use was 86.9 percent overall, with driver use at 88.2 percent

Performance Measures

- 1) Reduce the number of unrestrained occupant fatalities (all seat positions) from 163 in 2007 to 155 in 2010. (C-4; FARS Data)
- 2) Increase the observed seat belt use percentage for front-seat outboard occupants from 91.1% in 2008 to 91.8% in 2010. (B-1; NM Survey Data- Behavior Measure)

Strategies

#1 - Continue support of Operation Buckle Down (OBD) and other local activities designed to increase seat belt and other occupant protection use by:

- a) establishing agreements with law enforcement agencies to conduct OBD enforcement activities and ensuring coverage of at least 85 percent of the state; and
- b) participating in the Click It or Ticket National Seat Belt Enforcement Mobilization and the Regional Teen Seat Belt Demonstration Project.

#2 - Promote the use of occupant protection, including booster seats, among targeted groups of non-users by:

- a) funding contracts to provide NHTSA Child Passenger Safety Certification Training Program;
- b) funding a clearinghouse for state-wide distribution of occupant protection educational materials on seat belts, booster seats, child safety seats, and airbags;
- c) funding contracts for working with community groups and local government entities around the state to conduct child safety seat/ booster seat clinics and to set-up permanent fittings stations;
- d) funding a contract to conduct the annual statewide seat belt survey;
- e) working with the schools and youth groups to increase seat belt use among teens; and
- f) funding and participating in a number of outreach efforts to educate agency personnel and the public in the appropriate use of occupant protection.

#3 - Conduct media campaigns that promote occupant protection use and that heighten perceived risk of enforcement consequences for non-users by:

- a) purchasing media for Click It or Ticket and the Teen Seat Belt Demonstration Project occupant protection campaigns to increase television, radio, and print OP media messages; and
- b) funding occupant protection media messages on television, radio, and print, and supporting other agencies occupant protection educational/awareness efforts by providing them with sample media messages. These messages may incorporate language to support New Mexico's specific occupant protection enforcement efforts.

Occupant Protection Project Descriptions and Budget Amounts

Federal Funds

OP-01 Operation Buckle Down Enforcement **\$125,000/ 402**

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection

Continue overtime funding to law enforcement agencies to conduct seat belt and child safety seat/ booster seat use activities, to include Operation Buckle Down operations, the National Click It or Ticket national campaign, and the Region 6 Teen Seat Belt Demonstration Project. These activities have been successful in producing a steady increase in occupant protection use in New Mexico. These operations encompass at least 60 agencies statewide (a minimum 75% of the State's population).

OP-02 Seatbelt Observation Protocol and Evaluation **\$125,000/402**

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection

Conduct statewide pre-and post-seat belt observation surveys, following the Click It or Ticket National Seat Belt Enforcement Mobilization to determine the annual seat belt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for both samples. Conduct pre-enforcement observation surveys for the Region 6 Teen Seat Belt Demonstration Project.

OP-03 Occupant Protection / Child Restraints **\$340,000/ 402**

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection

Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians, increase child safety seat/ booster seat clinics and fitting stations throughout the state; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families.

OP-04 Occupant Protection Program Management **\$210,000/ 402**

Monitored by Finance Staff Manager

Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection

Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD 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 2010 NM Seat Belt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, to include two staff managers and four management analyst positions. One FTE will be funded at 75%, one FTE will be funded at 50%, two FTEs will be funded at 33%, and two FTEs will be funded at 25%. 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 PT (PT-01) and AL (AL-14) program areas.

OP-06 Child Passenger Protection Education **\$130,000/ 405**

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection

Contracts to purchase and distribute child safety seats and booster seats throughout the state to enhance child passenger use efforts.

OP-08 Region 6 Teen Seat Belt Demonstration Project**\$100,000/ 402***Monitored by David Lapington**Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection*

Provides funds for NM to participate in the NHTSA Region 6 Teen Seat Belt Demonstration Project. Three waves of enforcement focusing on teens will be conducted during the project period (2009 – 2010). The project focus will be on the eight counties with the highest teen crash and fatality rates. Pre-enforcement observation surveys are conducted prior to each enforcement wave.

OP-12 Teen Seat Belt Demo Project Outreach**\$25,000/ 402***Monitored by David Lapington**Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection*

Support outreach activities for the Teen Demo Project, to include sending outreach toolkits to schools in eight counties with the highest fatality and injury rates and conducting a contest for teens to produce a video encouraging their fellow teens to buckle up.

State Funds**RF-05 OBD Enforcement and Coordination (OP)****\$200,000/ RF***Monitored by David Lapington**Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection*

Fund overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities. This activity has been successful in producing a steady increase in occupant protection use in New Mexico. Conduct nighttime seatbelt enforcement, as research shows that seatbelt use is less during nighttime hours.

Also see OP-05 OP Production Services in the TS Marketing and Media Section on page 77, and DE-06 Traffic Safety Information Clearinghouse in the Driver Education and Safety Section on page 81.

Occupant Protection: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-01	Operation Buckle Down Enforcement	\$ 125,000	402
OP-02	Seatbelt Observation Protocol and Evaluation	\$ 125,000	402
OP-03	Occupant Protection/ Child Restraints	\$ 340,000	402
OP-04	Occupant Protection Program Management	\$ 210,000	402
OP-08	Teen Seat Belt Demo Project	\$ 100,000	402
OP-12	Teen Seat Belt Demo Outreach	\$ 25,000	402
402 Total		\$ 925,000	
OP-06	Child Passenger Protection Education	\$ 130,000	405
405 Total		\$ 130,000	
Total All Funds		\$1,055,000	

Pedestrian and Bicyclist Safety Program Area

Overview

New Mexico has one of the highest rates of pedestrian injuries and fatalities in the nation. In New Mexico, there continues to be increasing interest in, and demand for, non-motorized modes of transportation, such as, walking, running, and horseback riding. While these activities may provide health, economic, and environmental benefits, they increase exposure to traffic and traffic crashes involving pedestrians. To successfully reduce New Mexico's pedestrian injury and fatality rate, at-risk populations need to be identified and their safety needs addressed.

One of the goals of the New Mexico Highway Safety and Performance Plan is to reduce the number of pedestrian crashes in New Mexico and to encourage walking as a comfortable, accessible, safe, and efficient mode of transportation. This is accomplished by community-based interventions that are guided by pedestrian injury data specific to individual communities.

Pedestrian safety community-based programs are focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian safety problems. Participants include concerned citizens, transit officials, planners/engineers, parks and recreation programs, senior citizen groups, law enforcement, educators, and medical service providers. Using an evidence-based approach, communities are currently implementing several types of safety interventions including: education and awareness campaigns through local communities and tribal programs; engineering changes to increase pedestrian safety; increased support of law enforcement efforts regarding pedestrian and motor vehicle conflicts; and the development of "walkable" environments that encourage safety and healthy use of roadways.

Programs

Pedestrian Safety Awareness Program and the Walkable Communities Initiative

Pedestrian Safety Awareness Program funds are made available, through a competitive process, to communities for specific interventions. Priority is given to projects in communities with a high incidence of pedestrian crashes, where project problem identification is data driven. The Pedestrian Safety Awareness Program supports a community that contributes in-kind funding through city, county and state agencies to create and support Walkability Advocacy Groups (WAGs). This initiative is overseen by the Statewide Walkability Awareness Group that provides technical assistance. Currently, there are 10 active communities around the state participating in WAGs.

The Walkable Communities Initiative includes the following components:

- Formulate a strategy and action plan within each community.
- Collaborate with other Walkability Awareness Groups to develop methods to improve and sustain continuation of their activities.
- Use pedestrian safety information and educational materials, provided by the NMDOT, including printed manuals, web sites, and workshops.
- Utilize updated pedestrian injury and fatality data to identify problems and opportunities.
- Incorporate best practices and proven techniques into WAG projects.
- Invite city and county planners, engineers, law enforcement (Traffic Safety officers), interested community persons or groups, and representatives from Americans with Disabilities and FHWA to collaborate with the local community WAGs.

Using program funds, a designated statewide coordinating agency organizes and provides technical assistance to WAGs to help address pedestrian safety in targeted New Mexico communities.

Public Awareness Campaigns

With the help of stakeholder agencies, public awareness of pedestrian safety is created via news conferences, pedestrian and driver safety tip brochures, pedestrian safety education videos, letters to the editor, public meetings, and response to media requests for information and interviews. Safer New Mexico is the formal clearinghouse for information and education regarding pedestrian safety. In addition, the UNM Department of Emergency Medicine, Center of Injury Prevention, Research, and Education (CIPRE) provides pedestrian safety information through its web site.

In FY10, the Pedestrian Safety Program and collaborative groups will create a high visibility pedestrian safety media campaign that targets drivers, pedestrians, and the general public.

Walk to School Day

The annual 'Walk to School Day' effort is lead by the NMDOT 'Safe Routes to School' coordinator. TSB supports the NM Safe Routes to School Program, and purchases "I'm Safe, Walk With Me" and "I'm Safe on My Bike" activity books and posters for Walk to School Day through Safer New Mexico.

Collaborative Efforts

The TSB will partner with law enforcement agencies to support training in pedestrian and auto interactions and pedestrian laws. The program will provide a Pedestrian/Bicycle Advanced Investigation Course for law enforcement officers statewide.

Problem ID

2008 Preliminary Data

Pedestrian crashes accounted for 40 deaths and 393 injuries, while bicycle crashes accounted for 7 deaths and 301 injuries. New Mexico had a 2008 pedestrian fatality rate of 1.98, compared to the national rate of 1.44 (estimated). New Mexico's pedestrian fatalities declined from 52 in 2007 to 40 in 2008. Pedestrians and bicyclists accounted for 13 percent of all motor vehicle crash deaths in New Mexico.

In NM, 65% of pedestrian fatalities involved alcohol, and in 96% (25 of 26) of those cases, the pedestrian was alcohol-involved. In 2008, 15% of pedestrian injuries involved alcohol, and in 81% (47 of 58) of those cases, the pedestrian was alcohol-involved. There are likely some cases where the driver was also alcohol-involved, but these are a relatively small number.

There were seven bicyclist deaths in 2008, the same number as in 2007, but up from four in 2006. Injuries increased from 274 in 2007 to 301 in 2008.

Data from NM's 2007 Traffic Crash Information and DWI Reports

Males aged 25-29 were most at-risk for pedestrian fatalities, followed by males aged 35-39 and 50-54. Males accounted for 73 percent of all pedestrian crash fatalities. Among females, those ages 20-34 and 50-54 were most at risk.

Only 1% of crashes were pedestrian-involved, but 62% of pedestrian deaths were alcohol-involved.

Forty-seven percent of pedestrian deaths involved pedestrian error.

Sixty-seven percent of pedestrian deaths occurred in just three counties: Bernalillo, McKinley, and San Juan.

In 2007, there were 391 bicyclist-involved crashes, 15 of them alcohol-involved (4.8%).

Performance Measure

- 1) Reduce the number of pedestrian fatalities from 52 in 2007 to 45 in 2010. (C-10; FARS Data)

Strategies

- #1** - Organize and assist communities at risk for pedestrian injury to develop data-driven strategic plans to improve safety and walkability by:
 - a) providing up-to-date pedestrian injury and fatality data for communities;
 - b) developing and distributing educational material; and
 - c) using the UNM CIPRE web site to provide a contact list of all Walkability Advocacy Groups (WAGS) in the state.

- #2** - Increase pedestrian safety awareness by:
 - a) conducting statewide media campaigns that target drivers, pedestrians, and the general public;
 - b) conducting a special community transit campaign to increase pedestrian and bicycle safety;
 - c) conducting outreach activities with campus police at the University of NM and with driving instructors; and
 - d) creating and distributing a NM pedestrian safety brochure.

- #3** - Support law enforcement pedestrian safety activities, including conducting surveys and monitoring, and targeted enforcement by:
 - a) coordinating a pedestrian/bicycle investigation course for law enforcement officers.

- #4** - Provide in-depth educational opportunities for law enforcement agencies, traffic engineers, and community advocacy groups to enhance the understanding of pedestrian safety, and ensure the implementation of effective safety strategies by:
 - a) coordinating a workshop for traffic and safety engineers, planners, pedestrian safety stakeholders to develop and implement a community based pedestrian safety action plan.

Pedestrian/ Bicycle Safety Project Descriptions and Budget Amounts

Federal Funds

PS-01 Pedestrian Safety

\$150,000/ 402

Monitored by Juliet Armijo

Aligns with 2009 CTSP Emphasis Area: 10. Special Users

Conduct statewide, community-based programs focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems, and to reduce pedestrian deaths and injuries. Continue a statewide public awareness campaign on pedestrian and bicycle safety. Provide training and pedestrian workshops to planners, engineers, law enforcement, and pedestrian injury stakeholders presented by experts in designing and implementing a community based pedestrian safety action plan. Provide funding through the Pedestrian Safety Seed Grant Program for Walkable Advocacy Groups (WAG) to address pedestrian safety issues.

Pedestrian/ Bicycle Safety: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-01	Pedestrian Safety	\$150,000	402
Total Funds		\$150,000	

Police Traffic Services

Overview

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

To assist with prevention and enforcement activities, TSB manages and distributes a Traffic Safety Education and Enforcement Fund. One-half of a \$3.00 fee collected for each penalty assessment and/or traffic conviction goes into the fund, and these monies are then made available to the agency issuing the citations. To receive these monies, the agency submits to TSB its plans for how the funds will be used for traffic safety education and enforcement. More than 80 law enforcement agencies throughout the state participate in this program using state law or local ordinances. The State program generates close to a million dollars annually, and approximately an additional million dollars is generated under local city ordinances.

