



FY12 Highway Safety and Performance Plan

OFFICE OF PROGRAMS
TRAFFIC SAFETY DIVISION

Susana Martinez, Governor
Alvin C. Dominguez, P.E.
Governor's Representative for Highway Safety

October 2011

Table of Contents

PERFORMANCE PLAN	2
Traffic Safety Division Mission	2
Traffic Safety Planning Participants/ Partners	2
NMDOT–Traffic Safety Division – Programs Division Organizational Chart	3
Executive Summary	4
2011 Legislative Highlights	7
Problem Identification.....	8
Information Data Sources.....	8
Review of Traffic Safety Data	9
Goal Development.....	21
FFY12 HSPP Goal and Performance Measures	23
Project Selection and Development	29
HIGHWAY SAFETY PLAN	32
Planning and Administration	33
Alcohol/ Impaired Driving Program Area	35
Occupant Protection Program Area	51
Pedestrian and Bicyclist Safety Program Area.....	57
Police Traffic Services Program Area	61
Traffic Records Program Area	69
Motorcycle Safety Program Area.....	77
Media and Marketing Program Area	80
Driver Education and Safety Program Area.....	83
FY2012 PROJECT DESCRIPTIONS	88
ACRONYMS	104
STATE CERTIFICATIONS AND ASSURANCES	105

PERFORMANCE PLAN

Traffic Safety Division Mission

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

The Division works to continually reduce motor vehicle related crashes, injuries and deaths by developing, implementing and supporting multiple traffic safety strategies that include high-visibility enforcement coupled with strong public education messages, underage drinking prevention, education, training, legislation and regulation, and data management and analysis. The effectiveness of these efforts are measured using police crash records, traffic volume and speed monitoring data, traffic safety census and health related data, and seatbelt use surveys.

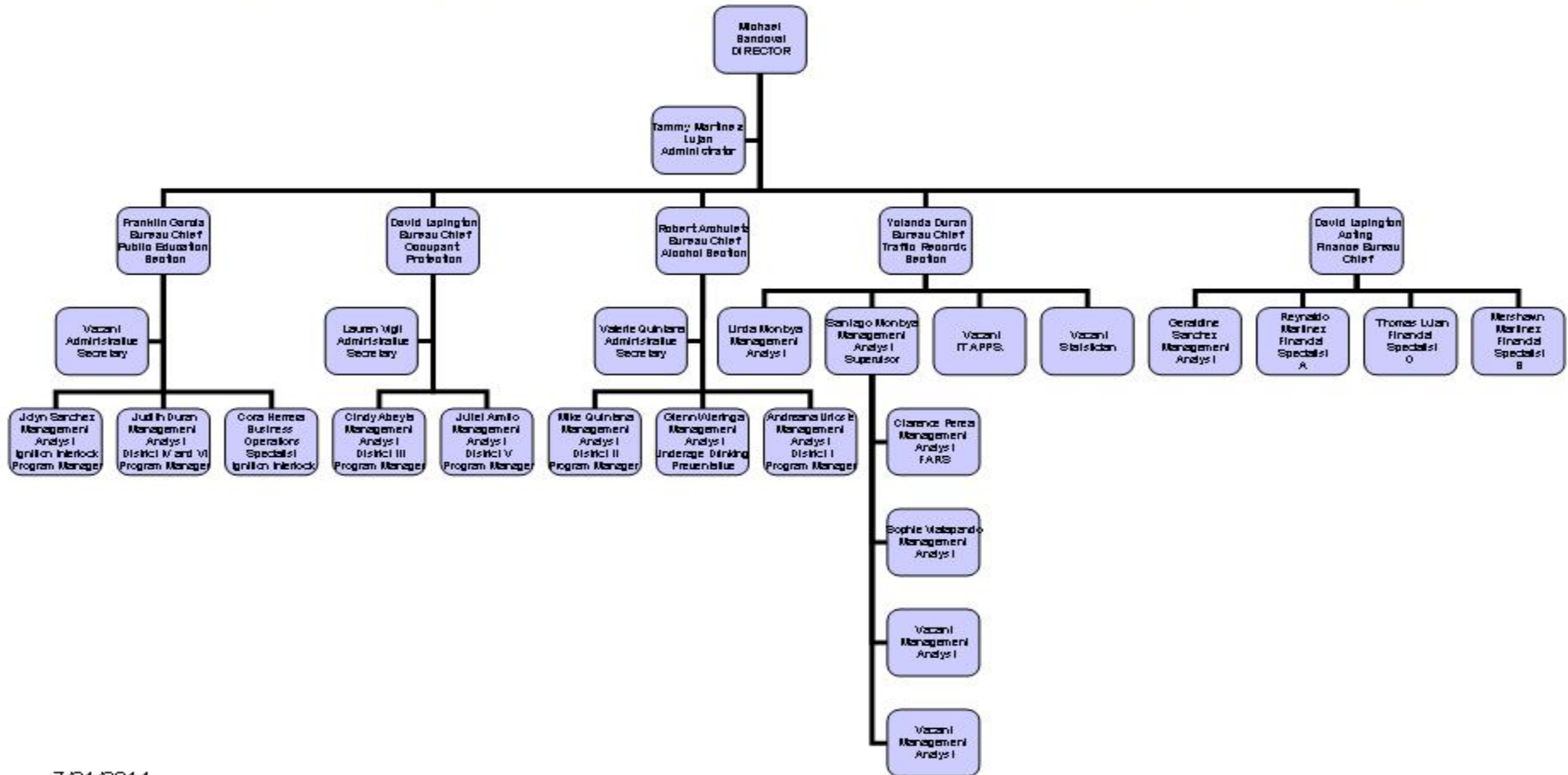
The Division works with the National Highway and Traffic Safety Administration and other traffic safety partners to develop and implement its annual Highway Safety and Performance Plan.

