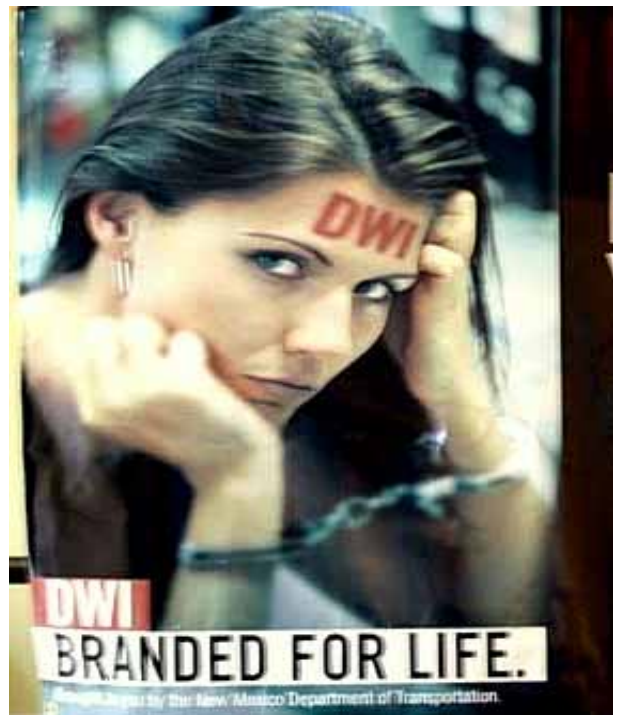




Highway Safety and Performance Plan FY2008



Transportation Programs Division
Traffic Safety Bureau

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INTRODUCTION

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 South Central Region 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, TSB Advisory Committee 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 Objectives/ 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

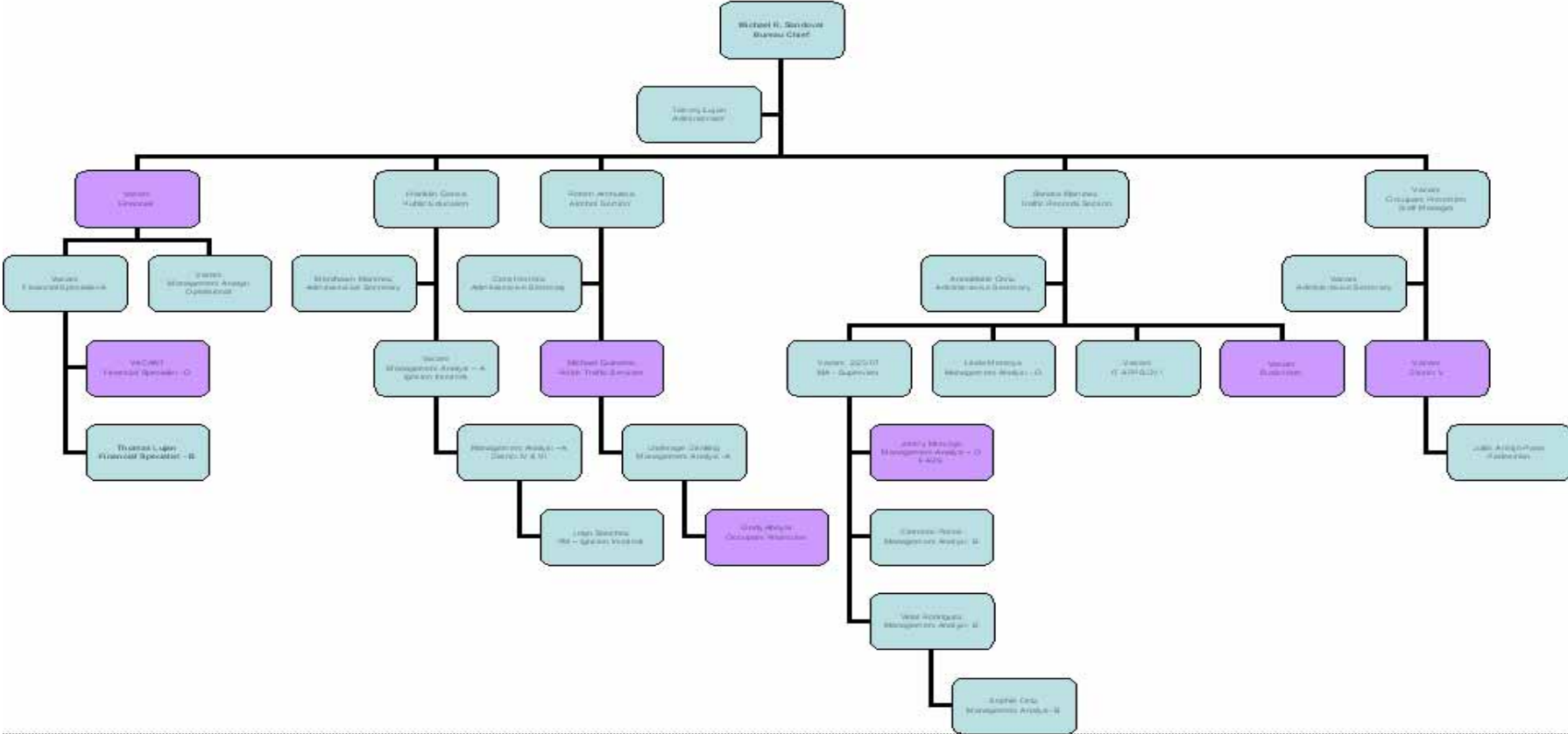
- Implement grants and contracts for current year.
- Carry forward partial funds for operations until next year funds available.

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

NM Department of Transportation Traffic Safety Bureau



Mission Statement

The mission of the New Mexico Department of Transportation (NMDOT) Traffic Safety Bureau (TSB) is to continuously reduce traffic-related fatalities and injuries. This mission is accomplished by developing and supporting a comprehensive, multi-strategy approach that includes enforcement, deterrence, prevention, media & education, training, legislation & regulation, and data management & analysis.

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 Transportation and 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 FY08 HSPP overall goal is to reduce the number of traffic-related crashes, fatalities and serious injuries in New Mexico.

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.

Two of NM's FY08 alcohol/ impaired driving performance measures are to reduce the number of alcohol-related fatalities from 212 (FY06) to 158, and to reduce the alcohol-involved traffic fatality rate from 0.85 per 100M VMT (FY06) to 0.60.

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 seat belt law enforcement that is combined with a 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 FY08, TSB will work with NHTSA to conduct a Child Occupant Protection Survey.

New Mexico's FY08 occupant protection performance measure is to increase overall seat belt use from 91.5% (2007 Survey) to 92%.

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, an Urban Pedestrian Law Enforcement Program, Walk-to-School Day, and public awareness campaigns.

Two of NM's FY08 pedestrian safety performance objectives are to reduce the pedestrian fatality rate of 3.19 per 100,000 population (FY06) to 2.70, and to reduce the alcohol-involved pedestrian fatality rate of 1.17 per 100,000 population (FY06) to 1.09.

Traffic Records

TSB executive and management staff participate in the Statewide Traffic Records System Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC). These committees are charged with ensuring that the goals and objectives of the multi-year Statewide Traffic Records Strategic Plan are achieved. One of the primary goals of the Strategic Plan is to develop a Statewide Traffic Records System (STRS).

In November 2006, the STREOC approved a statewide rollout for NM law enforcement agencies that participated in the TraCS Evaluation Pilot Project. The TraCS Phase One Rollout project was initiated in August 2007.

The Traffic Records Program FY08 performance measures include the following:

- Maintain and support the STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination.
- Among the six law enforcement agencies that participated in the TraCS Pilot Project, increase the use of TraCS by law enforcement officers from 60 (from the TraCS Pilot period in FY07) to at least 300 (from the TraCS Phase One Rollout in FY08).
- Complete the implementation of a TraCS Tribal Pilot Project to automate their traffic records citations and reports.
- Complete the STRS Architectural Plan.
- Implement the Commercial Vehicle Crash Data Improvement Project.

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.

One of NM's Police Traffic Services FY08 performance measures is to decrease the number of crashes in the combined safety corridor areas by 20%.

Legislative Issues

2007 Highlights

Senate Bill 121 - Appropriation to Study Wrong-Way Driving on Highway Off-Ramps

Provides an appropriation of \$1,000 to the NMDOT for a pilot project to assess the ways, including the use of tire spikes, to prevent wrong way traffic on highway off-ramps. (Effective 4/2/07)

Senate Bill 397 - The Child Helmet Safety Act

Requires minors (under 18) to wear protective helmets while operating or riding as a passenger on a bicycle, skates, scooter or skateboard. Also requires businesses that rent these kinds of devices to provide helmets if the minor users don't have their own. (Effective 7/1/07)

Senate Bill 437 - Interlocks for Certain Out of State Drivers

Requires drivers from other states, who apply for a New Mexico driver's license, to have an ignition interlock license if they were convicted of a DWI in any state on or after June 17, 2005 (the date the NM universal ignition interlock provision went into effect).

Time periods will be in accordance with the schedule required of drivers convicted in New Mexico: 1 year for a first conviction, 2 years for a second, three years for a third, and lifetime for a fourth, with a 5 year review. These requirements do not apply to a person who applies for a license 10 years or more from the date of their last conviction, except for a person who is under a lifetime driver's license revocation for a conviction in another jurisdiction. (Effective 7/1/07)

House Bill 126 - Interlocks for Certain Out-of-State Drivers

This amendment is substantially the same as that contained in SB 437 except it contains two additional provisions:

Makes an appropriation of \$1,100,000 from the state general fund for expenses in FY08 related to verifying qualifications for drivers' licenses and issuing ignition interlock licenses. The fund sunsets at the end of FY 2008, with the balance reverting back to the general fund.

Allows MVD to charge a \$15 fee to cover the administrative costs of determining whether out-of-state drivers who are applying for NM licenses for the first time have been convicted in another jurisdiction of driving while under the influence of intoxicating liquor or drugs or an equivalent crime, and otherwise determining if the person qualifies for a driver's licenses in NM. (Effective 7/1/07)

Senate Bill 440 "Day Case Fix" - DWI Chemical Test Time Limits

Makes it illegal to have a blood alcohol concentration of .08 (.04 for commercial drivers or .16 for aggravated offenses) within three hours of driving, when the BAC is from alcohol consumed before or while driving. This should allow a three-hour window for the administration of breath or blood tests without the requirement that an expert be called to calculate the alcohol at the time of driving.

Clarifies that the mandatory community service requirement is a minimum of 48 hours for a second conviction (66-8-102F(1)) and a minimum of 96 hours for a third conviction (66-8-102F(2)).

The Implied Consent Act now has a new section providing that the results from a blood test administered more than three hours after driving MAY be introduced as evidence of the BAC in the person's blood or breath at the time of the test (not the time of driving) and the judge or jury will determine how much weight to give the evidence as proof of a DWI violation. (Effective 4/2/07)

Senate Bill 591 - Ignition Interlock Program Confidentiality

This amendment expands who can make a determination of “indigence” that would allow a person to receive funds from the Ignition Interlock Device Fund.

This amendment also prohibits the disclosure by TSB employees of personal information obtained through the administration of the Ignition Interlock Licensing Act and Ignition Interlock Device Fund. (Effective 6/15/07)

Senate Bill 861 - Warning Signs and Beacons or Rumble Strips added to Photo Enforcement Cameras

Requires municipalities (including home-rule municipalities) that install photo enforcement cameras to also install a warning sign or signs supplemented by a flashing yellow beacon or rumble strips. The signs used with flashing yellow lights or rumble strips shall warn motorists that the upcoming intersection is photo-enforced. (Effective 6/15/07)

House Bill 124 - Removal of Partially Consumed Bottle of Wine from Licensed Premises

A dispenser, canopy or restaurant licensee may now allow customers to take away a partially consumed bottle of wine if the customer has purchased a full-course meal with the wine, and has partially consumed the wine on the premises. The business must issue a receipt for the wine, reseal the bottle with a cork and seal the bottle in a tamper-proof bag. (Effective 7/1/07)

House Bill 266 - Liquor Tax Distribution to Local DWI Grant Fund

Increases the percentage distribution of liquor excise taxes going to the local DWI Grant Fund from 34.57% to 41.50% of net receipts, with the remainder going to the general fund. This change is expected to add about \$3.1 million to the counties’ distributions from the DWI Grant Fund. (Effective 7/1/07)

House Bill 1103 - Repeal DWI Program Fund with New Appropriation

This bill repeals the existing DWI Program Fund administered by the Department of Finance and Administration. The new appropriation will now fund only:

- (1) enforcement of laws related to driving while intoxicated, including:
 - (a) the purchase of equipment, including cameras for law enforcement vehicles, checkpoint equipment and undercover equipment; and
 - (b) undercover operations, including operations intended to identify establishments and persons who provide alcohol to intoxicated persons; and
- (2) a study of DWI-drug courts, including:
 - (a) their cost-effectiveness;
 - (b) the effect on recidivism rates among participants; and
 - (c) ways in which such courts may be improved.

The appropriation begins with the balance of the DWI Program Fund on July 1, 2007 for expenditure in FY 2008 and 2009. At the end of FY 2009, unexpended funds revert to the general fund.

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 South Central Region 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 Safety 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, State fiscal year data (July - June) and five-year trend data (State fiscal years) 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 objectives. 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 data presented in the Highway Safety and Performance Plan are based on state fiscal years - July 2005 through June 2006 - and are obtained from a variety of agencies, including these six primary sources:

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, New Mexico 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 safety belt use survey.

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

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 63,797 miles of public road (HPMS - 2005), 87 percent of it rural (55,785 miles). In 2005 on NM roadways, there were 23.9 billion vehicle miles of travel, 56 percent of them rural miles (1.33 billion vehicle miles). As of July 2006, NM had 1,358,623 licensed drivers and 1,542,964 registered vehicles.

NM has a 2007 estimated population of 1,979,051. The July 1, 2005 Census Population Estimates indicated that the largest racial/ ethnic group was Anglo (44.2%), followed by Hispanics (41.8%). NM's American Indian population is one of the largest percentage-wise in the nation at 10.2 percent. Blacks and Asians make up about 4 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 (47% < 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 60 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 BIA), five university campus agencies, and 3 military.

NM has 35 non-federal general acute care hospitals and 9 federal hospitals (1 VA and 8 IHS). There are 25 counties with hospitals and 8 without (Sandoval, Valencia, Torrance, Hidalgo, Catron, De Baca, Mora, and Harding). NM has one level-one trauma center at the UNM Hospital, but there are also trauma centers in El Paso and Lubbock that serve some parts of NM.

Problem Identification

(State Fiscal Year July 1, 2005 – June 30, 2006)

Total Crashes

- In FY06, 531 persons were killed in traffic crashes in New Mexico, up from 471 in FY05. There were 19 more alcohol-related fatalities and 41 more non-alcohol-related fatalities in FY06 than in FY05.
- The number of fatal crashes increased from FY05 to FY06, (408 to 454), and the crash fatality rate increased in FY06 from 1.99 (FY05) to 2.23.
- The number of serious injuries due to traffic crashes decreased by over 1,400 in FY06, compared to FY05 (FY05=8,233; FY06=6,808).
- The number of serious injury crashes decreased by over 1,000 in FY06, compared to FY05 (FY05=6,285; FY06=5,189).
- In FY06, fatalities among men increased by 35, increasing by 24 in non-alcohol crashes and increasing by 11 in alcohol-involved crashes. Fatalities among women increased by 25, increasing by 17 in non-alcohol crashes and increasing by 8 in alcohol-involved crashes.

Alcohol-related Crashes

- Alcohol-related fatalities increased from 193 in FY05 to 212 in FY06.
- Average BAC levels of those arrested for DWI remained at .16, twice the legal limit.
- Alcohol-involvement is more common during the night (6 p.m. to 6 a.m.), with 70 percent of all alcohol-involved fatalities occurring at night. Nighttime alcohol fatalities increased by 42 in FY06.

Non-Alcohol-related Crashes

- Although the number of non-alcohol related crashes decreased from FY05 to FY06 by 1,006 crashes, the number of non-alcohol fatal crashes increased from 243 to 265.
- The non-alcohol fatal crash rate rose from 1.03 in FY05 to 1.11 in FY06.
- The non-alcohol injury crash rate decreased from 22.94 in FY05 to 18.48 in FY06.
- Daytime (6 a.m. to 6 p.m.) non-alcohol fatalities decreased by 11 in FY06. Nighttime fatalities increased by 73 in FY06.

Pedestrian Crashes

- The pedestrian fatality rate per 100,000 population increased from 3.11 in FY05 to 3.23 in FY06.
- The number of persons killed in alcohol-related pedestrian crashes decreased from 32 in FY05 to 23 in FY06, a 28% decrease. However, the number of persons killed in non-alcohol-related pedestrian crashes rose from 28 in FY05 to 40 in FY06. Serious injuries in both categories decreased from FY05 to FY06.

Speed and Failure-to-Yield Crashes

- The speed-involved fatal and serious injury crash rate decreased by 19% from FY05 to FY06. The failure-to-yield fatal and serious injury crash rate decreased by 15% from FY05 to FY06.

Motorcycle Crashes

- Motorcycle crashes increased from 1098 in FY05 to 1267 in FY06, and the numbers of motorcycle fatal crashes and motorcycle riders killed increased (37deaths in FY05, 49 deaths in FY06).

Review of Traffic Safety Data – State Fiscal Years 2002 – 2006

FY07 and FY08 projections are based on linear fits to FY98 – FY06 data using the forecast function in Excel that provides a simple regression calculation.

Chart 1. Number of Crash Fatalities

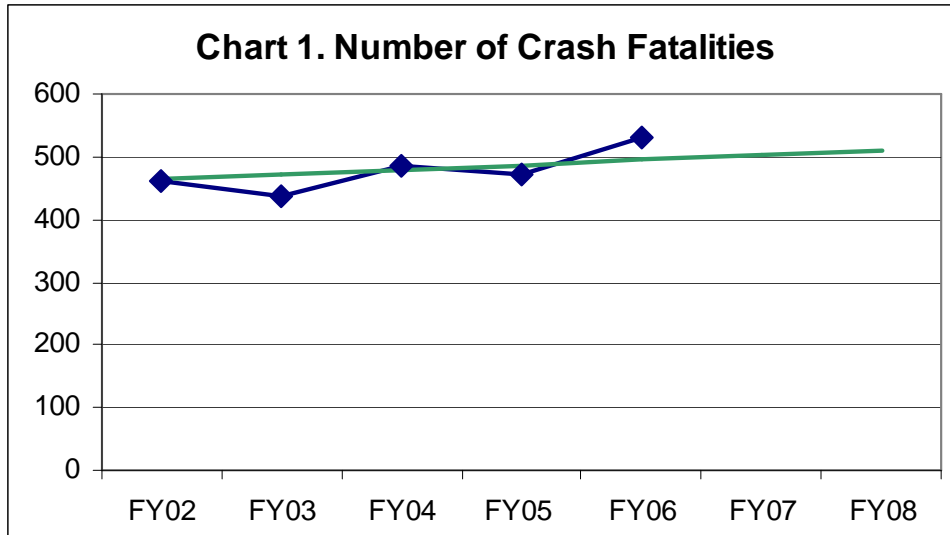


Chart 1 shows that the number of fatalities due to traffic crashes in New Mexico increased between FY05 and FY06. The number of crash fatalities is projected to decrease slightly in FY07 and FY08 from FY06 figures.

Chart 2. Fatality Rate per 100M VMT

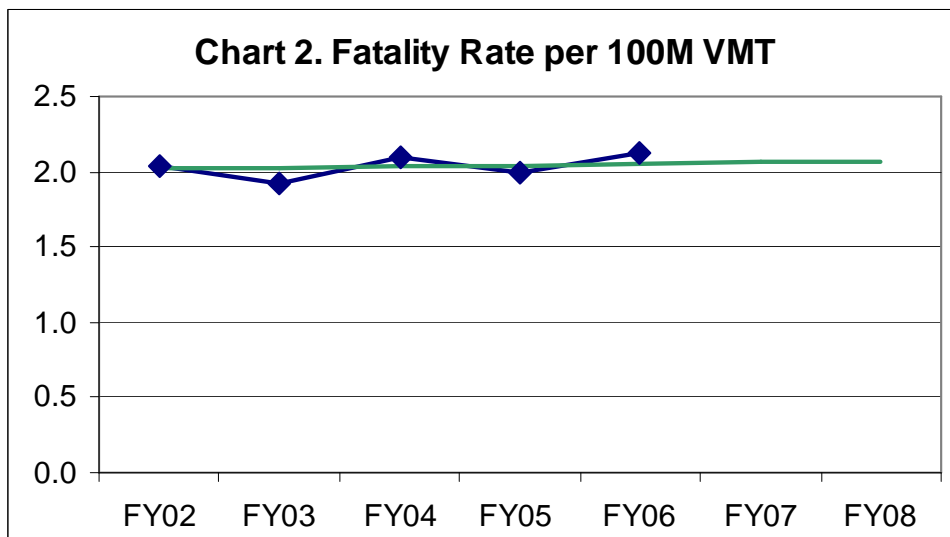


Chart 2 shows that NM's fatality rate increased between FY05 and FY06. The largest increase in fatalities in FY06 was in non-alcohol-related crashes. This rate is projected to decrease slightly from the FY06 rate over the next couple of years.

Chart 3. Fatal Crash Rate per 100,000 Population

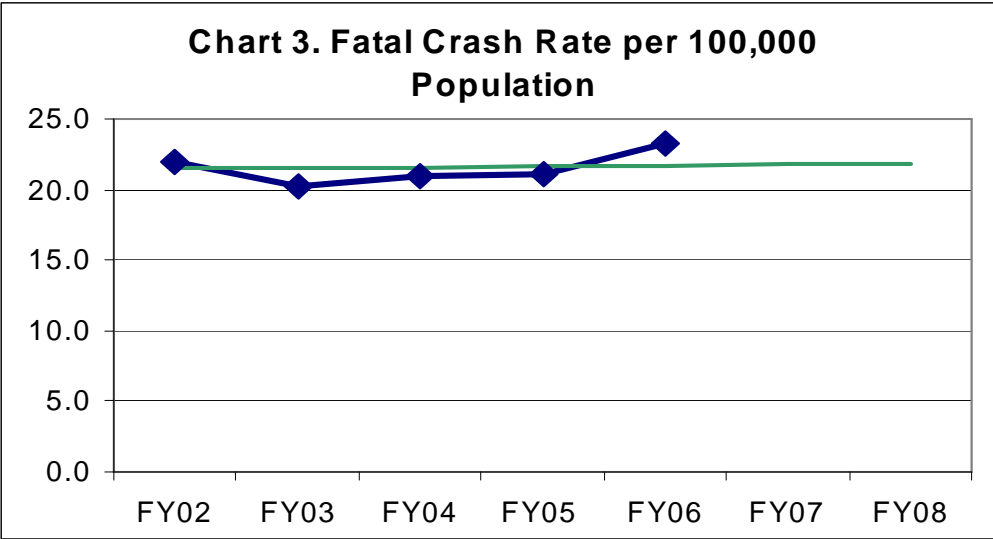


Chart 3 shows that the fatal crash rate per 100,000 population rose between FY05 and FY06. This rate is projected to decrease in FY07 and FY08.