Programs

Selective Traffic Enforcement Program (STEP)

In FY2010, TSB will designate Police Traffic Services funds for the Selective Traffic Enforcement Program (STEP) projects. STEP funds are used in areas that have been identified through local analysis as needing targeted intervention due to high rates of crashes and/or DWI, speed, or other traffic-related problems. A statistical analysis of traffic safety needs is the basis for determining the type and method of enforcement and/or training needed to improve traffic safety in each community. STEP projects include a public awareness component that increases public perceptions that consequences will be imposed when traffic laws are broken. STEP projects are a critical component of New Mexico's comprehensive traffic enforcement program.

New Mexico STEP projects can include enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, sustained speed enforcement, or commercial vehicle traffic. During FY2010, TSB will use STEP projects to sustain enforcement of DWI and speeding laws.

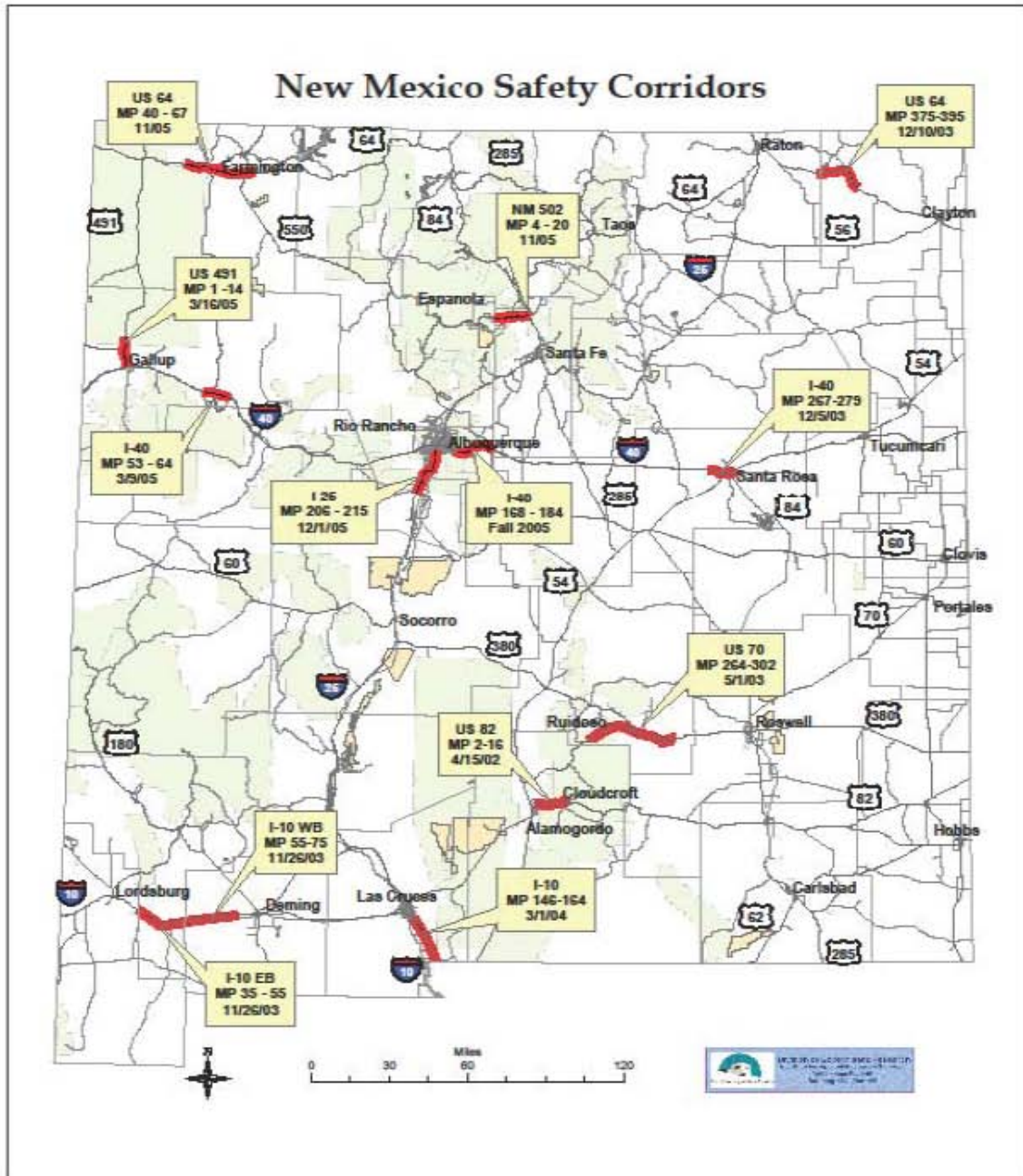
Sustained Enforcement of Speeding Statutes using NM Safety Corridors

New Mexico maintains 12 safety corridors, two in each of the six NMDOT Districts. Safety Corridors are designated sections of roadway where fines for speeding are doubled and enforcement is increased. The location of a safety corridor is based on high numbers of fatal and serious injury crashes.

Safety corridors remain established for a three-year period, or until the Transportation Programs Division Director determines, based on crash/fatality data, that designation as a Safety Corridor is no longer necessary. Data from six safety corridors that have been in place at least three years is being reviewed to determine whether to keep these corridors in their present location, or to move them to another high-risk area.

Current data show that in the 12 safety corridor areas, there has been a 14% reduction in crash fatalities between 2005 and 2008.

Safety Corridors in NM as of 2009



The corridor by Lordsburg (southwest part of NM) has two labels to designate east and west routes. All other corridors have only one label.

Law Enforcement and STEP Training

TSB contracts to provide training sessions including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, DWI checkpoint training, Accident Reconstruction, Radar and Lidar Certification and Instructor courses, and Public Information and Media Workshops. Courses are offered regionally and are provided at no cost or low cost to officers.

Law Enforcement Liaison Program

TSB supports a Law Enforcement Liaison (LEL) Program that consists of three individuals who are responsible for coordinating with law enforcement agencies on NHTSA and TSB initiatives related to Impaired Driving, Occupant Protection, Police Traffic Services, and other related traffic safety projects. The LELs contact NM law enforcement agencies to encourage their participation in Superblitz mobilizations, the National Crackdown, Operation Buckle Down, and the Click It or Ticket National campaign. All agencies are encouraged to participate whether they receive funding or not. These liaisons also represent NM at national and regional LEL meetings and conferences.

Problem ID

2008 Preliminary Data

- There were over 46,400 traffic crashes in NM in 2008, with 366 persons killed, and over 4,500 seriously injured.
- There were over 6,300 speed-related crashes in 2008. Speed, lane departure, driver inattention and aggressive driving are primary causes of crash deaths and injuries.
- Non-alcohol fatalities on rural highways fell from 2007 figures, and have come down by 38 percent since 2006. Urban highway, non-alcohol fatalities have remained the same over the past couple of years (~55), but have declined by 19 percent since 2005.

Data from NM's 2007 Traffic Crash Information and DWI Reports

Where are the Crashes?

To identify problem areas and target enforcement resources, New Mexico uses a process in which roadway segments are identified according to character and traffic volume. Crashes are aggregated for each segment. The segments are then ranked according to the number of DWI related, speed-related and total crashes per 100 million vehicle miles traveled. Segments are identified as problems if their rates are more than two standard deviations above the mean for all segments. The following data tables are from the 2007 NM Traffic Crash Information annual report.

All of the seven highest fatal or injury crash intersections were in Albuquerque, the state's largest city.

Intersection	City	Crashes		
		<i>Total</i>	<i>Fatal</i>	<i>Injury</i>
Jefferson St. NE & Paseo Del Norte Blvd NE	Albuquerque	135	0	35
Coors Blvd NW & Montano Rd. NW	Albuquerque	107	0	31
Academy Rd. NE & Wyoming Blvd NE	Albuquerque	79	0	30
Coors Blvd NW & Irving Blvd NW	Albuquerque	93	0	29
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	115	0	25
Central Ave E & Louisiana Blvd NE	Albuquerque	61	1	21
Pan American East Hwy NE & San Mateo Blvd NE	Albuquerque	109	0	20

Between 2005 and 2007, the highest number of crashes on rural highway segments were in Bernalillo and Santa Fe counties.

Highway	Mile Posts	County	Crashes		
			<i>Total</i>	<i>Fatal</i>	<i>Injury</i>
1-40	138.9 to 142.7	Bernalillo	101	4	35
NM 76*	6.0 to 8.2	Santa Fe	69	0	33
NM 76*	3.5 to 6.0	Santa Fe	48	1	20
NM 47	24.9 to 28.0	Valencia	43	1	18
NM 502	7.1 to 8.0	Santa Fe	27	1	16
NM 244	0.0 to 6.1	Otero	21	1	13
NM 130	0.0 to 16.7	Otero	18	0	14

*The two segments on NM 76 are adjacent, but they are presented separately because segments are defined based on similar road characteristics.

In 2007, 15% of crashes were in rural areas and 85% were in urban areas. However, while there were many more crashes in urban areas (41,798), there were only 147 fatal crashes and 156 fatalities, compared to the 7,306 crashes in rural areas that resulted in 224 fatal crashes and 257 fatalities.

In 2007, the overall crash rate in NM was 182 per 100 million vehicle miles driven. Five counties had rates higher than this average:

COUNTY	2007 CRASH RATE
Bernalillo	355
Chaves	246
Curry	243
Lincoln	223
Santa Fe	202

Six of the seven cities in NM with the highest crash rates* in 2007 are in the northwestern and northcentral parts of the state.

CITY	2007 CRASH RATE*
Espanola	65.7
Taos	60.2
Bernalillo	50.8
Los Lunas	46.0
Silver City	42.7
Albuquerque	40.4
Santa Fe	39.5

*rate is per 1,000 residents; only cities with a population of 3,500 or more are ranked

Performance Measure

- 1) Reduce the number of speeding-related fatalities from 159 in 2007 to 150 in 2010. (C-6; FARS Data)

Strategies

- #1** - Increase selective, targeted traffic enforcement activities in identified “high crash areas” to reduce motor vehicle crashes, fatalities, and injuries by:
- a) funding contracts for STEP projects for sustained enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, speed, or commercial vehicle traffic;
 - b) providing law enforcement agencies with technical assistance and other resources to identify, prioritize, and address traffic safety problem areas with available resources;
 - c) outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems; and
 - d) managing and distributing the NM Traffic Safety Education and Enforcement Funds based on local law enforcement assessments.
- #2** - Increase the public’s awareness of the consequences of unsafe driving by:
- a) developing and disseminating media messages, public information, and educational materials emphasizing that traffic laws will be enforced and that penalties will be imposed, particularly in Safety Corridor and other high crash areas; and
 - b) stressing the link between traffic enforcement, crime, and injury reduction.
- #3** - Ensure that law enforcement and other traffic safety entities are afforded appropriate and affordable training opportunities by:
- a) funding a contractor 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
 - b) providing traffic safety training at little or no-cost to local law enforcement.
- #4** - Support efforts to decrease the incidence of aggressive driving and speeding on NM highways by:
- a) increasing aggressive driving and speed media and public information messages;
 - b) conducting a detailed evaluation of aggressive driving in NM;
 - c) reviewing legislation to enact a state law restricting aggressive driving, increase fines for speeding violations, and to raise the traffic safety enforcement and education fee;
 - d) increasing funding for innovative law enforcement programs, including automated enforcement for speed violations; and
 - e) coordinating speed and aggressive driving prevention and sustained enforcement efforts with the Navajo Nation and other tribal nations.

Police Traffic Services Project Descriptions and Budget Amounts

Federal Funds

PT-01 Police Traffic Services Program Management

\$150,000/ 402

Monitored by Finance Program Manager

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes

Provide program management in the areas of police traffic services, traffic enforcement, and speed and coordinate a statewide program of training, development, and quality assurance for police traffic

services. Provide management of the state Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversee law enforcement efforts in speed control, aggressive driving, and selected traffic enforcement programs. Personnel services will include salaries and benefits for six FTEs, to include two staff managers and four management analyst positions. One FTE will be funded at 50%, two FTEs will be funded at 34%, and two FTEs will be funded at 25%. 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 (OP-04) and AL (AL-14) program areas.

PT-03 Statewide Police Traffic Services Training and Information **\$145,038/ 402**

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 9 Public Information and Education

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

PT-04 Traffic Safety Enforcement Coordination **\$500,000/ 402**

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes

Provide statewide coordination and management of Operation DWI (ODWI), Operation Buckle Down (OBD), and Selective Traffic Enforcement (STEP), including, but is not limited to, project agreement preparation and tracking. Sponsor an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. Conduct an annual law enforcement Chief and Sheriff's meeting to discuss law enforcement issues and state initiatives. Funds three positions (law enforcement liaisons) to coordinate traffic safety and national initiatives between the TSB and local, county, state, and tribal law enforcement agencies. Their duties include conducting site visits and negotiating funding on behalf of TSB.

PT-06 Law Enforcement Statistician **\$40,000/ 402**

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide the Albuquerque Police Department (APD) with funding for a full-time statistician to assist in the gathering and reconciliation of crash reports. Half the position time will be dedicated to DWI crash reports (fatal and non-fatal); half time will be dedicated to other crash reports (see AL-29 in Alcohol/ Impaired Driving Section, page 41). APD is the largest law enforcement agency in the state, and this position is necessary for the timely submission of their crash reports to the NMDOT.

State Funds

EE-01 Traffic Safety Education and Enforcement (PTS) **\$550,000/ TSE&E**

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection

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

PT-02 Selective Traffic Enforcement Program (STEP) **\$385,000/ RF**

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes

Provides funding for a Statewide sustained enforcement program to target specific traffic problems such as speed, DWI, road rage, aggressive and reckless driving, fatigue/ drowsy driving, occupant protection, and crashes involving pedestrians, primarily through the use of Safety Corridors. Participating agencies include State Police, Motor Transportation, and local law enforcement. STEP projects include media coverage for public information and coordination with other agencies.

PT-05 100 Days and Nights of Summer Program

\$380,000/ RF

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection

Provide funding for the "100 Days and Nights of Summer" Program throughout the state. The NM Department of Public Safety - State Police and Special Investigations Division – will be the lead agency conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and August 2008. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seat belt and child restraint enforcement, and to target speeding and aggressive driving.