Traffic Safety Planning Participants/ Partners

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

NM Department of Transportation Traffic Safety Division



7/21/2011

Executive Summary

The Traffic Safety Division 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 Division (TSD) 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 FY12 HSPP 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:
 - Reduce the total number of traffic fatalities from 361 in 2009 to 328 in 2012; reduce rural fatalities from 258 in 2009 to 237 in 2012 and reduce the urban fatalities from 103 in 2009 to 91 in 2012.
 - Maintain the number of serious injuries in traffic crashes at 1,899 (2009) in 2012.
 - Reduce traffic fatalities per 100 MVM from 1.39 in 2009 to 1.24 in 2012; reduce the rural fatality rate from 1.75 in 2009 to 1.56 in 2012; reduce the urban fatality rate from 0.92 in 2009 to 0.82 in 2012.
 - Reduce the number of drivers, age 20 or younger, involved in fatal crashes from 55 in 2009 to 49 in 2012.

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 Division has adopted the theory of general deterrence as applied to enforcement programs designed to influence drinking and driving behavior. TSD supports and manages both statewide and local, community-based DWI enforcement programs involving about 75 city, county and tribal law enforcement agencies and the 12 State Police Districts. High-visibility law enforcement is coupled with high-visibility media and public awareness activities throughout the State, especially during holiday and special event periods, and over the summer.

In addition to enforcement, 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. The TSD provides funding for judicial education, BAC and other drug testing, DRE training, DWI courts, a Traffic Safety Resource Prosecutor, and underage drinking enforcement and prevention programs. The TSD 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 traffic report information by officers in the field.

- The State's 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 114 in 2009 to 96 in 2012.

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 occupant protection 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), a statewide program of high-visibility seat belt law enforcement that is combined with an aggressive public awareness media campaign. In addition, agencies participate in the NHTSA *Click It or Ticket* National Seat Belt Enforcement Mobilization. TSD funds enforcement activities statewide by over 24 city and county agencies and by State Police in all 12 districts. These law enforcement jurisdictions encompass more than 65% of the State's population.

TSD works with local community groups and local government agencies to conduct child safety seat and booster seat clinics, and to support permanent fittings stations. In addition, TSD sponsors a variety of outreach activities to promote the use of occupant protection by all ages.

- The State's Occupant Protection performance measure is to reduce the number of unrestrained occupant fatalities in all seating positions from 124 in 2009 to 111 in 2012.
- The State's Occupant Protection behavior measure is to increase the observed seat belt use percentage for front-seat outboard occupants from 89.8% in 2010 to 91.5% in 2012.

Pedestrian/ Bicycle Safety

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

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

- The State's Pedestrian Safety performance measure is to reduce the number of pedestrian fatalities from 39 in 2009 to 34 in 2012.

Police Traffic Services

TSD manages a number of enforcement, training and prevention 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. The New Mexico STEP includes enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, speed, safe streets and commercial vehicle traffic safety.

TSD 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 TSD initiatives related to Impaired Driving, Occupant Protection, Police Traffic Services and other related traffic safety programs. TSD also contracts to provide training for law enforcement including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, DWI checkpoints, accident reconstruction, radar and lidar certification and Instructor courses, and public information and media workshops.

- The State's Police Traffic Services performance measure is to reduce the number of speeding-related fatalities from 69 in 2009 to 62 in 2012.

Traffic Records

The Traffic Records Program uses the current five-year Statewide Traffic Records System (STRS) Strategic Plan (July 1, 2008 – June 30, 2012) to guide its annual activities and projects. TSD 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 State's Traffic Records Program performance measures are:
 - Decrease the number of incomplete UCRs from law enforcement agencies from a baseline measure of 22% for the period January 1 – March 31, 2011 vs. a projected measure of 20% for the period January 1 – March 31, 2012 (NM Crash File Database).
 - Increase the electronic exchange of traffic citations between the Doña Ana Sheriff's Department and the Doña Ana Magistrate Court from a baseline measure of 0 citations for the period January 1 – March 31, 2011 vs. a projected measure of 15,000 citations for the period January 1 – March 31, 2012 (Doña Ana Magistrate Court data).

Motorcycle Safety

The TSD 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 to each student. The TSD sponsors motorcycle safety awareness events that promote safety strategies, including the Motorcycle Training Program, and emphasize the need for increased automobile driver awareness.