Chart 4. Number of Serious Injuries

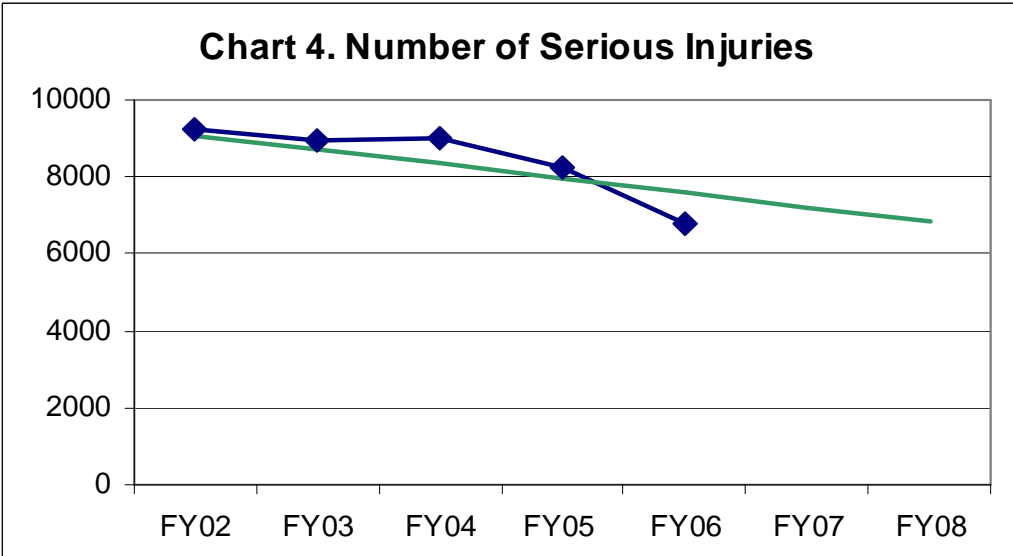


Chart 4 shows that the number of serious injuries due to traffic crashes has fallen steadily since FY04. The projection line shows that NM has decreased the number of serious injuries by more than would be expected since FY05.

Chart 5. Serious Injury Crashes per 100,000 Population

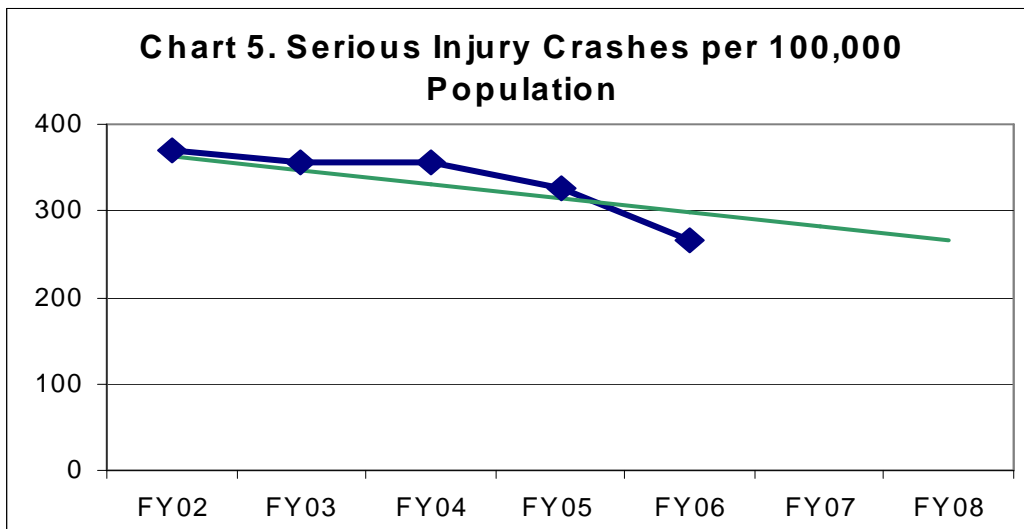


Chart 5 shows that the serious injury crash rate has been decreasing steadily since FY04. The projection line shows that NM has decreased its serious injury crash rate by more than would be expected since FY05.

Chart 6. Number of Alcohol-Related Fatalities

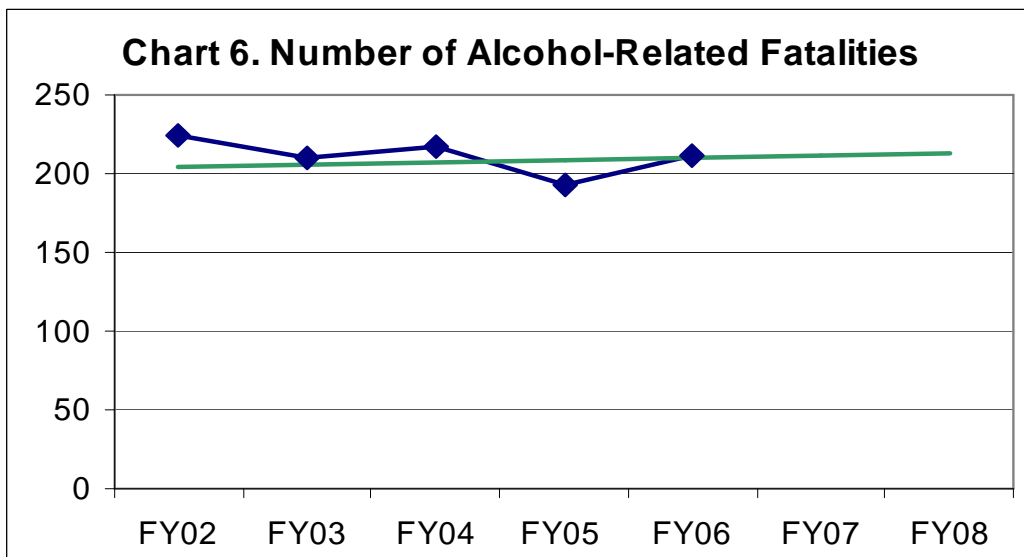


Chart 6 shows that the number of alcohol-related fatalities in NM increased in FY06, back to the FY04 level, but it is still below the number reported in FY02. Projections indicate that the number of alcohol-related fatalities should remain relatively stable over the next two years.

Chart 7. Percent Alcohol-Related Fatalities

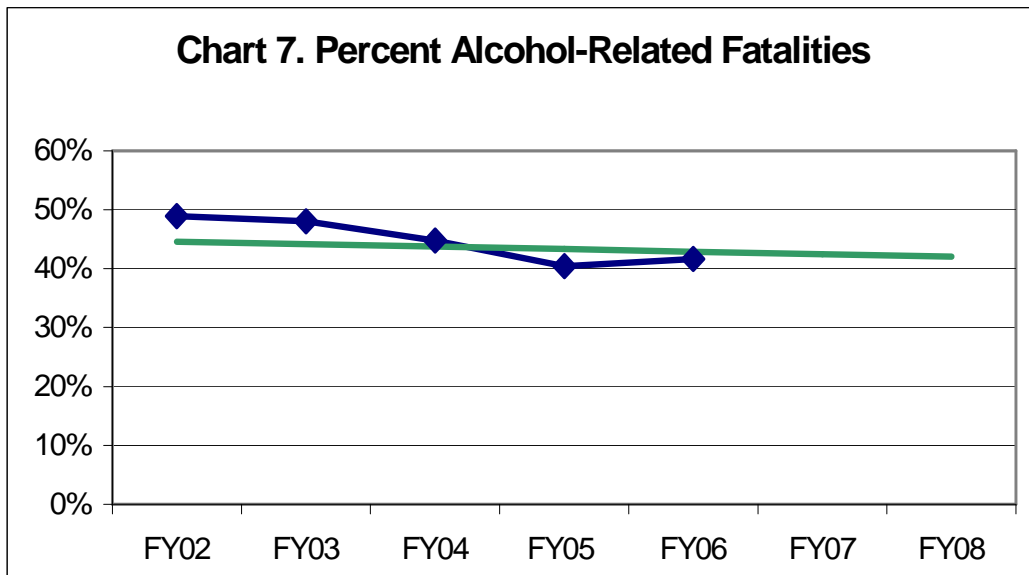


Chart 7 shows that the percentage of alcohol-related fatalities in NM increased slightly in FY06 from FY05, but is still lower than the period between FY02 and FY04. Projections indicate that the percentage should remain steady over the next two years.

Chart 8. Alcohol-Involved Crash Fatality Rate per 100M VMT

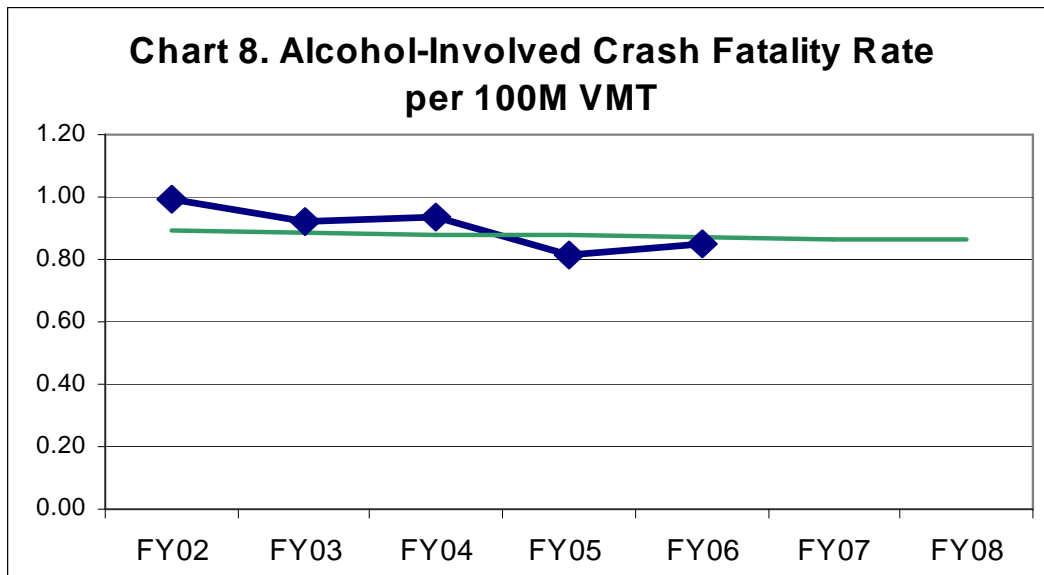


Chart 8 shows that the rate of alcohol-related crash fatalities per 100M VMT in NM increased slightly in FY06 from FY05, but is still below the FY04 rate. Projections indicate that this rate should remain steady over the next two years.

Chart 9. Alcohol-Involved Crash Fatality Rate per 100,000 Population

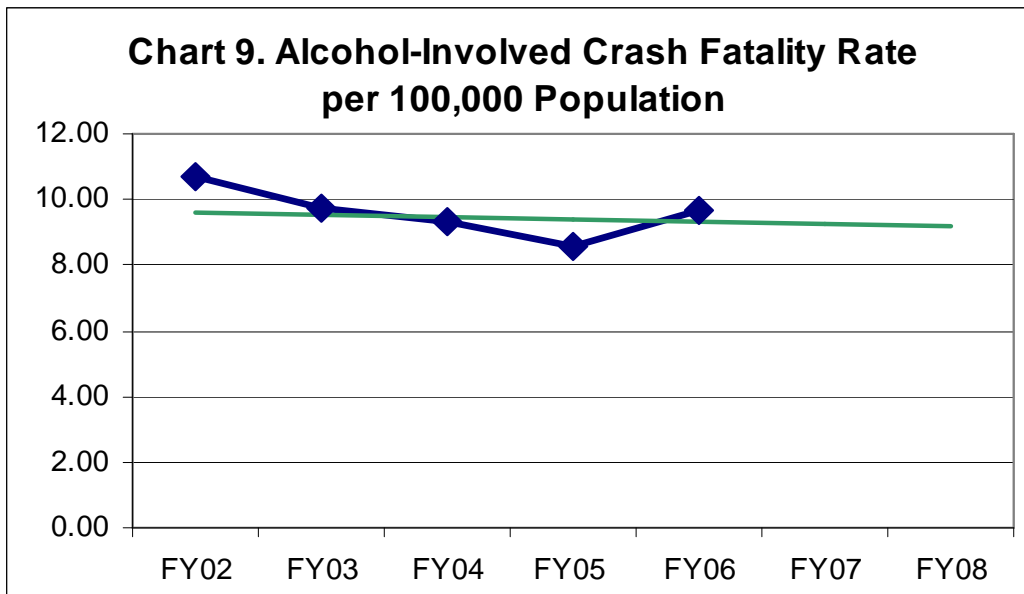


Chart 9 shows that the alcohol-involved crash fatality rate per 100,000 population rose in FY06 from the FY05 rate. However, projections indicate that this rate should decrease over the next two years.

Chart 10. Alcohol-Involved Serious Injury Crash Rate per 100,000 Population

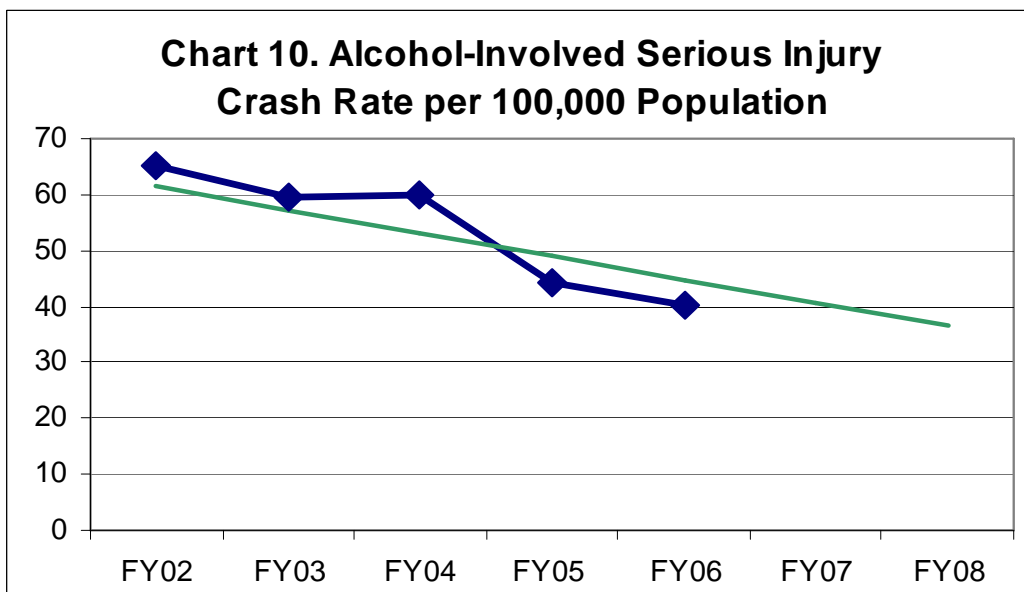


Chart 10 shows that the alcohol-involved serious injury crash rate per 100,000 population continues to decrease, particularly since FY04. Projections indicate that this rate should continue to decline.

Chart 11. Percent Observed Safety Belt Use

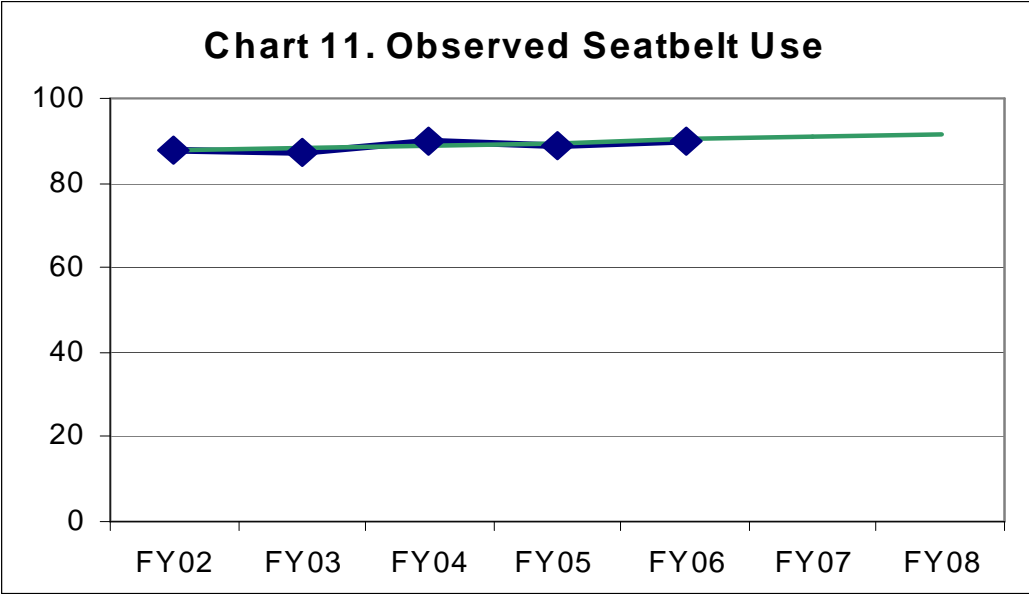
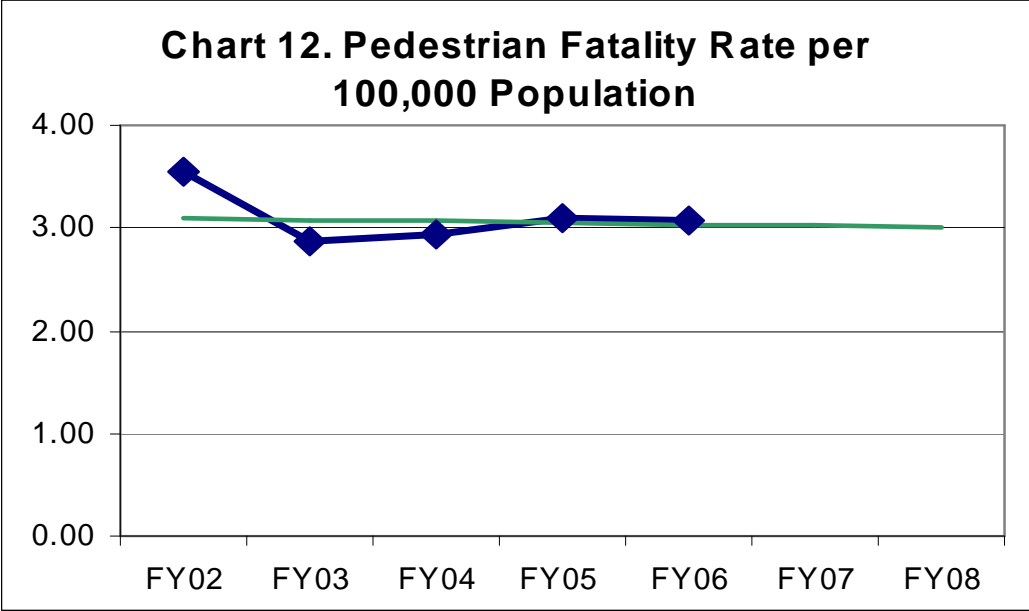


Chart 11 shows that NM's observed safety belt use percentage has increased slightly since FY03. The percentage of those using safety belts in NM is projected to rise slightly over the next two years.

Chart 12. Pedestrian Fatality Rate per 100,000 Population



As Chart 12 shows, the pedestrian fatality rate per 100,000 population remained stable from FY05 to FY06. This rate is projected to remain steady over the next two years.

Chart 13. Pedestrian Serious Injury Rate per 100,000 Population

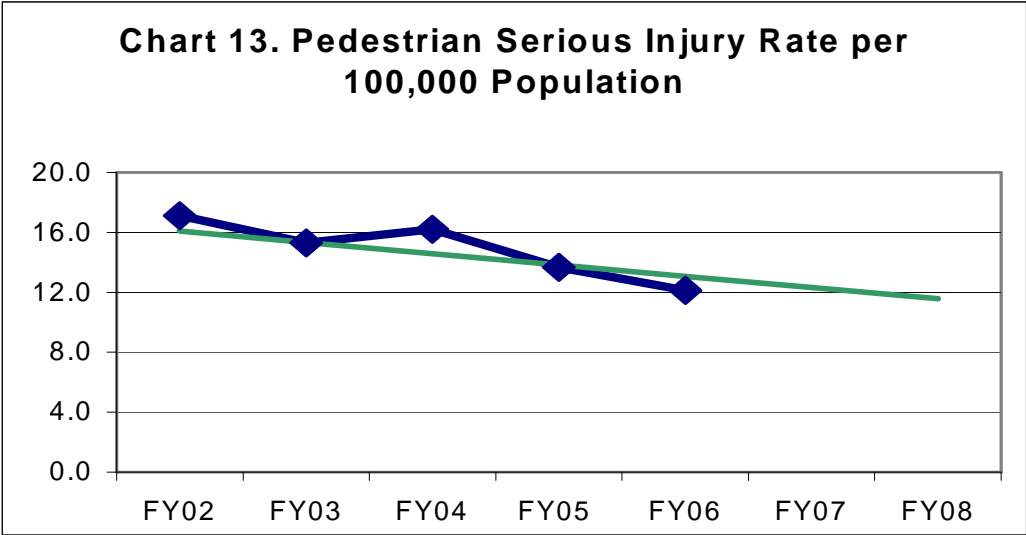


Chart 13 shows that NM's pedestrian serious injury rate per 100,000 population decreased dramatically since FY04, and is now below what projections would indicate. This rate is expected to continue to decrease over the next two years.

