



# Highway Safety and Performance Plan FY2011

Transportation Programs Division  
Traffic Safety Bureau  
NM Department of Transportation

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# **New Mexico HSPP Planning Process – Annual Calendar**

## **January**

- TSB Director prioritizes program areas on which the TSB wishes to focus. Set calendar for monthly meetings and send meeting dates to TSB staff, NHTSA Region 6 representative, FHWA representative, Office of the Governor DWI Czar, DGR and other planning partners. Develop 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.
- Review the previous year's traffic safety data and comments from NHTSA, FHWA and partners.
- Assign program areas and responsibilities to Program managers and Section Heads.
- Begin gathering local data to be used in program area problem identification.

## **March**

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

## **April**

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

## **May**

- Conduct HSPP monthly planning meeting.
- Solicit comments and recommendations from traffic safety partners attending the meeting.

## **June**

- Conduct HSPP monthly planning meeting.
- Discuss any updates to Performance Measures or Program Areas.

## **July**

- Conduct HSPP monthly planning meeting to discuss first draft.
- Conduct project monitoring site visits with contractors.

## **August**

- Conduct HSPP monthly planning meeting.
- Project available funding (new and carry forward).
- Discuss any edits to the draft HSPP.
- Finalize the HSPP.

## **September**

- Submit final HSPP to NHTSA and FHWA.

## **October**

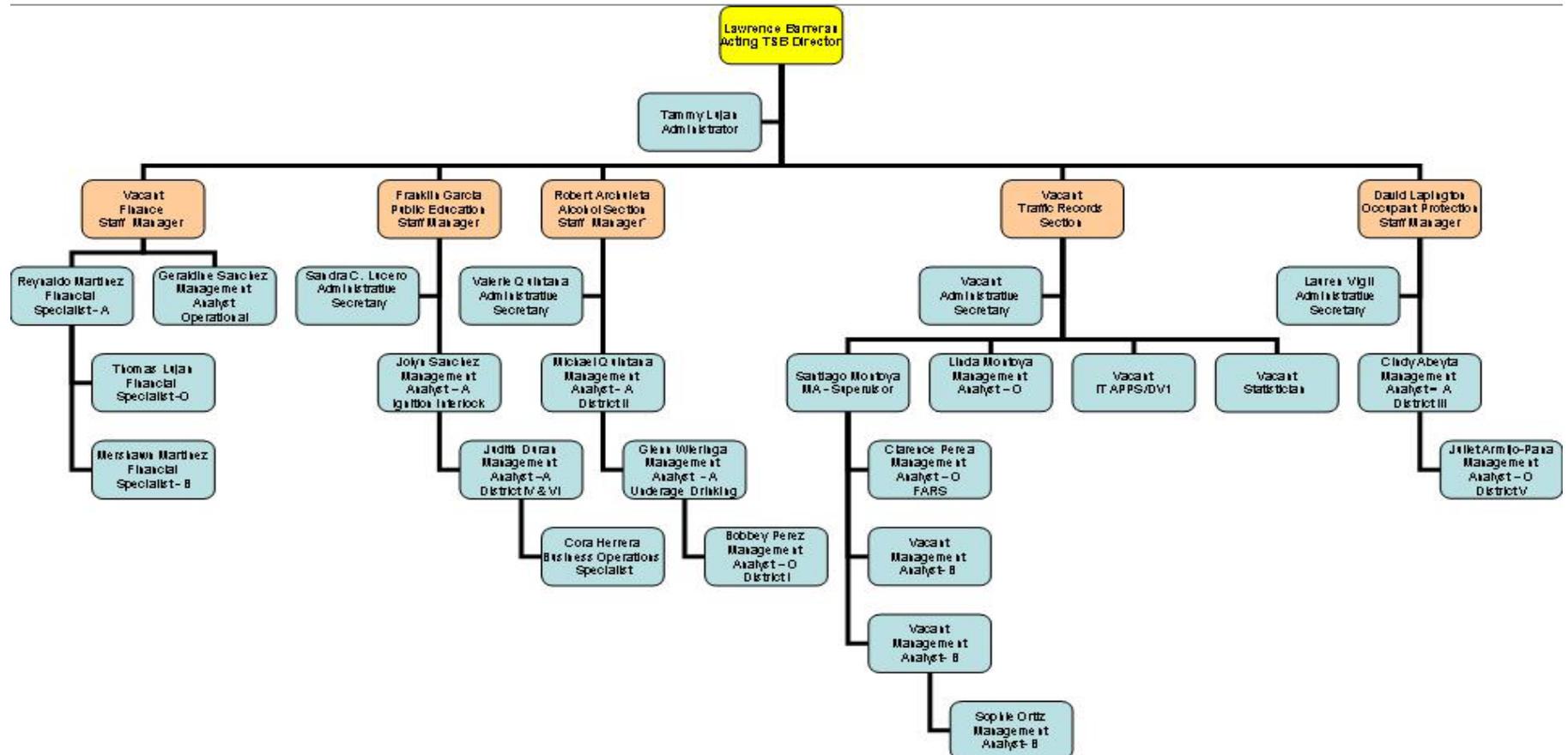
- Implement grants and contracts for current year.
- Carry forward partial funds for operations until next year funds available.

## **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



## **Traffic Safety Bureau Mission Statement**

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

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

## **Executive Summary**

The Traffic Safety Bureau of the New Mexico Department of Transportation (NMDOT) has primary responsibility for managing programs designed to reduce traffic-related deaths and injuries. The Traffic Safety Bureau (TSB) partners with the National Highway Traffic Safety Administration (NHTSA) to develop and fund statewide and community-level projects that will have the greatest impact on saving lives and reducing injuries due to traffic crashes. The State's FY11 HSPP overall goal is to reduce the number of traffic-related crashes, fatalities and serious injuries in New Mexico.

The State's overall performance measures are to:

- 1) Reduce the number of traffic fatalities from 361 in 2009 to 335 in 2011;
- 2) Reduce the number of serious injuries in traffic crashes from 1,868 in 2009 to 1,840 in 2011;
- 3) Reduce traffic fatalities per 100 MVM from 1.36 in 2009 to 1.31 in 2011; and
- 4) Reduce the number of drivers age 20 or younger involved in fatal crashes from 55 in 2009 to 52 in 2011.

## ***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 60 State, city, county and tribal 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, 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.

New Mexico's FY2011 Alcohol/ Impaired Driving performance measure is to reduce the number of fatalities involving driver or motorcycle operators with a BAC of .08 or higher from 112 in 2009 to 108 in 2011.

## **Occupant Protection**

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

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

For more than 10 years, New Mexico's approach to increasing seat belt use has focused on Operation Buckle Down (OBD), an intense statewide program of high-visibility seat belt law enforcement that is combined with an aggressive public awareness media campaign. In addition to participating in the NHTSA *Click It or Ticket* National Seat Belt Enforcement Mobilization, TSB funds expanded enforcement activities statewide by over 50 agencies, including city, county, university, tribal law enforcement and the 12 State Police districts. These law enforcement jurisdictions encompass approximately 75% of the state's population.

New Mexico is conducting Teen Seat Belt Enforcement and Outreach Projects in FY11. These projects seek to increase teen seat belt use through enforcement activities combined with tailored media and outreach.

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 by all ages.

New Mexico's FY2011 Occupant Protection performance measure is to reduce the number of unrestrained occupant fatalities in all seating positions from 126 in 2009 to 123 in 2011. The FY2011 behavior measure is to increase the observed seat belt use percentage for front-seat outboard occupants from 90.1% in 2009 to 91% in 2011.

## **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.

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

New Mexico's FY2011 Pedestrian Safety performance measure is to reduce the number of pedestrian fatalities from 41 in 2009 to 38 in 2011.

### ***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 and commercial vehicle traffic safety.

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

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

New Mexico's Police Traffic Services FY2011 performance measure is to decrease the number of speeding-related fatalities from 144 in 2009 to 140 in 2011.

### ***Traffic Records***

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

The Traffic Records Program FY2011 performance measure is to decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure of 73 days for the period October-December 2009 to 65 days for the period October-December 2010.

### ***Motorcycle Safety***

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

New Mexico's Motorcycle Safety FY2011 performance measures are to reduce the number of motorcyclist fatalities from 46 in 2009 to 43 in 2011 and to reduce the number of unhelmeted motorcyclist fatalities from 40 in 2009 to 36 in 2011.

## **Legislative Issues**

### ***2010 Highlights***

#### ***Senate Joint Memorial 61***

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

#### ***Senate Bill 275 – Interlocks and DWI License Reinstatement***

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

#### ***Senate Bill 519 – Nuisance Ordinance Violations and Fees***

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

# PERFORMANCE PLAN

## Problem Identification Process

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

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

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

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

## Information Data Sources

The majority of the data presented in the FY2011 Highway Safety and Performance Plan are based on calendar year data. Data comes from both Federal and State data sources, as detailed below.

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

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

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

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

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

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

## **New Mexico Demographics**

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

New Mexico has 68,384 miles of public road, 88 percent of it rural (60,386 miles). In 2008 on New Mexico roadways, there were 26.3 billion vehicle miles of travel, 57 percent of them rural miles (14.9 billion vehicle miles). As of July 2009, New Mexico had 1,424,231 licensed drivers and in 2008, 1,616,947 registered vehicles.

New Mexico has a 2009 estimated population of 2,009,671. The Census Population Estimates for July 1, 2008 indicated that the largest racial/ ethnic group was Hispanic (43.3%), followed by Anglos (42.2%). The State's American Indian population is one of the largest percentage-wise in the nation at 9.7 percent. Blacks and Asians make up about 4.6 percent of the population. In 2000, 35.5 percent of New Mexico's total population was under age 25. The largest racial/ethnic group with members under age 25 was American Indians (45% < age 25), followed by Hispanics (42% < age 25) and Anglos (27% < age 25).

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

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

The State has 38 non-federal general acute care hospitals and nine federal hospitals (1 Veterans Administration and 8 Indian Health Service). There are 25 counties with hospitals and seven without (Valencia, Torrance, Hidalgo, Catron, De Baca, Mora, and Harding). The State has one level-one trauma center at the UNM Hospital, but trauma centers in El Paso and Lubbock, Texas also provide services to New Mexico residents.

*\*from Highway Performance Monitoring System – 2009 Problem Identification*

## Review of Traffic Safety Data – Calendar Years 2005 – 2009

The points on the graphs show the actual values or projected values for each year. The line depicts the centered three-year moving average (using the average of the previous year, the current year, and the following year for each year presented). 2010 and 2011 projections are determined using the forecast function in Excel that provides a simple regression calculation. All 2009 data are preliminary, except the NM Seat Belt Survey data.

### Chart C1. Total Traffic Fatalities

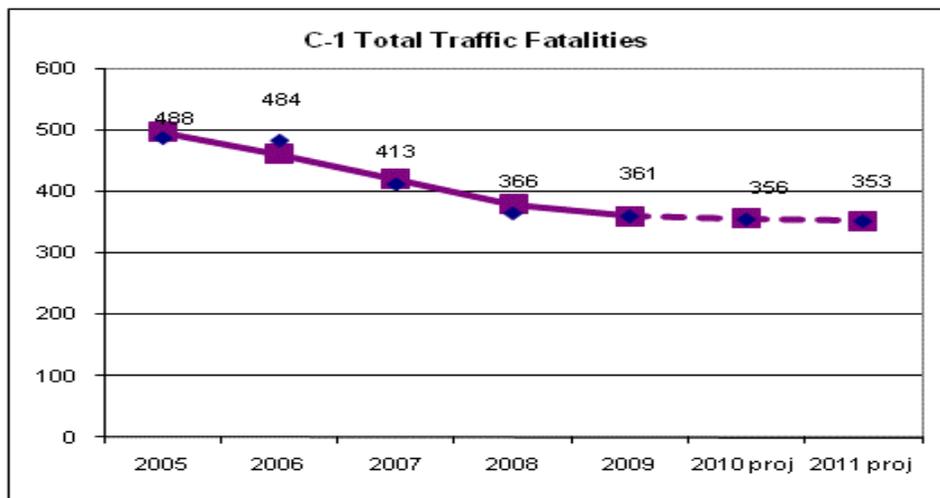


Chart 1 shows that the number of total traffic fatalities in New Mexico has decreased steadily since 2005. The number of traffic fatalities is projected to continue to decrease in 2010 and 2011. (FARS data)

### Chart C2. Serious Injuries in Crashes

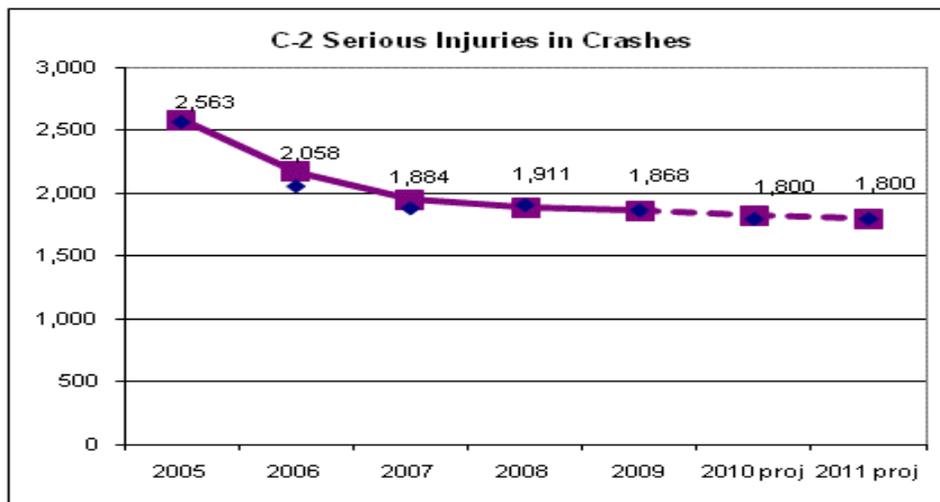


Chart C2 shows that the number of serious injuries in crashes in New Mexico decreased between 2005 and 2007. After an increase in 2008, serious crashes decreased in 2009 and are expected to continue to decrease in 2010 and 2011. (NM Crash Data System data)

**Chart C3. Fatalities per 100 Million Vehicle Miles**

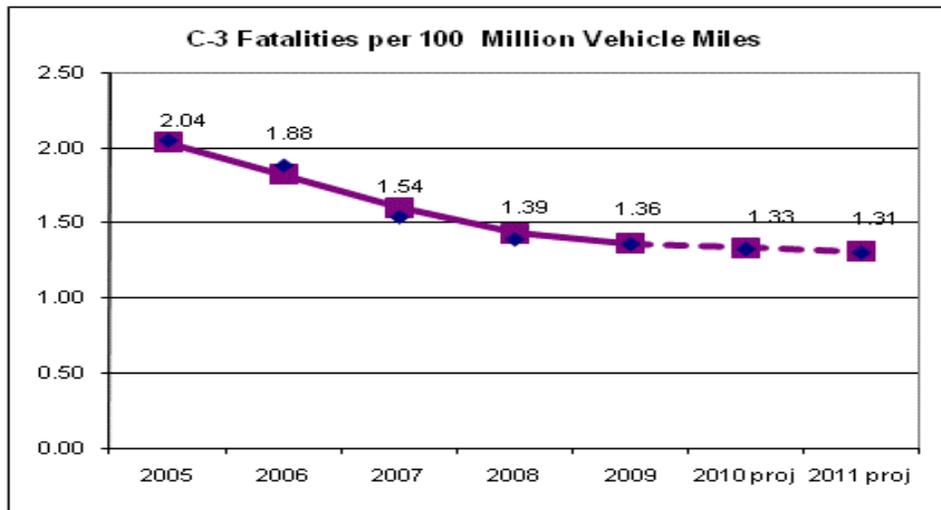


Chart C3 shows that the fatalities per 100 million vehicle miles rate has declined steadily since 2005. This rate is projected to continue to decline in 2010 and 2011. (FARS data)

**Chart C4. Unrestrained Occupant Fatalities**

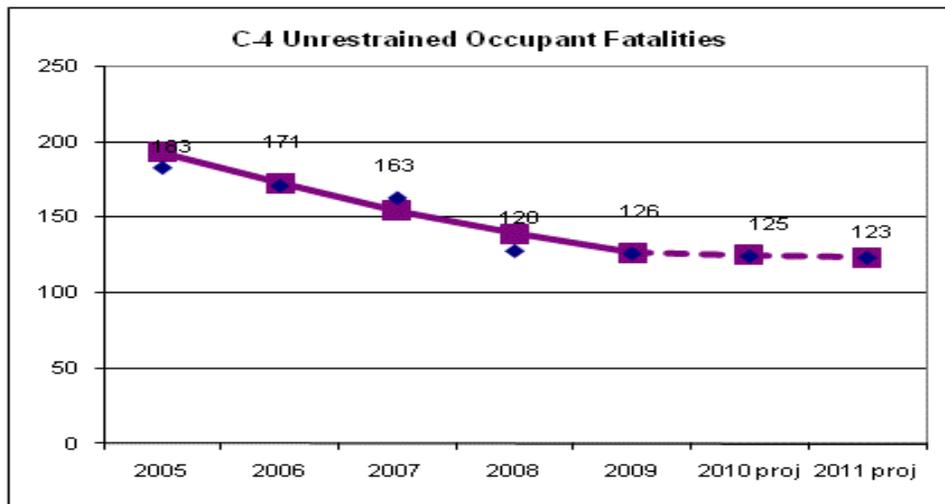


Chart 4 shows that the number of unrestrained occupant fatalities has fallen steadily since 2005. Unrestrained occupant fatalities are expected to continue to decrease over the next two years. (FARS data)

**Chart C5. Fatalities Involving Alcohol-Impaired Drivers**

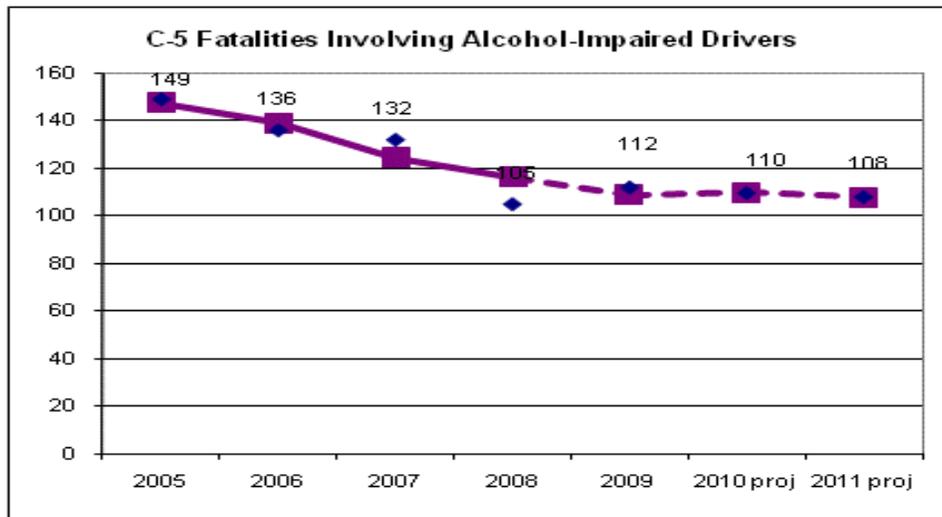


Chart C5 shows that fatalities involving alcohol-impaired drivers have decreased since 2005. The number of these fatalities is expected to continue to decrease in 2010 and 2011. (FARS data)

**Chart C6. Speeding-Related Fatalities**

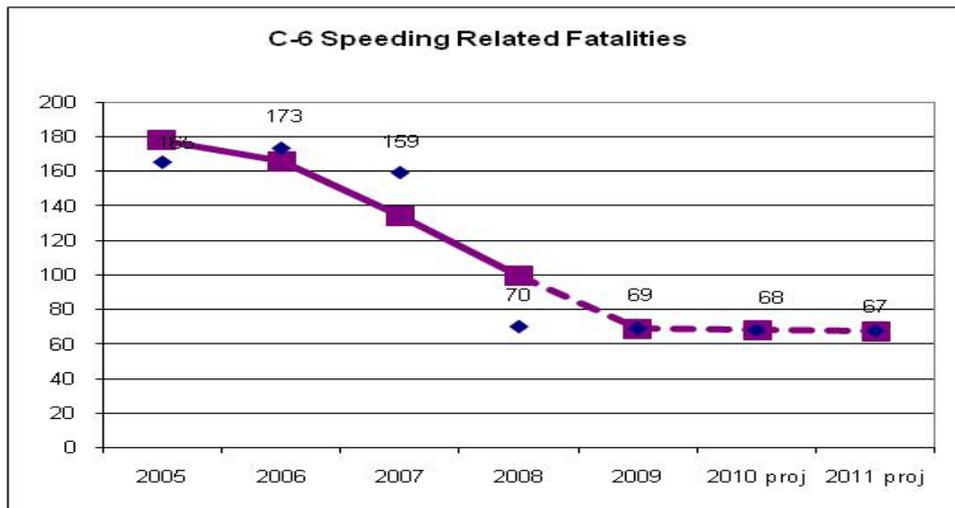


Chart C6 shows that the number of speeding-related fatalities declined between 2006 and 2009. Speeding-related fatalities are expected continue to decrease in 2010 and 2011. (FARS data)