- The State's Motorcycle Safety performance measures are:
 - Reduce the number of motorcyclist fatalities from 40 in 2009 to 38 in 2012.
 - Reduce the number of unhelmeted motorcyclist fatalities from 39 in 2009 to 37 in 2012.

2011 Legislative Highlights

Senate Bill 9 – License Requirements for Drivers Under 18

Adds 30 days of driving with a permit or provisional license for each traffic violation incurred before a person under age 18 could receive a driver's license (includes seat belt, cell phone and alcohol infractions). Effective 6/17/2011

Senate Bill 134 – Prohibits Synthetic Cannabinoids

Bans the possession and sale of synthetic marijuana (cannabinoids), such as Spice, K2, Blaze and Red X Dawn. Effective 3/31/2011

Senate Bill 546 – Alcohol Micro-distiller License

Creates a craft distiller's license and public celebration permit for micro-distillers. Effective 7/1/2011

House Bill 458 – Address Box in Uniform Traffic Citation

Adds physical address and mailing address to citation form and allows the Administrative Office of the Courts to have input on traffic citation forms. Effective 7/1/2011

House Bill 527 – Criminal History Record Check Updates

Authorizes the Department of Public Safety to provide updates to criminal history record checks. Effective 6/17/2011

Senate Memorial 11 – Chaves County Every 15 Minutes Program Day

Recognized and applauded this program by declaring January 26, 2011 to be 'Chaves County Every 15 Minutes Program Day' in the New Mexico Senate.

House Joint Memorial 10- Large Animal Traffic Safety Pilot Project

Calls for the NMDOT, Department of Game and Fish, and the New Mexico State Police to study large animal-vehicle collisions and consider reducing the speed limit and doubling the fines for speeding in wildlife crossing zones. The memorial also asks the agencies to include information on their websites and in their brochures about how drivers can avoid animal-vehicle collisions.

Problem Identification

From January through August, the NMDOT/ TSD Director, Section Heads, Program Managers (PMs) and other staff meet monthly to participate in the HSPP planning and development process. The NHTSA Region 6, FHWA and FMCSA representatives attend these meetings, when possible.

At the February planning meeting, a 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; seat belt use rates; and pedestrian fatalities and injuries. Staff review 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.

TSD staff 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, Section Heads and PMs meet throughout the year with traffic safety partners to discuss local and statewide traffic safety issues at meetings, conferences and workshops. They meet with traffic safety advocates and TSD contractors in their districts to stay informed about local issues and to monitor the implementation of projects.

During subsequent HSPP planning meetings, TSD staff 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's performance measures. Staff determines 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 FY2012 Highway Safety and Performance Plan are based on calendar year data. All 2009 data presented in this report are final; the 2010 Seat Belt Survey data are final. All other 2010 data are preliminary. The following Federal and State data sources are used:

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

New Mexico Crash Data System - a comprehensive crash data repository since 1978. Data is derived from police reports submitted on the uniform crash report (UCR) form used by New Mexico's law enforcement agencies.

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

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

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

Review of Traffic Safety Data

Past Five Years' Data with Projections

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 - 2013 projections are determined using the forecast function in Excel that provides a simple regression calculation. All 2009 data are final; 2010 Seat Belt Survey data are final.

Chart 1 - Total Traffic Fatalities

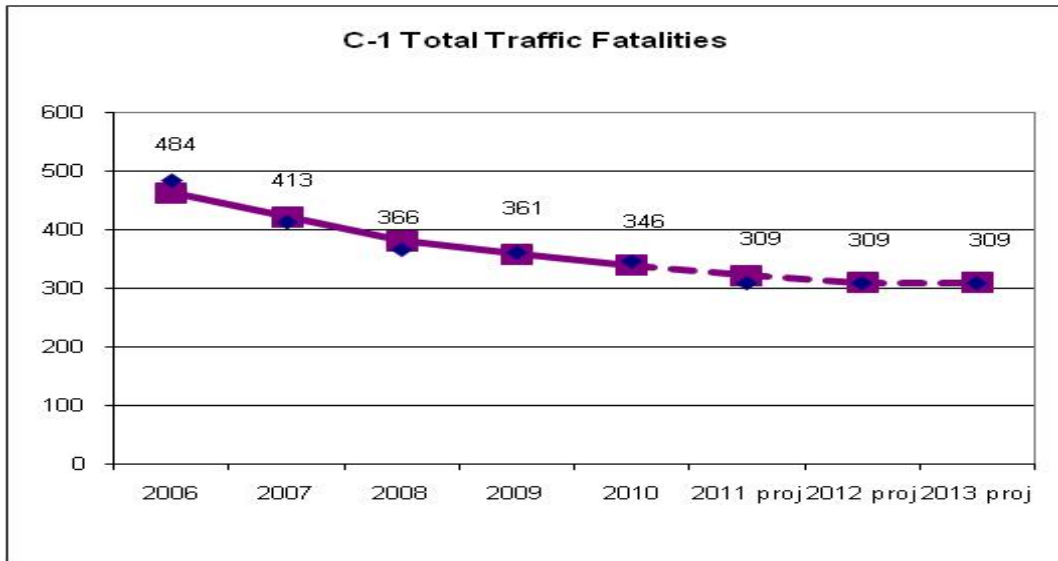


Chart 1 shows that total traffic fatalities in New Mexico has decreased steadily since 2006. The number of traffic fatalities is expected to decrease in 2010 and 2011. (FARS data)