Chart 14. Alcohol-Involved Pedestrian Fatality Rate per 100,000 Population

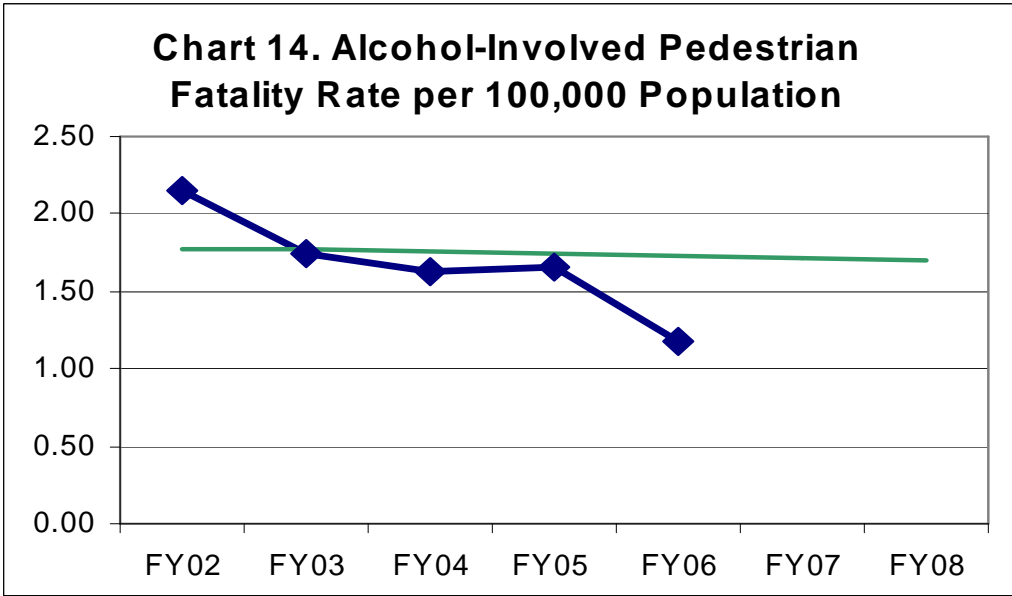


Chart 14 shows that NM's alcohol-involved pedestrian fatality rate per 100,000 population decreased dramatically in FY06 from the three previous years. The rate is now well below what projections would indicate.

Chart 15. Alcohol-Involved Pedestrian Serious Injury Rate per 100,000 Population

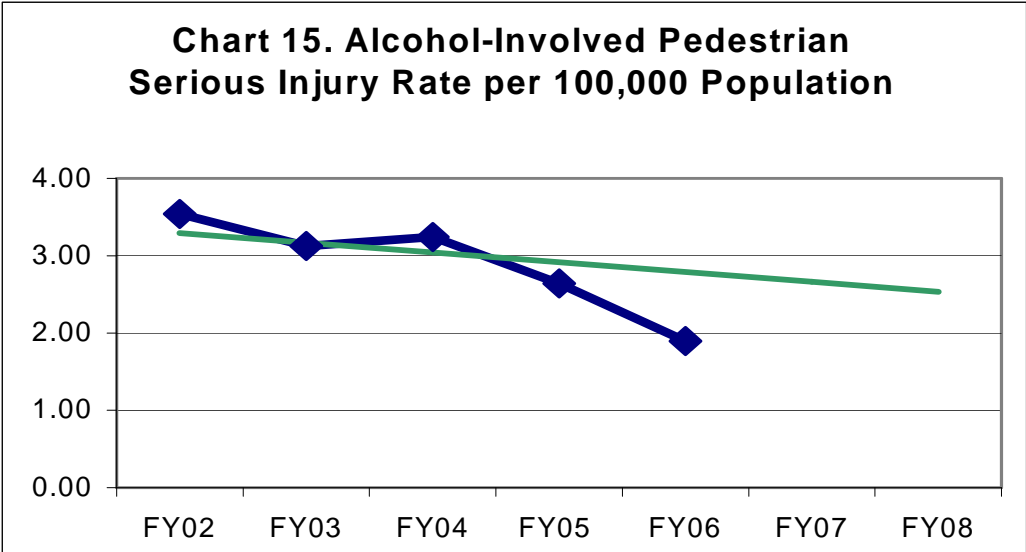


Chart 15 shows that the alcohol-involved pedestrian serious injury rate per 100,000 population continues to decrease dramatically since FY04. This rate is well below what projections would indicate.

Chart 16. Speed-Involved Fatal and Serous Injury Crash Rate per 100M VMT

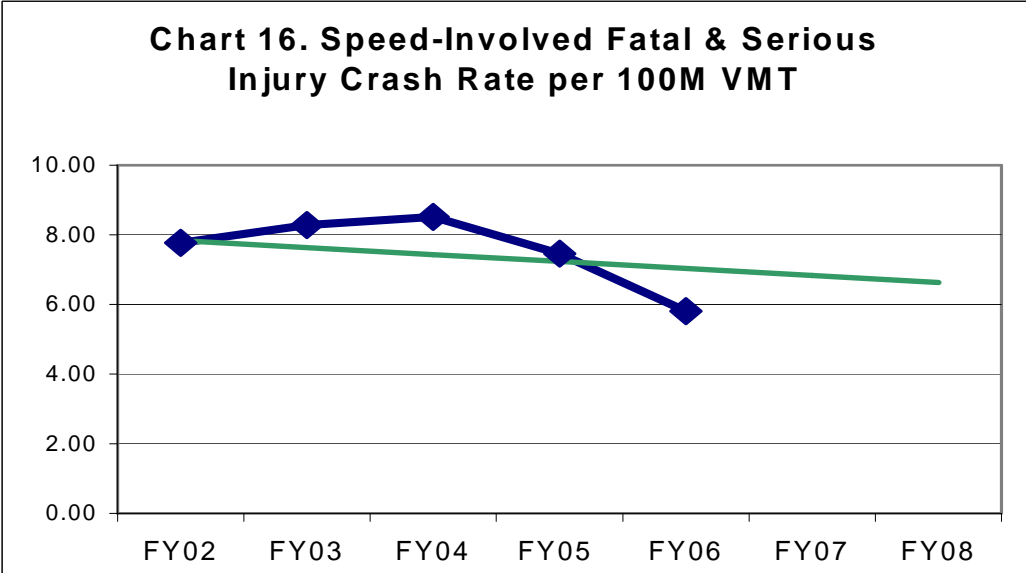


Chart 16 shows that NM's speed-involved fatal and serious injury crash rate continues to decline dramatically from FY04. This rate is now well below what projections would indicate.

Chart 17. Fail-to-Yield Fatal and Serious Injury Crash Rate per 100M VMT

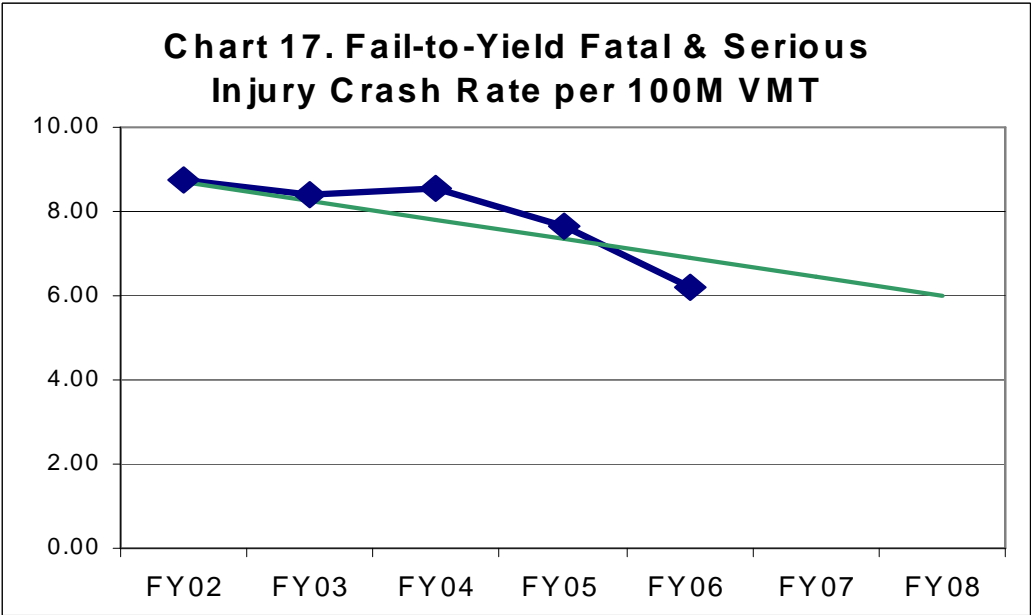


Chart 17 shows that NM's failure-to-yield fatal and serious injury crash rate has decreased steadily since FY04. This rate is expected to continue decreasing over the next two years.

Chart 18. Aggressive Drivers in Crashes by Year

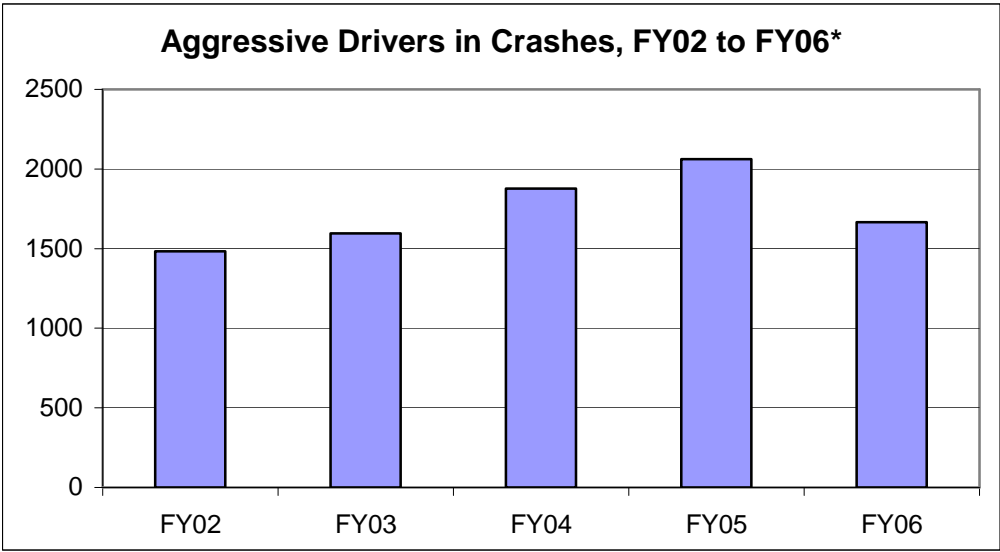


Chart 18 shows that “aggressive driving” as a contributing cause in crashes decreased in FY06 from the previous couple of years. “Aggressive driving” is defined as either being cited for reckless driving or having 2 of the following contributing factors: speed, failure to yield, passed red light, improper overtake, following too close, improper lane change.

* FY06 data are preliminary.

High-Risk Groups – Based on FY06 Preliminary Data

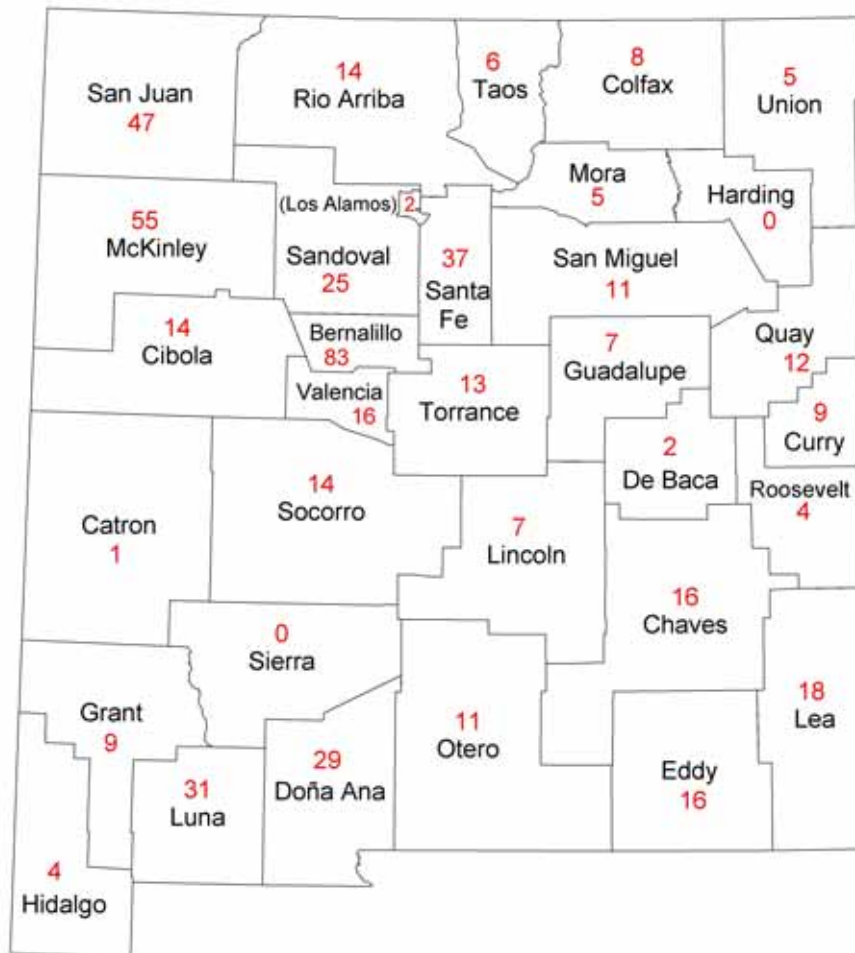
Motor vehicle crashes are a major cause of injury and death for all age groups, every ethnicity, and both sexes, however certain demographic groups must be considered high-risk.

- Teen drivers (15-19) accounted for 13 percent of all drivers in crashes, 11 percent of all traffic deaths and 15 percent of all injuries, although they comprise only 5 percent of all licensed drivers. Male teenagers died in crashes more than twice as often as female teens, and 36 percent of teen crash deaths involved alcohol.
- Young adult drivers (20-24) accounted for 13 percent of all drivers in crashes, but comprise only 9 percent of New Mexico drivers. Young adult males died in crashes twice as often as young adult females, and 55 percent of young adult crash deaths involved alcohol.
- New Mexico children and teens have lower seat belt use than adult drivers. Proxy measures for youth seat belt use show that in FY06, 86 percent of youth ages 5-12 and 95 percent of youth ages 13-17 used seat belts, as compared to 97 percent of adults
- Adult males from 20-54 years and the elderly over 65 years of age are the highest-risk groups for pedestrian deaths. Between FY02 and FY06, 68 percent of pedestrian deaths were among males ages 20-54 and 77 percent of these involved alcohol.
- Intoxicated pedestrians accounted for 38 percent of pedestrian fatalities in FY06.
- More than twice as many New Mexicans died in traffic crashes in rural areas than in urban areas (71% - rural; 29% - 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.

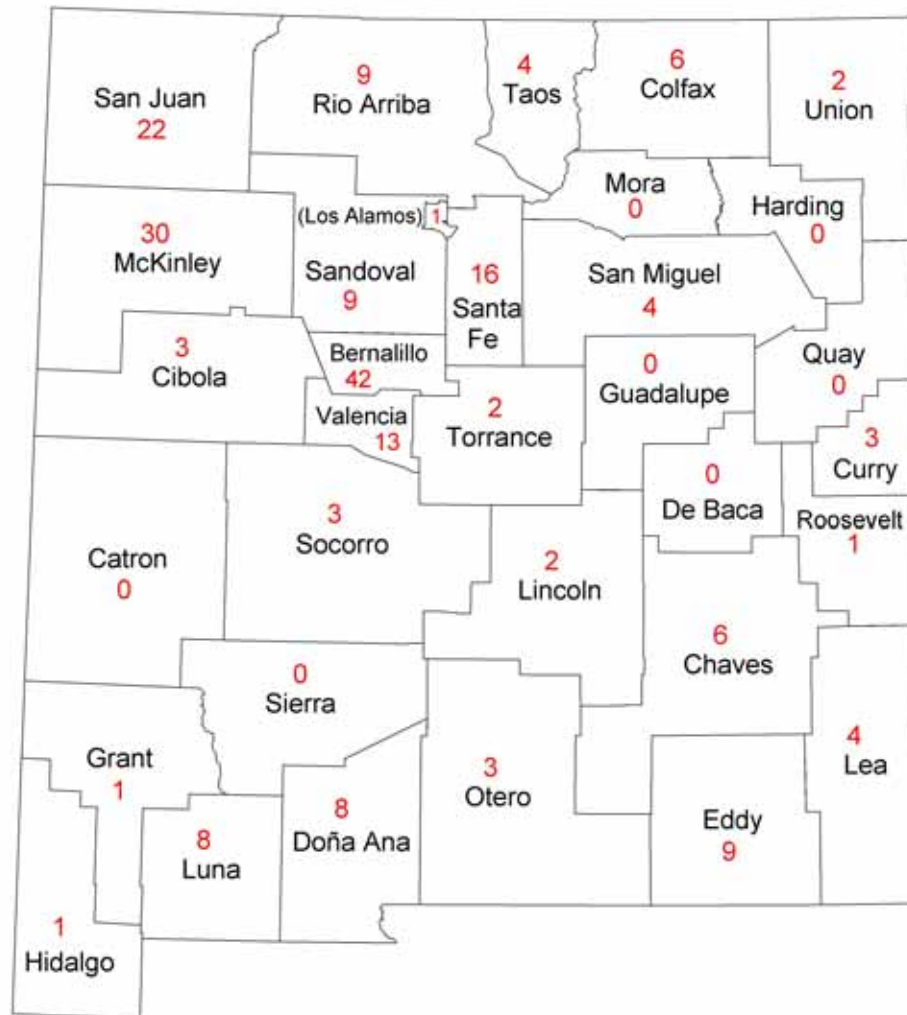
Number of Traffic Fatalities by County in NM – FY06

In FY06, the counties with the highest number of traffic fatalities were Bernalillo (with 1/3 of the state's population), McKinley, San Juan, Santa Fe, Luna, and Doña Ana.



Number of Alcohol-Involved Traffic Fatalities by County in NM – FY06

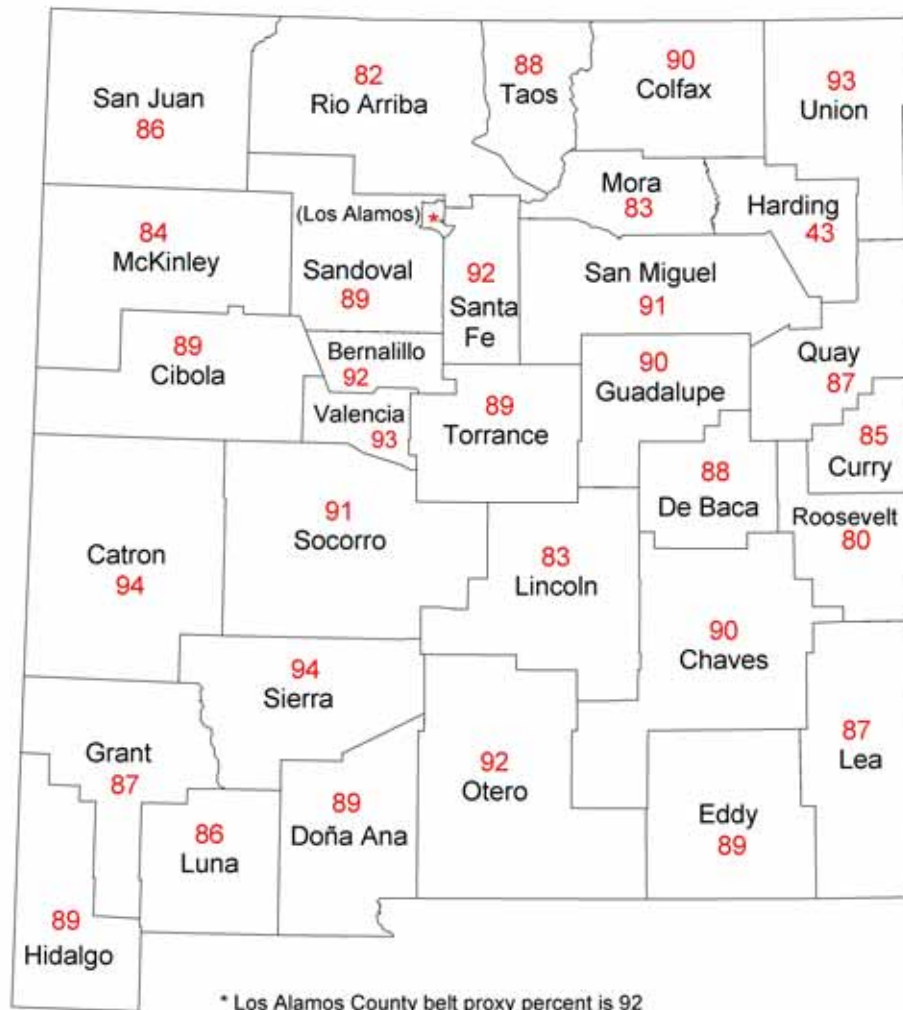
In FY06, the counties with the highest number of alcohol-involved traffic fatalities were Bernalillo, McKinley, San Juan, Santa Fe, and Valencia.



Proxy Percent Seat Belt Use by County in NM, FY04- FY06**

These proxy measures are based on police reported seat belt use among vehicle occupants, in vehicles not at fault for the crash, with incapacitating or visible injuries for the period FY04 – FY06.

More than a third of the counties have a proxy seat belt use that rounds to 90% or higher. Harding County has the lowest proxy seat belt use.



Goals – Development of Goals & Objectives

The Traffic Safety Bureau conducts monthly HSPP planning meetings each year from January through August. Attendees at the meetings include TSB Program managers (PMs), NM's NHTSA South Central Region representative, FHWA, NMDOT Planning Division, DGR/ UNM, NMDOH, and other traffic safety advocates such as Safer NM Now, MADD, and AAA New Mexico.

Data is presented 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; and crashes and fatalities by age and gender. Also reviewed are data on seat belt use percentages and pedestrian fatalities and injuries.

The PMs and other participants then review the progress that has been made toward achieving the current year's HSPP Objectives/ Performance Measures, and discuss how currently funded programs have contributed to reaching those Objectives. Based on these discussions, the participants determine Objectives/ Performance Measures for the upcoming year.

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 FY08, based on their data review and discussion process and a discussion of projected interventions and activities planned for FY08.

Traffic Safety Planning Participants/ Partners

<p>NM Department of Transportation NHTSA South Central Region</p> <p>AAA New Mexico Administrative Office of the Courts Albuquerque Metropolitan Court Alcohol and Gaming Division Bureau of Indian Affairs and Various Tribes Department of Education Dept. of Public Safety NM State Police Motor Transportation Division Special Investigations Division DFA Local DWI Program DWI Interagency Work Group DWI Resource Center Federal Highway Administration Federal Motor Carrier Administration Governor's Ignition Interlock Task Force Governor's Multi-Agency DWI Task Force Health Policy Commission</p>	<p>Metropolitan Planning Organizations Mothers Against Drunk Driving Motor Vehicle Division NMDOH Injury Epidemiology Unit State Lab Injury Prevention and EMS Bureau NM Restaurant Association NM Tribal Crime Data Advisory Board Statewide Traffic Records Executive Oversight Committee Statewide Traffic Records Coordinating Committee Traffic Safety Advisory Committee University of New Mexico Division of Government Research Institute of Public Law Emergency Medicine Dept. Continuing Ed./Community Services Various NM Law Enforcement Agencies Various City Governments</p>
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FY08 Traffic Safety Goal

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

FY08 Performance Measures/ Objectives

FY July 1, 2007 – June 30, 2008

Projections made in the charts presented in the Problem Identification section are based on a simple linear regression calculation. For some of the measures presented below, PMs chose to establish more aggressive performance measures for FY08.

Overall

Reduce the number of crash fatalities from 531 (FY06 data, most recent available) to 405, by the end of FY08.