Police Traffic Services: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-01	Police Traffic Services Program Management	\$ 150,000	402
PT-03	Statewide PTS Training and Information	\$ 145,038	402
PT-04	Traffic Safety Enforcement Coordination	\$ 500,000	402
PT-06	Law Enforcement Statistician	\$ 40,000	402
402 Total		\$ 835,038	
Total All Funds		\$ 835,038	

Traffic Records Program Area

Overview

In January 2002, the NMDOT/ Traffic Safety Bureau hosted a strategic planning session aimed at gathering support for the creation of a statewide, comprehensive traffic records system and the development of data sharing strategies. As a result of this planning session, the Statewide Traffic Records Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC) were formed. The STREOC and the STRCC members represent many New Mexico agencies that create, share, and report on traffic records data.

The STREOC provides policy direction to the STRCC and facilitates the establishment of a long-range strategic plan for traffic record system improvements. The STRCC coordinates efforts of agencies that are involved in the initiation, storage, and delivery of traffic records information. The coordination of these agencies is essential to the State's ability to provide efficient and secure delivery of accurate, timely, uniform and complete information, about traffic activity, to all who need such information.

The State FY2003-2008 Statewide Traffic Records System (STRS) Strategic Plan, the Statewide Traffic Records System Model, and the TraCS Software Evaluation Pilot Project were developed and adopted by the STREOC and the STRCC in December 2002. The Strategic Plan was updated in 2003, 2004, and 2005. A new five-year Strategic Plan was developed in early 2007, and the State FY2008-2012 STRS Strategic Plan was adopted by the STREOC and the STRCC in June 2007.

The goal of the new STRS Strategic Plan is to create and maintain a Statewide Traffic Records System designed for the electronic capture, processing, and dissemination of traffic related records.

The four primary objectives are as follows:

- I. Planning, Oversight, and Coordination
- II. Electronic Collection of Data
- III. Exchange and Sharing of Data
- IV. Data Integration and Analysis

The STRS will provide the following benefits to its stakeholders and users:

- Improved Customer Service
 - Capturing traffic records data will improve the quality, accuracy, integrity, timeliness, completeness, consistency, and accessibility of this data for law enforcement, state and federal agencies, and the public.
- Enhance Quality of Operations and Data Sharing
 - Capturing electronic records data and storing the data in a centralized database for New Mexico agencies that share, monitor, and use traffic records data, and that perform any type of statistical analysis on the data.
- Systems Integration
 - The systems integration effort will produce the following data exchanges (electronic interfaces):
 - ♣ law enforcement officers (LEAs) to their own records management system
 - ♣ LEAs to the Courts
 - ♣ LEAs to the motor vehicle division (MVD)
 - ♣ LEAs to the NMDOT
- Reporting and Analytics
 - An enterprise reporting solution that moves manual reporting to an automated process.

The NMDOT/ TSB uses state and federal funds to accomplish the strategies/ initiatives outlined in the STRS Strategic Plan, and received NHTSA Section 408 funding in 2006, 2007, and 2008.

Programs

Statewide Traffic Records System (STRS)

The New Mexico Statewide Traffic Record System (STRS) is a multi-phase, multi-year program created to integrate the electronic collection and transmission of traffic records data with the development of traffic safety programs aimed at reducing traffic related fatalities, crashes and injuries. The STRS seeks to enhance the ability of traffic records agencies, partners, and stakeholders to provide and deliver timely, accurate, complete, uniform, and accessible traffic safety data to address traffic-related concerns and improvements. The STRS will assure that data is available to support traffic safety programs, statewide.

The STRS is designed to identify the multi-tiered data processes among traffic records entities and assist management in making significant improvements, in a minimum amount of time, with the greatest level of efficiency. The STRS is composed of various data systems utilized to collect, store, and disseminate traffic records information: Crash, Citation/Adjudication, Driver/Vehicle History, Injury Surveillance, and Roadway.

The STREOC and the STRCC work diligently to ensure that the development of the STRS is carefully planned and executed. STRS staff assist the STREOC and STRCC in focusing their efforts to achieve the goal and objectives set forth in the STRS Strategic Plan.

In FY2010, major projects under the STRS include the following:

STRS Distribution Center

The STRS Distribution Center (DC) will provide multiple agencies with the ability to link traffic data systems that contain crash, citation, DWI, justice, driver, roadway, medical, and economic data. It is being designed to improve the compatibility and interoperability of State data systems with National data systems.

TraCS Phase One – Continuation of Statewide Rollout

TraCS Phase One includes two major components: 1) to establish and implement a TraCS statewide training and support organization (TraCS Project Office); and 2) to train, equip, and roll out TraCS to officers from the six TraCS Pilot law enforcement agencies, to the Tesuque Tribal Police Department, and to officers from the Impaired Driving Project.

TraCS Phase Two – Statewide Rollout

The primary goal the TraCS Phase Two-Statewide Rollout is the implementation of TraCS with law enforcement agencies (LEAs) throughout the State. A project plan and schedule will be developed to identify each LEA's readiness to implement TraCS.

Crash System Data Improvement Project

Updates will be made to the current NMDOT Crash System to improve the timeliness, accuracy, completeness, and consistency of all crash data in the system, and to facilitate its use as part of the Statewide Traffic Records System. Crash system improvements will include:

- 1) a TraCS crash report re-write to NM data standard
- 2) form and business process training
- 3) development of a TraCS Location Tool
- 4) a database build to replace the outdated Accident Records Capture System
- 5) data collection for non-TraCS users through the STRS Data Center.

New Mexico is now rated as a "red" state in terms of the FMCSA "State Safety Data Quality – State Rating of Crash and Inspection Reporting." As part of NMDOT/ TSB's efforts to improve the overall crash system, TSB has requested funds from FMCSA to improve the timeliness, accuracy, completeness and consistency of the fatal and non-fatal commercial motor vehicle crash records in NM. The project will improve commercial crash report identification, ensure

complete and accurate reporting, and decrease upload time to SafetyNet. This process seeks to improve the State's Safety Data Quality rating from "poor" to "good."

Continuation of the Ignition Interlock Database Analysis (IIDA) Project

The statewide Ignition Interlock database will a) allow automated data submissions from manufacturers, b) allow stakeholders and customers to monitor Ignition Interlock offender compliance with court ordered and administrative ordered installation of an ignition interlock device in their vehicle, and c) allow any type of statistical analysis on the data. Deploying the web application will allow for monitoring of high BAC and other violations occurring in the last 60 days of the installation. The project is being implemented with procedures, staffing and resources that ensure stable continuous operation.

Law Enforcement Activity Reporting Project

To expand and support an existing web-enabled reporting application that allows law enforcement officers to submit aggregated data on their DWI activities, such as checkpoints, saturation patrols, high-visibility media campaigns, and prevention initiatives. Data is reported to the NMDOT/ Traffic Safety Bureau.

EMS Pre-hospital Data Collection Project

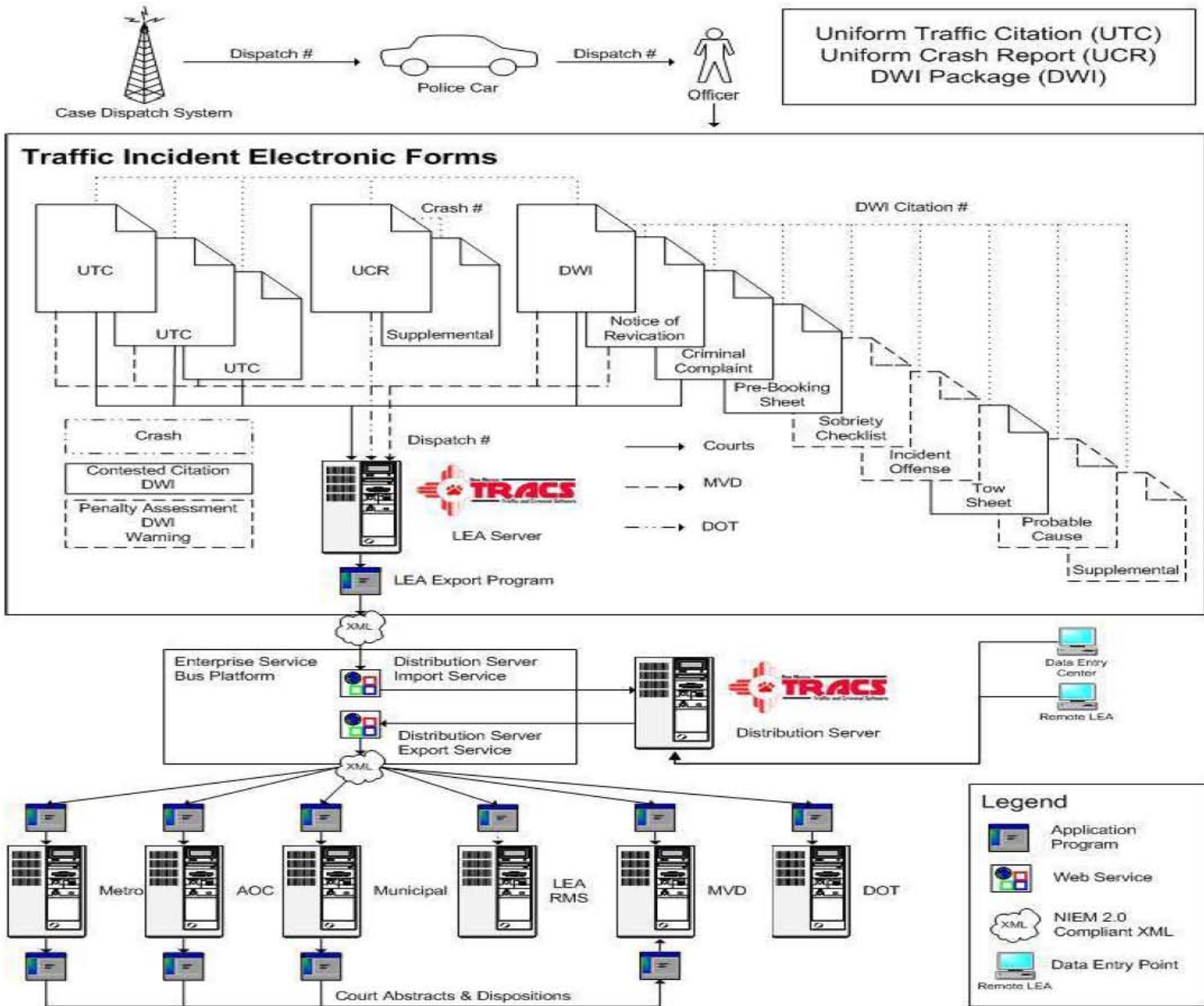
The NM Department of Health/ EMS Bureau maintains a contract with a company to provide NM with software licenses for web based pre-hospital data collection. The package includes software licenses, support and hosting of the data repository, and training for system administrators and users. The new system software is National Emergency Medical Services Information System Gold-level compliant. Currently, over 165 NM EMS and Fire services are participating in the statewide EMS data collection project, with additional services being added on a regular basis.

In NM's new 2008-2012 Statewide Traffic Records System (STRS) Strategic Plan, among the Data Integration and Analysis objectives is to "build a bridge between law enforcement traffic data and health services outcome data." To accomplish this objective, the TSB plans to work to 1) facilitate, encourage, and support the development of a statewide injury surveillance system; and 2) determine how health services data could be integrated into the STRS. NM Department of Health representatives are part of both the Statewide Traffic Records Executive Oversight Committee and the Statewide Traffic Records Coordinating Committee.

Traffic Safety Problem Identification and Information

NMDOT/ TSB contracts with UNM/ DGR to provide advanced data analysis using data merging techniques to identify traffic safety-related problem locations and conditions. DGR provides geographic-based traffic safety reports and maps to state and community traffic safety program managers to improve their targeting of scarce resources. DGR provides critical planning, management, and evaluation for traffic safety initiatives. They work collaboratively to improve electronic data generation of enforcement activity by law enforcement and assist the department in updating its traffic crash database capabilities.

Overall STRS Electronic Data Flow Diagram Proposed Business Process



Problem ID

The lack of a timely, comprehensive, accessible, automated traffic records systems impedes the planning, management, and evaluation of traffic safety programs. New Mexico law enforcement agencies must deal with approximately 50,000 traffic crashes every year, and they produce approximately one million uniform traffic citations, and almost 20,000 DWI citations annually. At this time, the majority of traffic reports produced by law enforcement are still handwritten, and then must be hand-entered into a variety of other agency databases.

Through the initiation of its Statewide Traffic Records System and TraCS Pilot Project, NM is making progress in addressing these issues. While the majority of traffic citations, DWI citations (and associated forms), incident/offense reports and crash reports are still hand written, these projects have allowed the state to increase the amount of electronically collected, stored, and transferred traffic records data.

The most critical component of New Mexico's Statewide Traffic Records System (STRS) is the office itself. The STRS Office supports administrative and technical personnel to manage and implement the projects designed to create and maintain the STRS model, as depicted above.

Performance Measure

- 1) Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period Oct-Dec 2008 of 88 days to 70 days for the period Oct-Dec 2009. (NM Crash File)

Strategies

The following strategies/ initiatives, and objectives are detailed in the new STRS Strategic Plan 2008 – 2012.

#1 – Planning, Oversight, and Coordination

Objective I.1: Provide planning, oversight, and coordination of traffic records initiatives through continued support of the STREOC and STRCC.

Objective I.2: Establish Statewide Traffic Records System (STRS) Office and Regional STRS Support Teams.

Objective I.3: Develop, implement and maintain a Statewide Traffic Records System Model.

#2 – Electronic Collection of Data

Objective II.1: Support Statewide Roll Out of the TraCS software.

Objective II.2: Establish a TraCS Tribal Roll Out.

Objective II.3: Support the Implementation of Transportation Information Management System.

Objective II.4: Support improvements to the crash data collection system.