Chart 2 – Rural & Urban Traffic Fatalities

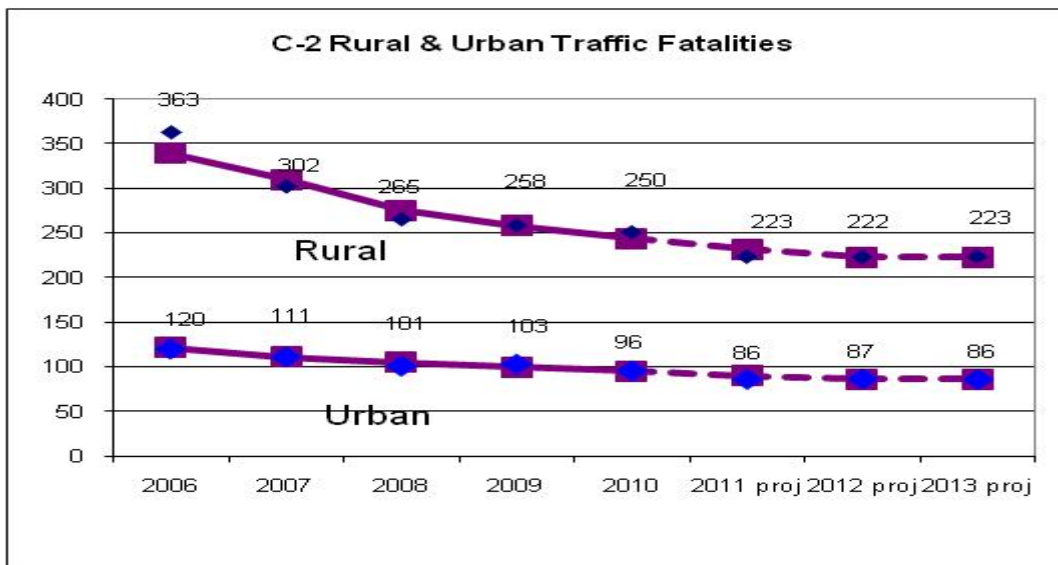


Chart 2 shows that both rural and urban fatalities have decreased steadily since 2006, but rural fatalities have decreased more dramatically. Both these indicators are expected to continue to decrease in 2010 and 2011. (FARS data)

Chart 3 - Serious Injuries in Crashes

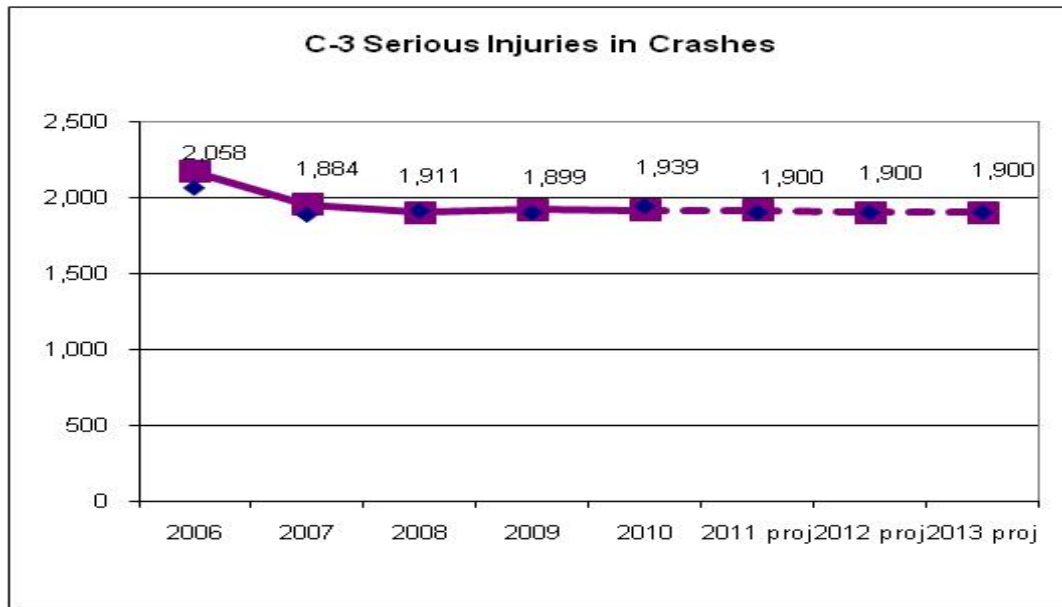


Chart 3 shows that the number of serious injuries in crashes in New Mexico decreased in 2009 from 2008, but is expected to increase in 2010. (NM Crash Data System data)