Reduce the traffic fatality rate of 2.13 per 100M VMT (FY06 data, most recent available) to 1.54 per 100M VMT, by the end of FY08.

Reduce the number of serious injuries from 6,808 (FY06 data, most recent available) to 6,650, by the end of FY08.

Reduce the fatal and serious injury rate of 29.45 per 100M VMT (FY06 data, most recent available) to 26.76, by the end of FY08.

Reduce the fatality rate of 26.9 per 100K population (FY06 data, most recent available) to 22.7, by the end of FY08.

Reduce the fatal and serious injury rate of 372 per 100K population (FY06 data, most recent available) to 350, by the end of FY08.

Planning and Administration

Develop and submit the annual Highway Safety and Performance Plan for FY09 to the NHTSA Regional Office, by September 1, 2008.

Develop and submit all grant applications in a timely manner, per their submittal dates.

Ensure that reimbursement claims to grantees and contractors are paid within 30 days.

Submit the draw-down through the NHTSA grants tracking system by the 15th working day of each month.

Alcohol / Impaired Driving

Reduce the number of alcohol-related fatalities from 212 (FY06 data, most recent available) to 158, by the end of FY08.

Reduce the percent of alcohol-related fatalities among all traffic crash fatalities from 40% (FY06 data most recent available) to 39%, by the end of FY08.

Reduce the alcohol-involved traffic fatality rate of 0.85 per 100M VMT (FY06 data, most recent available) to 0.60 per 100M VMT, by the end of FY08.

Reduce the alcohol-involved fatal crash rate of 9.58 per 100,000 population (FY06 data, most recent available) to 7.0 per 100,000 population, by the end of FY08.

Reduce the alcohol-involved serious injury crash rate of 40 per 100,000 population (FY06 data, most recent available) to 29 per 100,000 population, by the end of FY08.

Occupant Protection

Increase New Mexico's overall seat belt use from 91.5% (2007 data) to 92%, by the end of FY08.

Pedestrian and Bicyclist Safety

Reduce the pedestrian fatality rate of 3.19 per 100,000 population (FY06 data, most recent available) to 2.70 per 100,000 population, by the end of FY08.

Reduce the pedestrian serious injury rate of 12.0 per 100,000 population (FY06 data, most recent available) to 10.4 per 100,000 population, by the end of FY08.

Reduce the alcohol-involved pedestrian fatality rate of 1.17 per 100,000 population (FY06 data, most recent available) to 1.09 per 100,000 population, by the end of FY08.

Reduce the alcohol-involved pedestrian serious injury rate of 1.88 per 100,000 population (FY06 data, most recent available) to 1.74 per 100,000 population, by the end of FY08.

Reduce the number of pedestrian fatalities from 63 (FY06 data, most recent available) to 54, by the end of FY08.

Police Traffic Services

Decrease the number of crashes in the combined safety corridor areas by 20 percent, by the end of FY08 (FY06 crashes in combined safety corridors areas, 977).

Reduce speed involved fatal and serious injury crashes from 5.81 per 100M VMT (FY06 most recent data available) to 5.34 per 100M VMT, by the end of FY08.

Reduce failure to yield* fatal and serious injury crashes from 6.21 per 100M VMT (FY06 most recent data available) to 5.48 per 100M VMT, by the end of FY08.

*"failure to yield" includes failure to yield, stop sign running, and red light running

Traffic Records

Maintain and support the STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination, throughout FY08.

Among the six law enforcement agencies that participated in the TraCS Pilot Project, increase the use of TraCS by law enforcement officers from 60 (from the TraCS Pilot period in FY07) to at least 300 (from the TraCS Phase One Rollout in FY08), by the end of FY08.

Complete the implementation of a TraCS Tribal Pilot Project to automate their traffic records citations and reports, by the end of FY08.

Complete the STRS Architectural Plan, by the end of FY08.

Implement the Commercial Vehicle Crash Data Improvement Project, by the end of FY08.

Motorcycle Safety

Reduce the number of motorcycle crashes from 1,267 (FY06 data, most recent available) to 1125, by the end of FY08.

Reduce the number of motorcycle fatalities from 49 (FY06 data, most recent available) to 44, by the end of FY08.

Table 1. FY 2008 Goal, Strategies, Performance Measures, Current Status, and Objectives

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

Program Area	Strategies	Performance Measures – FY08	FY06 Status	FY08 Objective
Planning and Administration	<p>Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries.</p> <p>Support sound and fiscally responsible planning and financial management practices.</p>	<p>1) Annual HSPP</p> <p>2) Grant applications</p> <p>3) Annual Report</p> <p>4) Process time for reimbursements.</p> <p>5) Process time for draw downs to NHTSA Tracking System</p>	<p>1) Accomplished</p> <p>2) Accomplished</p> <p>3) Accomplished</p> <p>4) Within 30 days</p> <p>5) By15th working day of the month</p>	<p>1) Submit the annual HSPP by due date</p> <p>2) Submit grant applications by due dates</p> <p>3) Submit by 12/31/09</p> <p>4) Within 30 days</p> <p>5) By15th working day of the month</p>
Alcohol / Impaired Driving	<p>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.</p> <p>Collaborate on and provide resources for new and ongoing DWI prevention, intervention and treatment initiatives.</p>	<p>1) Number of alcohol-related fatalities</p> <p>2) Percent of alcohol-related fatalities</p> <p>3) Alcohol-involved traffic fatality rate (per 100M VMT)</p>	<p>1) 212</p> <p>2) 40%</p> <p>3) 0.85</p>	<p>1) 158</p> <p>2) 39%</p> <p>3) 0.60</p>

Program Area	Strategies	Performance Measures – FY08	FY06 Status	FY08 Objective
	<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>	<p>4) Alcohol-involved fatal crash rate (per 100,000 population)</p> <p>5) Alcohol-involved serious injury rate (per 100,000 population)</p>	<p>4) 9.58</p> <p>5) 40</p>	<p>4) 7.00</p> <p>5) 29</p>
Occupant Protection	<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 seat belts, child safety seats, and 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>Conduct a Child OP Survey.</p>	<p>1) Percent of overall seat belt use</p>	<p>1) 91.5% (2007 Survey data)</p>	<p>1) 92%</p>

Program Area	Strategies	Performance Measures – FY08	FY06 Status	FY08 Objective
Pedestrian and Bicyclist Safety	<p>Reduce pedestrian and bicycle crash fatalities through public education and outreach.</p> <p>Support safety law enforcement activities to reduce pedestrian fatal and injury crashes in NM communities.</p> <p>Obtain input from stakeholders on the revised comprehensive statewide plan of action to reduce pedestrian fatal and injury crashes.</p> <p>Investigate the roles of alcohol abuse and alcoholism in pedestrian death and injury through a multi-disciplinary review of alcohol involved pedestrian crashes.</p> <p>Increase the use of bicycle helmets by bicyclists of all ages in New Mexico.</p> <p>Understand the circumstances and characteristics of bicycle crashes, deaths, and injuries in New Mexico.</p>	<p>1) Pedestrian fatality rate (per 100,000 population)</p> <p>2) Pedestrian serious injury rate (per 100,000 population)</p> <p>3) Alcohol-involved pedestrian fatality rate (per 100,000 population)</p> <p>4) Alcohol-involved pedestrian serious injury rate (per 100,000 population)</p> <p>5) Number of pedestrian fatalities</p>	<p>1) 3.19</p> <p>2) 12.0</p> <p>3) 1.17</p> <p>4) 1.88</p> <p>5) 63</p>	<p>1) 2.70</p> <p>2) 10.4</p> <p>3) 1.09</p> <p>4) 1.74</p> <p>5) 54</p>

Program Area	Strategies	Performance Measures – FY08	FY06 Status	FY08 Objective
Police Traffic Services	<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>1) Number of crashes in the combined safety corridor areas</p> <p>2) Rate of speed involved fatal and serious injury crashes (per 100M VMT)</p> <p>3) Rate of failure to yield fatal and serious injury crashes (per 100M VMT)</p>	<p>1) 977</p> <p>2) 5.81</p> <p>3) 6.21</p>	<p>1) 782</p> <p>2) 5.34</p> <p>3) 5.48</p>
Motorcycle	Support statewide motorcycle safety training and awareness.	<p>1) Number of motorcycle crashes</p> <p>2) Number of motorcycle fatalities</p>	<p>1) 1,267</p> <p>2) 49</p>	<p>1) 1,125</p> <p>2) 44</p>

Program Area	Strategies	Performance Measures – FY08	FY07 Status	FY08 Objective
<p>Traffic Records</p> <p><i>(Note that this program area has FY07 Status, rather than FY06)</i></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>1) Statewide Traffic Records System (STRS) and STRS Office</p> <p>2) TraCS Phase One Rollout</p> <p>3) TraCS Tribal Pilot Project</p> <p>4) Commercial Crash Data Improvement Project</p>	<p>1) STRS Office established with a Program Director, Program Manager, Management Analyst, and a System Architect.</p> <p>2) TraCS Pilot Project completed. Phase One Rollout Certification approved to expand the use of TraCS by law enforcement officers from Pilot agencies.</p> <p>3) TraCS Tribal Pilot Project initiated in late FY07.</p> <p>4) Submitted a grant application to FMCSA for this project.</p>	<p>1) Maintain and support the STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination throughout FY08. Complete the STRS Architectural Plan, by the end of FY08.</p> <p>2) Among the six law enforcement agencies that participated in the TraCS Pilot Project, increase the use of TraCS by law enforcement officers from 60 (from the TraCS Pilot period in FY07) to at least 300 (from the TraCS Phase One Rollout in FY08), by the end of FY08.</p> <p>3) Complete the implementation of a TraCS Tribal Pilot Project to automate their traffic records citations and reports, by the end of FY08.</p> <p>4) Implement the Commercial Vehicle Crash Data Improvement Project, by the end of FY08.</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(s) (from the HSPP) that the program is striving to accomplish
- Plan of action, including measurable objectives, 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, measures, 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 (PBTs) (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 164, 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 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 objectives established for FY08. 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 FY08 HSPP Objectives/ 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.

A Message from NMDOT Secretary Rhonda G. Faight, P.E.

I have set an important and achievable traffic safety goal for New Mexico this year: I want 2007 to be the year when we see at least a 10% decline in the number of overall traffic fatalities. NMDOT figures indicate that 484 people lost their lives in our state last year due to traffic crashes. That means nearly 500 families received the horrifying news that due to a traffic crash, a loved one was never coming home again. And, while any single traffic fatality is one too many, I firmly believe we can reduce the number by 50 this year to reach our goal.

To achieve this, we'll need to see additional progress in making New Mexico a safer place to drive. Historically, the summer months are the deadliest on our roadways. In 2006, traffic crashes claimed 173 people in New Mexico during the months of June, July, August and September.

To combat this summertime rise in fatalities, we have launched the "100 Days and Nights of Summer" campaign—an all encompassing traffic safety effort specifically targeting those who speed, don't wear their seat belts and who drink and drive.

Extra law enforcement personnel from throughout the state are being deployed during the 100 Days and Nights campaign to help in reaching our goal of safer streets. You will also be seeing and hearing our public service announcements reminding New Mexicans to drive safely, or face the legal consequences.

Internally, I am also requiring that we collect information on each fatality and put a human face on it. These are not some statistics we can recite and ignore. It's someone's mother, father, brother, sister, son, daughter, uncle, aunt, wife, husband, friend or colleague that is being taken away from them each day in these tragedies. And we have a civic and moral obligation to stop this carnage. One death is one too many.

I am requiring that we personalize the stories of all individuals killed on our roads and highways, and share that information with all our employees during staff meetings and via e-mails and posting it on our web sites. I have also established crash fatality teams that will review information from each crash and determine if we need to design our roads differently or reduce speed or any other proactive measure we could implement.

Please take the personal steps necessary to help achieve our goal: buckle up, and slow down, and never drink and drive.

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.

Objectives/ Performance Measures

- 1) Develop and submit the annual Highway Safety and Performance Plan for FY09 to the NHTSA Regional Office, by September 1, 2008.
- 2) Develop and submit all grant applications in a timely manner, per their submittal dates.
- 3) Submit the Annual Report to NHTSA South Central Regional Office by December 31, 2009.
- 4) Ensure that reimbursement claims to grantees and contractors are paid within 30 days.
- 5) Submit the draw-down through the NHTSA grants tracking system by the 15th working day 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, MADD, 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 15th working 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 (Financial Specialist) \$50,000/ 402

Develop, implement, coordinate, and oversee efficient accounting and reporting processes for the financial management of TSB's project agreements and contracts. 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 one FTE, a 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

A contract to prepare TSB project requests for proposals, prepare contracts and project agreements, monitor and track project reimbursements, and conduct other activities necessary for the efficient and effective implementation of projects.

PA-03 HSPP, Annual Report, Grant, and Technical Writing Services \$90,000/ 402

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

PA-04 Financial Management \$30,000/ 402 & 89,411/ 406

A contract to 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. (See RF-07, below)

State Funds

RF-06 Administrative Assistant

Provide the TSB with assistance in dealing with the Settlement Agreement and requests from the public for information.

RF-07 Financial Management

A contract to 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. (See PA-04, above)

Also see AL-14 Impaired Driving Program Management in the Alcohol/ Impaired Driving Program Area on page 42, PT-01 Police Traffic Services Program Management in the Police Traffic Services Program Area on page 68, and Occupant Protection Program Management in the Occupant Protection Program Area on page 57.

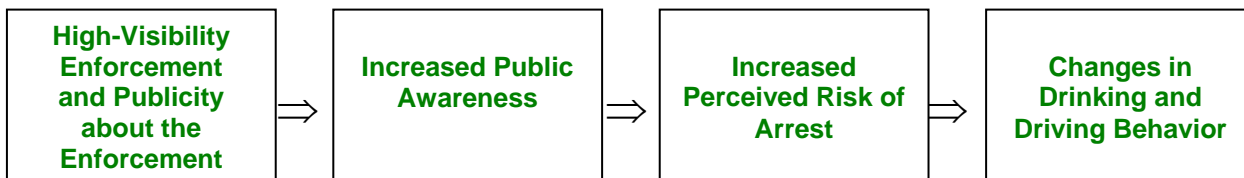
Planning and Administration: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-01	Financial Systems Management	\$ 50,000	402
PA-02	Financial Project Management Svs	\$ 60,000	402
PA-03	HSPP and Grant Writing Svs	\$ 90,000	402
PA-04	Financial Management	\$ 30,000	402
402 Total		\$230,000	
PA-04	Financial Management	89,411	406
406 Total		89,411	
Total All Funds		\$319,411	

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, DWI "Batmobiles," 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 FY07, NMDOT/ TSB applied for SAFETEA-LU Section 410 – Alcohol-Impaired Driving Prevention Programs funding. It qualified for Section 410 FY08 funding and for a High-Fatality State grant. These funds will be 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 safety belt use), the campaigns are termed *Superblitz*. In FY08, four *Superblitz* activities will be conducted statewide. Each *Superblitz* will be conducted for a two-week period, and use 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 conducts 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 has initiated the "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, and these agencies will be conducting additional checkpoints and saturation patrols. They will also increase bar and restaurant checks for serving to intoxicated persons and serving to minors.

403 Demonstration Grant

Since 2004, NM has managed a 403 Demonstration Grant to implement and conduct a Comprehensive Impaired Driving Program. As part of this grant program, the State has developed a Comprehensive Impaired Driving Work Plan, a Comprehensive Law Enforcement DWI Plan (including Five-county Enhanced Enforcement Plans), and an Impaired Driving Communication Plan. Through this project, NM has been identified as a national model state for reducing death and injury from impaired driving.

A DWI Leadership Team meets monthly to provide input and support to NM's Impaired Driving Program. The DWI Leadership Team has representation from the following agencies or entities:

Office of the Governor
NM Department of Transportation
Children, Youth and Families Department
Department of Health
Division of Government Research, Univ of NM
Local Government Division, Department of Finance
and Administration
Safer New Mexico Now
Behavioral Health Research Center of the Southwest

Mothers Against Drunk Driving
Administrative Office of the Courts
New Mexico State Police
Administrative Office of the District Attorneys
DWI Resource Center
Motor Vehicle Division, Department of
Taxation and Revenue
Bency & Associates
Citizen advocates for traffic safety

The Comprehensive Impaired Driving Program funds 26 full-time officers that focus exclusively on DWI enforcement in six high-risk counties including Bernalillo, Dona Ana, San Juan, McKinley, Rio Arriba, Santa Fe, and the Navajo Nation.

Participating law enforcement agencies will conduct high visibility DWI enforcement activities including saturation patrols, checkpoints, and other diverse anti-DWI methods. Additionally, law enforcement officers will partner with other agencies within their geographic areas for other DWI mobilizations.

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 five DWI/ Drug Courts in New Mexico and 25 other drug courts. They operate in 18 of NM's 33 counties at District, Metropolitan and Magistrate Court levels. The State's Drug Court Advisory Committee (DCAC) has recommended and the NM Supreme Court has agreed that drug or DWI/ drug courts be established in all 33 counties.

The DCAC developed a five-year plan in 2006, as part of a mandate from the NM Supreme Court. The plan calls for the creation of 12 new drug courts over the next three fiscal years and for funding for expansion of existing drug and DWI/ drug courts where the need is greatest. Funding for implementation of the plan is being requested from the NM Legislature.

The State's DWI/ Drug Courts are in the following courts: Bernalillo County Metropolitan, McKinley County Magistrate, Dona Ana County Magistrate, Eddy County Magistrate, and Valencia County Magistrate. TSB may assist with the funding of three more DWI Courts in FY08.

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 (IPL) 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 DUI 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 5 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 include the following:

- 1) to support and facilitate the electronic collection of crash, citation, and other traffic related data by law enforcement officers in the field;
- 2) to establish electronic transfer of crash data to the NMDOT; and
- 3) to establish electronic transfer of crash, citation, and other traffic related data for analysis.

These initiatives 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 wrote over 20,000 DWI citations in 2005. 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 STRS pilot project that allowed pilot officers to collect DWI Citation and other DWI-stop related report information electronically, officers reported saving 40% writing time on their DWI-related reports, on average.

The STRS is more fully detailed in Traffic Records Program area on page 76 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, approves the use of certified ignition interlock devices, licenses service centers, and certifies installers and service providers. TSB also monitors these providers and evaluates the Program.

The Ignition Interlock Fund came under the management of the Traffic Safety Bureau in 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 sentencing court.

Although not mandated, TSB has developed a secure ignition interlock database to collect and store ignition interlock data from all certified service centers in the State for analytic purposes. Developing and maintaining the comprehensive statewide ignition interlock data repository will allow the NM to assess the impact of their use on impaired driving. The ignition interlock database maintains a data interface to all seven approved manufacturers. This database is being developed to also ensure the accurate reporting and collections of the fees due the Ignition Interlock Indigent Fund and subsequent reimbursements. A licensing database will be incorporated, as well. The programs aim is to house all aspects of Ignition Interlock administration by NMDOT/TSB in one database.

Other State Funded DWI Programs

Local Government Driving While Intoxicated

The Special Programs Bureau of the Local Government Division of the Department of Finance and Administration administers the DWI Grant Fund, a distributed allocation based on a percentage of gross receipts sales tax from each county and the number of alcohol related injury crashes.

Starting in FY08, counties can use these funds for:

- (1) enforcement of laws related to driving while intoxicated, including:
 - (a) the purchase of equipment, including cameras for law enforcement vehicles, checkpoint equipment and undercover equipment; and
 - (b) undercover operations, including operations intended to identify establishments and persons who provide alcohol to intoxicated persons; and
- (2) a study of DWI-drug courts, including:
 - (a) their cost-effectiveness;
 - (b) the effect on recidivism rates among participants; and
 - (c) ways in which such courts may be improved.

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 knowingly sell alcohol to minors. These penalties include suspension and revocation of liquor licenses. The Special Investigative Division (SID) /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 any person to knowingly sell, serve, or give alcoholic beverages to a minor, or to permit a minor to consume alcoholic beverages, or to assist a minor to buy alcoholic beverages. supply liquor to minors.

NMDOT/ TSB plans to hire a prevention coordinator to oversee underage drinking and DWI prevention activities statewide. Currently, various agencies conduct underage drinking prevention activities, but the state lacks overall coordination of these activities to ensure that underage prevention activities are conducted all across the state and that high-problem areas are given adequate resources.

The Children, Youth, and Families Department coordinates an Underage Drinking 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 pilot projects in 13 selected communities.

The Special Investigation Division of the State Police has full time law enforcement agents to enforce the liquor control act. This DWI Mobile Strike Unit has a significant impact on access to alcohol that results in excessive and/or underage drinking.

Through a TSB contract, the Las Cruces City Police Department conducts underage drinking enforcement operations, including mini checkpoints and saturation patrols. The purpose of “mini checkpoints” is to reinforce the belief that checkpoints are everywhere. This is accomplished by setting these checkpoints on secondary, feeder, or other roads known or suspected to be used by underage drinking violators to avoid locations that are likely to support a standard checkpoint.

Law enforcement set up saturation patrols in areas that they have identified through crash statistics as areas or roadways used by underage DWI violators. In addition, saturation patrols are used in residential areas to reduce underage drinking at parties (Party Patrols). During these operations, a zero tolerance policy is implemented. The high visibility and strong enforcement presence in neighborhoods leads to DWI detection and deterrence.

TSB funds the Albuquerque Police Department to conduct its “Party Patrol” that targets underage drinking parties. During these operations, law enforcement investigates and enforces all applicable laws and ordinances related to underage drinking. Enforcement activities are prefaced by briefings that identify problem locations, discuss strategies, and address other underage drinking related issues. Statistical data is used to identify problem areas and develop possible solutions. APD also provides underage drinking prevention and intervention activities in schools and at community events.

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 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 84 and in the 2007 Impaired Driving Communication Plan.

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.
- 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.

Data from NM's 2005 Traffic Crash Information and DWI Reports

- While 5.4% of all crashes in NM were alcohol-involved, 40% of all fatal crashes involved alcohol.