Objective II.5: Maintain, expand, and support a centralized ignition interlock database.

#3 - Exchange and Sharing of Data

Objective III.1: Expand electronic exchange of traffic records information.

Objective III.2: Expand the collection/sharing of traffic records information from the Navajo Nation and other American Indian Tribes/Pueblos.

#4 - Data Integration and Analysis

Objective IV.1: Create and maintain the STRS Central Repository for traffic records.

Objective IV.2: Improve and expand traffic safety problem identification and information sharing.

Objective IV.3: Build a bridge between law enforcement traffic data and health services outcome data.

Traffic Records Project Descriptions and Budget Amounts

Federal Funds - NHTSA

HE-01 STRS/ Traffic Records Improvement and Development **\$25,000/ 164HE**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Support the Statewide Traffic Record System to establish data integration and exchange initiatives to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of DWI records for the courts, MVD, law enforcement, state agencies, other government entities and the general public. This includes funding for proof of concept and pilots for data integration between law enforcement, the courts, and MVD. Also included are administrative costs related to the activities of the STREOC and STRCC, and implementing and updating the Strategic Plan.

HE-02 STRS Office Resource Expansion **\$500,000/ HE164**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide resources, information technology equipment and software to implement and sustain STRS initiatives. Resources include areas in project management, administration/coordination, system architecture/design, database management, programming services, web site development/support installation/Implementation services, training, help desk support, and technical writing/ documentation.

HE-03 STRS Distribution Center **\$1,000,000/ 164HE**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide hardware, software, and subject matter expertise for the development and implementation of the STRS Distribution Center (DC). The DC will provide multiple agencies with the ability to link traffic data systems that contain crash, citation, DWI, justice, driver, roadway, medical, and economic data.

HE-04 TraCS Phase One – Statewide Rollout (Continued) **\$50,000/ 164HE**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

The TraCS Statewide Rollout will provide law enforcement officers the ability to electronically create, print, and transmit traffic records data from their patrol vehicles to their local agency systems. TraCS Phase One was certified in June 2007 with two major components: (1) to establish and implement a TraCS statewide training and support organization (TraCS Project Office); and (2) to train, equip, and roll out TraCS to officers from the six TraCS Pilot law enforcement agencies, the Tesuque Tribal Police Department and to officers from the Enhanced DWI enforcement program. Funds will be used for equipment such as servers, laptops, printers, scanners, mag-stripe readers software, and other Information technology peripherals.

HE-05 TraCS Phase One – IV&V **\$10,000/164HE**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the TraCS Phase One Project.

HE-06 TraCS Phase Two – Statewide Rollout **\$500,000/164HE**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide funds for equipment such as servers, laptops, printers, scanners, mag-stripe readers, software, and other Information technology peripherals for the TraCS statewide rollout to law enforcement agencies as identified in the TraCS Rollout Plan.

HE-07 TraCS Phase Two – IV&V **\$5,000/164HE**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the TraCS Phase Two Project.

HE-08 TraCS Software Licensing & Location Tool **\$35,000/164HE**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
Fund annual software licensing agreement for the use of TraCS and the Location Tool component for statewide use by NMDOT authorized agencies.

HE-09 Crash System Data Improvement **\$750,000/164HE**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
Fund resources, software and hardware for the redesign of the Crash System Database to include: TraCS Crash report re-write to NM data standards, form and business process training, TraCS location Tool Development, database build (Replace ARCS), and electronic data collection through the Statewide Traffic Records System (STRS) Data Center (DC). First steps will include determining all the business requirements, to include a needs assessment.
(also see RF-08 Crash System Data Improvement, under State Funds)

HE-10 Crash System Data Improvement–IV&V **\$25,000/164 HE**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the Crash Database Redesign project.

HE-11 Law Enforcement Activity Reporting Project **100,000/ 164HE**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
To expand and support an existing web-enabled reporting application that allows law enforcement officers to submit aggregated data on their DWI activities, such as checkpoints, saturation patrols, high-visibility media campaigns, and prevention initiatives. Data is reported to the NMDOT/ Traffic Safety Bureau.

HE-12 Law Enforcement Activity Reporting Project – IV&V **\$10,000/ 164 HE**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the Law Enforcement Activity Reporting Project.

TR-01 Traffic Safety Problem Identification and Information **\$450,000/ 408**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
A contract with UNM/ DGR to provide advanced data analysis using data merging techniques to identify problem locations and conditions. DGR disseminates the information in a series of reports aimed at informing traffic safety partners, leaders, and the public. DGR provides critical planning, management, and evaluation for priority traffic safety initiatives. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and assists the

department in updating its traffic crash database capabilities. DGR provides geographic-based safety information to state and community traffic safety program managers to improve their targeting of scarce resources.

TR-02 Traffic Safety IT Applications Developer **\$80,000/ 402**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide IT Application Development (Programmer) for traffic safety related information technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training will also be included in the project for development, implementation and integration of traffic safety related data improvement projects.

TR-03 Traffic Records Data Analysis **\$50,000/ 408**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Fund a contractor to provide data analysis in support of the State Traffic Records System Program. The contractor will compile and provide analysis of relevant statistical data.

TR-04 Crash, EMS Pre-hospital, and Trauma Registry Database Linkage Project
\$64,500/ 402

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Areas: 3. Emergency Services Response and 11. Traffic Records

Fund a project to demonstrate the feasibility of data linkage and analyses between motor vehicle crash reports, pre-hospital EMS records, and the state trauma registry records. This project would seek to determine medical outcomes and associated costs for victims of motor vehicle crashes. Additionally, the linked data will be available to evaluate the quality of individual data collection systems and injury prevention interventions. No personal identifiers will be contained in the linked files. All reports will contain aggregate data, and it will not be possible to identify individual patients.

Also see AL-12 Ignition Interlock Database Analysis Project and AL-13 IIDB Project IV&V in the Alcohol/ Impaired Driving Section on page 36.

Federal Funds - FMCSA

FMCSA - Commercial Vehicle Crash Data Improvement **\$150,000/FMCSA**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

A FMCSA-funded project to improve the timeliness, accuracy, completeness, and consistency of the fatal and non-fatal commercial motor vehicle crash records in NM. The project will improve commercial crash report identification, ensure complete and accurate reporting, and decrease upload time to SafetyNet.

State Funds

RF-02 STRS/ Traffic Records Improvement and Development (TR) **\$100,000/ RF**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Support the Statewide Traffic Records System to establish data integration and exchange initiatives to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of DWI records for the courts, MVD, law enforcement, state agencies, other government entities and the general public. This will include funding resources such as a system designer, a database administrator and a programmer-forms developer. To include administrative costs related to the activities of the STREOC and STRCC, including implementing and updating the Strategic Plan.

RF-08 Crash System Data Improvement (TR)**\$100,000/ RF**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Fund resources, software and hardware for the redesign of the Crash System Database to include: TraCS Crash report re-write to NM data standards; form and business process training; TraCS location Tool Development; database build (Replace ARCS); and electronic data collection through the Statewide Traffic Records System (STRS) Data Center (DC).

(also see HE-09 Crash System Database Redesign, in Federal Funds listing)

RF-09 Commercial Vehicle Crash Data Improvement (TR)**\$44,000/ RF**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

State match for a FMCSA grant providing funding to improve the timeliness, accuracy, completeness and consistency of the fatal and non-fatal commercial motor vehicle crash records in NM. The project will improve commercial crash report identification, ensure complete and accurate reporting, and decrease upload time to SafetyNet.

Traffic Records: NHTSA Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-02	Traffic Safety IT Applications Developer	\$ 80,000	402
TR-04	Crash, EMS, Pre-Hosp & Trauma Registry Project	\$ 64,500	402
402 Total		\$ 144,500	
TR-01	Traffic Safety Problem Identification and Information	\$ 450,000	408
TR-03	Traffic Records Data Improvement	\$ 50,000	408
408 Total		\$ 500,000	
HE-01	STRS/ Traffic Records Improvement and Development	\$ 25,000	164HE
HE-02	STRS Office Resource Expansion	\$ 500,000	164HE
HE-03	STRS Distribution Center	\$1,000,000	164HE
HE-04	TraCS Phase One- Statewide Rollout	\$ 50,000	164HE
HE-05	TraCS Phase One – IV&V	\$ 10,000	164HE
HE-06	TraCS Phase Two – Statewide Rollout	\$ 500,000	164HE
HE-07	TraCS Phase Two – IV&V	\$ 5,000	164HE
HE-08	TraCS Software Licensing & Location Tool	\$ 35,000	164HE
HE-09	Crash System Data Improvement	\$ 750,000	164HE
HE-10	Crash System Data Improvement – IV&V	\$ 25,000	164HE
HE-11	Law Enforcement Activity Reporting Project	\$ 100,000	164HE
HE-12	Law Enforcement Activity Reporting Project - IV&V	\$ 10,000	164HE
164HE Total		\$3,010,000	
Total All Funds		\$3,654,500	

TS Programs Marketing and Media Program Area

Overview – Problem ID

New Mexico is committed to providing high levels of media and public information to correspond with its programs in the areas of alcohol impaired driving and other traffic enforcement activities, occupant protection, pedestrian/ bicycle safety, driver education, and motorcycle safety. Media and public information efforts have been very effective, particularly in areas such as impaired driving, occupant protection, and pedestrian/ bicycle safety. NMDOT will seek to develop media messages and public information to positively impact the incidence of speeding, aggressive driving, and distracted driving.

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

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

NMDOT contracts with a marketing firm to conduct media placement and media monitoring of Superblitz and sustained enforcement media activities. This contract is essential with year-round anti-DWI messaging occurring. This contractor assists in marketing the NMDOT's impaired driving message through promotions and events involving the broadcast media. They prepare regular reports on DWI commercials aired on the stations under contract with NMDOT.

Assessment and Tracking of Paid Media

164 and 402 Funds - Alcohol/ Impaired Driving Media Campaigns

Paid media services are assessed by matching the target markets and target population to the number of spots aired, 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.

In addition, an evaluation of the 100 Days and Nights of Summer Campaign 2010 will be conducted in FY10. The survey will assess public perception and awareness of the campaign, and will document law enforcement activity and arrests/ citations.

Strategies

#1 - Develop and disseminate speed, occupant protection, aggressive driving, alcohol-impaired and distracted driving media messages..

#2 - Develop and coordinate earned media (news) initiatives to maximize paid media and enforcement campaigns.

#3 - Develop and/or implement strategies to decrease American Indian injuries and fatalities through media and public information.

#4 - Continue dissemination of collateral and earned media information through advocacy groups and county safety agencies.

#5 - Evaluate the effectiveness of NMDOT marketing and media efforts through DMV surveys and other appropriate evaluation instruments/ projects.

TS Programs Marketing & Media Project Descriptions and Budget Amounts

Federal Funds

AL-06 DWI Production Services (Media)

\$534,375/ 164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund the costs to produce television, radio, and other messages related to DWI/ impaired driving enforcement, deterrence, and prevention.

AL-09 Special DWI Prevention Marketing Efforts (Media)

\$378,400/ 164PM

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Funds other advertising methods, including outdoor (billboard) ads, and other means of marketing the DWI traffic safety message.

AL-16 Cultural Strategic DWI Messaging (Media)

\$132,000/164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Place strategic DWI enforcement and deterrence advertising to effectively communicate with cultural sub-groups throughout the state.

AL-18 Superblitz Media Activities (Media)

\$452,600/ 410PM & \$452,600/ 164PM

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund paid media during the five DWI *Superblitz* Mobilizations conducted throughout the year. These activities are outlined in the Statewide Media and Marketing Communication Plan. This includes placement and monitoring of the *Superblitz* paid media.

AL-20 DWI Public Relations Creative Design (Media)

\$361,895/ 164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund a public relations agency to develop creative messages for television, radio, and print that will include a strong DWI enforcement message, targeting the high-risk populations including Hispanics and American Indians.

AL-21 Sustained Paid Media (Media)

\$669,000/ 164PM

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund individual television and radio stations to air DWI messages statewide during non-*Superblitz* Mobilization periods. These activities will include a strong enforcement message, targeting the high-risk populations including Hispanics and American Indians. These activities are outlined in the Impaired Driving Communication Plan.

DE-09 Public Relations Creative Designs (Media)

\$89,980/ 402

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund an advertising agency to develop creative messages for television, radio, print, web-based, and other avenues that include strong prevention and enforcement messages for key traffic safety areas, such as speeding.

DE-10 Traffic Safety Media Production Services (Media)

\$25,000/ 402

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund the costs to produce television, radio, and other messages related to traffic safety, including speeding.

OP-05 Occupant Protection Production Services (Media)

\$138,750/ 405

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education

Fund the costs to produce television, radio, and other messages related to occupant protection services.

OP-11 Teen Seat Belt Demo Project Paid Media (Media)

\$75,000/ 402

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education

Support media activities for the Teen Demo Project, to include running Traffic Safety ads on radio, billboards, and news broadcasts to encourage teens to buckle up. Ads will be run in the eight counties with the highest fatality and injury rates.

State Funds

EE-02 Statewide TS Information and Education Campaigns (Media) \$200,000/ TSE&E

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Develop informational and educational pro-active marketing and media campaigns that achieve high public awareness of enforcement and education efforts statewide. Use marketing and media strategies to target effective messages to those who are most likely to drink and drive, not use occupant restraints and engage in other risky driving behavior.

EE-03 Traffic Safety-Related Production Services (Media)

\$75,000/ TSE&E

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Fund the costs to produce television, radio and other messages related to traffic safety issues.

EE-06 Traffic Safety Media Messages (Media)

\$330,000/ Fund 5

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 8. Occupant Protection, and 9. Public Information and Education

Fund paid media for traffic safety messages including major summer traffic safety efforts. Messages should pertain to increasing seat belt use, child restraints use, speeding and aggressive driving.

EE-07 Occupant Protection Safety Messages (Media)

\$137,500/ Fund 5

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education

Fund paid media, including during the Click It or Ticket National Mobilization. This will include messages that pertain to increasing seat belt use, and the proper way to use child safety and booster seats.