Chart 4 - Fatalities per 100 Million Vehicle Miles

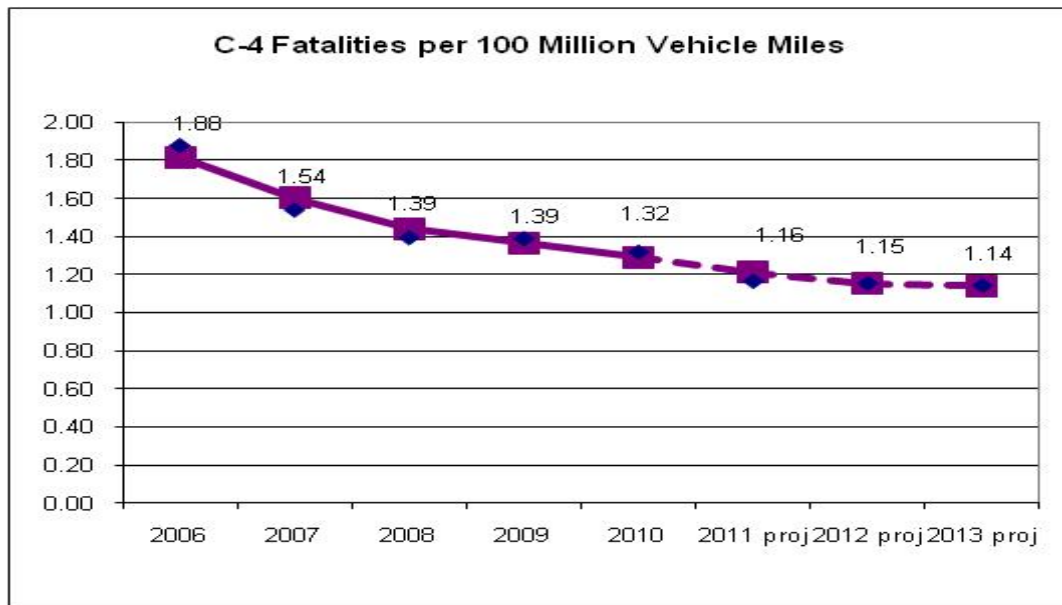


Chart 4 shows that the fatalities per 100 million vehicle miles rate has declined steadily since 2006. This rate is projected to continue to decline over the next few years. (FARS data)

Chart 5 - Unrestrained Occupant Fatalities

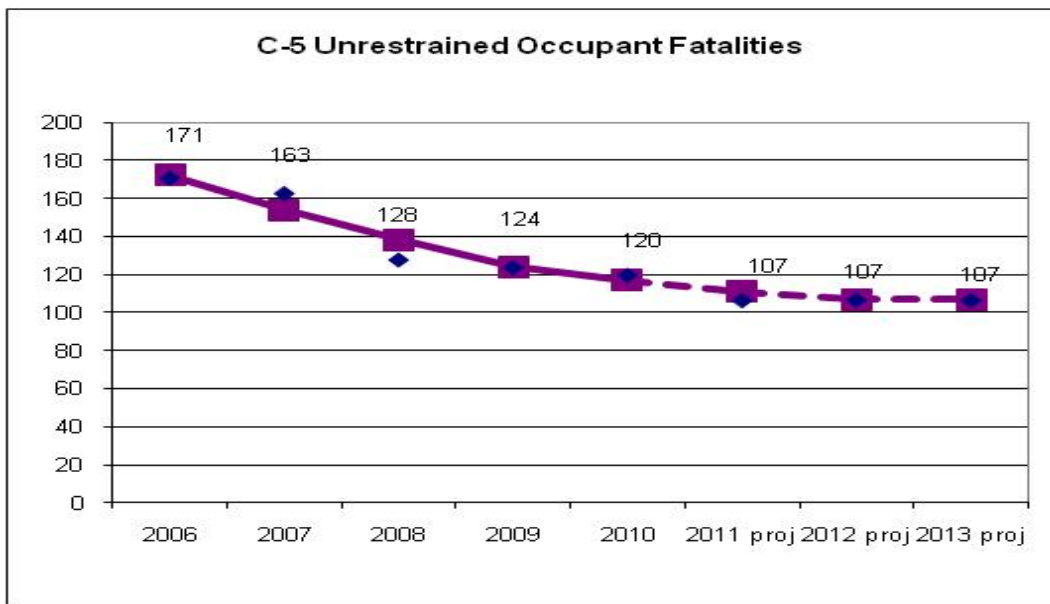


Chart 5 shows that the number of unrestrained occupant fatalities has fallen steadily since 2006. Unrestrained occupant fatalities are expected to continue to decrease in 2010 and 2011. (FARS data)