- In NM, an alcohol-involved crash occurs approximately every three hours; a person died in an alcohol-involved crash every 45 hours; a person was injured every five hours.
- Seventeen percent of the alcohol-involved drivers in crashes were less than 21 years old.
- Fifty-five percent of teenage (ages 15-19) crash deaths involved alcohol; fifty-one percent of crash death among your adults (ages 20-24) involved alcohol.
- Males are more than three times as likely as females to be alcohol-involved drivers in crashes.
- Seventeen percent of drivers in alcohol-involved crashes were males - ages 20-24, 14% were males under the age of 21, and 11% were males - ages 25-29. These three groups accounted for 38% of all alcohol-involved drivers in crashes.
- Twenty-three percent of alcohol-involved drivers in crashes were female; 77% were male.
- Bernalillo County had the highest number of fatal or injury DWI crashes at 487. A DWI crash is defined as one in which at least one driver is alcohol-impaired. Santa Fe County had the next highest number of DWI crashes at 203, followed by Dona Ana County at 153, San Juan County at 130, and McKinley County at 100. These counties accounted for 65 percent of all DWI crashes in the State.
- Most alcohol-involved crashes occurred during February, May, July, and June.
- Fifty-three percent of all alcohol-involved fatal crashes occur on Friday, Saturday, and Sunday.
- Forty-three percent of all alcohol involved crashes happened on Friday and Saturday.
- On weekdays, more alcohol-involved crashes occurred between 5 p.m. and 6 p.m. than any other hour.
- The most prevalent contributing factors in fatal crashes were driver inattention (28.6%), excessive speed (26.6%), and alcohol-involvement (25.7%).
- Seventy-two percent of alcohol-involved crashes occurred in urban areas and 28% occurred in rural areas. Sixty-one percent of alcohol-fatal crashes and 31% of alcohol-injury crashes occurred in rural areas.
- The mean BAC result was 0.16, double the legal limit for drivers 21 and over.

Objectives/ Performance Measures

- 1) Reduce the number of alcohol-related fatalities from 212 (FY06 data, most recent available) to 158, by the end of FY08.
- 2) Reduce the percent of alcohol-related fatalities among all traffic crash fatalities from 40% (FY06 data most recent available) to 39%, by the end of FY08.
- 3) Reduce the alcohol-involved traffic fatality rate of 0.85 per 100M VMT (FY06 data, most recent available) to 0.60 per 100M VMT, by the end of FY08.
- 4) Reduce the alcohol-involved fatal crash rate of 9.58 per 100,000 population (FY06 data, most recent available) to 7.0 per 100,000 population, by the end of FY08.
- 5) Reduce the alcohol-involved serious injury crash rate of 40 per 100,000 population (FY06 data, most recent available) to 29 per 100,000 population, by the end of FY08.

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 enforcement mobilizations, and to participate in the NHTSA's National Crackdown;
- b) contracting with local law enforcement agencies to conduct monthly supplemental DWI enforcement activities, including checkpoints and saturation patrols;
- c) combining all enforcement efforts with local and statewide media and public information;
- d) funding and coordinating underage drinking enforcement efforts with CYFD and law enforcement agencies;
- e) providing SFST training so that law enforcement officers are current on all necessary certifications;
- f) managing the 403 Demonstration Grant which provides enhanced DWI enforcement and media in the five highest risk counties in the state for impaired driving;
- g) working cooperatively with New Mexico law enforcement agencies to raise the awareness of traffic code enforcement and its impact on safety; and
- h) 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 prevention and intervention initiatives by:

- a) managing CDWI contracts and participating in LDWI contract funding decisions to ensure that ongoing DWI prevention efforts are sustained for adults and youth at the local community level;
- b) developing designated driver, DWI, and other awareness programs statewide for the 18 to 34 age group;
- c) coordinating the activities and resources of DWI and youth 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 by:

- a) funding STRS/ Traffic Records Improvement and Development to improve the quality, accuracy, integrity, timeliness, completeness, consistency, and accessibility of DWI records for the courts, MVD, law enforcement, state agencies, and others;
- b) funding continued support of the TraCS Pilot Agencies until their entire agency rollout occurs;
- c) funding the TraCS Phase One Rollout to provide all officers in each of the Pilot Agency law enforcement departments the ability to collect DWI report data electronically; and
- d) funding a STRS Ignition Interlock Database manager to complete and maintain the ignition interlock data repository, and integration and exchange initiatives.

#4 - 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 by:

- a) funding a statewide ignition interlock data repository and ensuring data becomes available to stakeholder agencies so they can monitor ignition interlock initial compliance;

- b) providing resources to the operating agency of the ignition interlock database to ensure a successful and timely transition, from development and testing, to fulltime operation;
- c) supporting activities that will lead to the legal admissibility of electronic ignition interlock data, increasing authorized access to ignition interlock data and reports by appropriate authorities, and assuring the continuous improvement of data quality; and
- d) developing strategies to expand the use of ignition interlock data and by leveraging existing database infrastructure for use with new technologies.

#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* activities;
- 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;
- e) funding a creative design contract for media development; and
- f) funding a community media outreach program in high-risk counties.

Alcohol/ Impaired Driving Project Descriptions and Budget Amounts

Federal Funds

AL-01 Additional Law Enforcement Officers ***\$750,000/ 403 and \$1,500,000/ 164***
Fund 24 full-time officers that focus 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.

AL-02 Underage Drinking Enforcement ***\$400,000 /164***
Fund law enforcement agencies, including the NM Department of Public Safety-Special Investigations Division, to conduct underage drinking enforcement activities aimed at reducing underage drinking by conducting law enforcement activities. These activities will include cops in

shops, shoulder tap operations, undercover stings, controlled party dispersal, and other activities to reduce underage drinking.

AL-03 BAC Testing

\$100,000/ 164

Provide funding to the NM Department of Health, Scientific Labs Division to provide a cooperative and comprehensive multi-strategy program for the prevention, education, and enforcement of alcohol impaired driving to include successful prosecution at the local and state level. SLD will provide statistical data on drug-impaired driving in New Mexico based on the overall prevalence and drug trends. Included is funding for a full-time person to provide Intoxilizer and RBT IV operator training to law enforcement statewide.

AL-04 Court Monitoring

\$400,000/ 164

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 \$125,000/ 164

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

\$95,000/ 164

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

\$1,500,000/ 164 \$1,700,000/ 410

Fund overtime enforcement and checkpoint 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-10 STRS/ Traffic Records Improvement and Development \$700,000/164 &

\$500,000/ 408

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 will include funding for resources, such as, a system designer, a database administrator, a programmer-forms developer, a STRS program manager, a TraCS program manager, a help desk, and training. Also, to include administrative costs related to the activities of the STREOC and STRCC, including implementing and updating the Strategic Plan.

AL-11 Continued Support of TraCS Pilot Agencies **\$100,000/ 164**
Provide ongoing support to TraCS Pilot agencies until their entire-agency rollout occurs. Contractual support services will be provided for program management, programming, and other technical support.

AL-12 STRS Ignition Interlock Database Manager **\$100,000/ 164**
Complete and maintain the ignition interlock data repository, and integration and exchange initiatives. These activities will improve the quality, accuracy, integrity, timeliness, consistency, and accessibility of ignition interlock data to state agencies; government entities and other authorized users to monitor compliance and conduct evaluations. To assist in determining database requirements and reports, ensure vendors are downloading data on a regular basis, and to conduct quality assurance procedures.

AL-13 TraCS Phase One Rollout **\$525,000/ 164 & \$100,000/ 406**
Implement TraCS with the entire department of each of the TraCS Pilot Agencies. This will provide TraCS to all officers in each of the Pilot Agency law enforcement departments.

AL-14 Impaired Driving Program Management **\$250,000/ 164 PA**
Provide program management for the impaired driving program area to coordinate and provide input on Operation DWI, *Superblitzes*, and other projects related to impaired driving. Manage, conduct and provide oversight of and input into 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 one staff manager and five management analyst positions. One FTE will be funded at 100%, two FTEs will be funded at 25% and three FTEs will be funded at 33%. 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 five FTEs can be found in the OP (OP-04) and PT (PT-01) program areas.

AL-15 Traffic Safety Resource Prosecutor **\$180,000/164**
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.

AL-17 Impaired Driving Demo Project Program Management **\$400,000/164**
Provide program management for the Section 403 Demo Project - Impaired Driving Program. This includes data management, monthly reports, coordination with law enforcement and other state agencies.

AL-23 Statewide DWI Training and Information for Law Enforcement **\$400,000/164**
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**
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-25 Roadside Surveys **\$125,000/ 164**

NM will conduct DWI Roadside surveys in an effort to help determine the effectiveness of high visibility law enforcement and outreach activities in the New Mexico Impaired Driving Demonstration Program. The surveys will secure breath samples, on a volunteer basis, from motorists during approximately 25 DWI checkpoint operations (total sample size = 3,000). The survey contractor will measure the change in the average blood alcohol content of motorists by comparing current results to baseline results secured in 2005.

AL-26 Impaired Driving Programmer/ Database **\$150,000/ 164**

Fund a contractor to create a web-based database for law enforcement to report on their state-contracted DWI activities (checkpoints, saturation patrols, etc.) funded through any state contracts.

AL-27 DWI/Drug Court Expansion **\$400,000/ 410**

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 **\$400,000/ 164**

Through this pilot project, fund a minimum of seven 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 **\$30,000/ 164**

Provide the Albuquerque Police Department (APD) with funding for a full-time statistician to assist in the gathering and reconciliation of crash reports. 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 **\$85,000/ 164**

Fund a contractor to place and monitor all paid impaired driving sustained media contracts to ensure that NMDOT receives the ad placements as outlined in relevant media contract specifications.

AL-31 "Buyers Beware" Underage Drinking Media Campaign (New Hampshire NHTSA Project) **\$275,000/ 164**

DWI Underage Drinking Prevention Billboard Media Campaign to target persons over 21 years of age that may contribute to the delinquency of a minor by purchasing or procuring alcohol for them. Core messages emphasize New Mexico's 4th degree felony law for providing alcohol to minors.

AL-33 Evaluation of DWI Programs **\$100,000/ 164**

Fund a study to evaluate the effectiveness of TSB-funded DWI countermeasure projects. Possible projects include the Albuquerque Police Department Party Patrol Unit, Media and Public Awareness efforts, and Court projects. TSB will request specific approval from NHTSA for each individual evaluation project.

AL-34 Impaired Driving Overtime Enforcement - Drunk Busters Hotline \$200,000/ 164
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 Drunk Busters Hotline Dispatch Positions \$80,000/ 164
Fund two dispatchers at the Department of Public Safety to handle calls to the Drunk Busters Hotline, #DWI.

AL-36 TraCS Tribal Pilot Project \$140,000/ 164
Initiate the development and implementation of a TraCS Tribal Pilot Project to automate citation, DWI and crash information. TSB will work collaboratively with tribal entities to participate in the STRS and explore the possibilities of traffic records data sharing.

State Funds

CDWI-01 Community DWI

Implement DWI prevention and reduction activities in communities statewide through state designated funding.

RF- 01 Additional Law Enforcement Officers

Fund additional law enforcement officers 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- 03 Statewide DWI Prevention Expansion to College Campuses

Hire part-time personnel on college campuses statewide to develop, implement, and promote designated drivers, DWI and other awareness college programs to the 18-34 age group.

RF- 04 Evaluation of Judicial Resources

Fund a workload assessment for the NM Judiciary, the NM Public Defenders Department, the NM District Attorneys, and each entity's appropriate staff. This assessment will be used to identify areas where additional resources are needed.

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-19 DWI Community Media Outreach, AL-20 DWI Public Relations Creative Design, AL-21 Sustained Paid Media, and AL-22 DWI Educational and Promotional Materials in the TS Marketing and Media Program Area on page 84. See DE-06 Traffic Safety Information Clearinghouse in the Driver Education and Safety Section on page 88. See PT-06 Law Enforcement Statistician in the Police Traffic Services Program Area on page 68.

Alcohol: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-01	Additional Law Enforcement Officers	\$750,000	403
403 Total		\$750,000	
AL-01	Additional Law Enforcement Officers	\$1,500,000	164
AL-02	Underage Drinking Enforcement	\$ 400,000	164
AL-03	BAC Testing	\$ 100,000	164
AL-04	Court Monitoring	\$ 400,000	164
AL-05	DWI Judicial and Prosecutor Education and Research Forums	\$ 125,000	164
AL-07	Drug Recognition Expert Training	\$ 95,000	164
AL-08	ODWI Enforcement	\$1,500,000	164
AL-10	Traffic Records Improvement and Development	\$ 700,000	164
AL-11	Continued Support of TraCS Pilot Agencies	\$ 100,000	164
AL-12	STRS Ignition Interlock Database Manager	\$ 100,000	164
AL-13	TraCS Phase One Rollout	\$ 525,000	164
AL-15	Traffic Safety Resource Prosecutor	\$ 180,000	164
AL-17	Impaired Driving Demo Project Program Mgt.	\$ 400,000	164
AL-23	Statewide DWI Training and Information for Law Enforcement	\$ 400,000	164
AL-24	DWI Native American Liaison	\$ 125,000	164
AL-25	Roadside Surveys	\$ 125,000	164
AL-26	Impaired Driving Programmer/ Database	\$ 150,000	164
AL-28	Metro Court Supervised Probation Project	\$ 400,000	164
AL-29	Law Enforcement Statistician	\$ 30,000	164
AL-30	Management of Media Contracts	\$ 85,000	164
AL-31	Buyers' Beware Underage Drinking Media	\$ 275,000	164
AL-33	Evaluation of DWI Programs	\$ 100,000	164
AL-34	Impaired Driving Overtime Enforcement-Drunk Busters Hotline	\$ 200,000	164
AL-35	Drunk Busters Hotline Dispatch Positions	\$ 80,000	164
AL-36	TraCS Tribal Pilot Project	\$ 140,000	164
164 Total*		\$8,235,000	
AL-14	Impaired Driving Program Management	\$ 250,000	164PA
164PA Total		\$ 250,000	
AL-13	TraCS Phase One Rollout	\$ 100,000	406
406 Total		\$ 100,000	
AL-08	ODWI Enforcement	\$1,700,000	410
AL-27	DWI/ Drug Court Expansion	\$ 400,000	410
410 Total*		\$2,100,000	
Total All Funds		\$11,435,000	

*Additional 164 and 410 funds are shown in the TS Marketing and Media Section on page 84.

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 safety 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 FY08, four statewide mobilizations are planned. These statewide activities are *Superblitz* Mobilizations that 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.

The state conducts a "100 Days and Nights of Summer" program that includes increased seat belt use enforcement activity. The 100 Days program is conducted between June and September.

Click It or Ticket National Seat Belt Mobilization

TSB 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 FY07, 53 NM law enforcement agencies participated in the National Mobilization. A similar number of agencies are expected to participate in the FY08 Mobilization.

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. 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 (NMCSSDP) 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 (IPRC) 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.

Occupant Protection for Children Survey

TSB will partner with NHTSA to conduct an OP for Children Survey to compare the use and misuse of child safety seats, booster seats, and seat belts in passenger vehicles in New Mexico. This project will provide TSB with much needed baseline data on the status of child occupant protection use so that future efforts can be more accurately measured.

Statewide Seat Belt Use Survey

New Mexico conducts the annual Statewide Seat Belt Use Survey, a safety belt use observation survey required of all states by the National Highway Traffic Safety Administration (NHTSA) and as a required provision of SAFETEA-LU.

The TSB has contracts with the NM Department of Health, Injury Epidemiology Unit, to conduct this survey to evaluate motor vehicle safety belt use in New Mexico. The findings of the annual survey demonstrate the impact of New Mexico's primary seatbelt laws (i.e., a citation can be issued for non-belt use even if no other violation occurs).

Since 2004, NM has conducted both pre- and post statewide seat belt use surveys. The observation sites were 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. However, in 2007, TSB decided to draw a new, more current sample and test the results from that sample against the old sample scheme. This decision was made because of concerns about the results of the survey in recent years. So, in 2007, surveys based on the two sampling methodologies were conducted simultaneously, both taking place following the Click It or Ticket National Mobilization in May 2007.

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 2007Report, NM's overall seat belt use was at 91.5 percent. Data from the 2007 survey indicates that the Northwest region of the state had the lowest seat belt use percentage at 90% percent. The Central and Southeast regions had 91.6% and 91.0%, respectively. The South Central region had the highest percentage use at 94%.

Although NM's overall seat belt use percentage is one of the highest in the nation, 56 percent of those killed in motor vehicle crashes in 2006 were not wearing a seat belt. For those involved in a fatal crash, data shows that 68 percent of belted occupants in the crash survived, while 55 percent of those who were not belted, did not. Fatal crash survivors are about 1.5 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.

FY06 Seat Belt Use Estimates by Age Group		
Age Group	Safety Belt Use	
	Male - %	Female - %
0-4	95	93
5-8	91	97
9-13	84	90
14-17	91	95
18-24	88	94
25-34	91	94
35 +	94	97

Use in all age groups increased sharply between 2003 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 over the period from 1975 through 2003, an estimated 76,020 lives were saved by the use of child occupant protection. In 2005, the lives of an estimated 420 children under five years of age were saved by child occupant protection use. In 2005, there were 450 fatalities among children under 5 years of age in passenger vehicles. Of these child passenger deaths, 35 percent were completely unrestrained.

In 2007:

- observed front seat use was 91.5 percent, while driver use was 92.5 percent
- pickup truck occupant use was 86.9 percent overall, with driver use at 87.8 percent

Objective/ Performance Measure

- 1) Increase New Mexico's overall seat belt use from 91.5% (2007 data) to 92% by the end of FY08.

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;
 - b) participating in the *Click It or Ticket* National Seat Belt Enforcement Mobilization and the Regional *Buckle Up in Your Truck* Campaign; and
 - c) providing outreach to law enforcement agencies to increase focus on seat belt use in pick-up trucks.
- #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 *Buckle Up in Your Truck* 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.
- #4** - Better assess TSB's efforts to increase child occupant protection use by:
- a) funding an Occupant Protection for Children Survey that assesses the use and misuses of child occupant protection (child safety seats, booster seats, and seat belts) in passenger vehicles in New Mexico.

Occupant Protection Project Descriptions and Budget Amounts

Federal Funds

OP-01 Operation Buckle Down Enforcement

\$50,000/ 406

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 and the National *Click It or Ticket / Buckle Up in Your Truck* campaigns. 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 Seat Belt Observation Protocol and Evaluation

\$125,000/ 406

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. By monitoring NM's overall seat belt use percentage, TSB can implement and fund projects designed to increase occupant protection use.

OP-03 Occupant Protection / Child Safety Seats / Booster Seats

\$200,000/ 406

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

\$200,000/ 402

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 and input for the planned pre and post safety belt survey, child safety seat/ booster seat survey, and the *Click It or Ticket* National Enforcement Campaign. Oversee and provide input on projects related to child occupant protection including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for five FTEs, to include five management analyst positions. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33% in this program area. 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 five FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.

OP-06 Child Passenger Protection Education

\$160,000/ 405

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

OP-09 Occupant Protection for Children Survey

\$82,000/ 405 & 33,000/406

To conduct an OPC Survey to compare the use of occupant protection (child safety seats, booster seats, and seat belts) in passenger vehicles in New Mexico over several observation periods. Observation locations will be selected based on geography, population, and urban versus non-urban status. Observers will be trained in the proper methodology and data collection techniques. Child passengers from infants to fifteen years of age will be observed to determine the level of proper restraint use.

State Funds

RF-05 OBD Enforcement and Coordination

Fund overtime for law enforcement agencies to conduct seat belt and child safety seat/ booster seat use activities. This activity has been successful in producing a steady increase in occupant protection use in New Mexico.

Also see OP-05 OP Production Services and OP-07 Occupant Protection Safety Messages in the TS Marketing and Media Section on page 84, and DE-06 Traffic Safety Information Clearinghouse in the Driver Education and Safety Section on page 88.

Occupant Protection: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-04	Occupant Protection Program Management	\$200,000	402
402 Total		\$200,000	
OP-06	Child Passenger Protection Education	\$160,000	405
OP-09	Occupant Protection for Children Survey	\$ 82,000	405
405 Total		\$242,000	
OP-01	Operation Buckle Down Enforcement	\$ 50,000	406
OP-02	Seatbelt Observation Protocol and Evaluation	\$125,000	406
OP-03	Occupant Protection/ Child Safety Seats/ Booster Seats	\$200,000	406
OP-09	Occupant Protection for Children Survey	\$ 33,000	406
406 Total		\$408,000	
Total All Funds		\$850,000	

*Additional 406 funds are shown in the TS Marketing and Media Section on page 84.

Pedestrian and Bicyclist Safety Program Area

Overview

Annually, TSB staff participates in various pedestrian safety related meetings with partners from the following agencies and entities:

- UNM Department of Emergency Medicine
- Pedestrian safety community subcontractors, including planners and traffic engineers
- Pedestrian & Walkability Advisory Groups
- New Mexico Department of Transportation
- American Disability Act
- Bicycle, Pedestrian and Equestrian (BPE) Advisory Group
- Metropolitan and Regional Planning Organizations
- Pedestrian Safety and Law Enforcement
- UNM HSC Center for Injury Prevention Research and Education
- UNM HSC Emergency Medicine, Emergency Medical services
- DGR/ UNM Statistics, NM Pedestrian Injury and Fatality Data and Maps
- Indian Health Service
- New Mexico Department of Health Injury Prevention Bureau
- Public health officials, including substance abuse (drugs & alcohol) treatment professionals
- Educators from Health, Driver's Education, Motor Vehicle Division, and FHWA Pedestrian Trainers
- Federal Highway Administration
- Concerned community citizens

New Mexico has one of the highest rates of pedestrian injuries and fatalities in the nation. In NM, 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 fatality rate, at-risk populations need to be identified and their safety needs addressed.

Programs

Community Based Programs

Pedestrian safety community-based programs are focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems. Participants include concerned citizens, transit officials, planners/engineers, law enforcement, educators, and medical service providers. Advocacy groups or task forces have been formed throughout the state to address local pedestrian injury and fatality problems. Using a community-based process, these advocacy groups are currently implementing five major interventions: education through local communities and tribal programs; engineering changes; increased pedestrian safety in the vicinity of bars (i.e., police patrols and safe rides to homes); responsible server education for liquor servers; and the use of detox/rehab facilities.

Pedestrian Safety Seed Grant Program

The Pedestrian Safety Seed Grant Program is a community-based 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, communities have in-kind funding, and use the "four E's" of traffic safety.

Walkable Communities

The NMDOT TSB administers the Walkable Communities Initiative. This initiative is overseen and implemented by the UNM Department of Emergency Medicine, Statewide Walkability Advocacy Group (SWAG) that developed, and continues to develop, local Walkability Advocacy Groups (WAGs). Currently, there are 10 communities around the state participating in WAGs. The Walkable Communities Initiative includes the following components:

- Design and initiate the Walkability Advocacy Group mentoring program in designated New Mexican communities.
- Discuss pedestrian safety interventions and share best practices.
- Formulate a strategy and action plan with each community.
- Collaborate with Walkability Advocacy Groups to develop methods to sustain continuation of their activities.
- Develop and prepare a WAG manual with pedestrian safety information and educational materials.
- Provide communities with updated pedestrian injury and fatality data to identify problems and opportunities.
- Incorporate FHWA Pedestrian Safety Plan Trainings 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.

Through direct assistance, the UNM Department of Emergency Medicine organizes, educates, expands, and empowers WAGs to help identify and impact pedestrian safety issues, and address the four E's of traffic safety in targeted New Mexico communities. Funding to facilitate the successful implementation of WAG strategic plans is made available through the Pedestrian Safety Seed Grant program. Annual training is offered at no cost, by NMDOT TSB and its partners, for participants in the WAG program.