**Chart C7. Motorcyclist Fatalities**

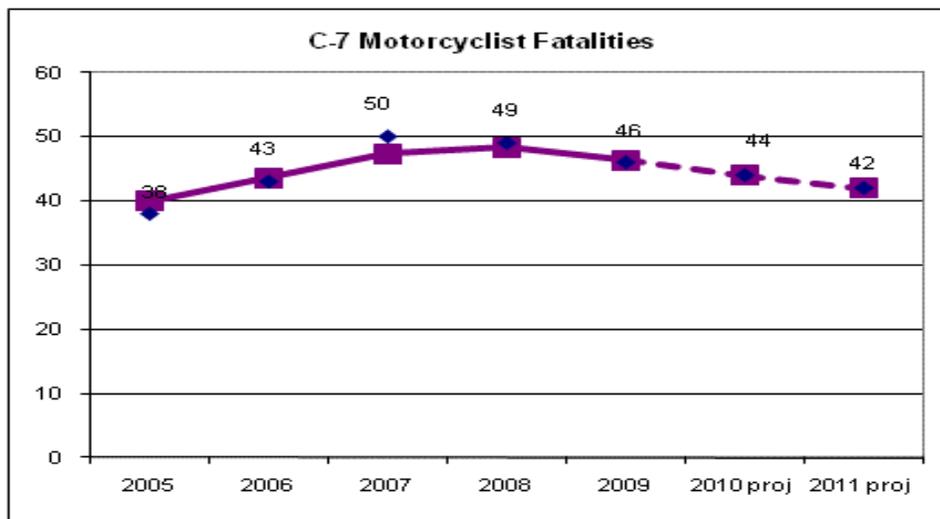


Chart C7 shows that the number of motorcyclist fatalities had increased from 2005 to 2007, but have declined since then. Motorcyclist fatalities are expected to continue to decrease over the next two years. (FARS data)

**Chart C8. Unhelmeted Motorcyclist Fatalities**

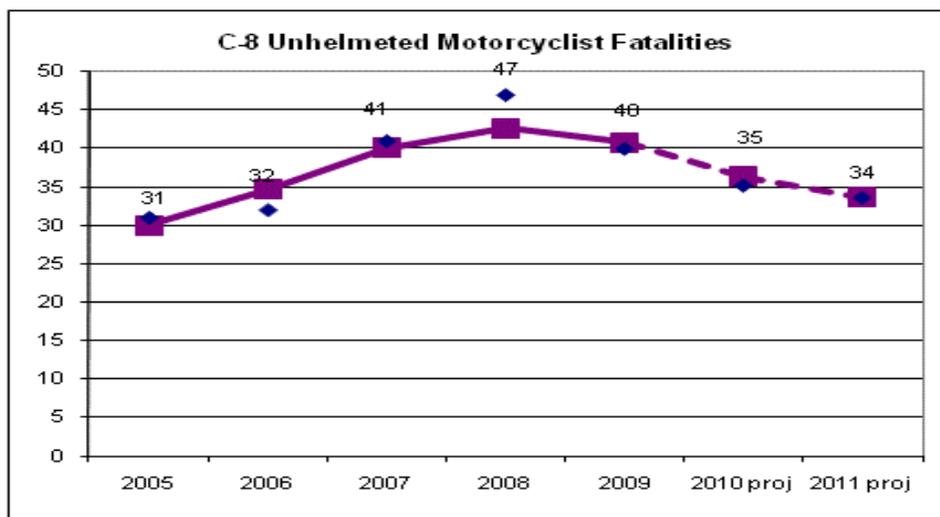


Chart C8 shows that the number of unhelmeted motorcyclist fatalities had increased between 2005 and 2008, but then they decreased in 2009. The number of unhelmeted motorcyclist fatalities is expected to continue to decrease over the next two years. (FARS data)

**Chart C9. Drivers Under 21 in Fatal Crashes**

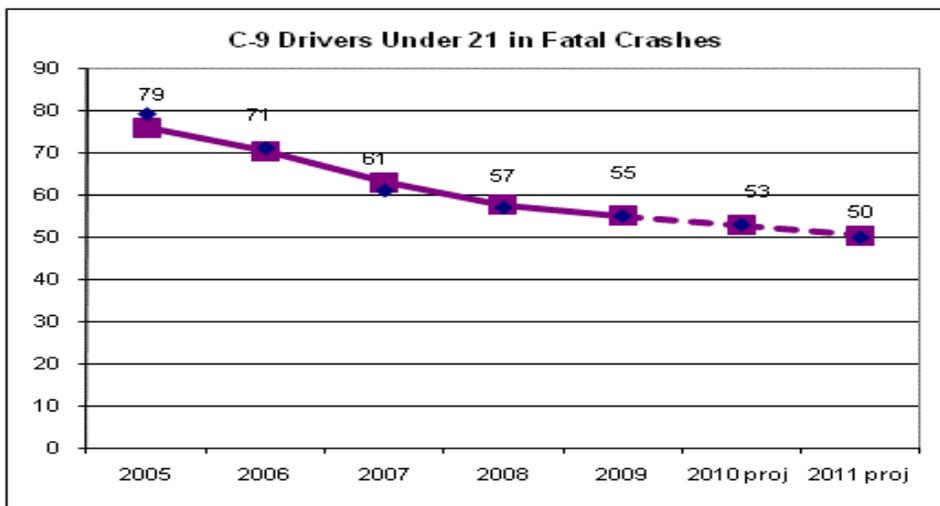


Chart C9 shows that the number of drivers under age 21 in fatal crashes decreased between 2005 and 2009. These fatalities are expected to continue to decrease in 2010 and 2011. (FARS data)

**Chart C10. Pedestrian Fatalities**

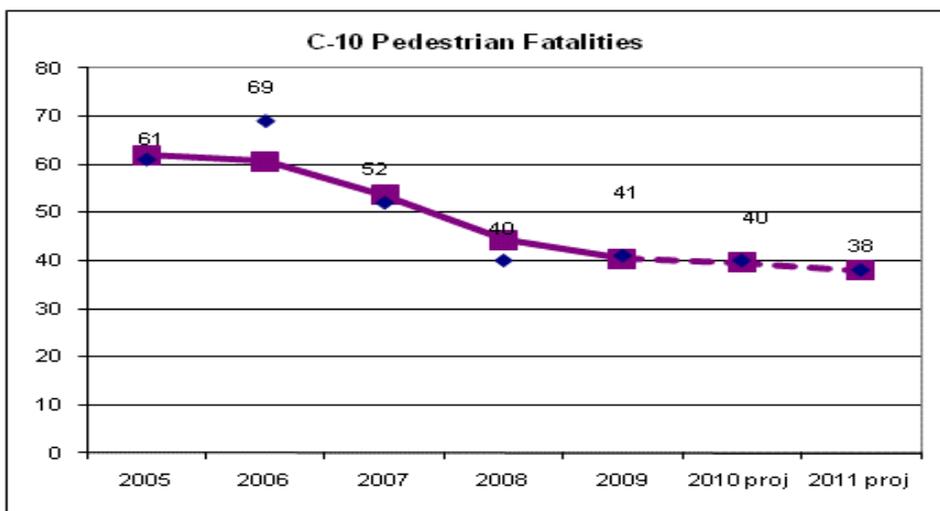


Chart C10 shows that pedestrian fatalities decreased between 2006 and 2009. The number of pedestrian fatalities is expected to continue to decrease in 2010 and 2011. (FARS data)

**Chart B1. Percent Observed Seat Belt Use**

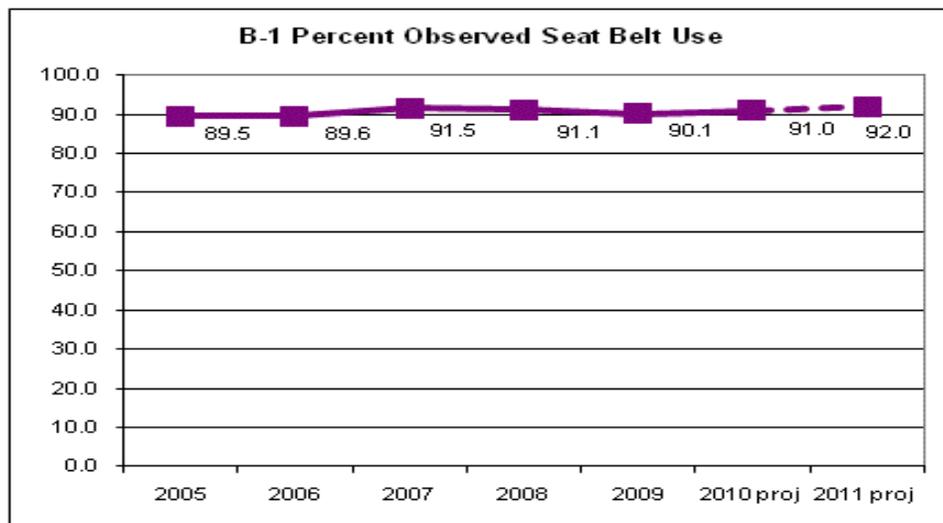


Chart B1 shows that New Mexico's observed seat belt use percentage decreased between 2007 and 2009, but is expected to increase over the next two years. (NM Annual Seat Belt Survey data)

### **2009 PRELIMINARY DATA REVIEW – New Mexico State Data Sources**

#### **Total Traffic Crashes**

- The number of fatal crashes decreased from 323 in 2008 to 319 in 2009. The fatal crash rate decreased from 1.22 in 2008 to 1.19 in 2009.
- The number of serious injury crashes decreased from 4,512 in 2008 to 4,492 in 2009.
- In 2009, fatalities among men decreased by 7, decreasing by 0 in non-alcohol crashes and by 7 in alcohol-involved crashes. Fatalities among women increased by 2, decreasing by 14 in non-alcohol crashes and increasing by 16 in alcohol-involved crashes.

#### **Alcohol-Involved Crashes**

- The alcohol-involved fatal crash rate increased from 6.06 in 2008 to 6.26 in 2009.
- The alcohol-involved injury crash rate increased from 2.41 in 2008 to 2.61 in 2009.
- Average BAC levels of those arrested for DWI remained at .15, almost twice the legal limit.

#### **Non-Alcohol-Involved Crashes**

- The number of non-alcohol-involved crash fatalities decreased from 223 in 2008 to 209 in 2009.
- The non-alcohol fatal crash rate decreased from 0.74 in 2008 to 0.70 in 2009.
- The non-alcohol injury crash rate decreased from 14.61 in 2008 to 14.16 in 2009.

#### **Pedestrian Crashes**

- The pedestrian fatality rate per 100,000 population increased from 1.92 in 2008 to 1.95 in 2009.
- The number of persons killed in alcohol-related pedestrian crashes decreased from 26 in 2008 to 23 in 2009, a 12% decrease.

- The number of persons killed in non-alcohol-related pedestrian crashes increased from 14 in 2008 to 18 in 2009.

### ***Speeding-Related Crashes***

- The speeding-related crash rate decreased from 23.78 in 2008 to 23.77 in 2009.

### ***Motorcyclist Crashes***

- The motorcyclist crash fatality rate decreased from 1.12 per 1,000 registered motorcycles in 2008 to 0.95 in 2009.

### ***High-Risk Groups – Based on 2009 Preliminary Data – New Mexico State Data Sources***

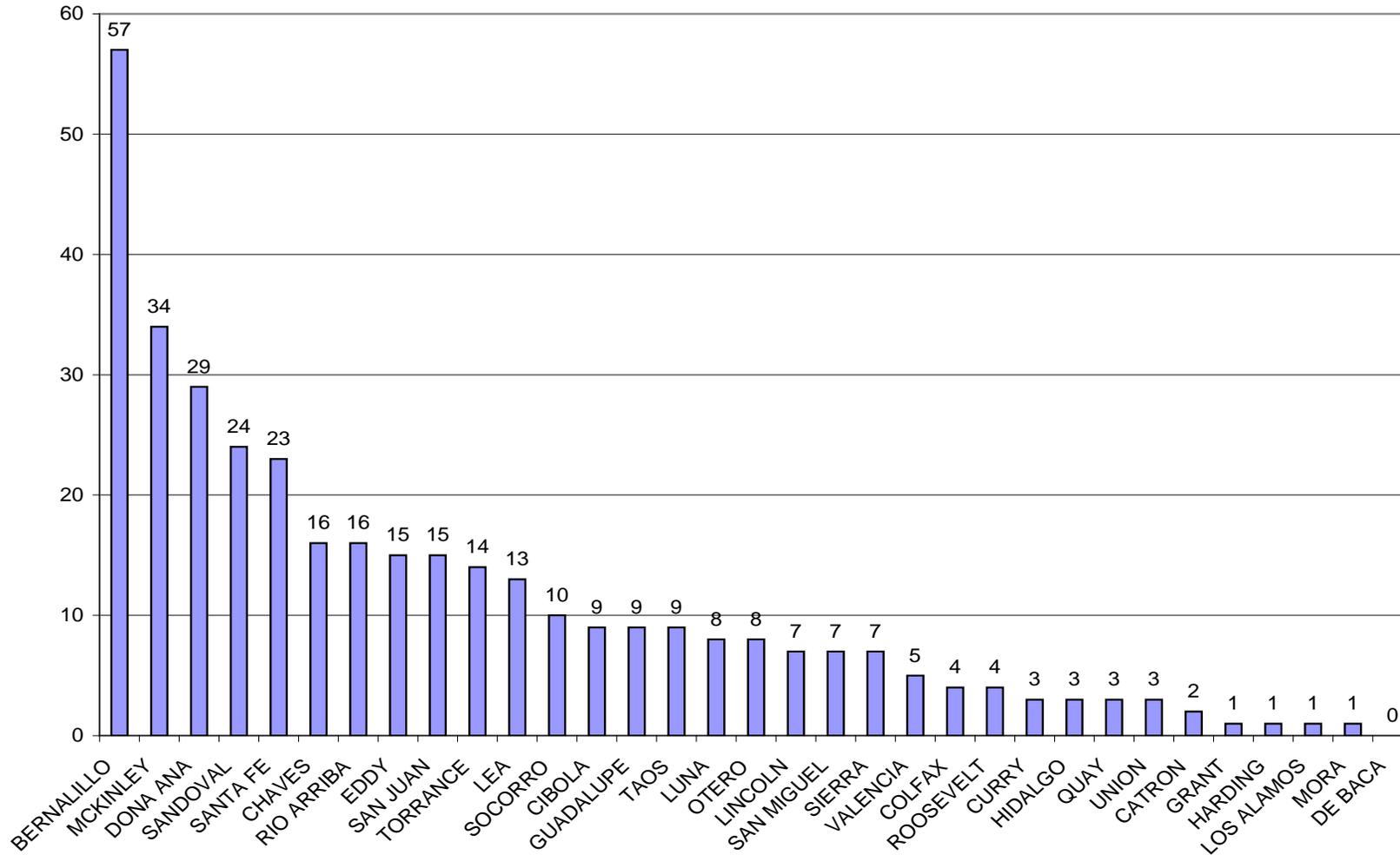
Motor vehicle crashes are a major cause of injury and death for all age groups, every ethnicity, and both sexes, however certain demographic groups must be considered high-risk.

- Teens (15-19) accounted for 13 percent of all drivers in crashes, 8 percent of all traffic deaths and 17 percent of all injuries, although they comprise only 5 percent of all licensed drivers. Male teenagers died in crashes twice as often as female teens, and 48 percent of teen crash deaths involved alcohol.
- Young adults (20-24) accounted for 15 percent of all drivers in crashes, but comprise only 9 percent of New Mexico drivers. Young adult males died in crashes three times as often as young adult females, and 49 percent of young adult crash deaths involved alcohol.
- Adult males from 25-54 years and the elderly over 65 years of age are the highest-risk groups for pedestrian deaths. In 2009, 50 percent of pedestrian deaths were among males ages 25-54, and 75 percent of these involved alcohol.
- Intoxicated pedestrians accounted for 55 percent of pedestrian fatalities in 2009.
- More than twice as many New Mexicans died in traffic crashes in rural areas than in urban areas (70% - rural; 30% - urban). In rural areas, drivers are slightly less likely to use safety belts, and they drive at higher speeds than in urban settings. Crashes involving overturned vehicles and fatal collisions with pedestrians are more common in rural areas.

As evidenced by the New Mexico 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.

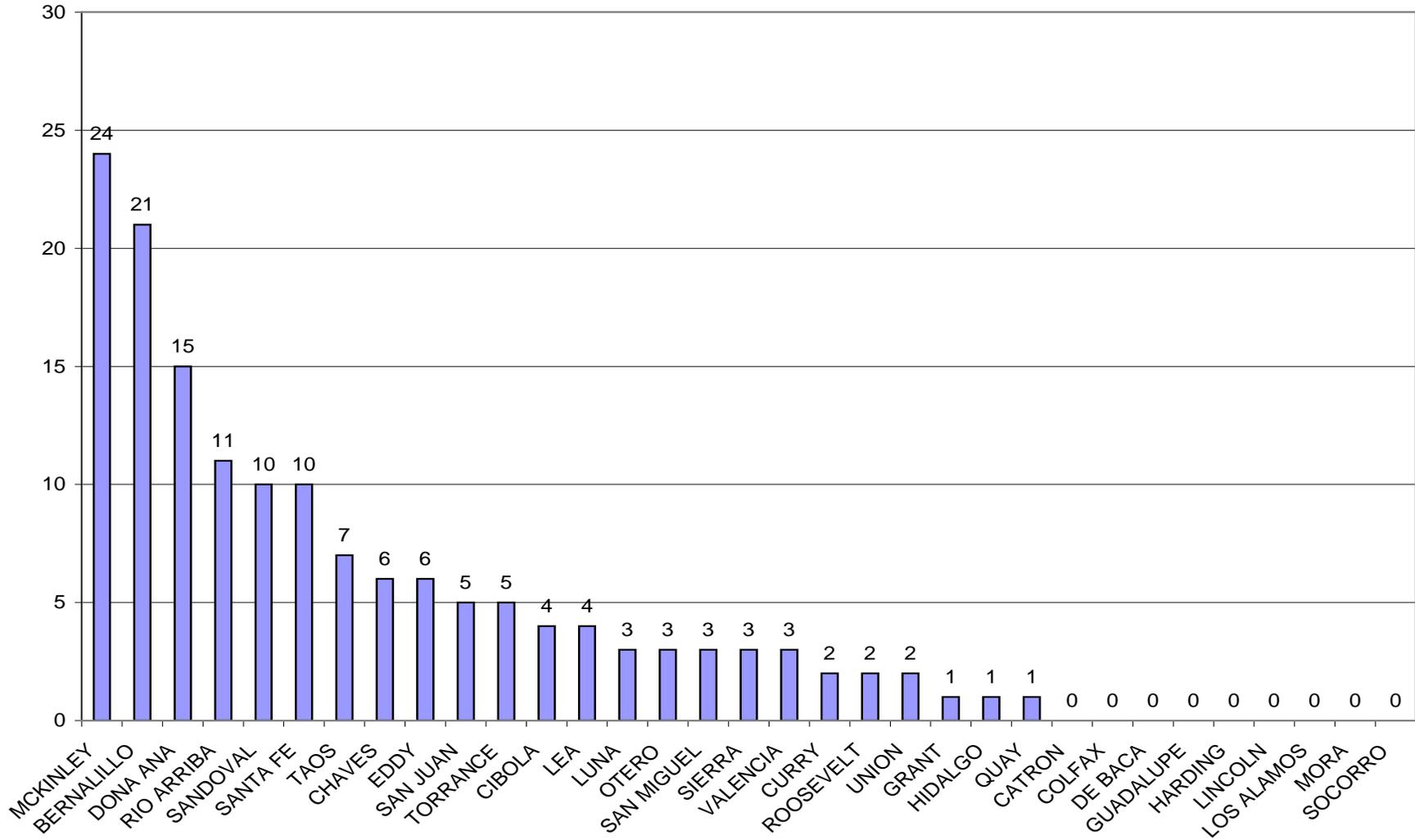
**Number of Traffic Fatalities by County in New Mexico – CY2009**

In 2009, the counties with the highest number of traffic fatalities were Bernalillo (with 1/3 of the state’s population), McKinley, Dona Ana, Sandoval and Santa Fe.