Traffic Safety Programs Marketing & Media: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-09	Special DWI Prevention Marketing	\$ 378,400	164PM
AL-18	Superblitz Media Activities	\$ 452,600	164PM
AL-21	Sustained Paid Media	\$ 669,000	164PM
164 PM Total		\$1,500,000	
AL-06	DWI Production Services	\$ 534,375	164
AL-16	Cultural Strategic DWI Messaging	\$ 132,000	164
AL-20	DWI Public Relations Creative Design	\$ 361,895	164
164 Total		\$1,028,270	
DE-09	Public Relations Creative Designs	\$ 89,980	402
DE-10	Traffic Safety Media Production Svs.	\$ 25,000	402
OP-11	Teen Seat Belt Demo Project Paid Media	\$ 75,000	402
402 Total		\$ 189,980	
AL-05	Occupant Protection Safety Messages	\$ 138,750	405
405 Total		\$ 138,750	
AL-18	Superblitz Media Activities	\$ 452,600	410PM
410 PM Total		\$ 452,600	
Total All Funds		\$3,309,600	

Driver Education and Safety Program Area

Overview

TSB aims to influence the behavior of drivers on New Mexico's roadways through information dissemination and education efforts. TSB produces a monthly Traffic Safety newsletter that is distributed to traffic safety advocates, partner agencies, the state legislators, and the interested public. TSB also 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.

TSB supports media activities designed to promote and publicize traffic safety issues and events, and to influence safe driving behaviors. Public information and educational campaigns, primarily seat belt and DWI campaigns, will coincide with the NHTSA calendar of events and mobilizations. Media placement will follow the recommended schedules and will coincide with national evaluation studies and surveys conducted through NHTSA. Other public awareness and education programs will be developed using the same format for pedestrian, safety corridors, and other selective traffic enforcement programs.

Along with overall efforts to educate New Mexicans about safe driving behaviors, the TSB has statutory responsibility to approve and certify training programs that provide traffic and DWI information and education to the public. Through the approved training programs, drivers should become more aware of the dangers of DWI, speed and other acts of irresponsible driver behavior. The TSB 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. TSB is responsible for assuring that all driving schools complete certification training and use TSB-approved curriculum. The Driver Education, Driver Safety, and DWI School rules are updated every five years to maintain a quality driver education program.

Through driver education and safety training, individuals obtain knowledge and skills that should aid in their making better decisions on and off the roadways. Ultimately, these drivers should be less likely to be involved in a motor vehicle crash.

Programs

Novice Driver Education

New Mexico statute requires that persons under the age of 18, applying for their first New Mexico driver's license, must successfully complete a driver education course that includes a DWI prevention and education program approved by the TSB, or offered by a public school. Driver schools and public schools providing such education must be licensed by the TSB. The Under-18 Driver's Education Program goal is to build a solid foundation for developing safe driving skills, attitudes and behaviors.

New Mexico's Graduated Driver's License (GDL) law has been in effect since 2000. Driver education is required to start the Graduated Driver's Licensing three-stage system. Teens are issued an instructional permit and must hold the permit for six months before applying for a provisional license. These youth are required to have supervised driving practice to progress to the next licensing stage. Instructional permit holders advance to a provisional permit, which must be held for 12 months. Passenger and nighttime restrictions during this provisional stage lower risks for novice drivers until they can gain additional driving experience. Novice drivers must maintain a clean driving record to advance through the GDL stages.

DWI Awareness Program

The TSB is responsible for assuring that adult learning techniques are incorporated into a curriculum designed to raise awareness about the dangers of drinking and driving. All first-time licensees in New Mexico between the ages of 18 and 24 are required to take a DWI awareness class. The number of

first-time applicants completing the DWI Awareness Course has remained steady over the past two years.

DWI awareness classes are offered as an independent study course available by mail. Course materials include a student manual and a video, available in both English and Spanish. Individuals who successfully complete the DWI Awareness course receive a completion certificate that allows them the privilege of receiving a New Mexico driver's license.

Driver Improvement Program

The TSB is responsible for certifying and approving Driver Improvement/ Defensive Driving Schools. The curriculum is geared toward changing behaviors among problem drivers. NM statute authorizes courts to order those convicted of a penalty assessment misdemeanor or any other misdemeanor committed while operating a motor vehicle to take a TSB-approved driving safety course.

DWI School Program

By statute, first time convicted DWI offenders must attend a TSB-approved DWI school. The goal of the program is to lay the foundation for positive changes in each person's drinking and driving behavior.

TSB funds a contractor to annually revise and update the statewide DWI School curriculum. The contractor also conducts an anonymous survey to determine student learning and satisfaction with the course. In 2008, the results from 674 anonymous student course evaluations were as follows:

- ⊗ 87% rated the program as good or excellent
- ⊗ 78% said they learned a lot from the course
- ⊗ 98% said what they learned in the course would be useful to them in the future
- ⊗ 97% rated their instructor as good or excellent
- ⊗ 96.5% felt the program helped them make a change in their behavior
- ⊗ 90% felt the program helped them make a change in their drinking and driving behavior

Estimated Number of Individuals Trained 2008

PROGRAM	NUMBER OF STUDENTS
Novice Driver Education	15,989
DWI Awareness	10,083
Driver Improvement	10,476
DWI School	7,479

Problem ID

Data from NM's 2007 Traffic Crash Information and DWI Reports

Many drivers engage in risky behaviors that can lead to motor vehicle crashes, fatalities, and injuries. Risky behaviors include driving while under the influence of alcohol or drugs, speeding, or inattention/ distraction. Some people lack appropriate driving skills or do not know the "rules of the road." The top contributing factors for crashes in NM are other improper driving, driver inattention, excessive speed, mechanical defects, improper turn, following too close, and failure to yield.

National and local statistics confirm that novice drivers are more likely to be involved in crashes compared to all other drivers. In New Mexico in 2007, teens 15-19 had the highest crash involvement rate of all drivers. Male teenagers died in crashes almost twice as often as female teens. Although teens comprise only five percent of licensed drivers in NM, 14 percent of drivers in crashes were teens. Forty-three percent of all teen crash deaths involved alcohol.

Drivers ages 20-24 accounted for 15 percent of all drivers in crashes, even though they comprise only nine percent of licensed drivers. In 2007, young adult males died in crashes more than three times as often as young adult females. Fifty-three percent of crash deaths among young adults involved alcohol. As detailed above, NM mandates Novice Driver Education School and a DWI Awareness course.

Of NM's 13,467 DWI convictions in 2007, 65% (8,778.) were first-time DWI convictions. In NM, all first-time DWI offenders are required to attend DWI School.

Of the approximately 267,000 traffic conviction violations recorded in 2007*, 49 percent were for speeding. Another 26 percent were for no seatbelt use, no license, DWI, not stopping/ yielding, driving on suspended or revoked license, or open container. In NM, courts may require a driver to attend Driver Improvement/ Defensive Driving School based on a conviction for a penalty assessment misdemeanor or any other misdemeanor committed while driving.

**there may be more than one conviction violation per incident or person – data from the MVD driver history file*

Strategies

#1 - Disseminate public information and education campaigns designed to raise awareness about DWI, occupant protection, pedestrian safety, safety corridors, and other selective traffic enforcement programs by:

- a) developing and implementing a traffic safety media and marketing plan for FY08.

#2 - Improve the quality of all driver education and safety programs certified, licensed, or funded by the TSB by:

- a) continuing to monitor Driver Education, Driver Safety, and DWI Schools to ensure that course instruction complies with TSB regulations;
- b) contracting with UNM/ Institute of Public Law to monitor the quality of driver education schools and instructor training, to include dissemination of information on the top contributing factors in teen crashes, and to maintain a database to track the certification status of all driver's education instructors statewide;
- c) continuing oversight of DWI Awareness classes offered as independent study courses available by mail. Ensure that course materials include a student manual and a video;
- d) working with AAA New Mexico, MVD, and other 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;
- f) evaluating the impact of graduated driver licensing; and

- g) arranging sponsorship with the New Mexico Broadcasters Association for the New Mexico State High School Basketball tournament to provide traffic safety messages targeted at high school students and parents. Sponsorship includes interviews, public service announcements and material distribution on topics such as graduated licensing, driver's education, underage drinking, and safety belt use.

Driver Education Project Descriptions and Budget Amounts

Federal Funds

DE-01 Activist Information and Training

\$25,000/ 402

Monitored by Finance Staff Manager

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Provide for participation by New Mexico traffic safety activists in training events, conferences, task forces, and seminars to develop their skills and knowledge in traffic safety program issues.

DE-02 Public Information Broadcasting

\$210,000/ 402

Monitored by Juliet Armijo

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Provide for non-paid media (non-commercial sustaining announcements - NCSAs) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities.

DE-03 Traffic Safety Reporting

\$100,000/ 402

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Prepare, print, and distribute traffic safety materials, reports, and newsletters used for public information and education, or promotion of program activities. Conduct research for TSB and update materials as needed. Design calendar on the TSB web site.

DE-04 Traffic Safety Quality Improvement Workshop

\$30,000/ 402

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Contract services to provide for the coordination of workshops/forums to allow input from partners/public on traffic safety issues, recommendations, and strategies. Develop reports or work plans to address identified problems.

DE-06 Traffic Safety Information Clearinghouse

\$340,000/ 402

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Provide clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues.

DE-08 Out of State Travel – TSB

\$25,000/402

Managed by Finance Manager

For TSB employees to attend out of state seminars or training.

State Funds

DI-02 Quality Assurance (DE)

\$475,000/ Fund 9

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 12. Young Driver Crashes

Develop and implement a quality assurance monitoring, licensing and training system for all TSB 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 Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary.

DI-03 Interpretation Services (DE)

\$5,000/ Fund 9

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 12. Young Driver Crashes

Provide interpretation services for the mandatory training courses for the hearing impaired.

DI-04 Instructor Training (DE)

\$300,000/ Fund 9

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 12. Young Driver Crashes

Fund an instructor training program for state-mandated DWI School, Driver Education, Driving Safety instructors and operators, as required, by existing statutes and regulations. Fund training and awareness programs for motorcycle safety and ignition interlock providers.

DI-05 DWI Education Curriculum (DE)

\$60,000/ Fund 9

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 12. Young Driver Crashes

Provide standardized curriculum for the state-mandated DWI Education Program.

DI-06 DWI Prevention Newsletter for Schools (DE)

\$37,472/ TSE&E

Monitored by Glenn Wieringa

Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving

Coordinate all editorial and production aspects of a Quarterly Traffic Safety Newsletter sent to elementary and secondary schools statewide.

EE-04 Traffic Safety Education and Enforcement Projects (DE)

\$TBD*/ TSE&E

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection

Fund education and enforcement projects aimed at reducing traffic crashes, fatalities, and injuries.

**To be determined by monies collected*

EE-05 Web Site Redesign (DE)

\$50,000/ TSE&E

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Fund web site redesign services for the NMDOT/ TSB web site.

EE-08 Motor Transportation Dept. Training Simulator (DE)

\$10,000/ Fund 5

Monitored by Robert Archuleta

Provide funds to Department of Public Safety- MTD to support a driving simulator used to simulate different driving conditions related to commercial motor vehicles.

PE-01 Public Education Event Sponsorship (DE)

\$0

Monitored by Juliet Armijo

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Develop and distribute Traffic Safety Bureau materials at statewide high school events. Public service announcements and materials will be developed to target those attending the event. Provide resources and equipment for DWI education and awareness to elementary and secondary school children in New Mexico.

Driver Education: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
DE-01	Activist Information and Training	\$ 25,000	402
DE-02	Public Information Broadcasting	\$ 210,000	402
DE-03	Traffic Safety Reporting	\$ 100,000	402
DE-04	Traffic Safety Quality Improvement Workshop	\$ 30,000	402
DE-06	Traffic Safety Information Clearinghouse	\$ 340,000	402
DE-08	Out of State Travel – TSB	\$ 25,000	402
402 Total		\$ 730,000	
Total All Funds		\$ 730,000	

Motorcycle Safety Program Area

Programs

Motorcycle Training Program

To help riders develop skills, the TSB administers statutorily required motorcycle training programs statewide. In CY2008, motorcycle training was offered to 4,688 individuals, with 3,509 completing training. The New Mexico Motorcycle Safety Program (NMMSPP) is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

Year	Students Scheduled Annually	% Change from Previous Year	Students Trained Annually	% Change from Previous Year	Active Sites	Active Rider Coaches
2005	3,756	6%	2,971	+5%	12	89
2006	3,867	3%	3,193	+7.5%	13	77
2007	3,576	-7.5%	3,092	-3%	14	73
2008	4,688	+23%	3,509	+12%	13	72

An endorsement is required to legally operate a motorcycle. Individuals, age 18 and older, can apply for an endorsement in two different ways: 1) by passing a written test and a driving test at a Motor Vehicle Division office, or 2) by successfully completing the Basic *RiderCourse*SM (BRC) through the NMMSPP. All individuals under age 18 must successfully complete the BRC to obtain an endorsement. Despite the state's testing and training programs, many of the motorcyclists killed and injured in crashes lacked the motorcycle endorsement required by law. A major exception is New Mexico's military bases, as they require that all motorcycle drivers be trained, licensed, helmeted, and insured.

Annual Motorcycle Safety Awareness Day

The TSB sponsored the seventh annual "New Mexico Motorcycle Safety Awareness Day" in September 2008. This event promotes safety strategies including the Motorcycle Training Program and the need for increased automobile driver awareness.

Riders, vendors, instructors, law enforcement, the Motor Vehicle Division and the public all were involved. Local media, including a live radio broadcast, covered the event. As well as encouraging riders to wear protective gear and take riding courses, Institute of Public Law, MVD, and Motorcycle Safety Foundation staff were on hand to answer questions and hand out motorcycle, ATV and driver safety information.