Public Awareness Campaigns

The UNM Department of Emergency Medicine serves as an informal clearinghouse for information regarding pedestrian safety and is the first point of contact for the media for information on pedestrian issues. They conduct news conferences, develop pedestrian and driver safety tip brochures, create and develop a pedestrian safety education video, write letters to the editor, speak at public meetings and respond to media requests for information and interviews. They also provide a Center of Injury Prevention, Research, and Education pedestrian safety web site. The TSB helps to sponsor many statewide and local-level pedestrian safety events.

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.

Collaborative Efforts

A multi-disciplinary working group comprised of NMDOT, community law enforcement, and medical, traffic, and alcohol treatment professionals has been organized to review the Pedestrian Death Review Team (PDART) report. This group will then make recommendations and provide input on a strategic plan to facilitate the reduction of alcohol involved pedestrian crashes in Bernalillo, McKinley, and San Juan counties.

The working group will research, outline, and produce a written summary of the current procedures for protective custody for intoxicated pedestrians, using the New Mexico Detoxification Act, and input from sobering services and emergency department services. This summary will be shared with pedestrian safety officers and advocates. In addition, the group will research and map highway crashes, to include the location of existing lighting, condition of lighting, and lighting ownership and maintenance agreements (if any). This information will be presented to pedestrian safety advocates.

In FY08, TSB will partner with UNM Emergency Medicine, NMDOT, and FHWA Pedestrian Safety training speakers to produce one statewide pedestrian safety training conference in Albuquerque and one local training conference in a targeted New Mexico community. The State Walkability Advocacy Group (SWAG) will identify and prepare training conference speakers to participate in these conferences. The pedestrian training conferences will offer various pedestrian workshops on designing and implementing pedestrian action safety plans. The audience will be WAGs, planners and engineers, traffic safety policy makers, law enforcement, and city, state, and federal pedestrian safety advocates.

Problem ID

New Mexico leads the nation in rates of per capita unintentional injury caused by motor vehicles. Particularly fatal are pedestrian and bicycle crashes that collectively accounted for 70 deaths in FY06.

Pedestrians

New Mexico had an FY06 pedestrian fatality rate of 3.23, which is twice the national rate of 1.62. New Mexico's pedestrian fatalities rose from 60 in FY05 to 63 in FY06. Pedestrians and bicyclists account for 13 percent of all motor vehicle crash deaths in New Mexico.

Overall, pedestrian injuries decreased from 264 in FY05 to 237 in FY06, about a 10 percent decrease.

In FY06, males aged 50-54 were most at-risk for pedestrian fatalities, followed by males aged 20-24, 30-34 and 40-44. Males account for 78 percent of all pedestrian crash victims.

Among females, those aged 25-29 and 70+ were most at risk.

Among alcohol-involved pedestrian fatalities in FY06, those most at risk were males aged 30-34, followed by those aged 20-24, 34-39 and 50-54. Among females, those aged 24-29 were most at risk.

In FY06, there was alcohol-involvement by the pedestrian in over 76 percent of the cases where a pedestrian was killed in an alcohol-involved crash.

Approximately 90 percent of alcohol-involved pedestrian fatalities in FY06 occurred in the evening hours and 60 percent occurred in areas with no lighting. Most occurred between 6 p.m. and midnight (83%) with the peak time period being between 9 p.m. and 11 p.m.

In FY06, four counties in the state accounted for about 2/3 of the alcohol-involved pedestrian fatalities - Bernalillo, McKinley, Santa Fe, and San Juan.

Bicyclists

In FY06, there were seven bicyclist deaths, three and a half times the number in FY05 (two). Injuries, however, decreased from 202 in FY05 to 190 in FY06.

Objectives/ Performance Measures

- 1) Reduce the pedestrian fatality rate of 3.19 per 100,000 population (FY06 data, most recent available) to 2.70 per 100,000 population, by the end of FY08.
- 2) Reduce the pedestrian serious injury rate of 12.0 per 100,000 population (FY06 data, most recent available) to 10.4 per 100,000 population, by the end of FY08.
- 3) Reduce the alcohol-involved pedestrian fatality rate of 1.17 per 100,000 population (FY06 data, most recent available) to 1.09 per 100,000 population, by the end of FY08.
- 4) Reduce the alcohol-involved pedestrian serious injury rate of 1.88 per 100,000 population (FY06 data, most recent available) to 1.74 per 100,000 population, by the end of FY08.
- 5) Reduce the number of pedestrian fatalities from 63 (FY06 data, most recent available) to 54, by the end of FY08.

Strategies

#1 - Educate New Mexico's communities on pedestrian safety and on opportunities for improving pedestrian safety by:

- a) developing a speakers bureau to address relevant topics on an on-call basis;:
- b) developing an updated pedestrian safety educational presentation for New Mexico targeted communities;
- c) reorganizing, expanding, and empowering Walkable Advocacy Groups (WAGs) to identify and impact pedestrian safety issues;
- d) providing pedestrian safety information on the Center for injury Prevention, Research, and Education (CIPRE) web site with updated pedestrian injury and fatality data;
- e) creating and developing multicultural supportive injury prevention safety "tools" disseminated via the CIPRE web site;
- f) collaborating and providing information and materials to pedestrian safety training speakers for statewide pedestrian conference; and
- g) continuing the pedestrian safety media campaign.

#2 - Collaborate with other pedestrian and injury prevention professionals on a regular basis by:

- a) identifying and maintaining collaboration with pedestrian injury professionals and continuing to coordinate quarterly meetings;
- b) developing, enhancing, and supporting the pedestrian safety seed grant request for proposals;
- c) implementing the law enforcement operations at target intersections; and
- d) evaluating law enforcement operations by monitoring rates of pedestrian injury per pedestrian volume, and percent of legal motorist and pedestrian behaviors observed.

#3 – Work with stakeholders in Bernalillo, San Juan and McKinley counties to outline, plan, and implement system improvements and interventions identified through alcohol abuse and alcoholism related pedestrian crash research by:

- a) convening an Advisory Group;
- b) working with stakeholders to outline a plan for:
 - i) educating law enforcement, corrections, and other stakeholders about the requirements, utility, and proper use of the NM Detoxification Act;
 - ii) expanding detoxification services amongst sobering facilities and emergency medical services; and
 - iii) implementing shuttle services for intoxicated pedestrians or pedestrians in need.
- c) distributing crash and related data that identify areas of greatest risk for pedestrian crashes;
- d) investigating the role for expanded transit in affected areas.

Pedestrian/ Bicycle Safety Project Descriptions and Budget Amounts

Federal Funds

PS-01 Pedestrian Safety

\$200,000/ 402

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. Implement a statewide public awareness campaign on pedestrian safety. Provide training and pedestrian workshops presented by experts in designing and implementing pedestrian action safety plans. Continue the Pedestrian Safety Seed Grant Program for Walkable Advocacy Groups (WAG) in approximately 10 counties. Develop a multi-disciplinary working group to make recommendations for improvements and opportunities for intervention, and facilitate the reduction of alcohol involved pedestrian crashes in Bernalillo, McKinley County and San Juan County.

Pedestrian/ Bicycle Safety: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-01	Pedestrian Safety	\$200,000	402
402 Total		\$200,000	
Total All Funds		\$200,000	

Police Traffic Services

Overview

With limited resources available for police traffic services, it is crucial that problem areas be 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 is 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

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, *You Drink You Drive*, *You Lose, Click It or Ticket*, and *Buckle Up in Your Truck* campaigns. 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.

Selective Traffic Enforcement Programs (STEPS)

In FY08, TSB proposes to designate Police Traffic Services funds for Selective Traffic Enforcement Programs (STEPS). STEPs 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. STEPs include a public awareness component that increases public perceptions that consequences will be imposed when traffic laws are broken. STEPs are a critical component of New Mexico's comprehensive traffic enforcement program.

New Mexico STEPs can include enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, sustained speed enforcement, or commercial vehicle traffic. All STEPs are comprised of a local community assessment and enforcement activities. Communities are encouraged to include public awareness and education campaigns in their project activities. During FY08, TSB will use STEPs to sustain enforcement of statutes addressing DWI and driving in excess of posted speed limits.

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.

Sustained Enforcement of Speeding Statutes using NM Safety Corridors
Safety Corridors in NM as of 2007

New Mexico currently 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.



The corridor by Lordsburg has two labels to designate east and west routes. All other corridors have only one label.

Problem ID

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 100M VMT. 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 2005 NM Traffic Crash Information annual report.

In 2005, all of the seven highest fatal or injury crash intersections were in Albuquerque, the state's largest city.

<i>Intersection</i>	<i>City</i>	<i>Crashes</i>		
		<i>Total</i>	<i>Fatal</i>	<i>Injury</i>
Coors Blvd NW & Paseo Del Norte Blvd NE	Albuquerque	159	0	35
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	124	0	32
Jefferson St. NE & Paseo Del Norte Blvd NE	Albuquerque	116	0	39
Coors Blvd NW & Quail Rd. NW	Albuquerque	116	0	32
Central Ave W & Coors Blvd NW	Albuquerque	90	0	37
Montgomery Blvd NE & Pan American East Hwy NE	Albuquerque	91	0	35
Eubank Blvd NE & Montgomery Blvd NE	Albuquerque	70	0	26

Between 2003 and 2005, the highest number of crashes on rural highway segments were in Rio Arriba and Valencia counties.

<i>Highway</i>	<i>Mile Posts</i>	<i>County</i>	<i>Crashes</i>
US 84	192.0 to 195.9	Rio Arriba	78
NM 47	18.9 to 24.9	Valencia	73
NM 76	3.5 to 6.0	Santa Fe	57
NM 76	6.0 to 8.2	Rio Arriba	54
I – 25	455.6 to 459.0	Colfax	48
NM 130	0 to 16.7	Otero	27
NM 244	0 to 6.2	Otero	18

In 2005, 17% of crashes were in rural areas and 83% were in urban areas. However, while there were many more crashes in urban areas (40,800), there were only 149 fatal crashes and 161

fatalities, compared to the 8,223 crashes in rural areas that resulted in 271 fatal crashes and 327 fatalities.

In 2005, the overall crash rate in NM was 205. Seven counties had rates higher than this average:

COUNTY	2005 CRASH RATE
Bernalillo	408
Los Alamos	254
Curry	259
Chaves	251
Lea	249
Santa Fe	234
San Juan	221

Six of the seven cities in NM with the highest crash rates in 2005 are in the northwestern and northcentral parts of the state.

CITY	2005 CRASH RATE
Taos	75.9
Espanola	63.2
Silver City	45.9
Bernalillo	43.7
Los Lunas	43.7
Gallup	43.6
Albuquerque	41.3

How were crashes in NM most frequently classified?

The top classification of crashes in 2005 were as follows:

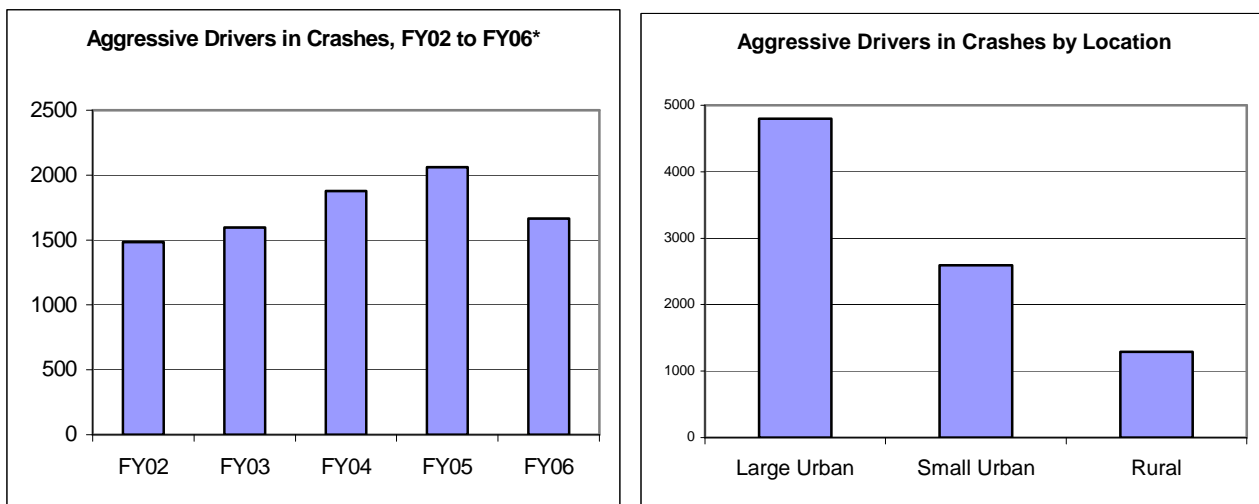
Classification	Percent of Total	Percent Fatal Crashes	Number of People Killed
Overturn	5	46	219
Other Vehicle	73	29	156
Pedestrian	1	15	61
Fixed Object	10	19	24

“Overturning” accounts for five percent of all crashes, but 46% of all fatal crashes

FY06 Data:

Between FY04 and FY05, non-alcohol fatal crashes increased by 52% on the rural interstate highways, and remains at a high level in FY06. The fatalities in these crashes are mostly vehicle occupants. Urban non-alcohol fatal crashes increased from FY03 to FY04, remained at that higher level in FY05, and increased again in FY06. The top five counties for non-alcohol fatalities between FY03 - FY06 were Bernalillo, McKinley, Dona Ana, San Juan, Santa Fe, and Luna.

This increase in non-alcohol-related crash fatalities is associated with some of the top contributing factors for crash fatalities overall that include following too close, driver inattention, failure to yield, and speed.



Along with the factors listed above, aggressive driving has increased steadily in recent years. Between FY02 and FY05, there was a 37 percent increase in the number of “aggressive drivers” in crashes, followed by a decrease in FY06. “Aggressive Driving” is defined as either being cited for reckless driving or having 2 of the following contributing factors: speed, failure to yield, passed red light, improper overtake, following too close, improper lane change. Aggressive drivers are mostly males between the ages of 15 and 25. Large urban areas, such as Albuquerque, Santa Fe, Las Cruces, Rio Rancho, Roswell, and Farmington have the most aggressive driving crashes.

In FY06, both speed-related and failure-to-yield fatal & serious injury crash rates decreased by about a fifth, but:

- Speed was involved in 41 percent of fatalities and 26 percent of injuries.
- Speed-involved fatal crashes occurred mostly in rural areas, but non-fatal speed-involved crashes were also prevalent in urban areas.
- Speed-related crashes were most predominant among younger males, and secondarily among younger females.
- Speed was a factor in a larger fraction of crashes between the hours of 9 p.m. and 6 a.m. than during any other hours of the day.
- Failure-to-yield was involved in 11 percent of fatalities and 30 percent of injuries.
- Failure-to-yield was most prevalent in urban areas.
- Failure-to-yield was most prevalent among older drivers.

Objectives/ Performance Measures

- 1) Decrease the number of crashes in the combined safety corridor areas by 20 percent, by the end of FY08 (FY06 crashes in combined safety corridors areas, 977).
- 2) Reduce speed involved fatal and serious injury crashes from 5.81 per 100M VMT (FY06 most recent data available) to 5.34 per 100M VMT, by the end of FY08.
- 3) Reduce failure to yield* fatal and serious injury crashes from 6.21 per 100M VMT (FY06 most recent data available) to 5.48 per 100M VMT, by the end of FY08.
**"failure to yield" includes failure to yield, stop sign running and red light running

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 STEPs 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

\$110,000/ 402

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, and input into, the state Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies.

Oversee and provide input into law enforcement efforts in speed control, aggressive driving and selected traffic enforcement programs. Personnel services will include salaries and benefits for five FTEs, to include five management analyst positions. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33%. 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 five FTEs can be found in the OP (OP-04) and AL (AL-14) program areas.

PT-02 Selective Traffic Enforcement Program (STEP) \$230,000/ 402 & \$200,000/ 406

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-03 Statewide Police Traffic Services Training and Information \$150,000/ 406

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 \$435,000/ 402 & \$55,000/ 406

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-05 100 Days and Nights of Summer Project

\$200,000/ 406

Provide funding for the "100 Days and Nights of Summer" Program throughout the state. The New Mexico State Police conduct intensive checkpoint activity during the campaign with a goal of 100 checkpoints during the 100-day time-period between June and September. Other law enforcement agencies throughout the state will conduct additional checkpoints and saturation patrol activity during this 100-day time-period. In addition to conducting increased DWI enforcement activity, officers will be on patrol looking for speeders, and drivers who don't wear their seat belts or make sure their children are buckled safely in child safety seats.

Increased enforcement activity during this period also includes stepped-up enforcement of laws prohibiting over serving of intoxicated patrons by bar and restaurant personnel, and serving alcohol to minors.

PT-06 Law Enforcement Statistician

\$30,000/ 406

Provide the Albuquerque Police Department (APD) with funding for a full-time statistician to assist in the gathering and reconciliation of crash reports. 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

Designated state funds resulting from traffic convictions generated and provided to law enforcement or other agencies and administered by the TSB.

Also see AI-29 Law Enforcement Statistician in the Alcohol/ Impaired Driving Program Area on page 42.

Police Traffic Services: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-01	Police Traffic Services Program Management	\$110,000	402
PT-02	Selective Traffic Enforcement Program (STEP)	\$230,000	402
PT-04	Traffic Safety Enforcement Coordination	\$435,000	402
402 Total		\$775,000	
PT-02	Selective Traffic Enforcement Program (STEP)	\$200,000	406
PT-03	Statewide PTS Training and Information	\$150,000	406
PT-04	Traffic Safety Enforcement Coordination	\$ 55,000	406
PT-05	100 Days and Nights of Summer	\$200,000	406
PT-06	Law Enforcement Statistician	\$ 30,000	406
406 Total		\$635,000	
Total All Funds		\$1,410,000	

Traffic Records Program Area

Overview

Statewide Traffic Records System (STRS)

The STRS Program management is provided by the NM Department of Transportation (NMDOT), Traffic Safety Bureau (TSB). During FY07, in collaboration with the Statewide Traffic Records Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC), the TSB established a STRS Office consisting of a Program Director, Program Manager, Management Analyst, and a System Architect.

TraCS Evaluation Pilot Project

In September 2006, the TraCS Evaluation Pilot Project was completed. The primary focus of the project was to evaluate the Traffic and Criminal Software (TraCS) application that allows law enforcement officer to electronically capture traffic information, for possible statewide rollout. In November 2006, the STREOC approved the TraCS software for use in the statewide rollout. The TraCS Phase One Rollout Certification was approved in June 2007.

Ignition Interlock Database Project

In October 2004, The Traffic Safety Bureau (TSB) entered into an agreement with the Administrative Office of the Courts (AOC) to research, design and develop an Ignition Interlock Database (IIDB). Project management and software engineering practices were established and implemented. The research, design, and development of the IIDB were completed. An interface with a manufacturer was developed and enabled the electronic transmission of data to the IIDB. Basic web queries and statistical reports were developed.

In September 2005, the IIDB project was transitioned from AOC to the NMDOT. The database was set up, and a FTP site was established to allow the electronic transmission of data from the six approved manufacturers. This project was completed and the OCIO's office closed it out on October 2006. In October 2006, the OCIO certified and approved the Ignition Interlock Data Analysis (IIDA) Project-Phase 0.

In 2006, the Ignition Interlock database was transferred from the Administration Office of the Courts, Judicial Information Division to the NMDOT Information Technology group. In 2007, the database was re-written in Oracle and began accepting data from New Mexico's six ignition interlock manufacturers. All manufacturers submit data monthly via File Transfer Protocol (FTP) to the Ignition Interlock database. The database contains 2005 data and efforts are currently in process to upload 2006 and 2007 data. The IIDA Project Phase One will be initiated in FY08.

Impaired Driving – Enhanced Law Enforcement Reporting Project

A web-enabled reporting application for officers participating in the NMDOT Comprehensive Impaired Driving Program was completed in November 2006. These officers dedicate 100% of their time to DWI enforcement activities in the state's six highest risk counties for DWI, and the Navajo Nation. The participating agencies have the ability, via the web, to submit aggregated data reflecting DWI enhanced activities such as checkpoints, saturation patrols, high-visibility media campaigns, and prevention initiatives. Data is reported to the NMDOT - Traffic Safety Bureau. A project plan is being developed to maintain and support the II central database and evaluate avenues for dissemination of the data.

TraCS Tribal Pilot Project

In November 2006, the STREOC approved the TraCS Tribal Pilot project for implementation with the Tesuque Tribal Police Department. A project plan was developed and the project implemented in August 2007. The Tesuque Tribal Police Department is using TraCS for the electronic capture of tribal citation, DWI, incident, and crash information.

Transportation Statistics Bureau

The NMDOT/ Transportation Planning Division/ Transportation Statistics Bureau collects data from the NM uniform crash reports from all law enforcement agencies throughout the state. Annually, about 70,000 reports are analyzed. Due to state guidelines, approximately 49,000 reports are loaded into the master database annually. The data is then analyzed, referenced with codes, and compiled into a master crash database, the Accident Records Capture System (ARCS). All uniform crash reports are scanned and imaged for future referencing. An upload is also sent to the University of New Mexico-Division of Government Research (DGR).

Data that New Mexico sends to the NHTSA FARS database is compiled using the state's uniform crash reports, toxicology reports, death certificates, causes of death, and driver and vehicle information. Driver and vehicle information is retrieved from the Office of Medical Examiner, the Department of Health-Scientific Laboratory Division, the Department of Motor Vehicles, and the Vital Statistics Bureau. Data is analyzed, referenced with codes, and compiled into a master fatal crash database (Fatallog). Once the data is reviewed, a file of both databases (ARCS & Fatallog) is prepared and transmitted to NHTSA.

The NM Transportation Statistics Bureau receives approximately 400 requests per year from other states to provide local driver and vehicle information. The staff provides fatal crash information involving large trucks to the NM Motor Transportation Department. They also receive approximately 300 requests annually to provide crash analysis to department employees, other state agencies, and the private sector.

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 purpose of the STRS is 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 primary goal of the STRS is to identify the multi-tiered data processes amongst traffic records entities and assist decision makers 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 STRS sets the foundation for assuring that data is available to support both federally funded traffic safety programs and those programs that are funded from State and local sources. Participating members of the STRS work diligently to ensure the development of the STRS is carefully planned and executed to assist them with focusing their efforts to achieve the goals and objectives set forth in the STRS Strategic Plan.

In FY08, the STRS office will add a programming resource and implement an Independent Verification and Validation (IV&V) contract for the projects. STRS and Architecture project management plans will be completed by October 2007.

TraCS Phase One – Statewide Rollout

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 and to officers from the Enhanced DWI enforcement program. Additional phases will include bringing in the rest of the law enforcement agencies in the state into the STRS.