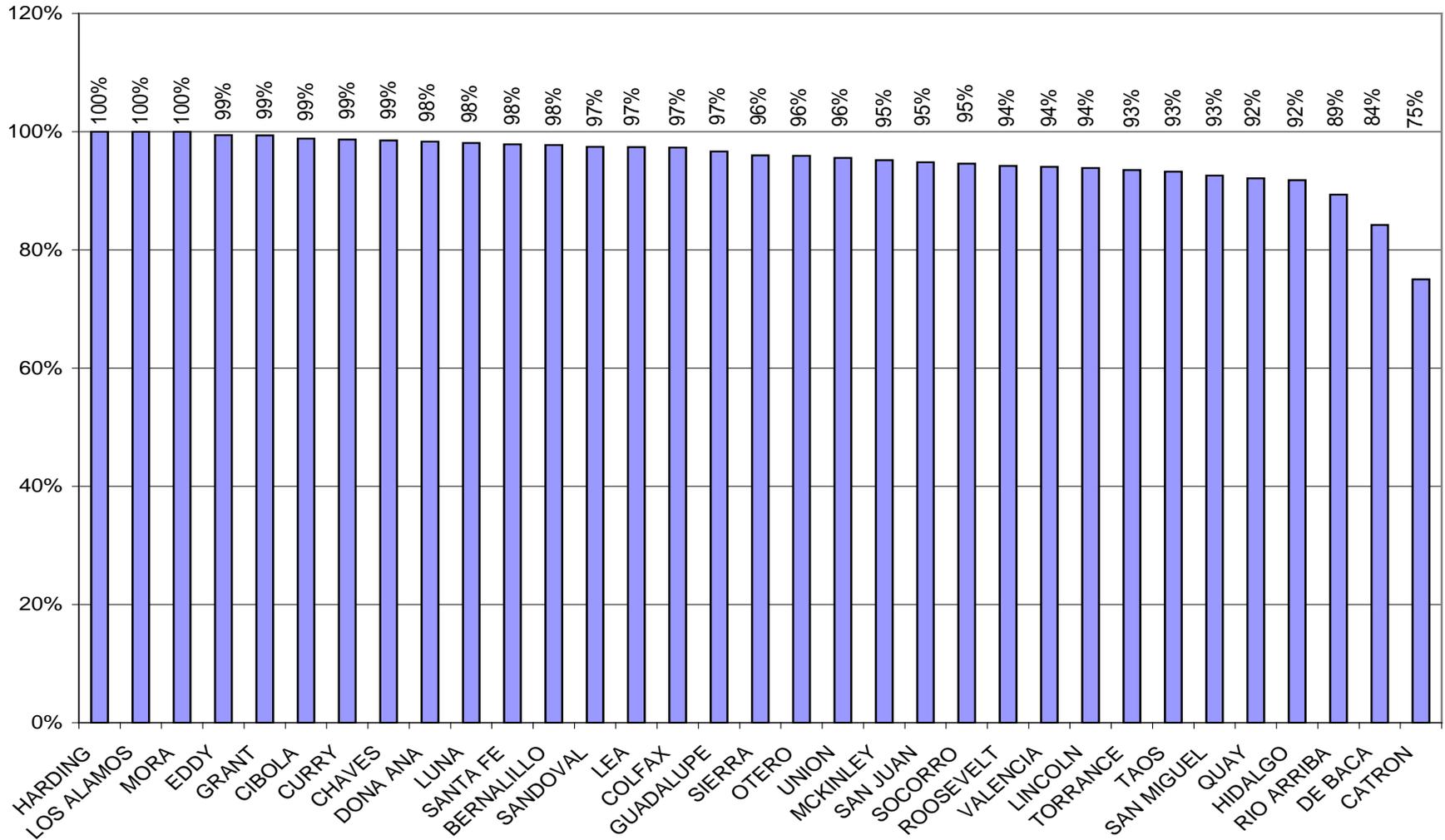
### Number of Alcohol-Involved Traffic Fatalities by County in New Mexico – CY2009

In 2009, the counties with the highest number of alcohol-involved traffic fatalities were McKinley, Bernalillo, Dona Ana, Rio Arriba, Sandoval and Santa Fe



**Proxy Percent Seat Belt Use by County in New Mexico, CY2007 - 2009**

These proxy measures are based on police reported seat belt use among outboard front seat vehicle occupants with incapacitating or visible injuries for calendar years 2007 - 2009. Ninety-one percent of the counties have a proxy seat belt use that rounds to 90% or higher. Catron County has the lowest proxy seat belt use.



## Goals – Development of Goal & Performance Measures

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

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

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

## Traffic Safety Planning Participants/ Partners

<p><b>AAA</b>  <b>Administrative Office of the Courts</b>  <b>Albuquerque Metropolitan Court</b>  <b>Bureau of Indian Affairs and Various Tribes</b>  <b>DWI Leadership Team</b></p> <p><b>Federal Highway Administration</b>  <b>Federal Motor Carrier Safety Administration</b></p> <p><b>Metropolitan Planning Organizations</b>  <b>Mothers Against Drunk Driving</b>  <b>Motorcycle Safety Foundation</b></p> <p><b>NHTSA – Region 6</b></p> <p><b>NM Broadcasters Association</b>  <b>NM Department of Education</b>  <b>NM Department of Finance &amp; Administration</b>          - Local Program Division DWI Program  <b>NM Department of Health</b>          <b>Injury Epidemiology Unit</b>          <b>Scientific Lab Division</b>          <b>Injury Prevention and EMS Bureau</b>  <b>Child Fatality Review Board</b>  <b>Injury Surveillance Alliance</b></p>	<p><b>NM Department of Public Safety</b>  <b>NM State Police</b>  <b>Motor Transportation Division</b>  <b>Special Investigations Division</b>  <b>NM Department of Transportation</b>  <b>NM Health Policy Commission</b>  <b>NM Law Enforcement Agencies</b>  <b>NM Restaurant Association</b>  <b>NM Regulation &amp; Licensing Dept. – Alcohol and Gaming Division</b>  <b>NM Taxation and Revenue Dept. - Motor Vehicle Division</b></p> <p><b>Statewide Traffic Records Executive Oversight Committee</b>  <b>Statewide Traffic Records Coordinating Committee</b></p> <p><b>University of New Mexico</b>  <b>Division of Government Research</b>  <b>Institute of Public Law</b>  <b>Dept. of Emergency Medicine</b>  <b>Continuing Ed./ Community Services</b></p> <p><b>Various City &amp; County Governments</b></p>
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## **FY11 HSPP Traffic Safety Goal**

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

## **FY11 HSPP Performance Measures**

### ***Using Calendar Year Data***

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 2011 based on their data review and discussion process, and a discussion of projected interventions and activities planned for FY11. All 2009 data are preliminary, except the NM Seat Belt Survey data.

### ***Overall***

Reduce the total number of traffic fatalities from 361 in 2009 to 355 in 2011; reduce rural fatalities from 258 in 2009 to 254 in 2011 and reduce the urban fatalities from 103 in 2009 to 101 in 2011. (C-1; FARS Data)

Reduce the number of serious injuries in traffic crashes from 1,868 in 2009 to 1,840 in 2011. (C-2; NM Crash Data Files)

Reduce traffic fatalities per 100 MVM from 1.36 in 2009 to 1.31 in 2011. (C-3; FARS, FHWA Data)

Reduce the number of drivers age 20 or younger involved in fatal crashes from 55 in 2009 to 52 in 2011. (C-9; FARS Data)

### ***Planning and Administration***

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

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

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

### ***Alcohol / Impaired Driving***

Reduce the number of fatalities involving driver/ motorcycle operators with .08 or higher BAC from 112 in 2009 to 108 in 2011. (C-5; FARS Data)

### ***Occupant Protection***

Reduce the number of unrestrained occupant fatalities (all seat positions) from 126 in 2009 to 123 in 2011. (C-4; FARS Data)

Increase the observed seat belt use percentage for front-seat outboard occupants from 90.1% in 2009 to 91% in 2011. (B-1; NM Survey Data- Behavior Measure)

### ***Pedestrian and Bicyclist Safety***

Reduce the number of pedestrian fatalities from 41 in 2009 to 38 in 2011. (C-10; FARS Data)

### ***Police Traffic Services***

Reduce the number of speeding-related fatalities from 144 in 2009 to 140 in 2011. (C-6; FARS Data)

### ***Traffic Records***

Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period October-December 2009 of 73 days to 65 days for the period October-December 2010. (NM Crash File Database)

### ***Motorcycle Safety***

Reduce the number of motorcyclist fatalities from 46 in 2009 to 43 in 2011. (C-7; FARS Data)

Reduce the number of unhelmeted motorcyclist fatalities from 40 in 2009 to 36 in 2011. (C-8; FARS Data)

### ***Activity Measures (October 1, 2008 through September 30, 2009)***

Number of grant funded impaired driving arrests - **FFY09 = 3,600** (A-1; From Safer NM Now)

Number of grant-funded seat belt citations - **FFY09 = 14,871** (A-2; From Safer NM Now)

Number of grant-funded speeding citations - **FFY09 = 49,793** (A-3; From Safer NM Now)

**Table 1. FY 2011 HSPP Goal, Strategies, Performance Measures, Current Status, and Benchmarks**

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

<b>Overall Measures</b>		<b>Performance Measures</b>	<b>2009 Status</b>	<b>2011 Benchmarks</b>
		C-1) Number of total traffic fatalities; number of rural fatalities; number of urban fatalities  C-2) Number of serious injuries in traffic crashes  C-3) Traffic fatalities per 100 MVM  C-4) Number of drivers age 20 or younger involved in fatal crashes	C-1) 361; 258; 103 (2009 Prelim FARS Data)  C-2) 1,868 (2009 Prelim NM Data)  C-3) 1.36 (2009 Prelim FARS Data)  C-9) 55 (2009 Prelim FARS Data)	C-1) 355; 254; 101  C-2) 1,840  C-3) 1.31  C-4) 52
<b>Program Area</b>	<b>Strategies</b>	<b>Performance Measures</b>	<b>2009 Status</b>	<b>2011 Benchmarks</b>
<b>Planning and Administration</b>	Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries.  Support sound and fiscally responsible planning and financial management practices.	NMDOT/ TSB HSPP, the Annual Report, and all grant applications  Process time for reimbursement claims to grantees and contractors.  Process time for draw downs to NHTSA Tracking System	Accomplished  Paid within 30 days an approved and accepted invoice for payment of actual costs that have been incurred in accordance with the approved project budget & based on budget availability.  Submit draw down on a monthly basis.	Submit documents per their submittal dates  To be paid within 30 days an approved and accepted invoice for payment of actual costs that have been incurred in accordance with the approved project budget. & based on budget availability.  Submit draw down on a monthly basis.

Program Area	Strategies	Performance Measures	2009 Status	2011 Benchmark
<p><b><i>Alcohol / Impaired Driving</i></b></p> <p>Coordinates with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving; 7. Native Americans; and 12. Younger Driver Crashes</p>	<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 and underage drinking prevention and intervention initiatives.</p> <p>Support the development and maintenance of the Statewide Traffic Records System.</p>	<p>C-5) Number of fatalities involving driver/ motorcycle operators with .08 or higher BAC</p>	<p>C-5) 112 (2009 Prelim FARS Data)</p>	<p>C-5) 108</p>
	<p>Maintain the Ignition Interlock Program and the Ignition Interlock Indigent Fund.</p> <p>Support efforts to improve judicial outcomes, particularly in DWI cases.</p> <p>Support DWI media and public Information dissemination.</p>			

<b>Program Area</b>	<b>Strategies</b>	<b>Performance Measures</b>	<b>2009 Status</b>	<b>2011 Benchmarks</b>
<p><b>Occupant Protection</b></p> <p>Coordinates with 2010 CTSP Emphasis Areas: 8. Occupant Protection and 12. Younger Driver Crashes</p>	<p>Continue support of Operation Buckle Down (OBD) and other local activities designed to increase seat belt and other occupant protection use.</p> <p>Promote the use of occupant protection, including booster seats, among targeted groups of non-users.</p> <p>Conduct media campaigns that promote occupant protection use and that heighten perceived risk of enforcement consequences for non-users.</p>	<p>C-4) Number of unrestrained occupant fatalities – all seat positions</p> <p>B-1) Percent of observed seat belt use for front-seat outboard occupants</p>	<p>C-4) 126 (2009 Prelim FARS Data)</p> <p>B-1) 90.1% (2009 NM Survey Data)</p>	<p>C-4) 123</p> <p>B-1) 91%</p>
<b>Program Area</b>	<b>Strategies</b>	<b>Performance Measures</b>	<b>2009 Status</b>	<b>2011 Benchmark</b>
	<p>Organize and assist communities at risk for pedestrian injury to develop data-driven strategic plans to improve safety and walkability.</p> <p>Increase pedestrian safety awareness.</p> <p>Support law enforcement pedestrian safety activities.</p> <p>Provide in-depth educational opportunities for law enforcement agencies, traffic engineers and community advocacy groups to enhance the understanding of pedestrian safety and ensure the implementation of effective safety strategies.</p>	<p>C-10) Number of pedestrian fatalities</p>	<p>C-10) 41 (2009 Prelim FARS Data)</p>	<p>C-10) 38</p>

<b>Program Area</b>	<b>Strategies</b>	<b>Performance Measures</b>	<b>2009 Status</b>	<b>2011 Benchmark</b>
<p><b>Police Traffic Services</b></p> <p>Coordinates with 2010 CTSP Emphasis Areas: 1.Aggressive Driving and Speeding; 2.Alcohol/ Impaired Driving; 4.Fatigued/ Distracted Drivers; 7. Native Americans; and 10.Young Driver Crashes</p>	<p>Increase selective, targeted traffic enforcement activities in identified 'high crash areas' to reduce motor vehicle crashes, fatalities and injuries.</p> <p>Increase the public's awareness of the consequences of unsafe driving.</p> <p>Ensure that law enforcement and other traffic safety entities are afforded appropriate and affordable training opportunities.</p> <p>Support efforts to decrease the incidence of aggressive driving and speeding on New Mexico highways.</p>	<p>C-6) Number of speeding-related fatalities</p>	<p>C-6) 144 (2009 Prelim FARS Data)</p>	<p>C-6) 140</p>
<b>Program Area</b>	<b>Strategies</b>	<b>Performance Measures</b>	<b>2009 Status</b>	<b>2011 Benchmark</b>
<p><b>Traffic Records</b></p> <p>Coordinates with 2010 CTSP Emphasis Areas: 11.Traffic Records; 7.Native Americans; and 3.Emergency Services Response</p>	<p>Planning, Oversight and Coordination</p> <p>Electronic Collection of Data</p> <p>Exchange and Sharing of Data</p> <p>Data Integration and Analysis</p>	<p>Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period October-December 2009 vs. a measure for the period October-December 2010.</p>	<p>73 days (NM Prelim Crash File Data)</p>	<p>65 days</p>
<b>Program Area</b>	<b>Strategies</b>	<b>Performance Measures</b>	<b>2009 Status</b>	<b>2011 Benchmarks</b>
<p><b>Motorcycle Safety</b></p> <p>Coordinates with 2010 CTSP Emphasis Area: 10.Special Users</p>	<p>Support statewide motorcycle safety training and awareness.</p>	<p>C-7) Number of motorcyclist fatalities</p> <p>C-8) Number of un-helmeted motorcyclist fatalities</p>	<p>C-7) 46 (2009 Prelim FARS Data)</p> <p>C-8) 40 (2009 Prelim FARS Data)</p>	<p>C-7) 43</p> <p>C-8) 36</p>

## **Project Selection and Development**

State agencies and other organizations interested in traffic safety issues may submit project proposals to TSB by April 1 of each year. Proposals, if received after April 1, will be used by the TSB in the development of the State Highway Safety and Performance Plan (HSPP) for the following fiscal year. If after April 1, a project proposal is requesting to be implemented in the current fiscal year, the TSB may consider the request based on available time and budget. If the project is accepted and implemented in the current fiscal year, the current HSPP will be updated accordingly.

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

- Problem identification
- Identifying the goal and performance measures (from the HSPP) that the program is striving to accomplish
- Plan of action, including performance indicators, 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 Director 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 Director with a recommendation for approval or non-approval.

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

### ***Project Proposal Process***

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

- Ensure that the proposal includes the required proposal criteria.
- Check for budget availability and available resources.
- Compare proposed project with current activities.
- Determine whether or not the project will impact traffic safety issues and will work towards established state goals as detailed in the HSPP as follows:
  - ensure the problem is adequately described, and objectives and resources requested will address the identified problem
  - ensure that the person/ agency submitting the proposal is the appropriate entity to perform the activities.
- Request additional information, and/or meet with project person/ agency submitting the proposal or others, as necessary.
- Provide a recommendation for approval/ non-approval to the TSB Director along with a letter for the Director's signature.
- If approved by the TSB Director, 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 does 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 Director 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 non-approve the proposal.

### ***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 NMDOT District offices) or radar/portable breath testers (on loan to law enforcement agencies) are examples of projects that may be managed internally. Each internal project must contain the following:

- A memorandum of understanding signed by the TSB Director and placed in the file describing the purpose of the project, funding source, goals and performance measures, project requirements (such as quarterly reports, etc.), and person responsible.

- If equipment is purchased using Federal funds, approval letter from NHTSA as required by the Grants Management Manual (certain thresholds apply).
- If equipment is purchased, a plan for how the equipment will be distributed and guidelines for how the equipment will be utilized.
- If equipment is purchased, a copy of the loan agreement between the agency and TSB. The agreement must have a plan for how the equipment will be transferred to the grantee at the end of its useful life, or transferred to TSB for disposition.
- Regular correspondence on the progress of the internal agreement.

### ***Funding Source***

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

# HIGHWAY SAFETY PLAN

New Mexico's Highway Safety Plan presents the State's strategies for reducing traffic-related crashes, fatalities and injuries. Strategies detailed in the following program areas are based on identified problems and relate directly to achieving the goal and performance measures established for FY2011. 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 FY11 HSP 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
- Motorcycle Safety
- Marketing and Media
- Driver Education and Safety

As part of the ongoing process of identifying its annual HSP strategies, TSB staff participated in the initial development of the 2006 NMDOT Comprehensive Transportation Safety Plan (CTSP). The 2010 CTSP outlines strategies in 12 emphasis areas. These CTSP emphasis areas represent an umbrella program for all Traffic Safety goals.

Implementation of the CTSP has been an iterative process involving extensive consultation and participation among state, local and Federal agencies, Native American Pueblos and Nations, Metropolitan Planning Organizations, and safety stakeholders involved in all aspects of transportation safety in New Mexico. A Memorandum of Understanding (MOU) among the CTSP partner agencies was undertaken immediately after finalizing the CTSP. The MOU established an institutionalized relationship among the partner agencies to ensure ongoing commitment to the CTSP. These partnerships are maintained through the CTSP Leadership Council, an interagency steering committee comprised of senior leadership from the partner agencies and the Transportation Safety Management Team. The Leadership Council meets quarterly to review progress in achieving CTSP goals and objectives, identify gaps in performance, identify additional strategies and programs, and address challenges.

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

Note: In FY11, NMDOT will develop a plan to implement in-kind soft matches from all of our grantees. This will allow State funds that had previously been used as hard match to be refocused to other Program Areas. In this HSP, we have adjusted our staffing to better align with current efforts in the Program Areas.

## **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**

Up to two positions (management analyst and/ or financial specialist), funded at 100%, to assist with TSB's project agreements and contracts, and assist with conducting an annual financial training for sub grantees. TSB maintains contracts that provide financial management, and technical and grant writing services.

### **Performance Measures**

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

### **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, Department of Public Safety, local law enforcement, AAA, Safer NM Now, Mothers Against Drunk Drivers, DGR/ UNM, Department of Health, Department of Finance and Administration/ Local Government Division, Motor Transportation, Motor Vehicle Division, NHTSA, FHWA and FMCSA;
- c) completing and distributing the HSPP and the Annual Report; and
- d) coordinating 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 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 on a monthly basis; and
  - f) providing traffic safety grantees and contractors technical assistance in the program management and financial accountability of their grants.