Problem ID

2008 Preliminary Data

In 2008, there were 1,529 motorcycles in crashes, up from 1,291 in 2007. Fifty-five motorcycles were involved in fatal crashes, with 53 riders killed and 1,158 riders injured. Nineteen of the 53 fatalities were alcohol-involved (36%).

In 2008, among motorcycle fatalities, only 11% of riders were wearing helmets.

In 2008, the fatality rate per 1,000 motorcycles registered was 1.15, up from 1.13 in 2007. The injury rate in 2008 was 25.48, up from 20.79 in 2007*.

**the number of registered motorcycles for 2008 is estimated at this time and likely is low*

Data from NM's 2007 Traffic Crash Information and DWI Reports

In NM, most motorcycle crashes result in injury, rather than death. Deaths due to motorcyclist crashes increased from 47 in 2006 to 52 in 2007. The number of riders sustaining serious injuries due to a motorcycle crash decreased from 957 in 2006 to 952 in 2007.

Over the past five years, the number of motorcyclists in crashes has increased by 25.7 percent, going from 1,133 in 2003 to 1,424 in 2007.

In NM, motorcyclists are predominantly male, and those most often involved in a motorcycle crash are males aged 20-24 and 25-29. The highest number of fatalities occurred among those aged 20-24.

In 2007, the most common crash classes for motorcycle crashes were involvement with another vehicle (52.7%), overturns (23.8%), and hitting a fixed object (11%).

In 2007, only about 8 percent of motorcycle crashes were alcohol-involved, but 50 percent of fatal crashes were alcohol-involved.

Not wearing a helmet remains a primary factor in the number of NM's motorcycle deaths and injuries. Of the 52 motorcyclists killed in 2007, none were wearing a helmet. Ninety-one percent of those receiving serious injuries (visible or incapacitating) were not wearing a helmet. The current helmet law applies only to persons under the age of 18.

Performance Measures

- 1) Maintain the number of motorcyclist fatalities at 50 from 2007* to 2010. (C-7; FARS Data)

**2007 motorcyclist fatalities = 50*

- 2) Reduce the number of un-helmeted motorcyclist fatalities from 41 in 2007 to 40 in 2010. (C-8; FARS Data)

Strategy

#1 - Support statewide motorcycle safety training and awareness by:

- a) maintaining a contract with the Motorcycle Safety Foundation to provide beginner and experienced rider training courses;
- 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 usage, and state and local law reform; and
- d) promoting the motorcycle safety course through increased media and/or participation at local motorcycle events.

Motorcycle Safety Project Descriptions and Budget Amounts

Federal Funds

MC-02 Motorcycle Funds

\$179,000/ 2010

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users

Enhance the existing motorcycle program by providing increased training, education, public awareness, and training materials. The 2010 funding will be used for media placement to run the motorcycle spot, "Think! Look Twice for Motorcyclists!" The spot is designed to inform drivers to be aware of motorcyclists on the roadway, specifically at intersections. It also reminds the rider that there are dangers near intersections when interacting with other traffic.

State Funds

MC-01 Motorcycle Safety Training Program (MC)

\$257,000 Fund 8

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Areas: 9. Public Information and Education, and 12, Young Driver Crashes

Administer a quality motorcycle training program through a contract with the Motorcycle Safety Foundation.

Motorcycle Safety: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
MC- 02	Motorcycle Funds	\$179,000	2010
Total Funds		\$179,000	2010

FY2010 PROJECT DESCRIPTIONS

NHTSA FEDERAL FUNDS

AL-01 Additional Law Enforcement Officers

\$1,134,450/ 164

Monitored by Maria Martinez

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund 17 full-time officers focused exclusively on DWI enforcement in six high-risk counties, including Bernalillo, Dona Ana, San Juan, McKinley, Rio Arriba and Santa Fe. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols. Law enforcement officers will partner with other law enforcement agencies within their geographic areas for high-visibility DWI mobilizations.

	AGENCY	AMOUNT	COST CENTER
	Bernalillo County (two officers)	157,300	164
	Dona Ana County (two officers)	157,300	164
	San Juan County (one officer)	75,300	164
	McKinley County (two officers)	157,300	164
	Rio Arriba County (two officers)	157,300	164
	Santa Fe County (three officers)	262,950	164
	Farmington Police Dept (San Juan Cty) (two officers)	167,000	164
TOTAL		\$1,134,450	

AL-02 Alcohol Sales Compliance Checks

\$40,000/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 12. Young Driver Crashes

Fund the NM Department of Public Safety Special Investigations Division to conduct compliance checks at establishments serving or selling alcohol. The Special Investigations Division will focus on enforcing NM's Fourth Degree Felony Law against providing or purchasing alcohol for minors.

AL-03 BAC Testing – Scientific Labs Division

\$50,000/ 164

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provides funding for a full-time person from the NM Dept. of Health - Scientific Labs Division (SLD) to provide intoxilyzer and RBT IV operator training to law enforcement. The SLD provides a cooperative, comprehensive, multi-strategy program for the prevention, education, enforcement, and successful prosecution of alcohol and other drug-impaired driving at the local, district, and state levels with prosecution, law enforcement, and community groups. They provide statistical data on drug-impaired driving in NM in terms of overall prevalence and drug trends.

AL-04 Court Monitoring

\$486,372/ 164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Utilize a tracking tool to collect court data on impaired driving cases. Through the collection of this data, the state can work closely with the judiciary to recommend system improvements, and identify necessary resources to assist with adjudication of cases.

AL-05 DWI Judicial and Prosecutor Education, and Research Forums \$150,000/ 164

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, and 9. Public Information and Education
Train new judges on New Mexico's DWI laws and procedures; provide for DWI mentoring opportunities for new or inexperienced magistrate and municipal court judges; develop an interactive web page on DWI laws and problems; develop and conduct special DWI training for municipal, magistrate, and metro court judges; coordinate "live" distance education programs for the judiciary on DWI issues; and maintain the online judiciary resource library. Provide a DWI Bench Book, DWI case scripts and checklists, and a statewide prosecutor's reference manual on prosecuting DWI cases. Fund a research series on "state of the art" practices and model programs in the area of traffic safety. This would include a series of one-day forums where presenters would identify model programs that could be implemented in NM. Coordinate monthly DWI Leadership Team meetings.

AL-06 DWI Production Services (Media)

\$534,375/ 164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund the costs to produce television, radio, and other messages related to DWI/impaired driving enforcement, deterrence and prevention.

AL-07 Drug Recognition Expert Training

\$85,000/ 410

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide training and re-certification of DRE (Drug Recognition Expert) officers, using the NHTSA approved DRE curriculum, to increase the number of DRE experts in the state.

AL-08 ODWI Enforcement

\$1,105,642/ 410HV/ \$1,236,203/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans

Fund overtime enforcement and alcohol countermeasure equipment for the Operation DWI checkpoint and DWI saturation patrol program. Maintain the program as funding allows. Expand the program in areas of the state with high rates of DWI, and to new tribal and law enforcement entities. These activities encompass approximately 60 agencies statewide (minimum 85% of the State's population).

AL-09 Special DWI Prevention Marketing Efforts (Media)

\$378,400/ 164PM

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Funds other advertising methods, including outdoor (billboard) ads, and other means of marketing the DWI traffic safety message.

AL-11 DWI Treatment Study

\$50,000/ 164

Monitored by Robert Archuleta

Aligns with the 2009 CTSP Emphasis Area: 2 Alcohol/ Impaired Driving

Fund a study to determine how the mandated DWI treatment law in NM is being implemented, to include a concentrated interest in determining if felony-level DWI offenders are receiving treatment.

AL-12 Ignition Interlock Database Analysis Project (Continued)

\$25,000/ 164

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Continue to provide software, hardware, project management and programming services for the statewide Ignition Interlock Database Analysis (IIDA) Project. This web application will allow automated data submissions from manufacturers; allow stakeholders and customers to monitor ignition interlock offender compliance with court ordered and administrative ordered installation of an

ignition interlock device in their vehicle; and allow any type of statistical analysis on the data. The project is being implemented with procedures, staffing, and resources that ensure stable continuous operation.

AL-13 IIDA Project – Independent Verification & Validation (IV&V) \$5,000/ 164

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting of the Ignition Interlock Database system to ensure that it meets specifications, and that it fulfills its intended purpose.

AL-14 Impaired Driving Program Management/ FTEs \$204,000/ 164PA

Monitored by Finance Staff Manager

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide program management in the impaired driving program area to coordinate Operation DWI, Superblitzes, and other projects related to impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. One FTE will be funded at 50%, two FTEs will be funded at 33% and three FTEs will be funded at 25%. 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 (OP-04) and PT (PT-01) program areas.

AL-15 Traffic Safety Resource Prosecutor \$72,500/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Fund a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, state, or federal laws.

AL-16 Cultural Strategic DWI Messaging (Media) \$132,000/164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Place strategic DWI enforcement and deterrence advertising to effectively communicate with cultural sub-groups throughout the state.

AL-17 ID – Full Time Officers Program Management \$400,000/ 164

Monitored by TSB Director

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide program management for the Impaired Driving – Full Time Officers Program. This includes data management, monthly reports, coordination with law enforcement and other state agencies.

AL-18 Superblitz Media Activities (Media) \$452,600/ 164 PM & \$452,600/ 410PM

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund paid media during the five DWI Superblitz Mobilizations conducted throughout the year. These activities are outlined in the NMDOT Media and Marketing Plan. This includes placement and monitoring of the Superblitz paid media.

AL-19 Liquor Control Act Assistance

\$90,000/ 164

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving

Fund two FTEs with the Regulation and Licensing Department to assist with the Liquor Control Act citations. This will include processing additional citations issued for serving to intoxicated persons, and serving or selling to minors.

AL-20 DWI Public Relations Creative Design (Media)

\$361,895/ 164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund a public relations agency to develop creative messages for television, radio, and print that will include strong DWI enforcement and deterrence messages targeting the high-risk populations, including Hispanics and American Indians.

AL-21 Sustained Paid Media (Media)

\$669,000/ 164 PM

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund individual television and radio stations to air strategically placed DWI messages statewide with an emphasis on advertising during non-Superblitz Mobilization periods. These activities will include strong enforcement and deterrence messages targeting the high-risk populations, including Hispanics and American Indians. These activities are outlined in the NMDOT Media and Marketing Plan.

AL-23 Statewide DWI Training and Information for Law Enforcement

\$350,000/ 164

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans

Provide DWI information, coordination and training to all involved in DWI-related police traffic services. Provide statewide coordination and oversight of the Standard Field Sobriety Training to ensure compliance with existing training standards and procedures. Training may include SFST, conducting DWI checkpoints, and electronic DWI citation data entry.

AL- 24 DWI Native American Liaison

\$125,000/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education

Fund a contractor to provide DWI communications and technical assistance services to Native American populations to include the following: assessing current DWI activities and resources; identifying gaps in services or resources; increasing DWI data sharing; addressing cross-jurisdictional law enforcement issues; developing a task force to reduce DWI deaths and injuries on tribal lands; and serving as a communications liaison between the State and the tribes on DWI issues.

AL-26 DWI Enforcement Task Force – McKinley County

\$361,184/ 164

Monitored by Judith Duran

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans

Fund a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and saturation patrols, and over-time enforcement in McKinley County, including the Navajo Nation. This task force consists of State Police, Gallup PD, McKinley County SO, and Navajo Nation Department of Public Safety.

AL-27 DWI/ Drug Court Expansion

\$300,000/ 410

Monitored by Glenn Wieringa

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Fund DWI/Drug Court Coordinator(s), part time staff, travel and related costs, drug testing kits and drug confirmation tests to assist NM courts interested in starting a DWI-specific Drug Court program. The TSB and the Administrative Office of Courts will identify counties that contain the foundation and willingness to begin a DWI/Drug court model that is consistent with NHTSA standards and the Section 410 requirements.

AL-28 Metro Court Supervised Probation Project

\$100,000/ 164

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Fund two full-time individuals as probation officers and judicial specialists, whose time is totally dedicated to supervising and monitoring eligible first-time DWI offenders convicted in the Bernalillo County Metropolitan Court, and to and assist, as available, monitoring the compliance of other DWI offenders with orders for ignition interlock. This project is focused on high-risk first time offenders that currently are placed on unsupervised probation.

AL-29 Law Enforcement Statistician

\$40,000/ 164

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide the Albuquerque Police Department (APD) with funding for a full-time statistician to assist in the gathering and reconciliation of crash reports. Half the position time will be dedicated to DWI crash reports (fatal and non-fatal); half time will be dedicated to other crash reports (see PT-06 in PTS Section, page 69). APD is the largest law enforcement agency in the state, and this position is necessary for the timely submission of their crash reports to the NMDOT.

AL-30 Management of Media Contracts

\$66,900/ 164

Monitored by Janet Dewey-Kollen

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Fund a contractor to facilitate contracting and invoice processing, and to place and monitor all alcohol-related paid media and sustained media contracts to ensure that NMDOT receives the ad placement as outlined in relevant media contract specifications.

AL-31 District Attorney Clinic

\$150,000/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide funding to the University of New Mexico - School of Law to provide a clinic to outgoing law students on DWI prosecution to include case law, procedures, and issues related to DWI in New Mexico.

AL-32 Superblitz Incentives Program

\$100,000/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provides funding to law enforcement for equipment and overtime - to be used as a rewards program for agencies that participate in conducting checkpoints and saturation patrols during the State-designated Superblitz periods.

AL-34 Impaired Driving Overtime Enforcement - Drunk Busters Hotline \$75,000/ 164

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide overtime funding to the Albuquerque Police Department to respond to Drunk Busters hotline calls in all four quadrants of the city. Results of the activity are reported back to the state. The Albuquerque area receives the majority of the Drunk Busters Hotline calls.

AL-35 DWI Evaluation \$50,000/ 164

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 9. Public Information and Education

Fund a time series DWI evaluation. This includes identifying how certain policies, laws, programs, and events have affected the overall DWI crash and fatality trends in New Mexico.