Chart 6 - Fatalities Involving Alcohol-Impaired Drivers

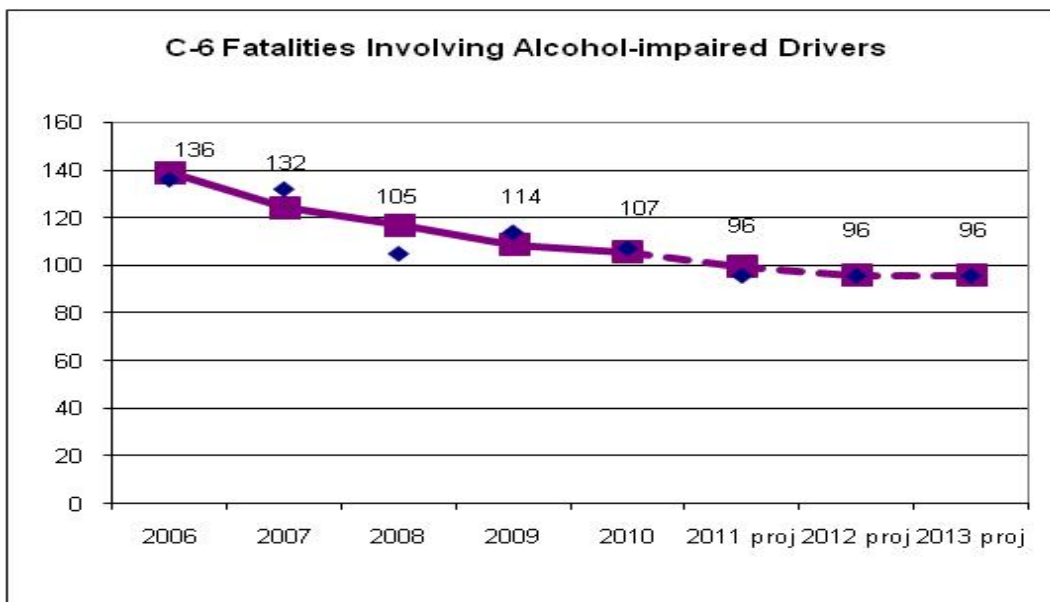


Chart 6 shows that fatalities involving alcohol-impaired drivers have decreased since 2006. The number of these fatalities is expected to decrease in 2010 and 2011. (FARS data)

Chart 7 - Speeding-Related Fatalities

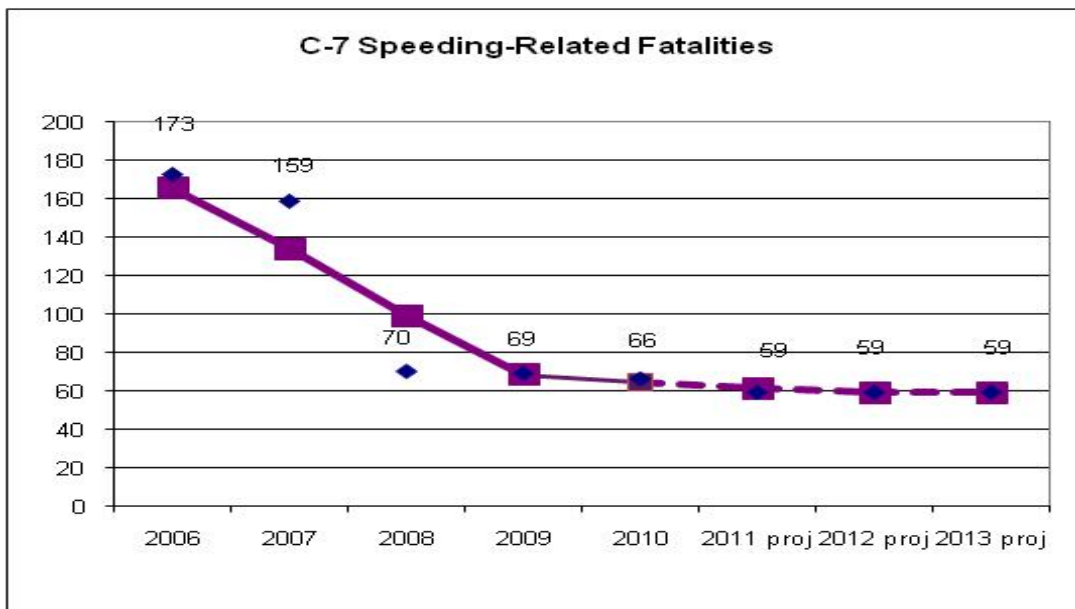


Chart 7 shows that the number of speeding-related fatalities declined between 2006 and 2009. Speeding-related fatalities are expected to decrease again in 2010 and 2011. (FARS data)