**Planning and Administration Project Descriptions and Budget Amounts**

**Federal Funds**

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

*Monitored by Finance Staff Manager*

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

**PA-02 GTS Management Services \$20,000/ 402**

*Monitored by Finance Staff Manager*

Funds 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.

*(also see EE-10, State Funds)*

**PA-03 HSPP, Grant and Technical Writing Services \$60,000/ 402**

*Monitored by Finance Staff Manager*

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

*(also see EE-11, State Funds)*

**State Funds**

**EE-10 GTS Management Services (P&A) \$90,000/ E&E**

*Monitored by Finance Staff Manager*

Funds 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.

**EE-11 HSPP, Grant and Technical Writing Services (P&A) \$30,000/ E&E**

*Monitored by Finance Staff Manager*

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

*Also see AL-14 Impaired Driving Program Management in the Alcohol/ Impaired Driving Program Area on page 34, OP-04 Occupant Protection Program Management in the Occupant Protection Program Area on page 51, and PT-01 Police Traffic Services Program Management in the Police Traffic Services Program Area on page 61.*

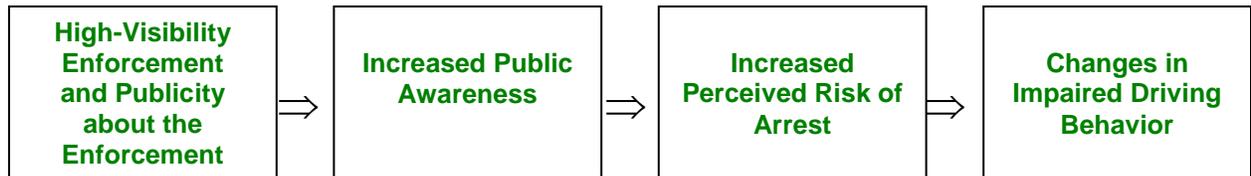
**Planning and Administration: NHTSA Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
PA-01	Financial Systems Management	125,000	402
PA-02	Financial Project Management Services	20,000	402
PA-03	HSP, Grant and Tech Writing Services	60,000	402
<b>Total NHTSA Funds</b>		<b>\$205,000</b>	

# 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 (TSB) has adopted the theory of general deterrence as applied to enforcement programs designed to influence alcohol-related/ impaired 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 impaired driving behavior, and thereby, reduce unnecessary deaths and injuries.

To this end, TSB supports and manages numerous programs and projects designed to reduce impaired driving behavior. Statewide and local community-based DWI enforcement programs involve more than 60 state, city, county and tribal law enforcement agencies. Enforcement activities are coordinated with high visibility media and public awareness activities. In addition, TSB provides funding for judicial education, BAC and other drug testing, DRE training, underage drinking enforcement, a Traffic Safety Resource Prosecutor, a Native American DWI Liaison, and underage impaired driving prevention.

TSB is actively engaged in supporting and funding a statewide traffic records system, including the electronic collection and transmission of DWI citation and other report information by officers in the field. TSB supports 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 NMDOT HSPP.

In FY10, NMDOT/ TSB applied for and received SAFETEA-LU Section 410 – Alcohol-Impaired Driving Prevention Programs funding. These funds are used for high-visibility DWI operations, such as checkpoints and saturation patrols partnered with high levels of paid and earned media, and for impaired driving prevention projects.

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

## **Programs**

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

TSB administers the Operation DWI Program, a statewide sobriety checkpoint program. When combined with TSB's Operation Buckle Down program (for seat belt use), the campaigns are termed 'Superblitz.' In FY11, New Mexico will conduct three Superblitz/ Miniblitz operations and one 3-week Superblitz statewide. Superblitz enforcement activities are paired with high visibility media campaigns using the messages: '*You Drink, You Drive, You Lose,*' '*You Will Get Caught*' and '*Click It or Ticket.*'

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

In addition to these statewide operations, local checkpoints are conducted monthly around the state by over 60 State, city, county and tribal law enforcement agencies, 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 New Mexico's roadways, the NMDOT/ TSB conducts an annual '100 Days and Nights of Summer' campaign. This campaign focuses on increasing the number of DWI checkpoints conducted over the summer months to reduce impaired driving during this period. The NM State Police sets 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 sets a goal to conduct 100 liquor establishment compliance checks during this period. More than 50 law enforcement agencies from throughout the state participate in this campaign, conducting additional checkpoints and saturation patrols. They also increase bar and restaurant patrols, checking for service to intoxicated persons and service to minors.

A multi-agency DWI Leadership Team meets monthly to provide input and information to TSB's impaired driving efforts. The Team includes representatives from various overarching agencies and advocacy groups involved with anti-DWI efforts.

### ***Community Driving While Impaired (CDWI) Program***

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

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

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

### ***DWI/ Drug Courts***

There are seven DWI/ Drug Courts in New Mexico and 38 other drug courts. They operate in 25 of NM's 33 counties at District, Metropolitan, and Magistrate Court levels. The State's Drug Court Advisory Committee developed a five-year plan in 2006 as part of a mandate from the NM Supreme Court.

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

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

The Administrative Office of the Courts has hired a Magistrate DWI/ Drug Court Program Supervisor to provide oversight to the existing Magistrate DWI/ Drug Courts. In addition to oversight the supervisor will provide technical assistance to ensure fidelity to the DWI/ Drug Court Model. The supervisor will also work with the courts in need of improvement, and with the development and expansion of the program. San Miguel Magistrate has expressed an interest to the Administrative Office of the Courts for implementation of a program, if funding were to become available.

### ***Standardized Field Sobriety Testing (SFST) Program***

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

### ***Judicial Training***

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

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

### ***Traffic Safety Resource Prosecutor***

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

The TSRP conducts training in DWI case law, sentencing, standardized field sobriety testing, scientific lab division techniques, including breath-testing instruments. The TSRP also makes presentations on

DRE, effects of drugs and alcohol, and victims' rights. Training is specific to the needs in each particular jurisdiction.

### ***Statewide Traffic Records System***

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

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

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

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

Alcohol/ Impaired Driving STRS projects are more fully detailed in the Traffic Records Program area on page 67 of this HSPP.

### ***Law Enforcement Activity Reporting***

This project is designed to expand and support an existing web-enabled reporting application that allows law enforcement officers to submit aggregated data on their DWI activities, such as checkpoints, saturation patrols, high-visibility media campaigns and prevention initiatives. The data is reported to the TSB, which will then use the data to determine where resources are needed.

### ***Administration of Ignition Interlock Program***

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

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

A change to NM Statute, Section 66-8-102 NMSA, 1978, effective July 1, 2010 moved the responsibility for determination for indigence from the courts, and probation and parole to the Traffic Safety Bureau. In addition, it provided a standard for indigent status, modified the qualifying assistance and increased the percentage of the fund allowable for administrative costs.

Until further notice, the fund has been administratively suspended due to insolvency issues. TSB projects that the fund will be reinstated in FY11. Once additional funds become available, TSB shall provide funds for one vehicle per offender, the following: up to fifty (\$50.00) for the cost of installation, up to fifty dollars (\$50.00) for the cost of removal and up to thirty dollars (\$30.00) monthly for verified

active use of the interlock device. Currently a database is being developed to facilitate the processing of reimbursements from the fund.

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

## **Other State-Funded DWI Programs**

### ***Local Government Division – DWI Grant Program***

The DWI Grant Program supports county-driven, local initiatives to prevent or reduce the incidence of DWI, alcoholism, and alcohol abuse. Currently, 41.5% of the liquor excise tax is allocated to the Local DWI Grant Fund. This fund supports \$1.9 million in competitive grants, \$2.8 million in alcohol detoxification and treatment grants, and approximately \$12.2 million in distribution.

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

### ***Drunk Busters Hotline - #DWI***

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

## **Juveniles**

### ***Laws, Enforcement and Prevention***

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

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

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

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

## ***NMDOT/ TSB UNDERAGE DRINKING (UAD) Prevention Projects***

### **Youth Media Literacy**

This project will fund mini-grants to community prevention contractors to target entry-level middle and high school students (grades 6th and 9th), teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. Media literacy enables young people to understand the techniques used by advertisers to encourage the use of their product. In understanding these techniques, youth will be better able to resist messages that show only the social aspects of drinking, not the possible consequences.

### **Social Host Ordinance Awareness**

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

### **'Life of an Athlete'**

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

### **Parent Initiative**

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

### **Statewide UAD Prevention Media Campaign**

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

### **DWI Prevention Newsletter for Schools**

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

### ***Other Statewide UAD Prevention Programs***

#### **Children, Youth and Families Department (CYFD)**

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

#### **UNM Campus Office of Substance Abuse Prevention**

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

### **Media and Marketing**

Information on New Mexico's Impaired Driving Media and Marketing activities can be found in the Media and Marketing Program Area on page 80.

## **DWI Sanctions**

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

- Mandates ignition interlock on vehicles of convicted first and subsequent DWI offenders; mandatory ignition interlock required for drivers from other states, convicted of DWI, that receive a NM driver license; and vehicle operators who disconnect or otherwise tamper with an interlock, when it's required by law, are subject to the same penalties as those for driving while revoked for DWI.
- All convicted first-time DWI offenders have their licenses revoked for a year; two years for a second conviction; three years for a third conviction; and revoked for life for a fourth or subsequent conviction, subject to a five year review in the district court.
- Administrative license revocation is six months to one year for drivers aged 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 2<sup>nd</sup> 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.

### **2009 Preliminary Data from State Crash File**

- In 2009, there were 136 fatalities involving alcohol-impaired drivers, up from 121 in 2008.
- The alcohol-involved fatality rate per 100,000 population was 7.21 in 2009, compared to 6.87 in 2008.
- The percentage of alcohol-involved fatalities in 2009 was 42.1%, up from 39.1% in 2008.

### **Data from New Mexico's 2008 Traffic Crash Information and DWI Reports**

- While 5% of all crashes in NM were alcohol-involved, 42% of all fatal crashes involved alcohol.
- In NM, an alcohol-involved crash occurs approximately every three hours and twenty minutes; a person died in an alcohol-involved crash every 61 hours; a person was injured every five hours.
- Fourteen percent of the alcohol-involved drivers in crashes were less than 21 years old.
- Forty-eight percent of teenage (ages 15-19) crash deaths involved alcohol; 49 percent of crash death among young adults (ages 20-24) involved alcohol.
- Males are more than three times as likely as females to be alcohol-involved drivers in crashes.

- Twenty-five percent of drivers in alcohol-involved crashes were males - ages 20-24, 18% were males - ages 25-29, 11% were males ages 30-34 and 10% were males ages 15-19. These four groups accounted for 48% of all alcohol-involved drivers in crashes. Seventy-seven percent of drivers in alcohol-involved crashes were males.
  - In 2008, 23 percent of alcohol-involved drivers in crashes were female, up from 13 percent in 2007.
  - Males, ages 25-29 were most likely to have a repeat DWI conviction in 2008 (14%), followed by males, ages 30-34 (13%), males, ages 35-39 (12%), males, ages 45-49 (11%), and males ages 40-44 (11%). Males, ages 25-49 accounted for 61% of all repeat DWI convictions.
  - Bernalillo County had the highest number of alcohol fatal and injury crashes at 322, followed by San Juan County (128), Dona Ana County (105), Santa Fe County (105) and McKinley County (70). These counties accounted for 59% of all alcohol fatal and injury crashes in the State.
  - The most prevalent contributing factors in fatal alcohol-involved crashes were: 1) excessive speed, 2) driver inattention, and 3) alcohol-involvement.
  - The highest number of alcohol-involved crashes occurred during October, November, February and May.
  - Forty-one percent of all alcohol-involved crashes occurred on Friday and Saturday.
  - In 2008, the highest number of alcohol-involved fatal crashes occurred between 11 p.m. and midnight, and between 2 a.m. and 3 a.m.
  - Seventy-nine percent of alcohol-involved crashes occurred in urban areas and 21% occurred in rural areas. Fifty-five percent of alcohol-fatal crashes and 31% of alcohol-injury crashes occurred in rural areas.
  - The mean BAC result was 0.15, almost double the legal limit for drivers, aged 21 and over.
- \*2008 is the most recent calendar year data available*

## **Performance Measure**

- 1) Reduce the number of fatalities involving driver/ motorcycle operators with .08 or higher BAC from 112 in 2009 to 108 in 2011. (C-5; Prelim FARS Data)

## **Strategies**

- #1** - Increase law enforcement efforts to reduce death and injury due to DWI in New Mexico, and increase the capacity of law enforcement to arrest and adjudicate DWI offenders by:
- a) contracting with law enforcement agencies to conduct statewide Superblitz mobilizations, and to participate in the NHTSA's National Crackdown and the 100 Days and Nights of Summer Program;
  - b) contracting with local law enforcement agencies to conduct monthly, supplemental high-visibility DWI enforcement activities, including checkpoints and saturation patrols;
  - c) combining all enforcement efforts with local and statewide media and public information;
  - d) providing SFST training so that law enforcement officers are current on all necessary certifications;
  - e) working cooperatively with New Mexico law enforcement agencies to raise the awareness of traffic code enforcement and its impact on safety; and
  - f) continuing to explore new public policy options to reduce death and injury due to DWI, and to strengthen existing laws.
- #2** – Collaborate on and provide resources for new and ongoing DWI and underage drinking prevention and intervention initiatives by:
- a) managing CDWI contracts and participating in Local DWI Grant Program contract funding decisions to ensure that ongoing DWI and underage drinking prevention efforts are sustained for adults and youth under age 21 at the local community level;

- b) developing DWI, underage drinking prevention and other awareness programs statewide for youth under 21, and for the 21 to 34 age group;
- c) funding and coordinating underage drinking enforcement efforts with the Children, Youth, and Families Department, and law enforcement agencies;
- d) coordinating the activities and resources of DWI and youth prevention programs to help lower the number of alcohol-related fatal and serious injury crashes involving 15-24 year olds.

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

- a) continuing to fund and support alcohol/ impaired driving STRS multi-year initiatives/ projects, such as the Ignition Interlock Data Analysis Project that provides important information on the use of interlock devices to deter subsequent DWIs (see STRS description on page 37).

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

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

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

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

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

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

## Alcohol/ Impaired Driving Project Descriptions and Budget Amounts

### Federal Funds

#### **AL-01 Additional Law Enforcement Officers**

**\$648,450/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

Fund 8 full-time county or city law enforcement officers focused exclusively on DWI enforcement in four high-risk counties including San Juan, McKinley, Rio Arriba and Santa Fe. This project provides funding for salaries and benefits, training, travel, supplies and DWI-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.

This project funded 14 DWI-specific county or city law enforcement positions last year and has assisted the State in going from 6<sup>th</sup> nationally in DWI fatalities per 100MVM in 2004 to 18<sup>th</sup> nationally in 2009. NMDOT/ TSB will evaluate the impact of this project in each of the counties to assess where the support has had the greatest impact and where need still exists. NMDOT and agencies will work to develop plans to provide ongoing support of these positions, as warranted.

#### **AL-02 Alcohol Sales Compliance Checks**

**\$40,000/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 12. Young Driver Crashes*

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

#### **AL-03 BAC Testing and Training – Scientific Labs Division \$50,000/ 164AL & \$25,000/ 410**

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

#### **AL-04 Court Improvement and Monitoring**

**\$300,000/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

This project was originally designed to collect data from NM courts in order to recommend system improvements and identify necessary resources to assist with adjudication of DWI cases. The court monitoring component will be continued only with the District Courts and the project will be expanded to include a component designed to use the data collected to improve the prosecution and proper sentencing of DWI cases in New Mexico courts, according to law. Since New Mexico funds a limited number of DWI courts, other courts could benefit from improvements that would result in increased and effective prosecution of DWI cases.

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

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, and 9. Public Information and Education*

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

**AL-07 Drug Recognition Expert Training**

**\$85,000/ 410**

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-08 ODWI Enforcement**

**\$2,341,845/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans*

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

**AL-12 Ignition Interlock Data Analysis Project**

**\$25,000/ 164AL**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Continue to provide software, hardware, project management and programming services for the statewide Ignition Interlock Data Analysis (IIDA) Project. TSB implemented this web application to allow automated data submissions from manufacturers; allow stakeholders and customers to monitor ignition interlock offender compliance with court ordered and administrative ordered installation of an ignition interlock device in their vehicle; and allow any type of statistical analysis on the data. The project is being implemented with procedures, staffing and resources that ensure stable continuous operation. This is not a state-mandated project.

**AL-14 Impaired Driving Program Management - FTEs**

**\$275,900/ 164AL**

*Monitored by Finance Staff Manager*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide program management in the impaired driving program area to coordinate Operation DWI, Superblitzes, and other projects related to impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for five FTEs, including one staff manager and four management analyst positions. One FTE will be funded at 85%, two FTEs will be funded at 80% and two FTEs will be funded at 70%. 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**

**\$66,500/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Fund a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, state, or federal laws. (also see DE-13, Federal Funds and RF-14 in PTS, State Funds)

**AL-19 Liquor Control Act Assistance**

**\$90,000/ 164AL**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving*

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

**AL-23 Statewide DWI Training and Information for Law Enforcement** **\$275,000/ 164AL**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans*

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

**AL- 24 DWI Native American Liaison**

**\$125,000/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

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

**AL-26 DWI Enforcement Task Force – McKinley County**

**\$350,000/ 164AL**

*Monitored by Judith Duran*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans*

Fund a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and saturation patrols, and over-time enforcement in McKinley County, including the Navajo Nation. This task force consists of State Police, Gallup Police Department, McKinley County Sheriff Office and Navajo Nation Department of Public Safety. McKinley County will be the lead agency for the Task Force and will be the entity responsible for submitting invoices to TSB on this project.

**AL-27 DWI/ Drug Court Expansion**

**\$300,000/ 410**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-28 Metro Court Supervised Probation Project****\$100,000/ 164AL***Monitored by Franklin Garcia**Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-30 Management of Media Contracts****\$216,900/ 164AL***Monitored by NMDOT Media Staff**Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

Fund a contractor to facilitate development of media contracts and review invoices prior to having TSB financial personnel process them. This person will work with a marketing firm to place and monitor all alcohol-related paid media and sustained media to ensure that the alcohol/ DWI-related portion of NMDOT's media plan is executed and that TSB receives the alcohol/ DWI related ad placement as outlined in relevant media contract specifications.

**AL-32 Superblitz Incentives Program****\$100,000/ 164AL***Monitored by Robert Archuleta**Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-34 Drunk Busters Hotline****\$75,000/ 164AL***Monitored by Cindy Abeyta**Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-35 DWI Evaluation****\$150,000/ 410***Monitored by Robert Archuleta**Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 9. Public Information and Education*

Fund a time series DWI evaluation. This includes identifying how certain policies, laws, programs and events have affected the overall DWI crash and fatality trends in New Mexico. Data from this project will be used by TSB to design policies and develop projects to reduce DWI crashes, fatalities and injuries.

**AL-36 Traffic Safety Enforcement Coordination****\$206,000/ 164AL***Monitored by Robert Archuleta**Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued and Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

Provide statewide coordination and management of Operation DWI (ODWI), Operation Buckle Down (OBD), and Selective Traffic Enforcement (STEP), including, but is not limited to, project agreement preparation and tracking. Sponsor an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. Conduct an annual law enforcement Chief and Sheriff's meeting to discuss law enforcement issues and state initiatives. In addition, this project funds three part-time 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.

This funding covers only the alcohol/ impaired driving activities associated with this project.  
(also see PT-04, Federal Funds)

**AL-37 Traffic Safety Information Clearinghouse** **\$200,000/ 164AL**  
Monitored by David Lapington  
Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
Provide clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues.  
(also see DE-06, Federal Funds)

**AL-38 DWI Warrant Roundup** **\$58,000/164AL**  
Monitored by Robert Archuleta  
Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving  
Provide funds to the State Police, City of Santa Fe and Santa Fe County law enforcement agencies to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order. State Police will be the lead agency for this effort.

**AL-39 Expanded Enforcement for State Police** **\$300,000/ 410**  
Monitored by Robert Archuleta  
Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving  
Provide funding to state police for expanded enforcement efforts, to include, overtime for DWI saturation overtime enforcement, overtime for DWI court appearances, and for specialized equipment to assist with DWI arrests. This project does not fund non-alcohol/ impaired driving equipment, such as radar.