TraCS Tribal Pilot Project

The TraCS Tribal Pilot Project of the STRS program was approved by the STREOC in November 2006. The pilot, to be initiated in late 2007, will utilize the New Mexico Traffic and Criminal Software (TraCS) approved for statewide rollout by the STREOC. TraCS is a PC based electronic tool for preparing and distributing traffic records forms that are used by law enforcement agencies throughout the State.

Currently the majority of Tribal traffic citations, DWI citations and associated forms, incident/offense reports and crash reports are hand written, increasing the potential for inaccurate information to be recorded, and for other agencies and law enforcement personnel to have difficulty interpreting the information. This process costs law enforcement agencies many hours of report writing time that could be spent in other law enforcement activities.

The Tribal law enforcement agency participating in the TraCS Tribal Pilot Project is the Tesuque Tribal Police. Tesuque Tribal Police will have 15 officers participating in the Pilot. The officers will use TraCS on ruggedized laptops in their patrol cars to generate, create and print the state Uniform Traffic Citation, Uniform DWI Citation Package (license revocation, probable cause, criminal complaint, sobriety checklist, tow slip, booking sheet), Uniform Crash Report, and Uniform Incident/Offense Report.

Ignition Interlock Database Analysis

The IIDA Project Phase One will complete creation of a statewide Ignition Interlock database that will allow stakeholder agencies to monitor Ignition Interlock offender compliance with court ordered and administrative ordered installation of an ignition interlock device in their vehicle. Standards can be implemented to allow for consistent monitoring and reporting practices. Deploying the web application will allow for monitoring of high BAC and other violations occurring in the last 60 days of the installation. A project management plan for the IIDA Project Phase One was completed in June 2007 which outlines the following phases, scheduled to begin in August 2007:

Phase 1 - Data Capture & Database Population and IIDA Records Repository

Phase 2 - IIDA Reporting

Phase 3 - Web Application Pilot and Data Exports

Commercial Vehicle Crash Data Improvement Project

NMDOT/ TSB has requested funds from FMCSA to improve the timeliness, accuracy, completeness and consistency of the fatal and non-fatal commercial motor vehicle (CMV) crash records in NM. This data will be used to evaluate program effectiveness, identify problems and trends in crash and safety data reporting, and help target spending to support the States in their efforts to improve

commercial motor vehicle safety. Should the project be funded, NM will fund contract services for two individuals to work with NMDOT's Transportation Planning Division to:

- 1) Determine on what basis crash reports are now being identified as CMV;
- 2) Review each crash report to determine whether it meets the criteria as a CMV;
- 3) Determine whether all data fields are complete on each CMV crash report;
- 4) As necessary, contact the appropriate law enforcement officer to complete any incomplete data fields;
- 5) Document information concerning incomplete CMV crash reports, such as the law enforcement agency and officer submitting the incomplete reports, what data fields were missing, reasons given by officer for not completing all the data fields in the report; and
- 6) Forward completed CMV crash reports to Department of Public Safety for uploading to SafetyNet.

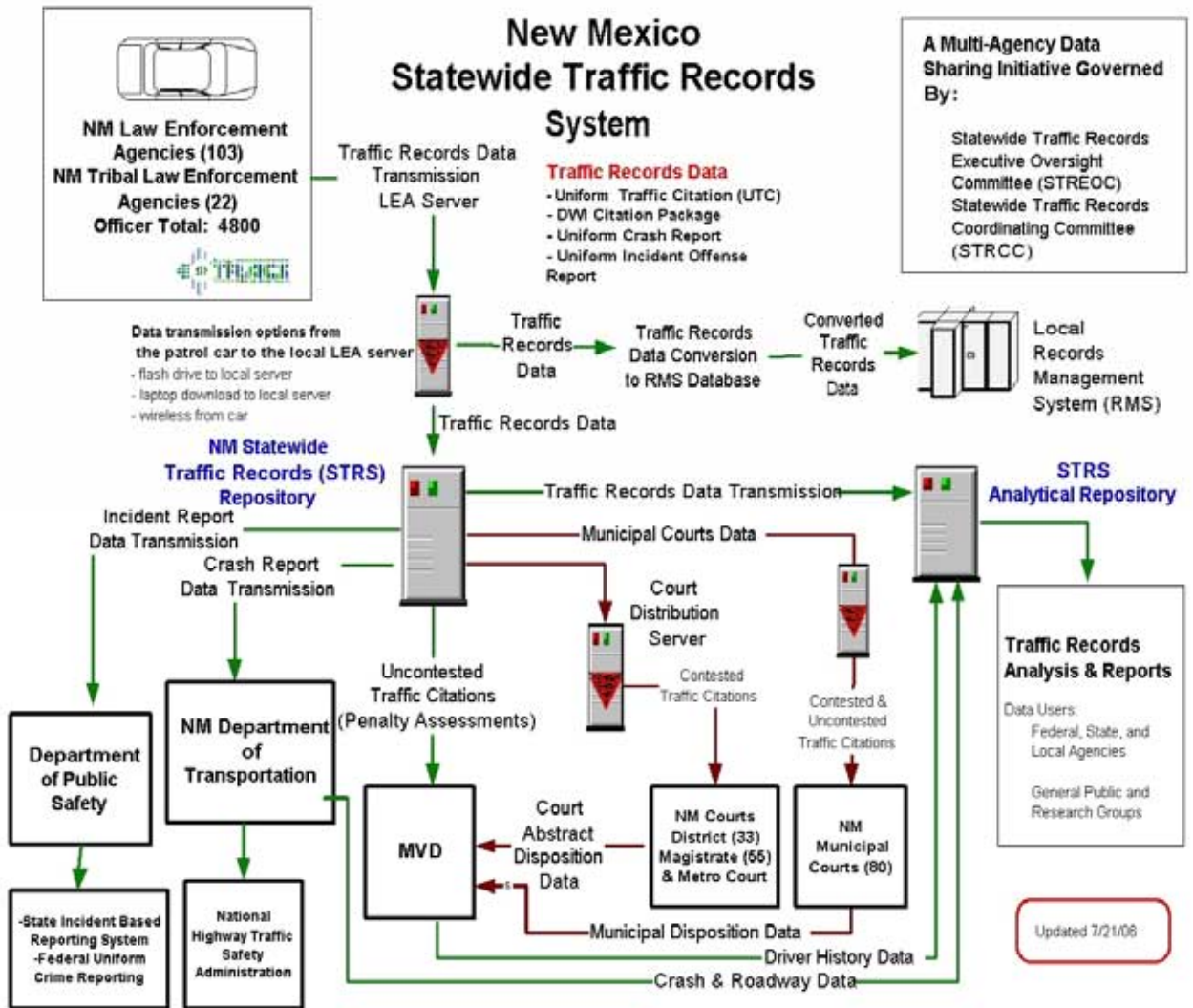
New Mexico is now rated as a "red" state in terms of the FMCSA "State Safety Data Quality – State Rating of Crash and Inspection Reporting." Through this project, it will seek to improve this rating from "poor" to "good."

EMS Pre-hospital Data Collection Project

In April 2007, NM EMS Region III was awarded a contract by the Department of Health (DOH)/ Emergency Medical Services (EMS) Bureau to implement an EMS pre-hospital data collection system throughout the State of New Mexico. Funding was provided through a federal Bio-terrorism Hospital Planning and Preparedness grant. A plan was developed for a system that would provide all NM EMS service providers with the ability to submit pre-hospital data to the DOH/ EMS Bureau. The system would have the capacity to act as the state repository for reporting from all services, taking downloaded data from existing systems that are compliant with data collection standards specified by the National EMS Information System (NEMSIS) project. The data system would have the capacity to generate standardized and ad hoc reports that could be easily used by participating services, EMS Regional Offices, and state level agencies..

In May 2007, EMS Region III signed a contact with a Minnesota company to provide New Mexico 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 system was implemented in August 2007.

NM STRS Design Model



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 49,000 traffic crashes every year, and they produce approximately one million uniform traffic citations and over 20,000 DWI citations annually. The Transportation Planning Division of the NMDOT receives approximately 71,500 uniform crash reports annually. At this time, approximately 98% of all traffic reports produced by law enforcement are still handwritten, and then must be hand-entered into a variety of other agency data bases.

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 management and technical personnel charged with implementing and managing the projects designed to create and maintain the STRS model, as depicted above.

Objectives/ Performance Measures

- 1) Maintain and support the STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination, throughout FY08.
- 2) Among the six law enforcement agencies that participated in the TraCS Pilot Project, increase the use of TraCS by law enforcement officers from 60 (from the TraCS Pilot period in FY07) to at least 300 (from the TraCS Phase One Rollout in FY08), by the end of FY08.
- 3) Complete the implementation of a TraCS Tribal Pilot Project to automate their traffic records citations and reports, by the end of FY08.
- 4) Complete the STRS Architectural Plan, by the end of FY08.
- 5) Implement the Commercial Vehicle Crash Data Improvement Project, by the end of FY08.
- 6) Improve the timeliness, accuracy, and completeness of its traffic records data by demonstrating a measured increase in the percentage of electronic collection of traffic records data, in the field, by TraCS Pilot agencies, where the baseline level electronic collection of traffic records data was 0% (January 2005) and the benchmark goal level for FY08 is 20%.

Strategies

The following strategies 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 (TIMS).
- 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 Native American 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

TR-01 Traffic Safety Problem Identification and Information \$450,000/ 402

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.

State Funds

RF-09 STRS/ Traffic Records Improvement and Development

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 will include funding resources such as a system designer, a database administrator and a programmer-forms developer. STRS program manager, TraCS program manager, help desk and training. To include administrative costs related to the activities of the STREOC and STRCC, including implementing and updating the Strategic Plan.

RF-10 TraCS Phase One Rollout

Implement TraCS with the entire department of each of the TraCS Pilot Agencies. This will provide TraCS to all officers in each of the Pilot Agency law enforcement departments.

Also see AL-10 STRS/ Traffic Records Improvement and Development, AL-11 Continued Support of TraCS Pilot Agencies, AL-12 STRS/ Ignition Interlock Database Manager, and AL-13 TraCS Phase One Rollout in the Alcohol/ Impaired Driving Section on page 42.

Traffic Records: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-01	Traffic Safety Problem Identification and Information	\$450,000	402
402 Total		\$450,000	
Total All Funds		\$450,000	

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 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 media 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 and television have proven to be effective in the highly populated areas of the state, and non-conventional media is used to reach populations in more rural areas. Collateral materials are produced to supplement the electronic messages in these areas.

Earned media is a large component of the media mix, and expanded efforts to obtain news coverage of the various campaigns are used to increase exposure and maximize the state's media budget.

NMDOT prepares an annual Impaired Driving Communication Plan as part of the state's 403 Demonstration Project on Impaired Driving. This plan outlines all DWI media and marketing strategies for the coming year. The plan provides details about media messages and public information to advise the public about traffic safety initiatives that are aimed at reducing traffic related death and injuries due to DWI.

Additionally, NMDOT contracts with a marketing firm to conduct media placement and media monitoring of *Superblitz* and sustained enforcement media activities. This contract is especially essential with year-round anti-DWI messaging occurring, per the Impaired Driving Communication Plan. 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 as part of the Alcohol/ Impaired Driving Program and the 403 Demo Project.

Assessment and Tracking of Paid Media

164 Funds - Alcohol/ Impaired Driving Media Campaigns

Paid media services are assessed in the same manner described below for the 405-Occupant Protection media campaign. In addition to this monthly review of services provided, NHTSA funds an annual national telephone household survey (pre & post surveys) to assess the public's knowledge of and exposure to the You Drink, You Drive, You Lose (YDYDYL) National Mobilization enforcement activities and anti-DWI messaging (survey conducted by Schulman, Ronca and Bucuvalas, Inc. - SRBI). The SRBI YDYDYL Survey is designed to elicit responses from New Mexico drivers who drink alcoholic beverages (this does not mean drivers who have driven after drinking necessarily, but persons who drive, who also drank any alcoholic beverages in the past year). This survey asks about drinking & driving behavior, visibility of police on the roads, the likelihood they would be stopped if they had been drinking & driving, if that likelihood has increased over the past month, if they had seen or heard anti-DWI messages in the past 30 days, where they had heard or seen the anti-DWI messages, which messages they have seen or heard (Buzzed Driving, YDYDYL,

Friends Don't Let Friends, etc), if they have seen or been in a checkpoint operation in the past 30 days, and if they think DWI enforcement is important.

403 Funds – Impaired Driving Demo Project

The Pacific Institute for Research and Evaluation (PIRE) receives funds from NHTSA to assess the impact of NM's 403 Demonstration Grant. PIRE will use the SRBI Survey results (detailed above) as part of its assessment, and has negotiated to have SRBI over-sample in the five high-risk counties that are the focus of the increased enforcement and media efforts under the grant. In addition, PIRE is working with Preusser Research Group to conduct an additional pre/post telephone household survey in the state (similar to the SRBI survey), six months following the SRBI survey. Thus, DWI-related household surveys will be conducted twice each year during the 403 grant period, with over-sampling in the five highest risk counties for DWI.

PIRE conducted roadside surveys in NM, during checkpoint operations, to determine how many drivers were being passed through the checkpoints with BACs at .08 or above (undetected). Results showed that just over 1% of the 2,319 persons, for which a breath sample was available, were .08 or above.

As part of the state's Section 403 Demonstration Grant - Comprehensive Impaired Driving Program, NMDOT contracts with a local agency for community outreach. This contractor provides public outreach, marketing, and media expertise in the five highest risk counties in New Mexico for DWI and the NM portion of the Navajo Nation. As part of this 403 Program, a creative design contractor has been hired to assist NMDOT/ TSB with development of media and marketing materials for distribution and dissemination.

406 Funds - Occupant Protection Media Campaign

Paid media services are contracted for the *Click It or Ticket* National Mobilization. Target markets and target population reach projections are pre-determined and specified in the media contracts. Contractors submit invoices that provide details on media type used (television, radio, print), the number of spots aired, the target reach percentage, the frequency of the airings, and the gross rating percentage (GRP) of each spot. Nielson and Arbitron ratings are used to estimate the size of the target populations.

Strategies

#1 - Continue developing and disseminating media messages and public information for TSB Programs.

#2 - Develop a plan for local law enforcement to implement in their communities to educate the public between *Superblitz* periods.

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

#4 - Develop and disseminate speed, aggressive driving, and distracted driving media messages.

TS Programs Marketing & Media Project Descriptions and Budget Amounts

Federal Funds

AL-06 DWI Production Services

\$400,000/ 164

Fund the costs to produce television, radio, and other messages related to DWI.

AL-09 Special DWI Prevention Marketing Efforts

\$563,000/ 164PM

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

AL-16 Cultural Strategic DWI Messaging

\$30,000/ 164

Develop strategic DWI messaging and outreach avenues to effectively communicate with cultural sub-groups throughout the state.

AL-18 Superblitz Media Activities

\$500,000/164 PM & \$500,000/ 410PM

Fund paid media during the four 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-19 DWI Community Media Outreach

\$425,000/403

Fund community outreach activities in the five-highest risk counties and the Navajo Nation. This includes coordinating with law enforcement, courts, prosecutors, public defenders and community leaders to publicize DWI enforcement activities in these areas.

AL-20 DWI Public Relations Creative Design

\$400,000/164

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

\$855,000/164 PM

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.

AL-22 DWI Educational and Promotional Materials

\$250,000/ 164

Purchase educational and promotional materials to be distributed statewide around special events such as the Balloon Fiesta and the State Fair. Some materials will be distributed to the courts and to liquor establishments.

DE-08 Traffic Safety Media Messages

\$330,000/ 406PM

Fund paid media during a major summer traffic safety effort. This will include messages that pertain to increasing safety belt use, child restraints use, speeding and aggressive driving.

OP-05 Occupant Protection Production Services

\$150,000/ 405

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

OP-07 Occupant Protection Safety Messages**\$100,000/ 406 PM**

Fund paid media 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.

State Funds**EE-02 Statewide Traffic Safety Information and Education Campaigns**

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 DWI Production Services

Fund the costs to produce television, radio and other messages related to DWI.

Traffic Safety Programs Marketing & Media: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-09	Special DWI Prevention Marketing	\$563,000	164PM
AL-18	<i>Superblitz</i> Media Activities	\$500,000	164 PM
AL-21	Sustained Paid Media	\$855,000	164 PM
164 PM Total		\$1,918,000	
AL-06	DWI Production Services	\$400,000	164
AL-16	Cultural Strategic DWI Messaging	\$ 30,000	164
AL-20	DWI Public Relations Creative Design	\$400,000	164
AL-22	DWI Educational and Promotional Materials	\$250,000	164
164 Total		\$1,080,000	
AL-19	DWI Community Media Outreach	\$425,000	403
403 Total		\$425,000	
OP-05	Occupant Protection Safety Messages	\$150,000	405
405 Total		\$150,000	
DE-08	Traffic Safety Media Messages	\$330,000	406PM
OP-07	Occupant Protection Safety Messages	\$100,000	406PM
406 PM Total		\$430,000	
AL-18	<i>Superblitz</i> Media Activities	\$500,000	410PM
410 PM Total		\$500,000	
Total All Funds		\$4,503,000	

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 safety 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 5 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 2006, the results from 2,584 anonymous student course evaluations were as follows:

- * 96% rated the program as good or excellent
- * 99% found the course material helpful
- * 83% said they learned a lot from the course
- * 99% said what they learned in the course would be useful to them in the future
- * 99% rated their instructor as good or excellent
- * 95% felt the program helped them make a change in their behavior

Estimated Number of Individuals Trained 2006

PROGRAM	NUMBER OF STUDENTS
Driver Education School	7,309
DWI Awareness	13,600
Driver Safety School	7,036
DWI School	5,166

Problem ID

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 driver inattention, failure to yield, following too close, excessive speed, other improper driving, and alcohol-involvement.

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 FY06, teens 15-19 had the highest crash involvement rate of all drivers. Although, teens comprise only five percent of drivers in NM, 15 percent of drivers in crashes were teens. Thirty-four 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 NM, all persons under the age of 18 applying for their first NM driver's license must complete a driver education course that includes a DWI Prevention and Education program. In addition, all first-time licensees between the ages of 18 and 24 are required to take a DWI Awareness class. In 2006, approximately 7,300 students completed the Novice Driver Education School, and 13,600 completed the DWI Awareness course.

Of NM's 12,011 DWI convictions in FY06, 7,529 (63%) were 1st time DWI convictions. In NM, all first-time DWI offenders are required to attend DWI School.

In NM, courts may require a driver to attend the Driver Safety School based on a conviction for a penalty assessment misdemeanor or any other misdemeanor committed while driving. Of the approximately 247,000 traffic conviction violations recorded in FY06*, 41 percent were for speeding. Another 33 percent were for no seatbelt use, no license, no insurance, DWI, not stopping/ yielding, driving on suspended or revoked license, expired registration, no child restraint, or open container. In 2006, approximately 7,000 persons attended the Driver Safety School.

*there may be more than one conviction violation per incident or person

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/IPL 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

\$40,000/ 402

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

\$165,000/ 402

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

\$157,800/ 402

Prepare, design, print, and distribute traffic safety related materials, reports, newsletters, and special publications for public information and education, and for the promotion of events or program activities. Conduct research for TSB and update materials and publications, as needed, based on new laws, legislative mandates, or rule changes. Design and disseminate a calendar of events on the TSB web site.

DE-04 Traffic Safety Quality Improvement Workshop

\$30,000/ 402

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-05 Traffic Safety Facilitation Services

\$25,000/ 402

Contract facilitation services for TSB-related and/or TSB-sponsored events in which the main goal of each event is to develop strategies or improve processes designed to reduce motor vehicle related crashes, deaths, and injuries.

DE-06 Traffic Safety Information Clearinghouse

\$250,000 / 402

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-07 Officer Incentives

\$20,000/ 402

Officers that write the most *Click It or Ticket* citations would receive funding to attend a Traffic Safety related training or conference.

State Funds

DI-01 GDL Public Information/Education

Implement a statewide public information and educational campaign on the Graduated Driver's License law to educate and inform the public about using graduated licensing stages for first time drivers, with messages targeted at both parents and teens.

DI-02 Quality Assurance

Develop and implement a quality assurance monitoring and training system for all TSB state-mandated programs.

DI-03 Interpretation Services

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

DI-04 Instructor Training

Develop and provide mandatory training for bureau-approved instructors and facilitators.

DI-05 DWI Education Curriculum

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

DI-06 DWI Prevention Newsletter for Schools

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

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

PE-01 Public Education Event Sponsorship

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.

PE-02 Teen Mobilization

Engage teenagers in projects that strengthen their communities' DWI prevention efforts. Use social advocacy and marketing techniques to train and support adolescents in developing and implementing programs to reduce DWI at the local level.

PE-03 Multi-media Information

Fund multi-media presentations in elementary, mid and high schools on DWI and underage drinking.

Driver Education: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
DE-01	Activist Information and Training	\$ 40,000	402
DE-02	Public Information Broadcasting	\$165,000	402
DE-03	Traffic Safety Reporting	\$157,800	402
DE-04	Traffic Safety Quality Improvement Workshop	\$ 30,000	402
DE-05	Traffic Safety Facilitation Services	\$ 25,000	402
DE-06	Traffic Safety Information Clearinghouse	\$250,000	402
DE-07	Officer Incentives	\$ 20,000	402
402 Total		\$687,800	
Total All Funds		\$687,800	

Motorcycle Safety Program Area

Programs

Motorcycle Training Program

To help riders develop skills, the TSB administers statutorily required motorcycle training program statewide. In 2006, more than 3,600 individuals received motorcycle training. This is the fourth successive year that training numbers have exceeded 3000. The slight decrease from 2005 to 2006 was caused by the loss of one training center in Las Cruces (the training site lease expired and was not renewed). This site should be operational again by Fall 2007. The Program is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

Year	Students Trained Annually	% Change from Previous Year	Active Sites	Active Rider Coaches
2002	2,550	13%	9	72
2003	3,055	20%	9	76
2004	3,649	19%	9	70
2005	3,801	4%	12	89
2006	3,655	-4%	14	77

An endorsement is required to legally operate a motorcycle. Individuals 18 years of age and older can apply for an endorsement in two different ways; by passing a written test and a driving test at a Motor Vehicle Division office, or by successfully completing the Motorcycle Training Program. Individuals under 18 must successfully complete the Motorcycle Training Program. 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 fifth annual "New Mexico Motorcycle Safety Awareness Day" in September of 2006. 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.

Problem ID

In NM, most motorcycle crashes result in injury, rather than death. Deaths due to motorcycle crashes increased in FY06 from 37 (FY05) to 49. The number of riders sustaining serious injuries due to a motorcycle crash also increased from 750 in FY05 to 791 in FY06.

Over the past five years, motorcycle crashes have increased by 30 percent, going from 972 in FY02 to 1,267 in FY06.

In NM, motorcyclists are predominantly male, and those most often involved in a motorcycle crash are between the ages of 15 and 24.