Chart 8 - Motorcyclist Fatalities

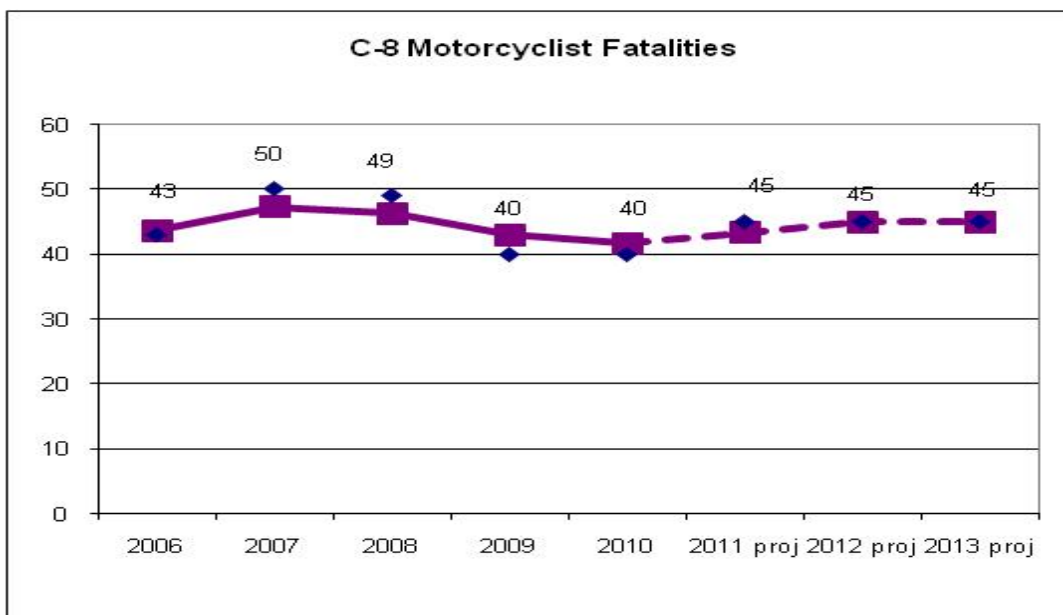


Chart 8 shows that the number of motorcyclist fatalities has decreased since 2007, but may increase in 2011. (FARS data)

Chart 9 - Unhelmeted Motorcyclist Fatalities

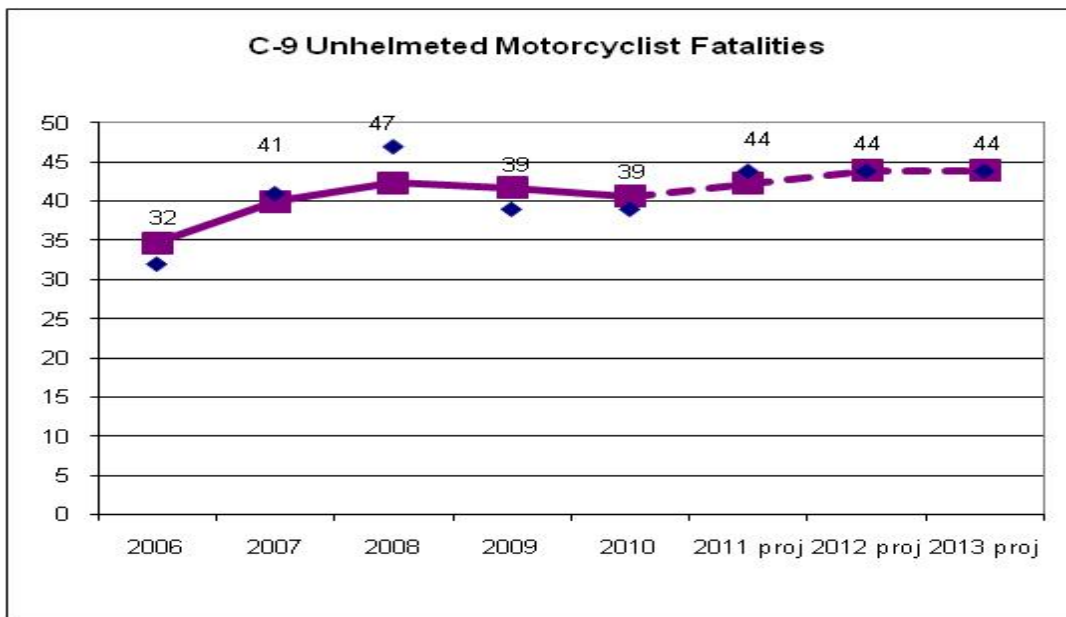


Chart 9 shows that the number of unhelmeted motorcyclist fatalities decreased in 2009, but may increase in 2011. (FARS data)

Chart 10 - Drivers Under 21 in Fatal Crashes



Chart 10 shows that the number of drivers under age 21 in fatal crashes has decreased steadily since 2006. These fatalities are expected to decrease again in 2010 and 2011. (FARS data)