**AL-40 Ignition Interlock Monitoring Administration** **\$200,000/ 164AL**  
Monitored by Jolyn Sanchez  
Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving  
Funds two positions for new ignition interlock initiatives designed to provide detailed monitoring of interlock service providers, develop a database to facilitate monitoring and tracking of funds and activities, and to develop a system of appropriate licensing.  
(also see EE-17, State Funds)

**AL-41 Law Enforcement Activity Project** **\$50,000/ 164AL**  
Monitored by Franklin Garcia  
Aligns with 2010 CTSP Emphasis Area 11. Traffic Records  
To expand and support an existing web-enabled reporting application that allows law enforcement officers to submit aggregated data on their DWI activities such as checkpoints, saturation patrols, high-visibility media campaigns and prevention initiatives. Data is reported to the NMDOT/Traffic Safety Bureau.

**AL-42 Municipal Court Vehicle Seizure Prosecutor** **\$50,000/ 164AL**  
Monitored by Robert Archuleta  
Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving  
Provides seed money to fund a prosecutor in the Santa Fe Municipal Court to focus on DWI vehicle seizure cases to allow full-time prosecutors more time to pursue currently stalled DWI cases

**State Funds**

**CDWI-01 Community DWI (AL)** **\$641,761/ CDWI**  
Monitored by Robert Archuleta  
Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving  
Provide funding to cities or counties for alcohol-related prevention, enforcement, public information/ education, and offender programs. State funds come from a \$75.00 fee imposed on convicted drunk drivers, as allowed by Section 31-12-7(B) and Regulation 18.20.6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous year.



**DPE-02 Youth Media Literacy (AL)**

**\$60,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Continue to fund mini-grants to community prevention contractors to target entry-level middle and high school students (grades 6th and 9th), teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. Media literacy enables young people to understand the techniques used by advertisers to encourage the use of their product. In understanding these techniques, youth will be better able to resist messages that show only the social aspects of drinking, not the possible consequences. NMDOT/ TSB will contract with an illiteracy expert and curriculum designer to work with local community prevention contractors.

**DPE-03 Social Host Ordinance Awareness (AL)**

**\$50,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

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

**DPE-04 Life of an Athlete (AL)**

**\$100,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

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

**DPE-05 Parent Initiative (AL)**

**\$100,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

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

**DPE-06 Statewide UAD Prevention Media Campaign (AL)**

**\$100,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund statewide media campaign targeted at youth from ages 10 to 18, and/or their parents, to discuss the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.

**DPE-07 DWI Prevention Newsletter for Schools (AL)**

**\$37,472/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

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

**EE-14 DWI Prosecution Clinic**

**\$98,000/ E&E**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide funding to the University of New Mexico - School of Law to provide a clinic to outgoing law students on DWI prosecution to include case law, procedures, and issues related to DWI in New Mexico. (also see RF-13, State Funds)

**EE-17 Interlock Invoicing**

**\$15,000/ E&E**

*Monitored by Jolyn Sanchez*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Funds an individual to assist with Ignition Interlock Indigent Fund reimbursement and license processing.

**EE-20 DWI/ DUI Enforcement Training**

**\$7,000/ E&E**

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Fund training for New Mexico State Police covering pertinent issues regarding DUI enforcement including emerging enforcement strategies, effective courtroom presentations and advanced SFST training.

**II-01 – Ignition Interlock Indigent Fund (AL)**

**\$1,192,000/ Fund 54**

*Monitored by Jolyn Sanchez*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

To reimburse interlock service providers for services provided to indigent persons from Santa Fe, Rio Arriba, San Juan and Dona Ana counties, pursuant to the Ignition Interlock Fund provisions of the New Mexico Motor Vehicle code. Funds are provided to TSB by the NM Department of Finance, Local Government Division.

**RF-13 DWI Prosecution Clinic**

**\$52,000/ RF**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide funding to the University of New Mexico - School of Law to provide a clinic to outgoing law students on DWI prosecution to include case law, procedures and issues related to DWI in New Mexico. (also see EE-14, State Funds)

*Also see AL-06 DWI Production and Creative Design Services, AL-09 Alcohol/ ID Media Placement and DE-10 TS Media Production Services in the Media and Marketing Program Area on page 80.*

## Alcohol: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
AL-01	Additional Law Enforcement Officers	648,450	164AL
AL-02	Alcohol Sales Compliance Checks	40,000	164AL
AL-03	BAC Testing	50,000	164AL
AL-04	Court Monitoring	300,000	164AL
AL-05	DWI Judicial and Prosecutor Ed, and Research Forums	150,000	164AL
AL-08	ODWI Enforcement	2,341,845	164AL
AL-12	Ignition Interlock Data Analysis Project	25,000	164AL
AL-14	Impaired Driving Program Management/FTEs	275,900	164AL
AL-15	Traffic Safety Resource Prosecutor	66,500	164AL
AL-19	Liquor Control Act Assistance	90,000	164AL
AL-23	Statewide DWI Training and Info for Law Enforcement	275,000	164AL
AL-24	DWI Native American Liaison	125,000	164AL
AL-26	DWI Enforcement Task Force – McKinley County	350,000	164AL
AL-28	Metro Court Supervised Probation Project	100,000	164AL
AL-30	Management of Media Contracts	216,900	164AL
AL-32	Superblitz Incentives Program	100,000	164AL
AL-34	Drunk Busters Hotline	75,000	164AL
AL-36	TS Enforcement Coordination	206,000	164AL
AL-37	TS Information Clearinghouse	200,000	164AL
AL-38	DWI Warrant Roundup	58,000	164AL
AL-40	Ignition Interlock Monitoring	200,000	164AL
AL-41	Law Enforcement Activity Reporting	50,000	164AL
AL-42	Municipal Court Vehicle Seizure Prosecutor	50,000	164AL
<b>164 AL Total*</b>		<b>\$5,993,595</b>	
AL-03	BAC Testing	25,000	410
AL-07	Drug Recognition Expert Training	85,000	410
AL-27	DWI/ Drug Court Expansion	300,000	410
AL-35	DWI Evaluation	150,000	410
AL-39	Expanded Enforcement for State Police	300,000	410
<b>410 Total*</b>		<b>\$860,000</b>	
<b>Total NHTSA Funds</b>		<b>\$6,853,595</b>	

\*Additional 164 and 410 funds are shown in the Media and Marketing Program Area on page 80.

## Occupant Protection Program Area

### Overview

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

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

### Programs

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

For more than 10 years, New Mexico's approach to increasing seat belt use has focused on Operation Buckle Down (OBD), an intense statewide program of seat belt enforcement that is combined with a public awareness media campaign. Law enforcement from over 50 agencies (State, city, county and tribal) participate annually in OBD activities. Given State Police participation, approximately 75% of the state's population is reached by these activities.

In FY2011, New Mexico will conduct three Superblitz/ Miniblitz operations and one 3-week Superblitz statewide. These statewide activities combine OBD enforcement with DWI enforcement. The OBD enforcement component of each Superblitz is supplemented with media campaigns using the national Click It or Ticket theme. In addition, TSB continues to support local monthly enforcement and media activities throughout the state.

Annually, New Mexico conducts the '100 Days and Nights of Summer' campaign that includes increased seat belt use enforcement activity. This project is conducted between June and September.

### ***Click It or Ticket National Seat Belt Mobilization***

New Mexico participates in the NHTSA National Seat Belt High Visibility Enforcement Mobilization. This mobilization combines enhanced enforcement with a focused media campaign, using the media message of Click It or Ticket. In FY10, 28 city, county and State law enforcement agencies participated in the National Mobilization. A similar number of agencies are expected to participate in the FY11 Mobilization. TSB plans to solicit participation by more law enforcement agencies in the future, given adequate funding.

### ***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.

### ***Teen Seat Belt Enforcement and Outreach Projects***

TSB will conduct a Teen Seat Belt Enforcement and Outreach Projects. These efforts seek to increase teen seat belt use through enforcement activities combined with tailored media and outreach. The projects will be focused in the eight counties in New Mexico with the highest teen crash and fatality rates.

### ***Child Occupant Protection Training and Education***

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

TSB maintains a contract to provide child passenger safety certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. Currently, New Mexico 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 two-day 'Buckle-Up New Mexico' Conference.

### ***Statewide Seat Belt Use Survey***

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

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

In FY11, New Mexico will conduct both pre- and post statewide seat belt use surveys. The observation sites are based on a sample of public roadway locations that were selected by a random sampling process in 1998, and since then, the same sites have been used annually.

Also in FY11, TSB will investigate the possibility of conducting a child protection survey. An appropriate contractor and funding will need to be identified.

**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 New Mexico’s Seat Belt Survey 2010 Report, the State’s overall seat belt use was at 89.8 percent. Observed front seat use for all vehicles was 89.8 percent, while driver use was 90.8 percent. Pickup truck front seat occupant use was 86.1 percent overall, with driver use at 86.9 percent

Although New Mexico’s overall seat belt use percentage is one of the highest in the nation, 40 percent of those killed in motor vehicle crashes in New Mexico in 2009 were not wearing a seat belt. Belted occupants are about half as likely to be killed as unbelted occupants (31% vs. 61%). These numbers exclude those with unknown belt use.

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. New Mexico 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.

<b>2009 Seat Belt Use Estimates by Age Group</b>		
<b>Age Group</b>	<b>Seat Belt Use</b>	
	<b>Male - %</b>	<b>Female - %</b>
0-4	98	95
5-8	87	92
9-13	94	95
14-17	90	96
18-24	93	94
25-34	92	96
35 +	96	98

National data show that restraint use for all children from birth to 7 years of age decreased to 87% in 2008, down from 89% in 2007, not a statistically significant increase. Restraint use for children driven by a belted driver was higher than for children driven by an unbelted driver; use among children driven by a belted driver was over 90%. Child restraint use is highest in the Western US (93%) compared to 82% - 85% in the other three regions of the country.

**Performance Measures**

- 1) Reduce the number of unrestrained occupant fatalities (all seat positions) from 126 in 2009 to 123 in 2011. (C-4; Prelim FARS Data)
- 2) Increase the observed seat belt use percentage for front-seat outboard occupants from 90.1% in 2009 to 91% in 2011. (B-1; NM Survey Data- Behavior Measure)

**Strategies**

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

- a) establishing agreements with law enforcement agencies to conduct OBD enforcement activities and ensuring coverage of at least 75 percent of the state; and
- b) participating in the Click It or Ticket National Seat Belt Enforcement Mobilization and conducting a Teen Seat Belt Enforcement Project.

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

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

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

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

## **Occupant Protection Project Descriptions and Budget Amounts**

### **Federal Funds**

#### **OP-01 Operation Buckle Down Enforcement**

**\$125,000/ 405**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Continue overtime funding to law enforcement agencies to conduct seat belt and child safety seat/ booster seat use activities to include Operation Buckle Down operations and the National Click It or Ticket national campaign. These activities have been successful in producing a steady increase in occupant protection use in New Mexico. These operations encompass at least 50 agencies statewide (a minimum 75% of the State's population). Develop a strategy to increase agency participation and target demographic of teen driver.

#### **OP-02 Seat Belt Observation Protocol and Evaluation**

**\$125,000/402**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

In FY11, TSB will investigate the possibility of conducting a child protection survey. An appropriate contractor and funding will need to be identified.

**OP-03 Occupant Protection / Child Restraints**

**\$240,000/ 402**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

**OP-04 Occupant Protection Program Management**

**\$93,650/ 402**

*Monitored by Finance Staff Manager*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned 2011 NM Seat Belt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for four FTEs, to include one staff manager and three management analyst positions. One FTE will be funded at 100%, one FTE will be funded at 10% and two FTEs will be funded at 5%. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.

**OP-06 Child Passenger Protection Education**

**\$130,000/ 405**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

**OP-08 Teen Seat Belt Enforcement Project**

**\$85,000/ 405**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provides funds to conduct a Teen Seat Belt Enforcement Project. High-visibility enforcement combined with media reminding teens to buckle up will be conducted in FY11. The project will be focused in the eight counties with the highest teen crash and fatality rates.

**OP-12 Teen Seat Belt Outreach Project**

**\$30,000/ 402**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Support outreach activities for the Teen Seat Belt Enforcement Project to include sending outreach toolkits to schools in the eight counties with the highest teen crash and fatality rates, and conducting a contest for teens to produce a video encouraging their fellow teens to buckle up. These funds will not be used for prizes of any kind.

**State Funds**

**RF-05 OBD Enforcement and Coordination (OP)**

**\$200,000/ RF**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

**Occupant Protection: NHTSA Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
OP-02	Seatbelt Observation Protocol and Evaluation	125,000	402
OP-03	Occupant Protection/ Child Restraints	240,000	402
OP-04	Occupant Protection Program Management	93,650	402
OP-12	Teen Seat Belt Outreach Project	30,000	402
<b>402 Total</b>		<b>\$488,650</b>	
OP-01	Operation Buckle Down Enforcement	125,000	405
OP-06	Child Passenger Protection Education	130,000	405
OP-08	Teen Seat Belt Enforcement Project	85,000	405
<b>405 Total</b>		<b>\$340,000</b>	
<b>Total NHTSA Funds</b>		<b>\$828,650</b>	

# Pedestrian and Bicyclist Safety Program Area

## Overview

New Mexico has one of the highest rates of pedestrian injuries and fatalities in the nation. New Mexico continues to have a high demand for, and use of, non-motorized modes of transportation such as biking, 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 and bicyclists. To successfully reduce New Mexico's pedestrian and bicyclist injury and fatality rates, at-risk populations need to be identified and their safety needs addressed.

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

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

## Programs

### ***Pedestrian Safety Awareness Program and the Walkable Communities Initiative***

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

The Walkable Communities Initiative includes the following components:

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

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

### ***Public Awareness Campaigns***

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

In FY11, TSB and its Pedestrian Safety contractors will work with the University of New Mexico (UNM) Police Pedestrian Safety Outreach to accomplish the following:

- Create print media messages for dissemination to UNM students and staff, and participate in campus pedestrian safety awareness events.
- Provide a bi-lingual New Mexico Pedestrian Safety brochure for broad distribution in print and on-line formats that outlines pedestrian and bicycle safety laws.
- Provide training for the Pedestrian Safety 3-D Program for use by city and county summer recreation programs, and community members and leaders that includes awareness information regarding pedestrian safety engineering, enforcement, encouragement, and the core concepts of Walkability Advocacy Groups and pedestrian safety strategic planning.

### ***Walk to School Day***

The annual 'Walk to School Day' effort is lead by the NMDOT 'Safe Routes to School' coordinator. TSB supports the New Mexico 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***

In FY11, TSB and CIPRE staff will coordinate one FHWA training to encourage pedestrian safety in communities. The target audience for training will include engineers, traffic safety personnel, community members, planners, decision makers, and public health and injury prevention professionals who have the responsibility of improving pedestrian safety at the state or local level. The Pedestrian Safety Program and collaborative groups will also facilitate older adult pedestrian safety workshops.

## **Problem ID**

### **2009 Preliminary Data from State Crash File**

Pedestrian crashes accounted for 41 deaths and 411 injured persons in 2009. New Mexico had a 2009 pedestrian fatality rate of 1.95, compared to the National rate of 1.38 (estimated). New Mexico's pedestrian fatalities increased from 40 in 2008 to 41 in 2009. Pedestrians and bicyclists accounted for 12 percent of all motor vehicle crash deaths in New Mexico.

In New Mexico, 56% of pedestrian fatalities involved alcohol, and in 78% (18 of 23) of those cases, the pedestrian was alcohol-involved. In 2009, 18% of pedestrian injuries involved alcohol, and in 78% (56 of 72) of those cases, the pedestrian was alcohol-involved. There are likely some cases where the driver was also alcohol-involved, but these are a relatively small number.

There were 3 bicyclist deaths in 2009, compared to 7 in 2008 and 7 in 2007. The number of injured persons decreased from 301 in 2008 to 281 in 2009.

## **Data from New Mexico's 2008 Traffic Crash Information and DWI Reports**

Males aged 30-34 were most at-risk for pedestrian fatalities, followed by males aged 50-54. Males accounted for 70 percent of all pedestrians killed in crashes. Among females, those ages 35-39 and 50-54 were most at risk.

Only 1% of crashes were pedestrian-involved, but 65% of pedestrian deaths were alcohol-involved.

Forty percent of pedestrian deaths involved pedestrian error.

Fifty-eight percent of pedestrian deaths occurred in just three counties: Bernalillo, McKinley and Valencia.

In 2008, there were 380 bicyclist-involved crashes, 15 of them alcohol-involved (3.9%).

## **Performance Measure**

- 1) Reduce the number of pedestrian fatalities from 41 in 2009 to 38 in 2011. (C-10; Prelim FARS Data)

## **Strategies**

**#1** - Organize and assist communities at risk for pedestrian injury to develop data-driven strategic plans to improve safety and walkability by:

- a) providing up-to-date pedestrian injury and fatality data for communities;
- b) developing and distributing educational material; and
- c) using the UNM CIPRE web site to provide a contact list of all Walkability Advocacy Groups (WAGS) in the state.

**#2** - Increase pedestrian safety awareness by:

- a) conducting media campaigns that target drivers, pedestrians and the general public;
- b) conducting outreach activities with campus police at the University of NM and with driving instructors; and
- c) updating and distributing a New Mexico pedestrian safety brochure.

**#3** - Support law enforcement pedestrian safety activities by:

- a) coordinating a pedestrian/bicycle investigation course for law enforcement officers.

**#4** - Provide in-depth educational opportunities for law enforcement agencies, traffic engineers and community advocacy groups to enhance the understanding of pedestrian safety and ensure the implementation of effective safety strategies by:

- a) coordinating a workshop for traffic and safety engineers, planners, pedestrian safety stakeholders to develop and implement a community based pedestrian safety action plan.

## Pedestrian/ Bicycle Safety Project Descriptions and Budget Amounts

### Federal Funds

#### **PS-01 Pedestrian Safety**

**\$150,000/ 402**

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 10. Special Users*

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

### Pedestrian/ Bicycle Safety: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
PS-01	Pedestrian Safety	150,000	402
<b>Total NHTSA Funds</b>		<b>\$150,000</b>	

## **Police Traffic Services**

### **Overview**

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

To assist with prevention and enforcement activities, TSB manages and distributes a Traffic Safety Education and Enforcement Fund. One-half of a \$3.00 fee collected for each penalty assessment and/or traffic conviction goes into the fund, and these monies are then made available to the agency issuing the citations. To receive these monies, the agency submits to TSB its plans for how the funds will be used for traffic safety education and enforcement. More than 70 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.

### **Programs**

#### ***Selective Traffic Enforcement Program (STEP)***

In FY2011, TSB will designate funds for Selective Traffic Enforcement Program (STEP) projects. STEP funds are used in areas that have been identified through local analysis as needing targeted intervention due to high rates of crashes and/or DWI, speed, or other traffic-related problems. A statistical analysis of traffic safety needs is the basis for determining the type and method of enforcement and/or training needed to improve traffic safety in each community. STEP projects include a public awareness component that increases public perceptions that consequences will be imposed when traffic laws are broken. STEP projects are a critical component of New Mexico's comprehensive traffic enforcement program.

New Mexico STEP projects can include enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, sustained speed enforcement and commercial vehicle traffic safety. During FY2011, TSB will use STEP projects to sustain enforcement of DWI and speeding laws.