AL-39 Expanded Enforcement for State Police \$400,000/ 410

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide funding to state police for expanded enforcement efforts, to include, overtime for DWI saturation overtime enforcement, overtime for DWI court appearances, and for specialized equipment to assist with DWI arrests.

DE-01 Activist Information and Training \$25,000/ 402

Monitored by Finance Staff Manager

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Provide for participation by New Mexico traffic safety activists in training events, conferences, task forces, and seminars to develop their skills and knowledge in traffic safety program issues.

DE-02 Public Information Broadcasting \$210,000/ 402

Monitored by Juliet Armijo

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Provide for non-paid media (non-commercial sustaining announcements - NCSAs) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities.

DE-03 Traffic Safety Reporting \$100,000/ 402

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Prepare, print, and distribute traffic safety materials, reports, and newsletters used for public information and education, or promotion of program activities. Conduct research for TSB and update materials as needed. Design calendar on the TSB web site.

DE-04 Traffic Safety Quality Improvement Workshop \$30,000/ 402

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Contract services to provide for the coordination of workshops/forums to allow input from partners/public on traffic safety issues, recommendations, and strategies. Develop reports or work plans to address identified problems.

DE-06 Traffic Safety Information Clearinghouse \$340,000/ 402

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education

Provide clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues.

DE-08 Out of State Travel **\$25,000/ 402**
Managed by Finance Manager
For TSB employees to attend out of state training or seminars.

DE-09 Public Relations Creative Designs (Media) **\$89,980/ 402**
Monitored by Janet Dewey-Kollen
Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education
Fund a public relations agency to develop creative messages for television, radio, and print that will include strong traffic safety enforcement messages, including speeding.

DE-10 Traffic Safety Media Production Services (Media) **\$25,000/ 402**
Monitored by Janet Dewey-Kollen
Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education
Fund the costs to produce television, radio, and other messages related to traffic safety, including speeding.

DE-11 100 Days and Nights of Summer Evaluation **\$25,000/ 402**
Monitored by David Lapington
Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection
Fund a contract to conduct an evaluation of the 100 Days and Nights of Summer Campaign 2009. Data will be gathered from adults visiting motor vehicle department offices before and after the campaign. The evaluation will seek to determine the public's awareness of the campaign and their perception of the likelihood of being stopped or arrested for DWI, speeding, or non-seat belt use during the campaign period. The evaluation will also report on the type of activities conducted by law enforcement agencies during the campaign and the number and type of citations issued. An attitude survey will be added with questions designed to track driver attitudes and awareness of highway safety enforcement and communication activities, and self-reported driving behavior.

HE-01 STRS/ Traffic Records Improvement and Development **\$25,000/ 164HE**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
Support the Statewide Traffic Record System to establish data integration and exchange initiatives to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of DWI records for the courts, MVD, law enforcement, state agencies, other government entities and the general public. This includes funding for proof of concept and pilots for data integration between law enforcement, the courts, and MVD. Also included are administrative costs related to the activities of the STREOC and STRCC, and implementing and updating the Strategic Plan.

HE-02 STRS Office Resource Expansion **\$500,000/ HE164**
Monitored by Sandra Martinez
Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records
Provide resources, information technology equipment and software to implement and sustain STRS initiatives. Resources include areas in project management, administration/coordination, system architecture/design, database management, programming services, web site development/support installation/implementation services, training, help desk support, and technical writing/ documentation.

HE-03 STRS Distribution Center**\$1,000,000/ 164HE***Monitored by Sandra Martinez**Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records*

Provide hardware, software, and subject matter expertise for the development and implementation of the STRS Distribution Center (DC). The DC will provide multiple agencies with the ability to link traffic data systems that contain crash, citation, DWI, justice, driver, roadway, medical, and economic data.

HE-04 TraCS Phase One – Statewide Rollout (Continued)**\$50,000/ 164HE***Monitored by Sandra Martinez**Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records*

The TraCS Statewide Rollout will provide law enforcement officers the ability to electronically create, print, and transmit traffic records data from their patrol vehicles to their local agency systems. TraCS Phase One was certified in June 2007 with two major components: (1) to establish and implement a TraCS statewide training and support organization (TraCS Project Office); and (2) to train, equip, and roll out TraCS to officers from the six TraCS Pilot law enforcement agencies, the Tesuque Tribal Police Department and to officers from the Enhanced DWI enforcement program. Funds will be used for equipment such as servers, laptops, printers, scanners, mag-stripe readers software, and other Information technology peripherals.

HE-05 TraCS Phase One – IV&V**\$10,000/164HE***Monitored by Sandra Martinez**Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records*

Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the TraCS Phase One Project.

HE-06 TraCS Phase Two – Statewide Rollout**\$500,000/164HE***Monitored by Sandra Martinez**Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records*

Provide funds for equipment such as servers, laptops, printers, scanners, mag-stripe readers, software, and other Information technology peripherals for the TraCS statewide rollout to law enforcement agencies as identified in FY09 TraCS Rollout Plan.

HE-07 TraCS Phase Two – IV&V**\$5,000/164HE***Monitored by Sandra Martinez**Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records*

Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the TraCS Phase Two Project.

HE-08 TraCS Software Licensing & Location Tool**\$35,000/164HE***Monitored by Sandra Martinez**Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records*

Fund annual software licensing agreement for the use of TraCS and the Location Tool component for statewide use by NMDOT authorized agencies.

HE-09 Crash System Data Improvement**\$750,000/164HE***Monitored by Sandra Martinez**Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records*

Fund resources, software and hardware for the redesign of the Crash System Database to include: TraCS Crash report re-write to NM data standards, form and business process training, TraCS location Tool Development, database build (Replace ARCS), and electronic data collection through

the Statewide Traffic Records System (STRS) Data Center (DC). First steps will include determining all the business requirements, to include a needs assessment.
(also see RF-08 Crash System Data Improvement, under State Funds)

HE-10 Crash System Data Improvement–IV&V **\$25,000/164 HE**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the Crash Database Redesign project.

HE-11 Law Enforcement Activity Reporting Project **100,000/ 164HE**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

To expand and support an existing web-enabled reporting application that allows law enforcement officers to submit aggregated data on their DWI activities, such as checkpoints, saturation patrols, high-visibility media campaigns, and prevention initiatives. Data is reported to the NMDOT - Traffic Safety Bureau.

HE-12 Law Enforcement Activity Reporting Project – IV&V **\$10,000/ 164 HE**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the Law Enforcement Activity Reporting Project.

MC-02 Motorcycle Funds **\$179,000/ 2010**

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users

Enhance the existing motorcycle program by providing increased training, education, public awareness, and training materials. The 2010 funding will be used for media placement to run the motorcycle spot, "Think! Look Twice for Motorcyclists!" The spot is designed to inform drivers to be aware of motorcyclists on the roadway, specifically at intersections. It also reminds the rider that there are dangers near intersections when interacting with other traffic.

OP-01 Operation Buckle Down Enforcement **\$125,000/ 402**

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection

Continue overtime funding to law enforcement agencies to conduct seat belt and child safety seat/ booster seat use activities, to include, Operation Buckle Down operations, the National Click It or Ticket national campaign, and the Region 6 Teen Seat Belt Demonstration Project. These activities have been successful in producing a steady increase in occupant protection use in New Mexico. These operations encompass at least 60 agencies statewide (a minimum 75% of the State's population).

OP-02 Seatbelt Observation Protocol and Evaluation **\$125,000/402**

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection

Conduct statewide pre-and post-seat belt observation surveys, following the Click It or Ticket National Seat Belt Enforcement Mobilization to determine the annual seat belt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for both samples. Conduct pre-enforcement observation surveys for the Region 6 Teen Seat Belt Demonstration Project.

- OP-03 Occupant Protection / Child Restraints** **\$340,000/ 402**
Monitored by David Lapington
Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection
 Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians, increase child safety seat/ booster seat clinics and fitting stations throughout the state; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families.
- OP-04 Occupant Protection Program Management** **\$210,000/ 402**
Monitored by Finance Staff Manager
Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection
 Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD 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 2010 NM Seat Belt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, to include two staff managers and four management analyst positions. One FTE will be funded at 75%, one FTE will be funded at 50%, two FTEs will be funded at 33%, and two FTEs will be funded at 25%. 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 PT (PT-01) and AL (AL-14) program areas.
- OP-05 Occupant Protection Production Services (Media)** **\$138,750/ 405**
Monitored by Janet Dewey-Kollen
Aligns with 2009 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education
 Fund the costs to produce television, radio, and other messages related to OP services.
- OP-06 Child Passenger Protection Education** **\$130,000/ 405**
Monitored by David Lapington
Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection
 Contracts to purchase and distribute child safety seats and booster seats throughout the state to enhance child passenger use efforts.
- OP-08 Region 6 Teen Seat Belt Demonstration Project** **\$100,000/ 402**
Monitored by David Lapington
Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection
 Provides funds for NM to participate in the NHTSA Region 6 Teen Seat Belt Demonstration Project. Three waves of enforcement focusing on teens will be conducted during the project period (2009 – 2010). The project focus will be on the eight counties with the highest teen crash and fatality rates. Pre-enforcement observation surveys are conducted prior to each enforcement wave.
- OP-11 Teen Seat Belt Demo Project Paid Media (Media)** **\$75,000/ 402**
Monitored by Janet Dewey-Kollen
Aligns with 2009 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education
 Support media activities for the Teen Demo Project, to include running Traffic Safety ads on radio, billboards, and news broadcasts to encourage teens to buckle up. Ads will be run in the eight counties with the highest fatality and injury rates.
- OP-12 Teen Seat Belt Demo Project Outreach** **\$25,000/ 402**
Monitored by David Lapington
Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection
 Support outreach activities for the Teen Demo Project, to include sending outreach toolkits to schools in eight counties with the highest fatality and injury rates and conducting a contest for teens to produce a video encouraging their fellow teens to buckle up.

PA-01 Financial Systems Management

\$125,000/ 402

(Management Analyst Operational, Financial Specialist)

Monitored by Finance Staff Manager

Develop, implement, coordinate and oversee efficient accounting and reporting processes for the Financial Management Section of the Bureau's project agreements and contracts. Assist in the compilation of the Highway Safety Plan. Conduct the annual financial training for sub grantees. Process project reimbursement claims for traffic safety projects and contracts. Personnel services will include salaries and benefits for two FTEs, a management analyst and financial specialist position. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management.

PA-02 Financial Project Management Services

\$60,000/ 402

Monitored by Finance Staff Manager

A contract to prepare financial documents and coordinate activities necessary for the efficient and effective implementation of programs.

PA-03 HSPP, Grant, and Technical Writing Services

\$20,000/ 402

Monitored by Finance Staff Manager

A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, and provide technical writing assistance, as necessary (also see RF-10 in State Funds).

PS-01 Pedestrian Safety

\$150,000/ 402

Monitored by Juliet Armijo

Aligns with 2009 CTSP Emphasis Area: 10. Special Users

Conduct statewide, community-based programs focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems, and to reduce pedestrian deaths and injuries. Continue a statewide public awareness campaign on pedestrian and bicycle safety. Provide training and pedestrian workshops to planners, engineers, law enforcement, and pedestrian injury stakeholders presented by experts in designing and implementing a community based pedestrian safety action plan. Provide funding through the Pedestrian Safety Seed Grant Program for Walkable Advocacy Groups (WAG) to address pedestrian safety issues.

PT-01 Police Traffic Services Program Management

\$150,000/ 402

Monitored by Finance Staff Manager

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes

Provide program management in the areas of police traffic services, traffic enforcement, and speed and coordinate a statewide program of training, development, and quality assurance for police traffic services. Provide management of the state Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversee law enforcement efforts in speed control, aggressive driving, and selected traffic enforcement programs. Personnel services will include salaries and benefits for six FTEs, to include two staff managers and four management analyst positions. One FTE will be funded at 50%, two FTEs will be funded at 34%, and two FTEs will be funded at 25%. 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 (OP-04) and AL (AL-14) program areas.

PT-03 Statewide Police Traffic Services Training and Information **\$145,038/ 402**

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 9 Public Information and Education

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

PT-04 Traffic Safety Enforcement Coordination **\$500,000/ 402**

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes

Provide statewide coordination and management of Operation DWI (ODWI), Operation Buckle Down (OBD), and Selective Traffic Enforcement (STEP), including, but is not limited to, project agreement preparation and tracking. Sponsor an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. Conduct an annual law enforcement Chief and Sheriff's meeting to discuss law enforcement issues and state initiatives. Funds three positions (law enforcement liaisons) to coordinate traffic safety and national initiatives between the TSB and local, county, state, and tribal law enforcement agencies. Their duties include conducting site visits and negotiating funding on behalf of TSB.

PT-06 Law Enforcement Statistician **\$40,000/ 402**

Monitored by Cindy Abeyta

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide the Albuquerque Police Department (APD) with funding for a full-time statistician to assist in the gathering and reconciliation of crash reports. Half the position time will be dedicated to DWI crash reports (fatal and non-fatal); half time will be dedicated to other crash reports (see AL-29 in Alcohol/ Impaired Driving Section, page 41). APD is the largest law enforcement agency in the state, and this position is necessary for the timely submission of their crash reports to the NMDOT.

TR-01 Traffic Safety Problem Identification and Information **\$450,000/ 408**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

A contract with UNM/ DGR to provide advanced data analysis using data merging techniques to identify problem locations and conditions. DGR disseminates the information in a series of reports aimed at informing traffic safety partners, leaders, and the public. DGR provides critical planning, management, and evaluation for priority traffic safety initiatives. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and assists the department in updating its traffic crash database capabilities. DGR provides geographic-based safety information to state and community traffic safety program managers to improve their targeting of scarce resources. The contractor will analyze the Ignition Interlock data set and provide periodic reports.