In FY06, 77 percent of motorcycle crashes were in urban areas, but 57 percent of fatal crashes were in rural areas. More than one-half of all crashes were in Bernalillo, Dona Ana, and Santa Fe counties.

In FY06, most motorcycle crashes occurred on Friday, Saturday and Sunday (54%), mostly in daylight hours (75%), with the peak time being between 3 p.m. and 6 p.m. (30%). The highest crash months were May through September.

In FY06, the most common crash classes for motorcycle crashes were involvement with another vehicle (51%), overturns (20%), hitting a fixed object (11%) and other non-collision (11%).

In FY06, only about 8 percent of motorcycle crashes were alcohol-involved, but 43 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 49 motorcyclists killed in FY06, none were wearing a helmet. Eighty-three 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. Those most likely to wear a helmet are riders ages 20-24.

Motorcycle safety education is essential for reducing risky driving behavior and increasing use of safety equipment.

Objectives/ Performance Measures

Reduce the number of motorcycle crashes from 1,267 (FY06 data, most recent available) to 1125, by the end of FY08.

Reduce the number of motorcycle fatalities from 49 (FY06 data, most recent available) to 44, by the end of FY08.

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

\$100,000/ 2010

Enhance the existing motorcycle program by providing increased training, education, public awareness, and training materials.

State Funds

MC-01 Motorcycle Safety Training Program

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	\$100,000	2010
Total Funds		\$100,000	2010

FY08 PROJECT DESCRIPTIONS

NHTSA FEDERAL FUNDS

AL-01 Additional Law Enforcement Officers **\$750,000/ 403 and \$1,500,000/ 164**

Fund 24 full-time officers that focus 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.

AL-02 Underage Drinking Enforcement **\$400,000 / 164**

Fund law enforcement agencies to conduct underage drinking enforcement, such as party patrols, shoulder taps, etc. Activities will be coordinated with DPS/ SID.

AL-03 BAC Testing **\$100,000/ 164**

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. Allows for a full-time person to provide intoxilyzer and RBT IV operator training to law enforcement.

AL-04 Court Monitoring **\$400,000/ 164**

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 **\$125,000/ 164**

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 **(TS Media) \$400,000/ 164**

Fund the costs to produce television, radio, and other messages related to DWI.

AL-07 Drug Recognition Expert Training **\$95,000/ 164**

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 **\$1,500,000/ 164 \$1,700,000/ 410**

Fund overtime enforcement and checkpoint 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 (TS Media) \$563,000/ 164PM

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

AL-10 STRS/ Traffic Records Improvement and Development \$700,000/164 & \$500,000/408

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 will include funding for resources, such as, a system designer, a database administrator, a programmer-forms developer, a STRS program manager, a TraCS program manager, a help desk, and training. Also, to include administrative costs related to the activities of the STREOC and STRCC, including implementing and updating the Strategic Plan.

AL-11 Continued Support of TraCS Pilot Agencies \$100,000/ 164

Provide ongoing support to TraCS Pilot agencies until their entire-agency rollout occurs. Contractual support services will be provided for program management, programming, and other technical support.

AL-12 STRS Ignition Interlock Database Manager \$100,000/ 164

Complete and maintain the ignition interlock data repository, and integration and exchange initiatives. These activities will improve the quality, accuracy, integrity, timeliness, consistency, and accessibility of ignition interlock data to state agencies; government entities and other authorized users to monitor compliance and conduct evaluations. Determining database requirements and reports. Ensure vendors are downloading data on a regular basis. Conduct quality assurance procedures.

AL-13 TraCS Phase One Rollout \$525,000/ 164 & \$100,000/406

Implement TraCS with the department of each of the TraCS Pilot Agencies. This will provide TraCS to additional officers in each of the Pilot Agency law enforcement departments.

AL-14 Impaired Driving Program Management \$250,000/ 164PA

Provide program management for the impaired driving program area to coordinate and provide input on Operation DWI, *Superblitzes*, and other projects related to impaired driving. Manage, conduct and provide oversight of and input into 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 one staff manager and five management analyst positions. One FTE will be funded at 100%, two FTEs will be funded at 25% and three FTEs will be funded at 33%. 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 five FTEs can be found in the OP (OP-04) and PT (PT-01) program areas.

AL-15 Traffic Safety Resource Prosecutor \$180,000/ 164

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.

- AL-16 Cultural Strategic DWI Messaging (TS Media) \$30,000/ 164**
 Develop strategic DWI messaging and outreach avenues to effectively communicate with cultural sub-groups throughout the state.
- AL-17 Impaired Driving Demo Project Program Management \$400,000/ 164**
 Provide program management for the Section 403 Demo Project - Impaired Driving Program. This includes data management, monthly reports, coordination with law enforcement and other state agencies.
- AL-18 Super Blitz Media Activities (TS Media) \$500,000/ 164 PM & \$500,000/ 410 PM**
 Fund paid media during the four 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-19 DWI Community Media Outreach (TS Media) \$425,000/ 403**
 Fund community outreach activities in the six highest risk counties and the Navajo Nation. This includes coordinating with law enforcement, courts, prosecutors, public defenders and community leaders to publicize DWI enforcement activities in these areas.
- AL-20 DWI Public Relations Creative Design (TS Media) \$400,000/ 164**
 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 (TS Media) \$855,000/ 164 PM**
 Fund individual television and radio stations to air DWI messages statewide during non-*Super Blitz* 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.
- AL-22 DWI Educational and Promotional Materials (TS Media) \$250,000/ 164**
 Produce and purchase educational and promotional materials to be distributed statewide around special events such as the Balloon Fiesta and the State Fair. Some materials will be distributed to the courts and to liquor establishments.
- AL-23 Statewide DWI Training and Information for Law Enforcement \$400,000/ 164**
 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**
 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-25 Roadside Surveys** **\$125,000/ 164**
 NM will conduct DWI Roadside surveys in an effort to help determine the effectiveness of high-visibility law enforcement and outreach activities in the New Mexico Impaired Driving Demonstration Program. The surveys will secure breath samples, on a volunteer basis, from motorists during approximately 25 DWI checkpoint operations (total sample size = 3,000). The survey contractor will measure the change in the average blood alcohol content of motorists by comparing current results to baseline results secured in 2005.
- AL-26 Impaired Driving Programmer/ Database** **\$150,000/ 164**
 Fund a contractor to create a web-based database for law enforcement to report on their state-contracted DWI activities (checkpoints, saturation patrols, etc.) funded through any state contracts.
- AL-27 DWI/Drug Court Expansion** **\$400,000/ 410**
 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** **\$400,000/ 164**
 Through this pilot project, fund seven 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** **\$30,000/ 164**
 Provide the Albuquerque Police Department (APD) with funding for a full-time statistician to assist in the gathering and reconciliation of crash reports. 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** **\$85,000/ 164**
 Fund a contractor to place and monitor all paid impaired driving sustained media contracts to ensure that NMDOT receives the ad placements as outlined in relevant media contract specifications.
- AL-31 "Buyers Beware" Underage Drinking Media Campaign (New Hampshire NHTSA Project)** **\$275,000/ 164**
 DWI Underage Drinking Prevention Billboard Media Campaign to target persons over 21 years of age that may contribute to the delinquency of a minor by purchasing or procuring alcohol for them. Core messages emphasize New Mexico's 4th degree felony law for providing alcohol to minors.
- AL-33 Evaluation of DWI Programs** **\$100,000/ 164**
 Fund a study to evaluate the effectiveness of TSB-funded DWI countermeasure projects. Possible projects include the Albuquerque Police Department Party Patrol Unit, Media and Public Awareness efforts, and Court projects. TSB will request specific approval from NHTSA for each individual evaluation project.
- AL-34 Impaired Driving Overtime Enforcement - Drunk Busters Hotline** **\$200,000/ 164**
 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 Drunk Busters Hotline Dispatch Positions** **\$80,000/ 164**
Fund two dispatchers at the Department of Public Safety to handle calls to the Drunk Busters Hotline, #DWI.
- AL-36 TraCS Tribal Pilot Project** **\$140,000/ 164**
Initiate the development and implementation of a TraCS Tribal Pilot Project to automate citation, DWI and crash information. TSB will work collaboratively with tribal entities to participate in the STRS and explore the possibilities of traffic records data sharing.
- DE-01 Activist Information and Training** **\$40,000/ 402**
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** **\$165,000/ 402**
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** **\$157,800/ 402**
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**
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-05 Traffic Safety Facilitation Services** **\$25,000/ 402**
Contract facilitation services for TSB-related and/or TSB-sponsored events in which the main goal of each event is to develop strategies or improve processes designed to reduce motor vehicle related crashes, deaths, and injuries.
- DE-06 Traffic Safety Information Clearinghouse** **\$250,000/ 402**
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-07 Officer Incentives** **\$20,000/ 402**
Officers that write the most *Click It or Ticket* citations would receive funding to attend a Traffic Safety related training or conference.
- DE-08 Traffic Safety Media Messages (TS Media)** **\$330,000/ 406PM**
Fund paid media during a major summer traffic safety effort. This will include messages that pertain to increasing safety belt use, child restraints use, speeding and aggressive driving.
- HE-01 Hazard Elimination Projects** **\$2,000,000/ 164**
Provide physical improvements to roadways to decrease hazards for drivers.

MC-02 Motorcycle Funds

\$100,000/ 2010

Enhance the existing motorcycle program by providing increased training, education, public awareness, and training materials.

OP-01 Operation Buckle Down Enforcement

\$50,000/ 406

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 and the National *Click It or Ticket / Buckle Up in Your Truck* campaigns. 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

\$125,000/406

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. By monitoring NM's overall seat belt use percentage, TSB can implement and fund projects designed to increase occupant protection use.

OP-03 Occupant Protection / Child Restraints

\$200,000/ 406

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

\$200,000/ 402

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 and input for the planned pre and post seat belt survey, child safety seat/ booster seat survey, and the *Click It or Ticket* National Enforcement Campaign. Oversee and provide input on projects related to child occupant protection including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for five FTEs, to include five management analyst positions. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33% in this program area. 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 five FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.

OP-05 OP Production Services (TS Media)

\$150,000/ 405

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

OP-06 Child Passenger Protection Education

\$160,000/ 405

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

OP-07 Occupant Protection Safety Messages (TS Media) \$100,000/ 406 PM
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.

OP-09 Occupant Protection for Children Survey \$82,000/ 405 & 33,000/406
To conduct an OPC Survey to compare the use of occupant protection (child safety seats, booster seats, and seat belts) in passenger vehicles in New Mexico over several observation periods. Observation locations will be selected based on geography, population, and urban versus non-urban status. Observers will be trained in the proper methodology and data collection techniques. Child passengers from infants to fifteen years of age will be observed to determine the level of proper restraint use.

PA-01 Financial Systems Management (Financial Specialist) \$50,000/ 402
Develop, implement, coordinate and oversee efficient accounting and reporting processes for the financial management of the Bureau's project agreements and contracts. 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 one FTE, a 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
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 \$90,000/ 402
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.

PA-04 Financial Management \$30,000/ 402 & \$89,411/ 406
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.

PS-01 Pedestrian Safety \$200,000/ 402
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. Implement a statewide public awareness campaign on pedestrian safety. Provide training and pedestrian workshops presented by experts in designing and implementing pedestrian action safety plans. Continue the Pedestrian Safety Seed Grant Program for Walkable Advocacy Groups (WAG) in approximately 11 counties. Develop a multi-disciplinary working group to make recommendations for improvements and opportunities for intervention, and facilitate the reduction of alcohol involved pedestrian crashes in Bernalillo, McKinley County and San Juan County.

PT-01 Police Traffic Services Program Management \$110,000/ 402
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, and input into, the state Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies.

Oversee and provide input into law enforcement efforts in speed control, aggressive driving and selected traffic enforcement programs. Personnel services will include salaries and benefits for five FTEs, to include five management analyst positions. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33%. 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 five FTEs can be found in the OP (OP-04) and AL (AL-14) program areas.

PT-02 Selective Traffic Enforcement Program (STEP) \$230,000/ 402 & \$200,000/ 406

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-03 Statewide Police Traffic Services Training and Information \$150,000/ 406

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 \$435,000/ 402 & \$55,000/ 406

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-05 100 Days and Nights of Summer Project \$200,000/ 406

Provide funding for the "100 Days and Nights of Summer" Program throughout the state. The New Mexico State Police conduct intensive checkpoint activity during the Campaign with a goal of 100 checkpoints during the 100-day time-period between June and September. Other law enforcement agencies throughout the state will conduct additional checkpoints and saturation patrol activity during this 100-day time-period. In addition to conducting increased DWI enforcement activity, officers will be on patrol looking for speeders, drivers who don't wear their seat belts or make sure their children are buckled safely in child safety seats.

Increased enforcement activity during this period also includes stepped-up enforcement of laws prohibiting over serving of intoxicated patrons by bars and restaurants and serving alcohol to minors.

PT-06 Law Enforcement Statistician \$30,000/ 406

Provide the Albuquerque Police Department (APD) with funding for a full-time statistician to assist in the gathering and reconciliation of crash reports. 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/ 402

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.

STATE FUNDS

CDWI-01 Community DWI (ALC)

Implement DWI prevention and reduction activities in communities statewide through state designated funding.

DI-01 GDL Public Information/Education (DE)

Implement a statewide public information and educational campaign on the Graduated Driver's License law to educate and inform the public about using graduated licensing stages for first time drivers, with messages targeted at both parents and teens.

DI-02 Quality Assurance (DE)

Develop and implement a quality assurance monitoring and training system for all TSB state-mandated programs.

DI-03 Interpretation Services (DE)

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

DI-04 Instructor Training (DE)

Develop and provide mandatory training for bureau-approved instructors and facilitators.

DI-05 DWI Education Curriculum (DE)

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

DI-06 DWI Prevention Newsletter for Schools (DE)

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

EE-01 Traffic Safety Education and Enforcement (PTS)

Designated state funds resulting from traffic convictions generated and provided to law enforcement or other agencies and administered by the TSB.

EE-02 Statewide Traffic Safety Information and Education Campaigns (Media)

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 DWI Production Services (Media)

Fund the costs to produce television, radio and other messages related to DWI.

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

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

MC-01 Motorcycle Safety Training Program (MC)

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

PE-01 Public Education Event Sponsorship (DE)

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.

PE-02 Teen Mobilization (DE)

Engage teenagers in projects that strengthen their communities' DWI prevention efforts. Use social advocacy and marketing techniques to train and support adolescents in developing and implementing programs to reduce DWI at the local level.

PE-03 Multi-Media Information (DE)

Fund multi-media presentations in elementary, mid and high schools on DWI and underage drinking.

RF- 01 Additional Law Enforcement Officers (ALC)

Fund additional law enforcement officers 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- 03 Statewide DWI Prevention Expansion to College Campuses (ALC)

Hire part-time personnel on college campuses statewide to develop, implement, and promote designated drivers, DWI and other awareness college programs to the 18-34 age group.

RF- 04 Evaluation of Judicial Resources (ALC)

Fund a workload assessment for the NM Judiciary, the NM Public Defender Department, the NM District Attorneys, and each entity's appropriate staff. This assessment will be used to identify areas where additional resources are needed.

RF-05 OBD Enforcement and Coordination (OP)

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.

RF-06 Administrative Assistant (P&A)

Provide the Bureau with assistance dealing with the Settlement Agreement and requests from the public for information.

RF-07 Financial Management (P&A)

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-09 STRS/ Traffic Records Improvement and Development (TR)

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-10 TraCS Phase One Rollout (TR)

Implement TraCS with the entire department of each of the TraCS Pilot Agencies. This will provide TraCS to all officers in each of the Pilot Agency law enforcement departments.

ACRONYMS

100M VMT - 100 million vehicle miles traveled
AAA – American Automobile Association
AOC - Administrative Office of the Courts
APD – Albuquerque Police Department
ARCS – Accident Records Capture System
BAC - Blood/ Breath alcohol content
BIA – Bureau of Indian Affairs
BPE - Bicycle, pedestrian and equestrian
CDWI - Community DWI Program (TSB)
CIPRE – Center for Injury Prevention, Research, and Education
CMV – Commercial Motor Vehicle
COSAP - Campus Office of Substance Abuse Prevention (University of NM)
CTSP – Comprehensive Transportation Safety Plan
CYFD - Children, Youth, and Families Dept.
DCAC – Drug Court Advisory Committee
DFA - Department of Finance and Administration
DGR - Division of Government Research (University of NM)
DPS – Department of Public Safety
DRE – Drug recognition education
DUI - Driving under the influence
DWI - Driving while intoxicated
EMS - Emergency Medical Services
FARS – Fatality Analysis Reporting System
FHWA - Federal Highway Administration
FMCSA – Federal Motor Carrier Safety Association
FTE – Full-time equivalent
FTP – File transfer protocol
GDL – Graduated driver’s license
GRP – Gross rating percentage
HPMS – Highway Performance Monitoring System
HSPP - Highway Safety & Performance Plan
IHS – Indian Health Service
IIDA - Ignition interlock Data Analysis
IIDB – Ignition interlock database
IPL - Institute for Public Law (University of NM)
IPRC – Injury Prevention Resource Center
JEC - Judicial Education Center
LDW - Local DWI Program (Dept. of Finance & Administration)
LEL - Law enforcement liaison
MADD - Mothers Against Drunk Driving
MVD - Motor Vehicle Division
NEMSIS – National Emergency Medical Services Information System
NHTSA - National Highway Transportation Safety Administration
NM - New Mexico
NMCSSDP – New Mexico Child Safety Seat Distribution Program
NMDOH - New Mexico Department of Health
NMDOT - New Mexico Department of Transportation
OBD - Operation Buckle Down
ODWI - Operation DWI
OP – Occupant protection
PBT - Portable breath testers
PDART – Pedestrian Death Review Team
PIRE – Pacific Institute for Research and Evaluation
PMs - Program managers (at TSB)

RBT IV – an alcohol detection / breath alcohol testing instrument
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
SID - Special Investigations Division (Dept. of Public Safety)
SLD - Scientific Laboratory Division (University of NM)
SRBI – Schulman, Ronca, & Bucuvalas, Inc.
STEPS - Selective Traffic Enforcement Programs
STRCC - Statewide Traffic Records Coordinating Committee
STREOC - Statewide Traffic Records Oversight Committee
STRS - Statewide Traffic Records System
SWAG - Statewide Walkability Advocacy Group
TIMS – Transportation information management system (NMDOT)
TR – Traffic Records
TraCS - Traffic and Criminal Software
TSB - Traffic Safety Bureau (NMDOT)
TSRP – Traffic Safety Resource Prosecutor
UNM - University of New Mexico
VA – Veterans Administration
WAG - Walkability Advocacy Group (community-based)
YDYDYL – You Drink. You Drive. You Lose.

NMDOT GUIDING PRINCIPLES

NEW MEXICO DEPARTMENT OF TRANSPORTATION

GUIDING PRINCIPLES

Our Guiding Principles integrate and advance the business practices of the New Mexico Department of Transportation. These principles support the direction of Governor Bill Richardson, and they represent a fundamental change in our Department. While the specific language for each principle will be refined over time, we will be consistent in our commitment to these seven principles.

- Multimodal Transportation

We are committed to the principle of a multimodal transportation system. We are committed to developing accessible, connected and sustainable multimodal opportunities for all citizens, which allow travel choices making the most efficient use of the State's transportation infrastructure. The Department will combine multimodal infrastructure development with current infrastructure preservation in a manner that best serves the mobility of residents, guests and commerce.

- Partnership with Tribal Governments

We are committed to the principle of partnership with tribal governments. Our Department recognizes, respects and supports the unique sovereign status of the tribes and pueblos in New Mexico. We will be a national leader in developing government-to-governments relations on all matters of transportation in a consultative manner that is respectful of each tribe's culture and traditions.

- Partnership with Local Governments

We are committed to the principle of partnership with local governments. Our Department appreciates the vital role of local government decision-making and delivery of transportation services that improve transportation in our cities, counties and throughout New Mexico. By working together, we can attract additional funds and further improve mobility and connectivity for the people we serve.

- Environmental Responsibility

We are committed to the principle of an environmentally responsible transportation system. Our Department prepared the "Commitment to Environmental and Energy Action," to support thoughtful stewardship of the environment and development of alternative energy sources for this and future generations. For our actions to be successful, we will seek the guidance and involvement of similarly committed non-governmental organizations representing our diverse population, and the broad-based support of the people of New Mexico. We will work together to realize the funding required for New Mexico to serve as a national example of environmentally responsible and accountable transportation.

- Safety and Security

We are committed to the principle of safe and secure transportation. We need to invest in transportation that is safe and secure. Transportation has a critical role in homeland security. We must attract funding to address challenging security issues related to the efficient movement of goods and people, while also ensuring the security of our international border. This effort will build from and expand upon our Department's current safety and security partnerships.

- Efficient Use of Public Resources

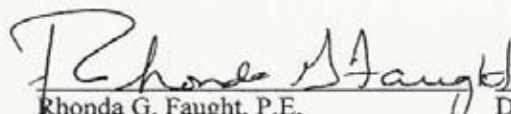
We are committed to the principle of efficient and effective use of public resources provided by the people to improve transportation in New Mexico. Our Department will optimize the amount of resources that go to transportation facilities and services. Our Department will compete for all applicable federal, discretionary programs in order to maximize the funds available to meet New Mexico's transportation needs. We will explore all opportunities for public/private partnerships in providing transportation services and facilities, and we will assess these opportunities based on our principles. Our Department will study alternatives to existing fuel taxes as long-term sources of revenue, to help ensure stable program financing as transportation technologies change. Our Department will coordinate with other agencies and governments to optimize the resources available to meet the transportation needs of New Mexico and our Nation.

- Economic Vitality

We are committed to the principle of transportation supporting the economic vitality of New Mexico and our Nation. Transportation investment is important for the economic growth of our State, improving movement of goods and services within New Mexico, and attracting visitors and major investment. New Mexico is also a bridge state, connecting our Nation. A significant portion of our Nation's economy moves over our roads and rail. New Mexico is critical to freight movement across America today, and our role increases with every increase in freight movement. New Mexico requires increased infrastructure investment. We will work with organizations committed to making sure transportation resources fully support the key role of New Mexico in our Nation's economy.

These Guiding Principles help integrate our Department's diverse activities. Each principle is important. Together, they are the business principles of our Department.

The principles are dynamic. We will refine and implement them. As Cabinet Secretary, I can make one guarantee about our Department. We will listen first, and then we will act together.

 5/13/03
Rhonda G. Faught, P.E. Date
Cabinet Secretary
New Mexico Department of Transportation

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 __2008__ 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).

SIGNATURE WILL BE OBTAINED PRIOR TO OCTOBER 1 FINAL SUBMISSION

Rhonda G. Faight, PE
Governor's Representative for Highway Safety

8/28/2007
Date