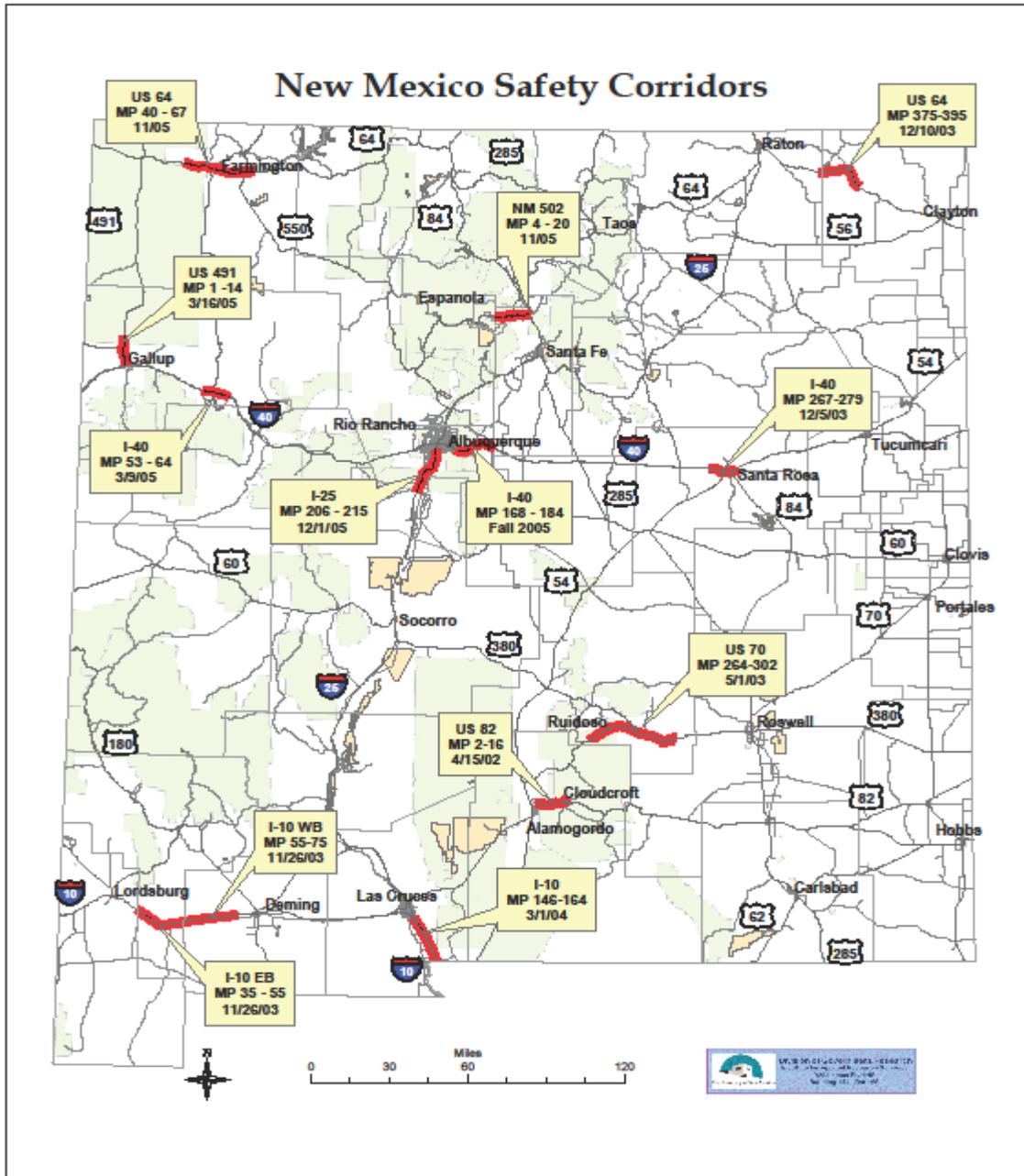
#### ***Sustained Enforcement of Speeding Statutes using New Mexico's Safety Corridors***

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

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

Current data show that in the 12 safety corridor areas, there has been a 27.7% reduction in crashes between 2001 and 2008.

## Safety Corridors in New Mexico as of 2010



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

### ***Law Enforcement and STEP Training***

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

### ***Law Enforcement Liaison Program***

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

### **Problem ID**

#### **2009 Preliminary Data from State Crash File**

- There were over 46,156 traffic crashes in New Mexico in 2009, with 361 persons killed and 1,899 with incapacitating injuries.
- There were over 6,300 speed-related crashes in 2009. Speed, lane departure, driver inattention and aggressive driving are primary causes of crash deaths and injuries.
- Non-alcohol fatalities on rural highways were up slightly over 2008, but have come down by 36 percent since 2006. Urban highway, non-alcohol fatalities declined slightly from 2008, but have declined by 26 percent since 2005.

#### **Data from New Mexico's 2008 Traffic Crash Information and DWI Reports**

##### ***Where are the Crashes?***

To identify problem areas and target enforcement resources, New Mexico uses a process in which roadway segments are identified according to character and traffic volume. Crashes are aggregated for each segment. The segments are then ranked according to the number of DWI related, speed-related and total crashes per 100 million vehicle miles traveled. Segments are identified as problems if their rates are more than two standard deviations above the mean for all segments. The following data tables are from the 2008 New Mexico Traffic Crash Information annual report.

Six of the seven highest fatal or injury crash intersections were in Albuquerque, the state's largest city. Intersections are ranked by the total number of fatal and injury crashes.

<b><i>Intersection</i></b>	<b><i>City</i></b>	<b><i>Crashes</i></b>		
		<b><i>Total</i></b>	<b><i>Fatal</i></b>	<b><i>Injury</i></b>
Jefferson St. NE & Paseo Del Norte Blvd NE	Albuquerque	131	0	35
Montgomery Blvd NE & Wyoming Blvd NE	Albuquerque	81	0	23
Elks Dr & Main St	Las Cruces	47	0	22
Coors Blvd NW & Quail Rd. NW	Albuquerque	63	0	20
Eubank Blvd NE & Montgomery Blvd NE	Albuquerque	66	0	19
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	59	0	19
Coors Blvd NW & Paseo Del Norte Blvd NW	Albuquerque	48	0	19

Five of the seven highway segments with the highest number of crashes are in the northern part of the state.

<b>Highway</b>	<b>Mile Posts</b>	<b>County</b>	<b>Crashes</b>		
			<i>Total</i>	<i>Fatal</i>	<i>Injury</i>
NM 76	6.0 to 8.2	Rio Arriba	69	0	29
NM 244	0.0 to 6.1	Otero	16	0	8
NM 130	0.0 to 16.7	Otero	19	0	12
US 64	284.7 to 294.7	Colfax	30	0	13
US 64	76.1 to 84.8	San Juan	43	2	20
NM 76	3.5 to 6.0	Santa Fe	36	1	16
NM 386	0.0 to 8.8	San Miguel	10	1	4

In 2008, 17% of crashes were in rural areas and 83% were in urban areas. However, while there were many more crashes in urban areas (38,541), there were only 124 fatal crashes and 133 fatalities, compared to the 7,900 crashes in rural areas that resulted in 200 fatal crashes and 233 fatalities.

In 2008, the overall crash rate in New Mexico was 175 per 100 million vehicle miles driven. Five counties had rates higher than this average:

<b>COUNTY</b>	<b>2008 CRASH RATE</b>
Bernalillo	321
Chaves	254
Curry	229
Lea	214
Santa Fe	201

Five of the seven cities in New Mexico with the highest crash rates\* in 2008 are in the northwestern and north-central parts of the state.

<b>CITY</b>	<b>2008 CRASH RATE*</b>
Espanola	58.1
Taos	55.1
Farmington	34.1
Silver City	33.2
Gallup	33.1
Santa Fe	31.8
Las Cruces	31.4

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

## **Performance Measure**

- 1) Reduce the number of speeding-related fatalities from 144 in 2009 to 140 in 2011. (C-6; Prelim FARS Data)

## **Strategies**

**#1** - Increase selective, targeted traffic enforcement activities in identified 'high crash areas' to reduce motor vehicle crashes, fatalities and injuries by:

- a) funding contracts for STEP projects for sustained enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, speed, or commercial vehicle traffic;
- b) providing law enforcement agencies with technical assistance and other resources to identify, prioritize, and address traffic safety problem areas with available resources;
- c) outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems; and
- d) managing and distributing the NM Traffic Safety Education and Enforcement Funds based on local law enforcement assessments.

**#2** - Increase the public's awareness of the consequences of unsafe driving by:

- a) developing and disseminating media messages, public information, and educational materials emphasizing that traffic laws will be enforced and that penalties will be imposed, particularly in Safety Corridor and other high crash areas; and
- b) emphasizing 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 New Mexico highways by:

- a) funding aggressive driving and speed media and public information messages;
- b) 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; and
- c) coordinating speed and aggressive driving prevention and sustained enforcement efforts with New Mexico tribes and the Navajo Nation.

## Police Traffic Services Project Descriptions and Budget Amounts

### Federal Funds

#### **PT-01 Police Traffic Services Program Management** **\$66,400/ 402**

*Monitored by Finance Program Manager*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection 10. Special Users, and 12. Young Driver Crashes*

Provide program management in the areas of police traffic services, traffic enforcement, and speed and coordinate a statewide program of training, development, and quality assurance for police traffic services. Provide management of the state Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversee law enforcement efforts in speed control, aggressive driving, and selected traffic enforcement programs. Personnel services will include salaries and benefits for five FTEs, to include one staff manager and four management analyst positions. Two FTEs will be funded at 25%, one FTE will be funded at 20%, one FTE will be funded at 15% and one FTE will be funded at 10%. 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-03 Statewide Police Traffic Services Training and Information** **\$100,000/ 402**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 9 Public Information and Education*

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

#### **PT-04 Traffic Safety Enforcement Coordination** **\$262,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

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

*(also see AL-36, Federal Funds)*

### State Funds

#### **EE-01 Traffic Safety Education and Enforcement (PTS)** **\$500,000/ E&E**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection*

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

**RF-11 Selective Traffic Enforcement Program (PTS)****\$385,000/ RF***Monitored by Robert Archuleta**Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

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

**RF-12 100 Days and Nights of Summer Program (PTS)****\$569,200/ RF***Monitored by Robert Archuleta**Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection*

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

**RF-14 Traffic Safety Resource Prosecutor****\$18,000/ RF**

Fund a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, state, or federal laws. (also see AL-15 and DE-13, Federal Funds)

**Police Traffic Services: NHTSA Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
PT-01	Police Traffic Services Program Management	66,400	402
PT-03	Statewide PTS Training and Information	100,000	402
PT-04	Traffic Safety Enforcement Coordination	262,000	402
<b>402 Total</b>		<b>\$428,400</b>	
<b>Total NHTSA Funds</b>		<b>\$428,400</b>	

## Traffic Records Program Area

### Overview

Since 2002, New Mexico has maintained a Statewide Traffic Records Executive Oversight Committee (STREOC) and a Statewide Traffic Records Coordinating Committee (STRCC). STREOC and STRCC members represent many New Mexico agencies that create, share and report on traffic records data.

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

A new five-year Strategic Plan was developed in early 2007, and the State FY2008-2012 STRS Strategic Plan was adopted by the STREOC and the STRCC in June 2007.

The goal of the new STRS Strategic Plan is to create and maintain a Statewide Traffic Records System designed for the electronic capture, processing and dissemination of traffic-related records. The four primary objectives are as follows:

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

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

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

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

## **Programs**

### ***Statewide Traffic Records System (STRS)***

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

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

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

In FY2011, major projects under the STRS include the following:

#### **STRS Distribution Center**

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

#### **TraCS Statewide Rollout – Maintenance and Support**

The TraCS Statewide Rollout provides law enforcement officers with the ability to electronically create, print and transmit traffic records data from their patrol vehicles to their local agency systems. The TraCS Statewide Rollout – Maintenance & Support initiative will continue to provide maintenance and support to the law enforcement agencies currently using TraCS.

#### **TraCS Phase Two Statewide Rollout**

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

#### **Crash Data Improvement Projects**

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

- 1) enhance the timeliness, accuracy and completeness of crash reporting
- 2) form and business process training
- 3) development of a TraCS Location Tool
- 4) a database build to replace the outdated Accident Records Capture System
- 5) data collection for non-TraCS users through the STRS Data Center

New Mexico has an overall 'fair' rating in FMCSA's 'State Safety Data Quality-Rating of Crash and Inspection Report.' Over the past two years, New Mexico has worked on its crash data system to increase its crash record completeness, timeliness, accuracy and consistency, and has improved its ratings in these areas. However, New Mexico is still rated poor in the area of non-

fatal crash completeness. As a result, NMDOT/ TSB is requesting funds from FMCSA to continue its crash data improvement projects.

### **Ignition Interlock Data Analysis and Reporting**

The statewide Ignition Interlock Database a) allows automated data submissions from manufacturers, b) allows stakeholders and customers to monitor Ignition Interlock offender compliance with court ordered and administrative ordered installation of an ignition interlock device in their vehicle, and c) allows any type of statistical analysis on the data. Deploying the web application will allow for monitoring of high BAC and other violations occurring in the last 60 days of the installation. The project is being implemented with procedures, staffing and resources that ensure stable continuous operation and will address the following: Indigent Fund Monitoring, Licensing/Certification Compliance, Compliance Monitoring tools (Courts, Probation & Parole, Sentence Compliance Officers, DWI Coordinators).

### **EMS Pre-hospital Data Collection Project**

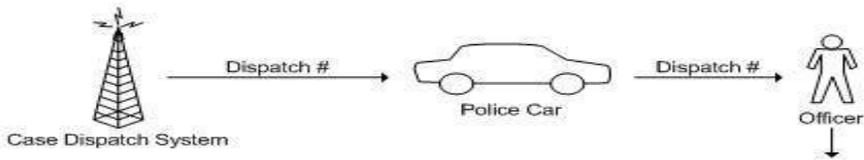
The NM Department of Health/ EMS Bureau maintains a contract with a company to provide New Mexico with software licenses for web based pre-hospital data collection. The package includes software licenses, support and hosting of the data repository, and training for system administrators and users. The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

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

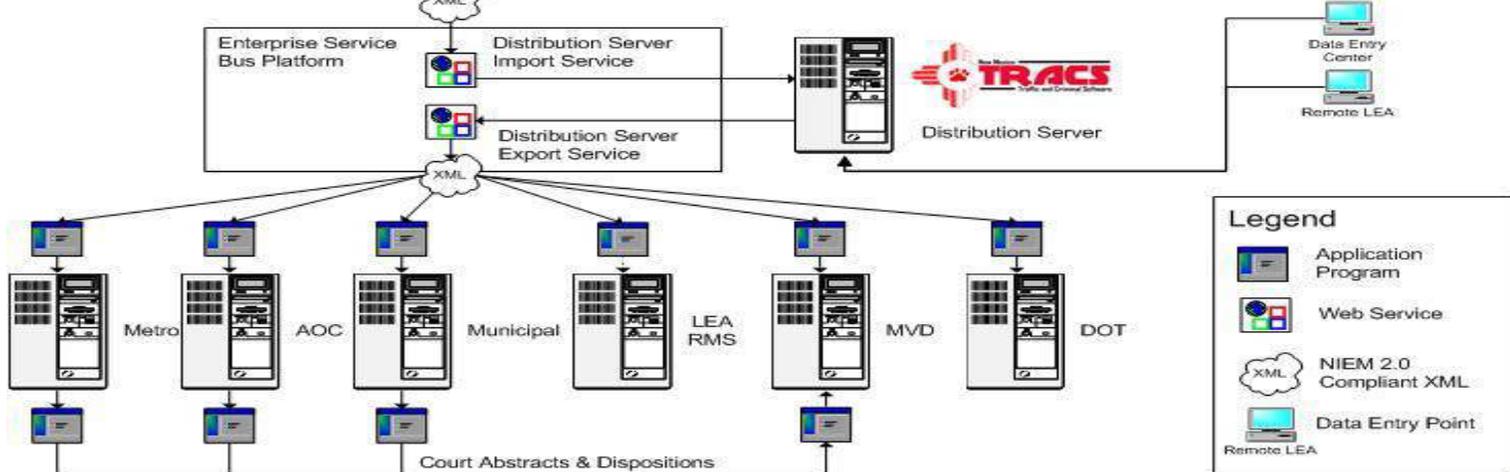
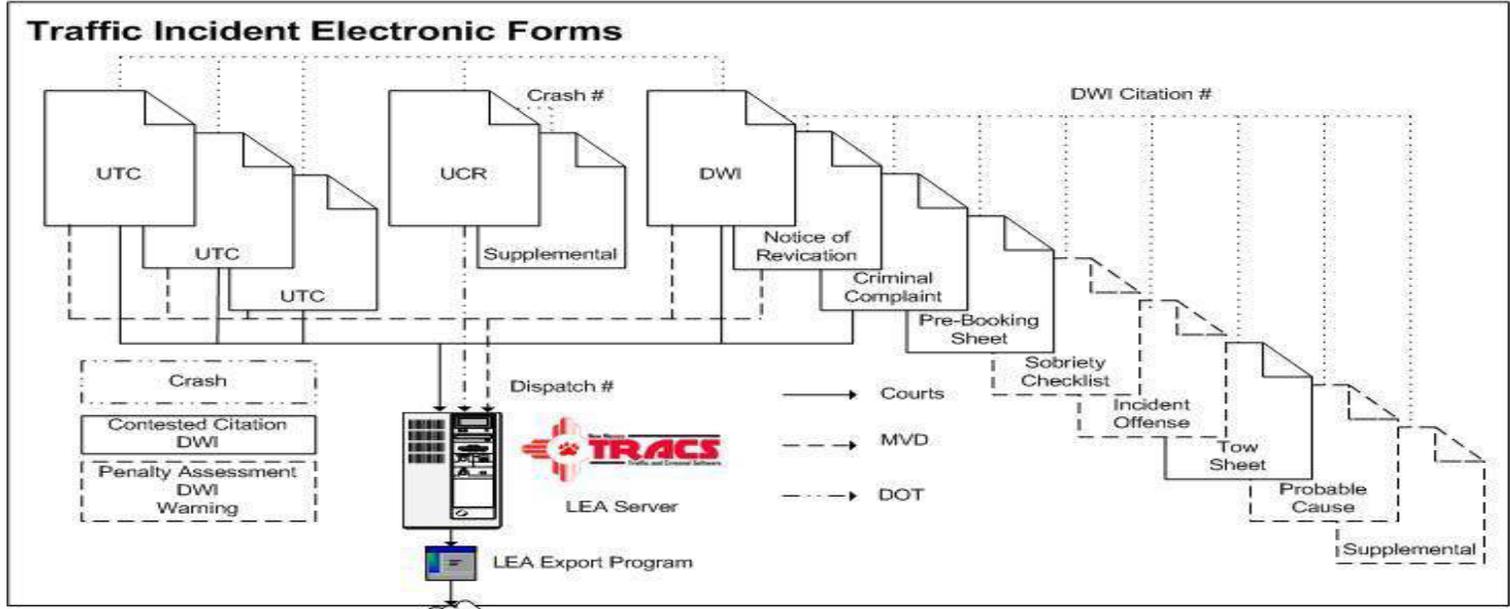
### ***Traffic Safety Problem Identification and Information***

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

# Overall STRS Electronic Data Flow Diagram Proposed Business Process



Uniform Traffic Citation (UTC)  
Uniform Crash Report (UCR)  
DWI Package (DWI)



### Legend

- Application Program
- Web Service
- NIEM 2.0 Compliant XML
- Data Entry Point Remote LEA

## **Problem ID**

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

Through the Statewide Traffic Records System, New Mexico 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, the Traffic Records projects have allowed the state to increase the amount of electronically collected, stored and transferred traffic records data.

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

## **Performance Measure**

- 1) Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period Oct-Dec 2009 of 73 days to 65 days for the period Oct-Dec 2010. (NM Crash File, 2009 Prelim data)

## **Strategies**

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

### **#1 – Planning, Oversight, and Coordination**

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

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

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

### **#2 – Electronic Collection of Data**

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

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

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

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

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

### **#3 - Exchange and Sharing of Data**

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

Objective III.2: Expand the collection/sharing of traffic records information from the Navajo Nation and New Mexico tribes.

### **#4 - Data Integration and Analysis**

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

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

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

## Traffic Records Project Descriptions and Budget Amounts

### **Federal Funds - NHTSA**

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

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

#### **HE-02 STRS Office Resource Expansion** **\$300,000/ HE164**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

#### **HE-03 STRS Distribution Center** **\$500,000/ 164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

#### **HE-04 TraCS Phase One – Maintenance & Support** **\$300,000/ 164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

The TraCS Statewide Rollout provides law enforcement officers with the ability to electronically create, print and transmit traffic records data from their patrol vehicles to their local agency systems. The TraCS Statewide Rollout will continue to provide maintenance and support to the law enforcement agencies currently utilizing TraCS. TraCS support staff will continue to provide assistance to law enforcement agencies with enhancements, training, and helpdesk services. Funds will be used for resources to address the aforementioned services.

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

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

#### **HE-08 TraCS Software Licensing & Location Tool** **\$50,000/164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**HE-09 Crash Data Improvement**

**\$500,000/164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Fund resources, software and hardware for the redesign of the Crash Database to include: TraCS Crash report re-write to NM data standards, form and business process training, TraCS location Tool Development, database build (replace ARCS), and electronic data collection through the Statewide Traffic Records System Data Center. First steps will include determining all the business requirements, to include a needs assessment.