TR-02 Traffic Safety IT Applications Developer **\$80,000/ 402**

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Provide IT Application Development (Programmer) for traffic safety related information technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training will also be included in the project for development, implementation and integration of traffic safety related data improvement projects.

TR-03 Traffic Records Data Analysis

\$50,000/ 408

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Fund a contractor to provide data analysis in support of the State Traffic Records System Program. The contractor will compile and provide analysis of relevant statistical data.

TR-04 Crash, EMS Pre-hospital, and Trauma Registry Database Linkage Project

\$64,500/ 402

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Areas: 3. Emergency Services Response and 11. Traffic Records

Fund a project to demonstrate the feasibility of data linkage and analyses between motor vehicle crash reports, pre-hospital EMS records, and the state trauma registry records. This project would seek to determine medical outcomes and associated costs for victims of motor vehicle crashes. Additionally, the linked data will be available to evaluate the quality of individual data collection systems and injury prevention interventions. No personal identifiers will be contained in the linked files. All reports will contain aggregate data, and it will not be possible to identify individual patients.

FMCSA FUNDS

FMCSA - Commercial Vehicle Crash Data Improvement

\$150,000/FMCSA

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

A FMCSA-funded project to improve the timeliness, accuracy, completeness, and consistency of the fatal and non-fatal commercial motor vehicle crash records in NM. The project will improve commercial crash report identification, ensure complete and accurate reporting, and decrease upload time to SafetyNet.

STATE FUNDS

CDWI-01 Community DWI (ALC)

\$641,761/ CDWI

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving

Provide funding to cities or counties for alcohol-related prevention, enforcement, public information/ education, and offender programs. State funds come from a \$75.00 fee imposed on convicted drunk drivers, as allowed by Section 31-12-7(B) and Regulation 18.20.6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous year.

DI-02 Quality Assurance (DE)

\$475,000/ Fund 9

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 12. Young Driver Crashes

Develop and implement a quality assurance monitoring, licensing and training system for all TSB 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 Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary.

DI-03 Interpretation Services (DE)

\$5,000/ Fund 9

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 12. Young Driver Crashes

Provide interpretation services for the mandatory training courses for the hearing impaired.

DI-04 Instructor Training (DE)

\$300,000/ Fund 9

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Area: 12. Young Driver Crashes

Fund an instructor training program for state-mandated DWI School, Driver Education, Driving Safety instructors and operators, as required, by existing statutes and regulations. Fund training and awareness programs for motorcycle safety and ignition interlock providers.

DI-05 DWI Education Curriculum (DE)

\$60,000/ Fund 9

Monitored by Franklin Garcia

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 12. Young Driver Crashes

Provide standardized curriculum for the state-mandated DWI Education Program.

DI-06 DWI Prevention Newsletter for Schools (DE)

\$37,472/ TSE&E

Monitored by Glenn Wieringa

Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving

Coordinate all editorial and production aspects of a Quarterly Traffic Safety Newsletter sent to elementary and secondary schools statewide.

DPE-01 UAD Prevention Conference (ALC)

\$50,000/ Fund 10

Monitored by Glenn Wieringa

Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving

Fund a statewide conference focused on the prevention of underage drinking and the consequences that result from children and teen use of alcohol. Presentations will focus on the dual objectives of delaying onset and reducing binge drinking. National experts and local programs that work will be featured, with emphasis on middle and high school-aged youth, their parents, and other concerned persons. The recommendations from the recent US Surgeon General's report on Preventing Underage Drinking will be featured.

DPE-02 Youth Media Literacy (ALC)

\$60,000/ Fund 10

Monitored by Glenn Wieringa

Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving

Continue to fund mini-grants to community prevention contractors to target entry-level middle and high school students (grades 6th and 9th), teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. NMDOT/ TSB will contract with an illiteracy expert and curriculum designer to work with local community prevention contractors.

DPE-03 Social Host Ordinance Awareness (ALC)

\$100,000/ Fund 10

Monitored by Glenn Wieringa

Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving

Fund mini-grants to communities to develop and conduct an intervention with parents and other homeowners to educate them about their liability as social hosts when serving alcohol. Assessing readiness will be key for mini-grant distribution. Nationally, close to 80% of UAD occurs in homes, and this approach is a national emerging "best practices" environmental strategy to prevent UAD.

DPE-04 "Life of an Athlete (ALC)**\$100,000/ Fund 10***Monitored by Glenn Wieringa**Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund the New Mexico Activities Association (NMAA) to implement the "Life of an Athlete" program. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches, and athletic directors statewide. A user-friendly web site will be developed to provide education to student athletes regarding the dangers of alcohol use. An on-line test will be part of this effort.

DPE-05 Parent Initiative (ALC)**\$100,000/ Fund 10***Monitored by Glenn Wieringa**Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund activities designed to educate parents on the dangers and consequences of underage alcohol use, and New Mexico's fourth degree felony law. Work with New Mexico stakeholders (e.g., NM MADD, NM PTA, etc.) to coordinate efforts. Focal areas will include: the importance of delaying onset and reducing binge drinking; how to talk to your kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age.

DPE-06 Statewide UAD Prevention Media Campaign (ALC)**\$100,000/ Fund 10***Monitored by Glenn Wieringa**Aligns with 2009 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund statewide media campaign targeted at youth from ages 10 to 18, and/or their parents, to discuss 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.

EE-01 Traffic Safety Education and Enforcement (PTS)**\$550,000/ TSE&E***Monitored by Robert Archuleta**Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection*

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

EE-02 Statewide TS Information and Education Campaigns (Media) \$200,000/ TSE&E*Monitored by Janet Dewey-Kollen**Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education*

Develop informational and educational pro-active marketing and media campaigns that achieve high public awareness of enforcement and education efforts statewide. Use marketing and media strategies to target effective messages to those who are most likely to drink and drive, not use occupant restraints and engage in other risky driving behavior.

EE-03 Traffic Safety-Related Production Services (Media)**\$75,000/ TSE&E***Monitored by Janet Dewey-Kollen**Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education*

Fund the costs to produce television, radio and other messages related to traffic safety issues.

- EE-04 Traffic Safety Education and Enforcement Projects (DE)** **TSE&E**
 Monitored by Robert Archuleta
 Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection
 Fund education and enforcement projects aimed at reducing traffic crashes, fatalities, and injuries.
- EE-05 Web Site Redesign** **\$50,000/ TSE&E**
 Monitored by Sandra Martinez
 Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education
 Fund web site redesign services for the NMDOT/ TSB web site.
- EE-06 Traffic Safety Media Messages (Media)** **\$330,000/ Fund 5**
 Monitored by Janet Dewey-Kollen
 Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 8. Occupant Protection, and 9. Public Information and Education
 Fund paid media during a major summer traffic safety effort. This will include messages that pertain to increasing seat belt use, child restraints use, speeding and aggressive driving.
- EE-07 Occupant Protection Safety Messages (Media)** **\$137,500/ Fund 5**
 Monitored by Janet Dewey-Kollen
 Aligns with 2009 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education
 Fund paid media outside the *Click It or Ticket* National Mobilization. This will include messages that pertain to increasing seat belt use, and the proper way to use child safety and booster seats.
- EE-08 Motor Transportation Department (MTD) Training Simulator** **\$10,000/ Fund 5**
 Monitored by Robert Archuleta
 Provide funds to Department of Public Safety- MTD to support a driving simulator used to simulate different driving conditions related to commercial motor vehicles.
- MC-01 Motorcycle Safety Training Program (MC)** **\$257,000/ Fund 8**
 Monitored by David Lapington
 Aligns with 2009 CTSP Emphasis Areas: 9. Public Information and Education, and 12, Young Driver Crashes
 Administer a quality motorcycle training program through a contract with the Motorcycle Safety Foundation.
- PE-01 Public Education Event Sponsorship (DE)** **\$0**
 Monitored by Juliet Armijo
 Aligns with 2009 CTSP Emphasis Area: 9. Public Information and Education
 Develop and distribute Traffic Safety Bureau materials at statewide high school events. Public service announcements and materials will be developed to target those attending the event. Provide resources and equipment for DWI education and awareness to elementary and secondary school children in New Mexico.
- PT-02 Selective Traffic Enforcement Program (STEP)** **\$385,000/ RF**
 Monitored by Robert Archuleta
 Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes
 Provides funding for a Statewide sustained enforcement program to target specific traffic problems such as speed, DWI, road rage, aggressive and reckless driving, fatigue/ drowsy driving, occupant protection, and crashes involving pedestrians, primarily through the use of Safety Corridors. Participating agencies include State Police, Motor Transportation, and local law enforcement. STEP projects include media coverage for public information and coordination with other agencies.

PT-05 100 Days and Nights of Summer Program

\$380,000/ RF

Monitored by Robert Archuleta

Aligns with 2009 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection

Provide funding for the "100 Days and Nights of Summer" Program throughout the state. The NM Department of Public Safety - State Police and Special Investigations Division – will be the lead agency conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and August 2008. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seat belt and child restraint enforcement, and to target speeding and aggressive driving.

RF- 01 Additional Law Enforcement Officers (ALC)

\$140,000/ RF

Monitored by Maria Martinez

Aligns with 2009 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 7. Native Americans

Fund two full-time law enforcement officers focused on DWI operations for the Navajo Nation. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols.

RF-02 STRS/ Traffic Records Improvement and Development (TR)

\$100,000/ RF

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Support the Statewide Traffic Records System to establish data integration and exchange initiatives to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of DWI records for the courts, MVD, law enforcement, state agencies, other government entities and the general public. This will include funding resources such as a system designer, a database administrator and a programmer-forms developer. To include administrative costs related to the activities of the STREOC and STRCC, including implementing and updating the Strategic Plan.

RF-05 OBD Enforcement and Coordination (OP)

\$200,000/ RF

Monitored by David Lapington

Aligns with 2009 CTSP Emphasis Area: 8. Occupant Protection

Fund overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities. This activity has been successful in producing a steady increase in occupant protection use in New Mexico. Conduct nighttime seatbelt enforcement, as research shows that seatbelt use is less during nighttime hours.

RF-07 Financial Management (P&A)

\$135,000/ RF

Monitored by Finance Staff Manager

Process program and financial documents for traffic safety projects. Conduct financial reviews of project files and handle discrepancies noted; obtain and review required financial audits; and process federal reimbursements.

RF-08 Crash System Data Improvement (TR)

\$100,000/ RF

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

Fund resources, software and hardware for the redesign of the Crash System Database to include: TraCS Crash report re-write to NM data standards; form and business process training; TraCS location Tool Development; database build (Replace ARCS); and electronic data collection through the Statewide Traffic Records System (STRS) Data Center (DC).

(also see HE-08 Crash System Database Redesign, in Federal Funds listing)

RF-09 Commercial Vehicle Crash Data Improvement (TR)

\$44,000/ RF

Monitored by Sandra Martinez

Aligns with 2009 CTSP Emphasis Area: 11. Traffic Records

State match for a FMCSA grant providing funding to improve the timeliness, accuracy, completeness and consistency of the fatal and non-fatal commercial motor vehicle crash records in NM. The project will improve commercial crash report identification, ensure complete and accurate reporting, and decrease upload time to SafetyNet.

(also see FMCSA-Commercial Vehicle Crash Data Improvement, in Federal Funds listing)

RF-10 HSPP, Grant, and Technical Writing Services

\$70,000/ RF

Monitored by Finance Staff Manager

A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, and provide technical writing assistance, as necessary.

(also see PA-03 in Federal Funds)

ACRONYMS

<p>AAA – American Automobile Association APD – Albuquerque Police Department ARCS – Accident Records Capture System</p> <p>BAC - Blood/ Breath alcohol content BRC – Basic RiderCourse</p> <p>CDWI - Community DWI Program (TSB) CIPRE – Center for Injury Prevention, Research, and Education COSAP - Campus Office of Substance Abuse Prevention (University of NM) CTSP – Comprehensive Transportation Safety Plan CYFD – Children, Youth, and Families Department</p> <p>DC – Data Center (STRS) DCAC – Drug Court Advisory Committee DGR - Division of Government Research (University of NM) DRE – Drug recognition education DWI - Driving while intoxicated</p> <p>EMS - Emergency Medical Services</p> <p>FARS – Fatality Analysis Reporting System FHWA - Federal Highway Administration FMCSA – Federal Motor Carrier Safety Association FTE – Full-time equivalent</p> <p>GDL – Graduated driver’s license</p> <p>HSPP - Highway Safety & Performance Plan</p> <p>IIDA – Ignition Interlock Data Analysis IV&V – Independent Verification and Validation</p> <p>JEC - Judicial Education Center LEL - Law Enforcement Liaison</p> <p>MVD - Motor Vehicle Division</p>	<p>NHTSA - National Highway Traffic Safety Administration NM - New Mexico NMDOH - New Mexico Department of Health NMDOT - New Mexico Department of Transportation</p> <p>OBD - Operation Buckle Down ODWI - Operation DWI OP – Occupant protection</p> <p>PD – Police Department PMs - Program managers (at TSB) PMP – Project Management Plan</p> <p>SAFETEA-LU – Safe. Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users - authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 SFST - Standard field sobriety testing SO – Sheriff Office STEP - Selective Traffic Enforcement Program STRCC - Statewide Traffic Records Coordinating Committee STREOC - Statewide Traffic Records Oversight Committee STRS - Statewide Traffic Records System</p> <p>TraCS - Traffic and Criminal Software TSB - Traffic Safety Bureau (NMDOT) TSRP – Traffic Safety Resource Prosecutor</p> <p>UAD – Underage Drinking UNM - University of New Mexico</p> <p>WAG - Walkability Advocacy Group (community-based)</p> <p>YDYDYL – You Drink. You Drive. You Lose.</p>
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STATE CERTIFICATIONS AND ASSURANCES

State Certifications

Revised 8/25/05

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high-risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash draw-downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of draw-down privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683,

and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly

rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions**

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition

and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year __2010__ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Gary L. J. Girón, Cabinet Secretary
Governor's Representative for Highway Safety

08/28/2009
Date