*(also see RF-08 Crash Data Improvement, State Funds)*

**HE-10 Crash Data Improvement–IV&V**

**\$25,000/164 HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**TR-01 Traffic Safety Problem Identification and Information**

**\$450,000/ 408**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**TR-02 Traffic Safety IT Applications Developer**

**\$80,000/ 402**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**TR-03 Traffic Records Data Analysis**

**\$50,000/ 408**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Fund a contractor to provide data analysis in support of the State Traffic Records System. The contractor will compile and provide analysis of relevant statistical data. No in-house personnel are available to conduct this type of analysis.

**TR-04 EMS Pre-hospital Data Collection Project**

**\$64,500/ 402**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 3. Emergency Services Response and 11. Traffic Records*

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

## **Federal Funds - FMCSA**

### ***FMCSA - Commercial Vehicle Crash Data Improvement***

**\$180,000/FMCSA**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

## **Federal Funds - FHWA**

### ***FHWA – Crash Data Improvement (TR)***

**\$50,000/ FHWA163**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

A FHWA-funded project to improve the timeliness, accuracy, completeness and consistency of the fatal and non-fatal motor vehicle crash records in New Mexico. The project will improve crash report identification, ensure complete and accurate reporting and decrease upload time to Federal reporting systems.

## **State Funds**

### ***RF-02 STRS/ Traffic Records Improvement and Development (TR)***

**\$100,000/ RF**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

*(also see HE-01 Traffic Records Improvement and Development, Federal Funds)*

### ***RF-08 Crash Data Improvement (TR)***

**\$100,000/ RF**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

*(also see HE-09 Crash Data Improvement, Federal Funds)*

### ***RF-09 Commercial Vehicle Crash Data Improvement (TR)***

**\$44,000/ RF**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

*Also see AL-12 Ignition Interlock Data Analysis Project in the Alcohol/ Impaired Driving Program Area on page 34.*

## Traffic Records: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
TR-02	Traffic Safety IT Applications Developer	80,000	402
TR-04	Crash, EMS, Pre-Hosp & Trauma Registry Project	64,500	402
<b>402 Total</b>		<b>\$144,500</b>	
TR-01	Traffic Safety Problem Identification and Information	450,000	408
TR-03	Traffic Records Data Improvement	50,000	408
<b>408 Total</b>		<b>\$500,000</b>	
HE-01	Traffic Records Improvement and Development	25,000	164HE
HE-02	STRS Office Resource Expansion	300,000	164HE
HE-03	STRS Distribution Center	500,000	164HE
HE-04	TraCS Phase One- Maintenance and Support	300,000	164HE
HE-06	TraCS Phase Two Statewide Rollout	500,000	164HE
HE-08	TraCS Software Licensing & Location Tool	50,000	164HE
HE-09	Crash Data Improvement	500,000	164HE
HE-10	Crash Data Improvement – IV&V	25,000	164HE
<b>164HE Total</b>		<b>\$2,200,000</b>	
<b>Total NHTSA Funds</b>		<b>\$2,844,500</b>	

## Motorcycle Safety Program Area

### Programs

#### **Motorcycle Training Program**

The New Mexico Motorcycle Safety Program (NMMSP) is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student. To help riders develop skills, the TSB administers statutorily required motorcycle training programs statewide.

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

In CY2009, motorcycle training was offered to 3,173 individuals, with 2,879 completing training. The decrease in training numbers, both scheduled and attended, most likely reflects the downturn in the economy in 2009. Planned improvements for the upcoming year include the purchase new training motorcycles, motorcycle storage facilities and other site improvements for the program.

Year	Students Scheduled Annually	% Change from Previous Year	Students Trained Annually	% Change from Previous Year	Active Sites	Active Rider Coaches
2006	3,867	3%	3,193	+7.5%	13	77
2007	3,576	-7.5%	3,092	-3%	14	73
2008	4,688	+23%	3,509	+12%	13	72
2009	3,173	-32.3%	2,879	-18%	13	68

#### **Annual Motorcycle Safety Awareness Day**

The TSB sponsored the seventh annual 'New Mexico Motorcycle Safety Awareness Day' in September 2009. This event promotes safety strategies including the Motorcycle Training Program and the need for increased automobile driver awareness. Governor Bill Richardson proclaimed September 17, 2009 as Motorcycle Safety Awareness Day.

This year the event was held at the New Mexico State Fair in Albuquerque. Riders, vendors, instructors, law enforcement, the Motor Vehicle Division and the public all were involved. Staff from the Institute of Public Law, the Motor Vehicle Division, the Motorcycle Safety Foundation, and Sandoval County DWI Coordinators were on hand to encourage riders to wear protective gear and take riding courses. Materials handed out to over 800 people included booklets on New Mexico's motorcycle laws, tote bags, motorcycle shaped key chains and motorcycle bumper stickers to raise awareness of motorcycles on New Mexico's roadways.

## **Problem ID**

### **2009 Preliminary Data from State Crash File**

In 2009, there were 1,425 motorcycles in crashes, down from 1,530 in 2008. Forty-six motorcycles were involved in fatal crashes, with 46 riders killed and 1,145 riders injured. Fifteen of the 46 fatalities were alcohol-involved (36%).

In 2009, among motorcycle fatalities, only 11% of riders were wearing helmets (from NM fatallog).

In 2009, the fatality rate per 1,000 motorcycles registered was 0.95, down from 1.12 in 2008. The injury rate in 2009 was 23.61, down from 24.55 in 2008.\*

*\*the number of registered motorcycles for 2009 is estimated at this time and likely is low*

### **Data from New Mexico's 2008 Traffic Crash Information and DWI Reports**

In New Mexico, most motorcycle crashes result in injury, rather than death. Deaths due to motorcyclist crashes remained at 53, the same as in 2007. The number of riders sustaining serious injuries due to a motorcycle crash increased from 952 in 2007 to 1,076 in 2008.

Not wearing a helmet remains a primary factor in the number of motorcycle deaths and injuries. Of the 53 motorcyclists killed in New Mexico in 2008, 52 were *not* wearing a helmet. Ninety-two 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.

Over the past five years, the number of motorcyclists in crashes has increased by 40.7 percent, from 1,196 in 2004 to 1,683 in 2008.

In New Mexico, motorcyclists are predominantly male, and those most often involved in a motorcycle crash are males aged 20-24 and 25-29. Thirty-seven percent of all motorcyclists in crashes in 2008 were between the ages of 20 and 29.

In 2008, the most common crash classes for motorcycle crashes were involvement with another vehicle (50%), overturns (23.4%), and hitting a fixed object (11.2%).

In 2008, only about 8 percent of motorcycle crashes were alcohol-involved, but 34 percent of *fatal* crashes were alcohol-involved.

## **Performance Measures**

- 1) Reduce the number of motorcyclist fatalities at 46 from 2009 to 43 in 2011. (C-7; Prelim FARS Data)
- 2) Reduce the number of un-helmeted motorcyclist fatalities from 40 in 2009 to 36 in 2011. (C-8; Prelim FARS Data)

## **Strategy**

- #1** - Support statewide motorcycle safety training and awareness by:
- a) maintaining a contract with the Motorcycle Safety Foundation to provide beginner and experienced rider training courses;
  - b) promoting motorcycle safety through educational efforts that increase the perception and awareness that operating, licensing, and helmet laws are enforced;

- c) utilizing community traffic safety groups to promote motorcycle education and enforcement initiatives, participation in training programs, helmet usage, and state and local law reform; and
- d) promoting the motorcycle safety course through increased media and/or participation at local motorcycle events.

**Motorcycle Safety Project Descriptions and Budget Amounts**

**Federal Funds**

***MC-02 Motorcycle Funds***

**\$379,000/ 2010**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users*

Funds used to enhance the existing motorcycle program by providing increased training, education, public awareness and training materials. Funds will also be used for motorcycle safety media messages.

**State Funds**

***MC-01 Motorcycle Safety Training Program (MC)***

**\$257,000 Fund 8**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 12, Young Driver Crashes*

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

**Motorcycle Safety: NHTSA Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
MC- 02	Motorcycle Funds	379,000	2010
<b>Total NHTSA Funds</b>		<b>\$379,000</b>	<b>2010</b>

## **Media and Marketing Program Area**

### **Overview – Problem ID**

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

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

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

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

### **Assessment and Tracking of Paid Media**

#### ***164 and 402 Funds - Alcohol/ Impaired Driving Media Campaigns***

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

### **Strategies**

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

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

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

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

## Marketing & Media Project Descriptions and Budget Amounts

### Federal Funds

#### **AL-06 DWI Production and Creative Design Services (Media) \$689,153/ 164AL**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

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

#### **AL-09 Alcohol/ ID Media Placement (Media) \$1,591,718/ 164PM & 350,000/ 410PM**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

Fund paid media during the DWI Superblitz Mobilizations conducted throughout the year. Fund individual television and radio stations to air strategically placed DWI messages statewide during non-Superblitz Mobilization periods. Fund other advertising methods, including outdoor (billboard) ads and other means of marketing the DWI traffic safety message. Activities will include strong enforcement and deterrence ads and messages targeting the high-risk populations, including Hispanics and American Indians.

#### **DE-10 Traffic Safety Media Production Services (Media) \$25,000/ 402**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

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

### State Funds

#### **EE-02 Statewide TS Information and Education Campaigns (Media) \$50,000/ E&E**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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

#### **EE-03 Traffic Safety-Related Production Services (Media) \$35,000/ E&E**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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

#### **EE-06 Traffic Safety Media Messages (Media) \$180,000/ E&E**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 8. Occupant Protection, and 9. Public Information and Education*

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

**Media & Marketing: NHTSA Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
AL-09	Alcohol/ Impaired Driving Media Placement	1,591,718	164PM
<b>164 PM Total</b>		<b>\$1,591,718</b>	
AL-06	DWI Production and Creative Design Services	689,153	164AL
<b>164 Total</b>		<b>\$689,153</b>	
DE-10	Traffic Safety Media Production Services	25,000	402
<b>402 Total</b>		<b>\$25,000</b>	
AL-09	Alcohol/ Impaired Driving Media Placement	350,000	410PM
<b>410 PM Total</b>		<b>\$350,000</b>	
<b>Total NHTSA Funds</b>		<b>\$2,655,871</b>	

## **Driver Education and Safety Program Area**

### **Overview**

TSB aims to influence the behavior of drivers on New Mexico's roadways through information dissemination and education efforts. TSB produces a monthly Traffic Safety newsletter that is distributed to traffic safety advocates, partner agencies, the state legislators, and the interested public. TSB also sponsors and participates in traffic safety forums, conferences, task forces, seminars, and training events to help coordinate public and private sector involvement in traffic safety issues.

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

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

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

### **Programs**

#### ***Novice Driver Education***

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

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

#### ***DWI Awareness Program***

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

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

***Driver Improvement Program***

The TSB is responsible for certifying and approving Driver Safety/ Defensive Driving Schools. The curriculum is geared toward changing behaviors among problem drivers. New Mexico 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 2009, the results from 300 anonymous student course evaluations were as follows:

- ❖ 85% rated the program as good or excellent
- ❖ 76% said they learned a lot from the course
- ❖ 98% said what they learned in the course would be useful to them in the future
- ❖ 96% rated their instructor as good or excellent
- ❖ 96% felt the program helped them make a change in their behavior
- ❖ 90% felt the program helped them make a change in their drinking and driving behavior

***Estimated Number of Individuals Trained 2009***

<b>PROGRAM</b>	<b>NUMBER OF STUDENTS</b>
<b>Novice Driver Education</b>	<b>11,411</b>
<b>DWI Awareness</b>	<b>16,170</b>
<b>Driver Improvement</b>	<b>9,546</b>
<b>DWI School</b>	<b>7,389</b>

## **Problem ID**

### **Data from NM's 2008 Traffic Crash Information and DWI Reports and 2009 MVD Driver History File**

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 New Mexico are other improper driving, driver inattention, following too close, failure to yield, excessive speed, improper turn, disregard traffic control and alcohol-involved.

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 2008, teens 15-19 had the highest crash involvement rate of all drivers, followed by young adults aged 20-24. Male teenagers died in crashes twice as often as female teens. Although teens comprise only five percent of licensed drivers in the State, 13 percent of drivers in crashes were teens. Forty-eight 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 2008, young adult males died in crashes more than twice as often as young adult females. Forty-nine percent of crash deaths among young adults involved alcohol. As detailed above, New Mexico mandates Novice Driver Education School and a DWI Awareness course.

Of New Mexico's 13,564 DWI convictions in 2008, 63% were first-time DWI convictions. In New Mexico, all first-time DWI convicted offenders are required to attend DWI School.

Of the approximately 247,000 traffic conviction violations recorded in 2009,\* 51 percent were for speeding. Another 25 percent were for no seatbelt use, no license, DWI, not stopping/ yielding, driving on suspended or revoked license, or open container. In New Mexico, courts may require a driver to attend Driver Improvement/ Defensive Driving School based on a conviction for a penalty assessment misdemeanor or any other misdemeanor committed while driving.

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

## **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) assisting with the development and implementation of a NMDOT media and marketing plan.

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

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

- f) 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***

**\$24,000/ 402**

*Monitored by Finance Staff Manager*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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

#### ***DE-02 Public Information Broadcasting***

**\$25,000/ 402**

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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

#### ***DE-03 Traffic Safety Reporting***

**\$75,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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

#### ***DE-06 Traffic Safety Information Clearinghouse***

**\$150,000/ 402**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

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

*(also see AL-37, Federal Funds)*

#### ***DE-08 Out of State Travel – TSB***

**\$35,000/402**

*Managed by Finance Manager*

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

#### ***DE-13 Traffic Safety Resource Prosecutor***

**\$28,500/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

*(also see AL-15, Federal Funds and RF-14 in PTS, State Funds)*

## **State Funds**

### ***DI-02 Quality Assurance (DE)***

**\$290,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes*

Develop and implement a quality assurance monitoring, licensing and training system for all TSB state-mandated programs. Fund a School licensing program to ensure existing applicants and renewal school applications comply with governing state statutes, state rules and regulations, and Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary.

### ***DI-05 DWI Education Curriculum (DE)***

**\$60,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 12. Young Driver Crashes*

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

### ***DPE-08 Quality Assurance (DE)***

**\$60,000/ Fund 10**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes*

Develop and implement a quality assurance monitoring, licensing and training system for all TSB state-mandated programs. Fund a School licensing program to ensure existing applicants and renewal school applications comply with governing state statutes, state rules and regulations, and Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary.

### ***EE-15 Interpretation Services (DE)***

**\$5,000/ E&E**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes*

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

## **Driver Education: NHTSA Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
DE-01	Activist Information and Training	24,000	402
DE-02	Public Information Broadcasting	25,000	402
DE-03	Traffic Safety Reporting	75,000	402
DE-06	Traffic Safety Information Clearinghouse	150,000	402
DE-08	Out of State Travel – TSB	35,000	402
DE-13	Traffic Safety Resource Prosecutor	28,500	402
<b>402 Total</b>		<b>\$337,500</b>	
<b>Total NHTSA Funds</b>		<b>\$337,500</b>	

# FY2011 PROJECT DESCRIPTIONS

## **NHTSA FEDERAL FUNDS**

### ***AL-01 Additional Law Enforcement Officers***

**\$648,450/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

Fund 8 full-time county or city law enforcement officers focused exclusively on DWI enforcement in four high-risk counties including San Juan, McKinley, Rio Arriba and Santa Fe. This project provides funding for salaries and benefits, training, travel, supplies and DWI-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.

This project funded 14 DWI-specific county or city law enforcement positions last year and has assisted the State in going from 6<sup>th</sup> nationally in DWI fatalities per 100MVM in 2004 to 18<sup>th</sup> nationally in 2009. NMDOT/ TSB will evaluate the impact of this project in each of the counties to assess where the support has had the greatest impact and where need still exists. NMDOT and agencies will work to develop plans to provide ongoing support of these positions, as warranted.

### ***AL-02 Alcohol Sales Compliance Checks***

**\$40,000/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 12. Young Driver Crashes*

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

### ***AL-03 BAC Testing & Training – Scientific Labs Division*** \$50,000/ 164AL & \$25,000/ 410

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

### ***AL-04 Court Monitoring and Improvement***

**\$300,000/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

This project was originally designed to collect data from NM courts in order to recommend system improvements and identify necessary resources to assist with adjudication of DWI cases. The court monitoring component will be continued only with the District Courts and the project will be expanded to include a component designed to use the data collected to improve the prosecution and proper sentencing of DWI cases in New Mexico courts, according to law. Since New Mexico funds a limited number of DWI courts, other courts could benefit from improvements that would result in increased and effective prosecution of DWI cases.

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

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, and 9. Public Information and Education*

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

**AL-06 DWI Production and Creative Design Services (Media) \$689,153/ 164AL**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

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

**AL-07 Drug Recognition Expert Training \$85,000/ 410**

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-08 ODWI Enforcement \$2,341,845/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans*

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

**AL-09 Alcohol/ ID Media Placement (Media) \$1,591,718/ 164PM & \$350,000/ 410PM**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

Fund paid media during the DWI Superblitz Mobilizations conducted throughout the year. Fund individual television and radio stations to air strategically placed DWI messages statewide during non-Superblitz Mobilization periods. Fund other advertising methods, including outdoor (billboard) ads and other means of marketing the DWI traffic safety message. Activities will include strong enforcement and deterrence ads and messages targeting the high-risk populations, including Hispanics and American Indians.

**AL-12 Ignition Interlock Data Analysis Project \$25,000/ 164AL**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Continue to provide software, hardware, project management and programming services for the statewide Ignition Interlock Data Analysis (IIDA) Project. TSB implemented this web application to allow automated data submissions from manufacturers; allow stakeholders and customers to monitor ignition interlock offender compliance with court ordered and administrative ordered installation of an ignition interlock device in their vehicle; and allow any type of statistical analysis on the data. The project is

being implemented with procedures, staffing, and resources that ensure stable continuous operation. This is not a state-mandated project.

**AL-14 Impaired Driving Program Management - FTEs** **\$275,900/ 164AL**

*Monitored by Finance Staff Manager*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide program management in the impaired driving program area to coordinate Operation DWI, Superblitzes, and other projects related to impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for five FTEs, including one staff manager and four management analyst positions. One FTE will be funded at 85%, two FTEs will be funded at 80% and two FTEs will be funded at 70%. 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** **\$66,500/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Fund a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, state, or federal laws. (also see DE-13, Federal Funds and RF-14, State Funds)

**AL-19 Liquor Control Act Assistance** **\$90,000/ 164AL**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving*

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

**AL-23 Statewide DWI Training and Information for Law Enforcement** **\$275,000/ 164AL**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans*

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

**AL- 24 DWI Native American Liaison** **\$125,000/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education*

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

**AL-26 DWI Enforcement Task Force – McKinley County**

**\$350,000/ 164AL**

*Monitored by Judith Duran*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans*

Fund a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and saturation patrols, and over-time enforcement in McKinley County, including the Navajo Nation. This task force consists of State Police, Gallup PD, McKinley County SO, and Navajo Nation Department of Public Safety. McKinley County will be the lead agency for the Task Force and will be the entity responsible for submitting invoices to TSB on this project.

**AL-27 DWI/ Drug Court Expansion**

**\$300,000/ 410**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-28 Metro Court Supervised Probation Project**

**\$100,000/ 164AL**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-30 Management of Media Contracts**

**\$216,900/ 164AL**

*Monitored by NMDOT Media Staff*

*Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

Fund a contractor to facilitate development of media contracts and review invoices prior to having TSB financial personnel process them. This person will work with a marketing firm to place and monitor all alcohol-related paid media and sustained media to ensure that the alcohol/ DWI-related portion of NMDOT's media plan is executed and that TSB receives the alcohol/ DWI related ad placement as outlined in relevant media contract specifications.

**AL-32 Superblitz Incentives Program**

**\$100,000/ 164AL**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-34 Drunk Busters Hotline**

**\$75,000/ 164AL**

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

**AL-35 DWI Evaluation****\$150,000/ 410***Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 9. Public Information and Education*  
Fund a time series DWI evaluation. This includes identifying how certain policies, laws, programs, and events have affected the overall DWI crash and fatality trends in New Mexico. Data from this project will be used by TSB to design policies and develop projects to reduce DWI crashes, fatalities and injuries.

**AL-36 Traffic Safety Enforcement Coordination****\$206,000/ 164AL***Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued and Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*  
Provide statewide coordination and management of Operation DWI (ODWI), Operation Buckle Down (OBD), and Selective Traffic Enforcement (STEP), including, but is not limited to, project agreement preparation and tracking. Sponsor an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. Conduct an annual law enforcement Chief and Sheriff's meeting to discuss law enforcement issues and state initiatives. In addition, this project funds three part-time 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.

This funding covers only the alcohol/ impaired driving activities associated with this project.  
(also see PT-04, Federal Funds)

**AL-37 Traffic Safety Information Clearinghouse****\$200,000/ 164AL***Monitored by David Lapington**Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

Provide clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues.  
(also see DE-06, Federal Funds)

**AL-38 DWI Warrant Roundup****\$58,000/164AL***Monitored by Robert Archuleta**Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide funds to the State Police, City of Santa Fe and Santa Fe County law enforcement agencies to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order. State Police will be the lead agency for this effort.

**AL-39 Expanded Enforcement for State Police****\$300,000/ 410***Monitored by Robert Archuleta**Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide funding to state police for expanded enforcement efforts, to include, overtime for DWI saturation overtime enforcement, overtime for DWI court appearances, and for specialized equipment to assist with DWI arrests. This project does not fund non-alcohol/ impaired driving equipment, such as radar.

**AL-40 Ignition Interlock Monitoring Administration****\$200,000/ 164AL***Monitored by Jolyn Sanchez**Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Funds two positions for new ignition interlock initiatives designed to provide detailed monitoring of interlock service providers, develop a database to facilitate monitoring and tracking of funds and activities, and to develop a system of appropriate licensing.  
(also see EE-17, State Funds)

- AL-41 Law Enforcement Activity Project** **\$50,000/ 164AL**  
 Monitored by Franklin Garcia  
 Aligns with 2010 CTSP Emphasis Area 11. Traffic Records  
 To expand and support an existing web-enabled reporting application that allows law enforcement officers to submit aggregated data on their DWI activities such as checkpoints, saturation patrols, high-visibility media campaigns and prevention initiatives. Data is reported to the NMDOT/Traffic Safety Bureau
- AL-42 Municipal Court Vehicle Seizure Prosecutor** **\$50,000/ 164AL**  
 Monitored by Robert Archuleta  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 Provides seed money to fund a prosecutor in the Santa Fe Municipal Court to focus on DWI vehicle seizure cases to allow full-time prosecutors more time to pursue currently stalled DWI cases.
- DE-01 Activist Information and Training** **\$24,000/ 402**  
 Monitored by Finance Staff Manager  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 Provide for participation by New Mexico traffic safety activists in training events, conferences, task forces, and seminars to develop their skills and knowledge in traffic safety program issues.
- DE-02 Public Information Broadcasting** **\$25,000/ 402**  
 Monitored by Juliet Armijo  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 Provide for non-paid media (non-commercial sustaining announcements - NCSAs) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities.
- DE-03 Traffic Safety Reporting** **\$75,000/ 402**  
 Monitored by Robert Archuleta  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 Prepare, print, and distribute traffic safety materials, reports, and newsletters used for public information and education, or promotion of program activities. Conduct research for TSB and update materials as needed. Design calendar on the TSB web site.
- DE-06 Traffic Safety Information Clearinghouse** **\$150,000/ 402**  
 Monitored by David Lapington  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 Provide clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues.  
 (also see AL-37, Federal Funds)
- DE-08 Out-of-State Travel** **\$35,000/ 402**  
 Managed by Finance Manager  
 For TSB employees to attend out of state training or seminars.
- DE-10 Traffic Safety Media Production Services (Media)** **\$25,000/ 402**  
 Monitored by NMDOT Media Staff  
 Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education  
 Fund the costs to produce television, radio, and other messages related to traffic safety, including speeding.

**DE-13 Traffic Safety Resource Prosecutor**

**\$28,500/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Fund a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, state, or federal laws. (also see AL-15, Federal Funds and RF-14, State Funds)

**HE-01 STRS/ Traffic Records Improvement and Development (TR)**

**\$25,000/ 164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**HE-02 STRS Office Resource Expansion (TR)**

**\$300,000/ 164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**HE-03 STRS Distribution Center (TR)**

**\$500,000/ 164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**HE-04 TraCS Phase One – Maintenance & Support (TR)**

**\$300,000/ 164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

The TraCS Statewide Rollout provides law enforcement officers with the ability to electronically create, print and transmit traffic records data from their patrol vehicles to their local agency systems. The TraCS Statewide Rollout will continue to provide maintenance and support to the law enforcement agencies currently utilizing TraCS. TraCS support staff will continue to provide assistance to law enforcement agencies with enhancements, training, and helpdesk services. Funds will be used for resources to address the aforementioned services.

**HE-06 TraCS Phase Two Statewide Rollout (TR)**

**\$500,000/ 164HE**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**HE-08 TraCS Software Licensing & Location Tool (TR)** **\$50,000/164HE**  
Monitored by Franklin Garcia  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records  
Fund annual software licensing agreement for the use of TraCS and the Location Tool component for statewide use by NMDOT authorized agencies.

**HE-09 Crash Data Improvement (TR)** **\$500,000/164HE**  
Monitored by Franklin Garcia  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records  
Fund resources, software and hardware for the redesign of the Crash Database to include: TraCS Crash report re-write to NM data standards, form and business process training, TraCS location Tool Development, database build (replace ARCS), and electronic data collection through the Statewide Traffic Records System Data Center. First steps will include determining all the business requirements, to include a needs assessment.  
(also see RF-08, State Funds)

**HE-10 Crash Data Improvement–IV&V (TR)** **\$25,000/164 HE**  
Monitored by Franklin Garcia  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records  
Provide funding for required independent verification and validation services, per the Project Management Plan. This service includes the process of detailed review and reporting on the Crash Database Redesign project.

**MC-02 Motorcycle Funds** **\$379,000/ 2010**  
Monitored by David Lapington  
Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users  
Funds used to enhance the existing motorcycle program by providing increased training, education, public awareness and training materials. Funds will also be used for motorcycle safety media messages.

**OP-01 Operation Buckle Down Enforcement** **\$125,000/ 405**  
Monitored by David Lapington  
Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection  
Continue overtime funding to law enforcement agencies to conduct seat belt and child safety seat/ booster seat use activities to include Operation Buckle Down operations and the National Click It or Ticket national campaign. These activities have been successful in producing a steady increase in occupant protection use in New Mexico. These operations encompass at least 50 agencies statewide (a minimum 75% of the State's population).

**OP-02 Seat Belt Observation Protocol and Evaluation** **\$125,000/402**  
Monitored by David Lapington  
Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection  
Conduct statewide pre-and post-seat belt observation surveys following the Click It or Ticket National Seat Belt Enforcement Mobilization to determine the annual seat belt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for both samples.

In FY11, TSB will investigate the possibility of conducting a child protection survey. An appropriate contractor and funding will need to be identified.

**OP-03 Occupant Protection / Child Restraints****\$240,000/ 402***Monitored by David Lapington**Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

**OP-04 Occupant Protection Program Management****\$93,650/ 402***Monitored by Finance Staff Manager**Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned 2011 NM Seat Belt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for four FTEs, to include one staff manager and three management analyst positions. One FTE will be funded at 100%, one FTE will be funded at 10% and two FTEs will be funded at 5%. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.

**OP-06 Child Passenger Protection Education****\$130,000/ 405***Monitored by David Lapington**Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

**OP-08 Teen Seat Belt Enforcement Project****\$85,000/ 405***Monitored by David Lapington**Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provides funds to conduct a Teen Seat Belt Enforcement Project. High-visibility enforcement combined with media reminding teens to buckle up will be conducted in FY11. The project will be focused in the eight counties with the highest teen crash and fatality rates.

**OP-12 Teen Seat Belt Outreach Project****\$30,000/ 402***Monitored by David Lapington**Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Support outreach activities for the Teen Seat Belt Enforcement Project to include sending outreach toolkits to schools in the eight counties with the highest teen crash and fatality rates, and conducting a contest for teens to produce a video encouraging their fellow teens to buckle up. These funds will not be used for prizes of any kind.

**PA-01 Financial Systems Management****\$125,000/ 402***Monitored by Finance Staff Manager*

Develop, implement, coordinate and oversee efficient accounting and reporting processes for the Financial Management Section of the Bureau's project agreements and contracts. Assist in the compilation of the Highway Safety Plan. Conduct the annual financial training for sub grantees. Process project reimbursement claims for traffic safety projects and contracts. Personnel services will include salaries and benefits for up to two FTEs (management analyst and/ or financial specialist). Travel,

supplies and training will also be included in the project for monitoring, workshops, seminars and program management.

**PA-02 GTS Management Services**

**\$20,000/ 402**

*Monitored by Finance Staff Manager*

Funds 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.

*(also see EE-10, State Funds)*

**PA-03 HSPP, Grant and Technical Writing Services**

**\$60,000/ 402**

*Monitored by Finance Staff Manager*

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

*(also see EE-11, State Funds)*

**PS-01 Pedestrian Safety**

**\$150,000/ 402**

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 10. Special Users*

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

**PT-01 Police Traffic Services Program Management**

**\$66,400/ 402**

*Monitored by Finance Staff Manager*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

Provide program management in the areas of police traffic services, traffic enforcement, and speed and coordinate a statewide program of training, development, and quality assurance for police traffic services. Provide management of the state Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversee law enforcement efforts in speed control, aggressive driving, and selected traffic enforcement programs. Personnel services will include salaries and benefits for five FTEs, to include one staff manager and four management analyst positions. Two FTEs will be funded at 25%, one FTE will be funded at 20%, one FTE will be funded at 15% and one FTE will be funded at 10%. 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-03 Statewide Police Traffic Services Training and Information**

**\$100,000/ 402**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 9 Public Information and Education*

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

**PT-04 Traffic Safety Enforcement Coordination**

**\$262,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

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

*(also see AL-36, Federal Funds)*

**TR-01 Traffic Safety Problem Identification and Information**

**\$450,000/ 408**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**TR-02 Traffic Safety IT Applications Developer**

**\$80,000/ 402**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**TR-03 Traffic Records Data Analysis**

**\$50,000/ 408**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Fund a contractor to provide data analysis in support of the State Traffic Records System. The contractor will compile and provide analysis of relevant statistical data. No in-house personnel are available to conduct this type of analysis.

**TR-04 EMS Pre-hospital Data Collection Project**

**\$64,500/ 402**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 3. Emergency Services Response and 11. Traffic Records*

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

## **FMCSA FUNDS**

### ***FMCSA - Commercial Vehicle Crash Data Improvement***

**\$180,000/FMCSA**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

## **FHWA FUNDS**

### ***FHWA – Crash System Data Improvement (TR)***

**\$50,000/ FHWA163**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

A FHWA-funded project to improve the timeliness, accuracy, completeness and consistency of the fatal and non-fatal motor vehicle crash records in New Mexico. The project will improve crash report identification, ensure complete and accurate reporting, and decrease upload time to Federal reporting systems.

## **STATE FUNDS**

### ***CDWI-01 Community DWI (AL)***

**641,761/ CDWI**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

### ***DI-02 Quality Assurance (DE)***

**\$290,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes*

Develop and implement a quality assurance monitoring, licensing and training system for all TSB state-mandated programs. Fund a School licensing program to ensure existing applicants and renewal school applications comply with governing state statutes, state rules and regulations, and Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary. (see DPE-08, State Funds)

### ***DI-05 DWI Education Curriculum (DE)***

**\$60,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving and 12. Young Driver Crashes*

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

### ***DPE-02 Youth Media Literacy (AL)***

**\$60,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Continue to fund mini-grants to community prevention contractors to target entry-level middle and high school students (grades 6th and 9th), teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. Media literacy enables young people to understand the techniques used by advertisers to encourage the use of their product. In understanding these techniques, youth will be better able to resist messages that show only the social aspects of

drinking, not the possible consequences. NMDOT/ TSB will contract with an illiteracy expert and curriculum designer to work with local community prevention contractors.

**DPE-03 Social Host Ordinance Awareness (AL)**

**\$50,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

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

**DPE-04 Life of an Athlete (AL)**

**\$100,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

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

**DPE-05 Parent Initiative (AL)**

**\$100,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

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

**DPE-06 Statewide UAD Prevention Media Campaign (AL)**

**\$100,000/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

Fund statewide media campaign targeted at youth from ages 10 to 18, and/or their parents, to discuss the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.

**DPE-07 DWI Prevention Newsletter for Schools (DE)**

**\$37,472/ Fund 10**

*Monitored by Glenn Wieringa*

*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*

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

**DPE-08 Quality Assurance (DE)**

**\$60,000/ Fund 10**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes*

Develop and implement a quality assurance monitoring, licensing and training system for all TSB state-mandated programs. Fund a School licensing program to ensure existing applicants and renewal school applications comply with governing state statutes, state rules and regulations, and Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary. (see DI-02, State Funds)

- EE-01 Traffic Safety Education and Enforcement (PTS) \$500,000/ E&E**  
 Monitored by Robert Archuleta  
 Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection  
 Education and Enforcement funds are state funds authorized by State Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, commodities, education, training, and program administration. Funding amounts vary by fiscal year based on fees collected in the previous year.
- EE-02 Statewide TS Information and Education Campaigns (Media) \$50,000/ E&E**  
 Monitored by NMDOT Media Staff  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 Develop informational and educational pro-active marketing and media campaigns that achieve high public awareness of enforcement and education efforts statewide. Use marketing and media strategies to target effective messages to those who are most likely to drink and drive, not use occupant restraints and engage in other risky driving behavior.
- EE-03 Traffic Safety-Related Production Services (Media) \$35,000/ E&E**  
 Monitored by NMDOT Media Staff  
 Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education  
 Fund the costs to produce television, radio and other messages related to traffic safety issues.
- EE-06 Traffic Safety Media Messages (Media) \$180,000/ E&E**  
 Monitored by NMDOT Media Staff  
 Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 8. Occupant Protection, and 9. Public Information and Education  
 Fund paid media during a major summer traffic safety effort. This will include messages that pertain to increasing seat belt use, child restraints use, speeding and aggressive driving.
- EE-10 GTS Management Services (PA) \$90,000/ E&E**  
 Monitored by Finance Staff Manager  
 Funds 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.  
 (also see PA-02, Federal Funds)
- EE-11 HSPP, Grant and Technical Writing Services (PA) \$30,000/ E&E**  
 Monitored by Finance Staff Manager  
 A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, and provide technical writing assistance, as necessary.  
 (also see PA-03, Federal Funds)
- EE-14 DWI Prosecution Clinic \$98,000/ E&E**  
 Monitored by Robert Archuleta  
 Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving  
 Provide funding to the University of New Mexico - School of Law to provide a clinic to outgoing law students on DWI prosecution to include case law, procedures, and issues related to DWI in New Mexico.  
 (also see RF-13, State Funds)
- EE-15 Interpretation Services (DE) \$5,000/ E&E**  
 Monitored by Franklin Garcia  
 Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes  
 Provide interpretation services for the mandatory training courses to assist the hearing impaired and providing Spanish translation for Ignition Interlock materials.

**EE-17 Interlock Invoicing**

**\$15,000/ E&E**

*Monitored by Jolyn Sanchez*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Funds an individual to assist with Ignition Interlock Indigent Fund reimbursement and license processing. (also see AL-40, Federal Funds)

**EE-20 DWI/ DUI Enforcement Training**

**\$7,000/ E&E**

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Fund training for New Mexico State Police covering pertinent issues regarding DUI enforcement including emerging enforcement strategies, effective courtroom presentations and advanced SFST training.

**II-01 Ignition Interlock Indigent Fund Program**

**\$1,192,000/ Fund 54**

*Monitored by Jolyn Sanchez*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

To reimburse interlock service providers for services provided to indigent persons from Santa Fe, Rio Arriba, San Juan and Dona Ana counties, pursuant to the Ignition Interlock Fund provisions of the NM Motor Vehicle code. Funds are provided to TSB by the NM Department of Finance, Local Government Division.

**MC-01 Motorcycle Safety Training Program (MC)**

**\$257,000/ Fund 8**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 12, Young Driver Crashes*

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

**RF-02 STRS/ Traffic Records Improvement and Development (TR)**

**\$100,000/ RF**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

*(also see HE-01, Federal Funds)*

**RF-05 OBD Enforcement and Coordination (OP)**

**\$200,000/ RF**

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

**RF-08 Crash Data Improvement (TR)**

**\$100,000/ RF**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

*(also see HE-09, Federal Funds)*

**RF-09 Commercial Vehicle Crash Data Improvement (TR)**

**\$44,000/ RF**

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

**RF-11 Selective Traffic Enforcement Program (STEP)**

**\$385,000/ RF**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

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

**RF-12 100 Days and Nights of Summer Program (AL)**

**\$569,200/ RF**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection*

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

**RF-13 DWI Prosecution Clinic**

**\$52,000/ RF**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

Provide funding to the University of New Mexico - School of Law to provide a clinic to outgoing law students on DWI prosecution to include case law, procedures and issues related to DWI in New Mexico.  
*(also see EE-14, State Funds)*

**RF-14 TS Resource Prosecutor**

**\$18,000 / RF**

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*

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

*(also see AL-15 and DE-13, Federal Funds)*

# ACRONYMS

<p><b>AAA</b> – American Automobile Association  <b>ARCS</b> – Accident Records Capture System</p> <p><b>BAC</b> - Blood/ Breath alcohol content  <b>BRC</b> – Basic RiderCourse</p> <p><b>CDWI</b> - Community DWI Program (TSB)  <b>CIPRE</b> – Center for Injury Prevention, Research, and Education  <b>COSAP</b> - Campus Office of Substance Abuse Prevention (University of NM)  <b>CTSP</b> – Comprehensive Transportation Safety Plan  <b>CYFD</b> – Children, Youth, and Families Department</p> <p><b>DC</b> – Data Center (STRS)  <b>DGR</b> - Division of Government Research (University of NM)  <b>DRE</b> – Drug recognition education  <b>DWI</b> - Driving while intoxicated</p> <p><b>EMS</b> - Emergency Medical Services</p> <p><b>FARS</b> – Fatality Analysis Reporting System  <b>FHWA</b> - Federal Highway Administration  <b>FMCSA</b> – Federal Motor Carrier Safety Association  <b>FTE</b> – Full-time equivalent</p> <p><b>GDL</b> – Graduated driver’s license</p> <p><b>HSPP</b> - Highway Safety &amp; Performance Plan</p> <p><b>IIDA</b> – Ignition Interlock Data Analysis  <b>IV&amp;V</b> – Independent Verification and Validation</p> <p><b>JEC</b> - Judicial Education Center  <b>LEL</b> - Law Enforcement Liaison</p> <p><b>MVD</b> - Motor Vehicle Division</p>	<p><b>NHTSA</b> - National Highway Traffic Safety Administration  <b>NM</b> - New Mexico  <b>NMDOH</b> - New Mexico Department of Health  <b>NMDOT</b> - New Mexico Department of Transportation</p> <p><b>OBD</b> - Operation Buckle Down  <b>ODWI</b> - Operation DWI  <b>OP</b> – Occupant protection</p> <p><b>PMs</b> - Program managers (at TSB)</p> <p><b>SAFETEA-LU</b> – 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  <b>SFST</b> - Standard field sobriety testing  <b>STEP</b> - Selective Traffic Enforcement Program  <b>STRCC</b> - Statewide Traffic Records Coordinating Committee  <b>STREOC</b> - Statewide Traffic Records Oversight Committee  <b>STRS</b> - Statewide Traffic Records System</p> <p><b>TraCS</b> - Traffic and Criminal Software  <b>TSB</b> - Traffic Safety Bureau (NMDOT)  <b>TSRP</b> – Traffic Safety Resource Prosecutor</p> <p><b>UAD</b> – Underage Drinking  <b>UNM</b> - University of New Mexico</p> <p><b>WAG</b> - Walkability Advocacy Group (community-based)</p>
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# STATE CERTIFICATIONS AND ASSURANCES

Revised 7/8/10

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
- 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

### Section 402 Requirements

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;

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));

**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. (23 USC 402 (b)(1)(E).**

### **Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

Failure to adhere to these provisions may result in the termination of drawdown 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;

### **Federal Funding Accountability and Transparency Act**

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;

- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
  - (i) the entity in the preceding fiscal year received—
  - (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702):**

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 (49 U.S.C. 5323(j)) 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, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **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.

## POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
  
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
  - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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).



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**Governor's Representative for Highway Safety**

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**New Mexico**  
**State or Commonwealth**

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**2011**  
**For Fiscal Year**

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**August 31, 2010**  
**Date**