Chart 11 - Pedestrian Fatalities

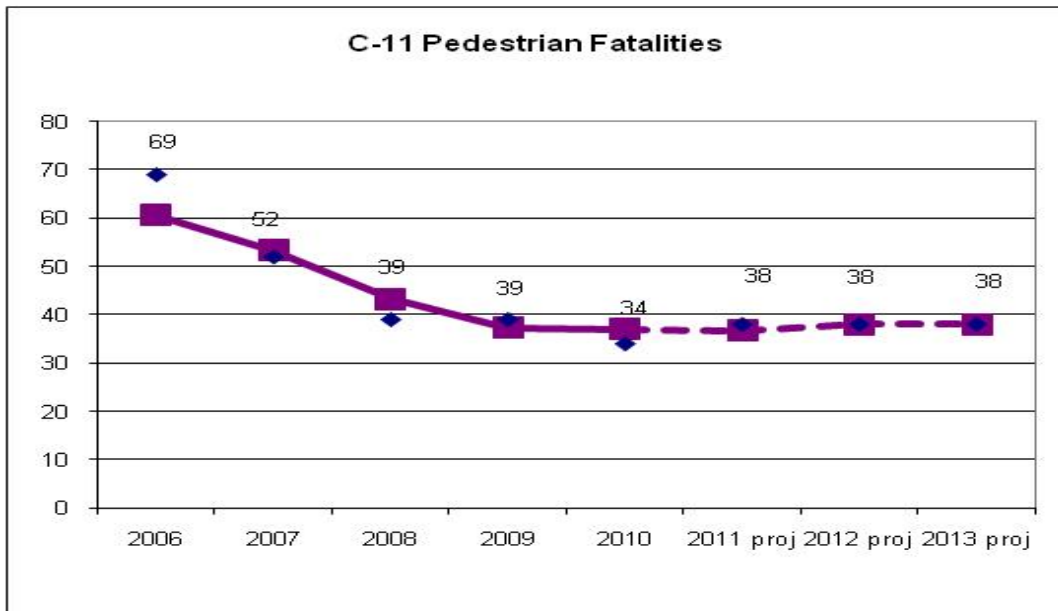


Chart 11 shows that pedestrian fatalities have decreased steadily since 2006, but may increase in 2011. (FARS data)

Chart 12 - Percent Observed Seat Belt Use

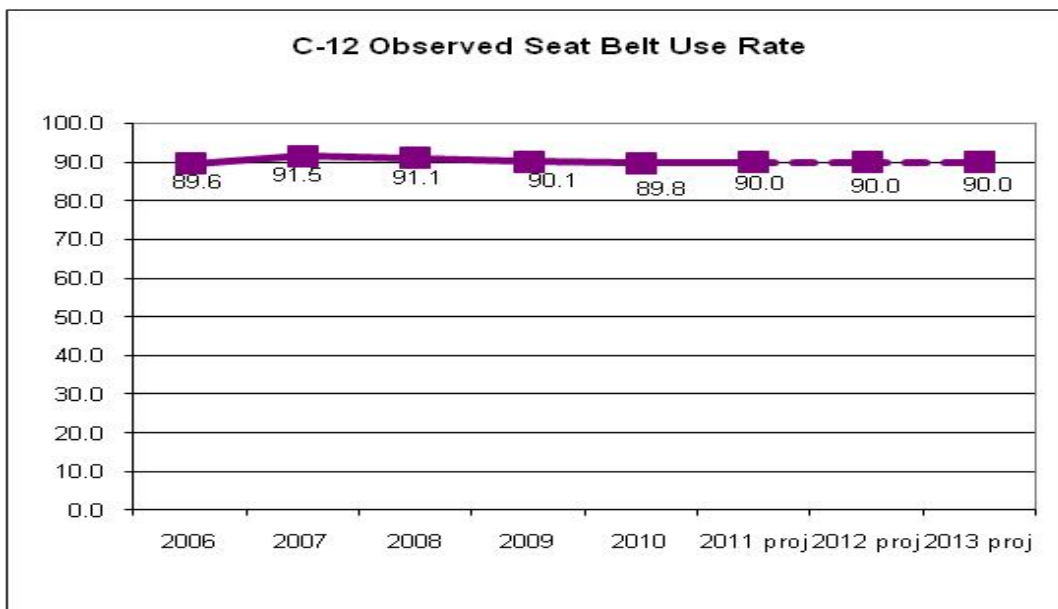


Chart 12 shows that New Mexico's observed seat belt use percentage has remained relatively steady at around 90% since 2006. (NM Annual Seat Belt Survey data)

2010 Preliminary Data Review - New Mexico State Data Sources

All 2009 data presented in this section are final; the 2010 data are preliminary.

Total Traffic Crashes

- The number of fatal crashes decreased from 319 in 2009 to 314 in 2010. The fatal crash rate per 100 MVM decreased from 1.22 in 2009 to 1.18 in 2010.
- The number of serious injury crashes decreased from 1,455 in 2009 to 1,425 in 2010 (Class A only - incapacitating injuries).
- In 2010, fatalities among men decreased by 16, decreasing by 10 in non-alcohol crashes and by 6 in alcohol-involved crashes. Fatalities among women increased by 1, increasing by 8 in non-alcohol crashes and decreasing by 7 in alcohol-involved crashes.

Alcohol-Involved Crashes

- The alcohol-involved fatal crash rate per 100 MVM decreased from 0.50 in 2009 to 0.47 in 2010.
- The alcohol-involved injury crash rate per 100 MVM decreased from 0.89 in 2009 to 0.82 in 2010 (Class A only – incapacitating injuries).
- 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 209 in 2009 to 207 in 2010.
- The non-alcohol fatal crash rate per 100 MVM remained at 0.71 in 2010.
- The non-alcohol injury crash rate per 100 MVM decreased from 4.59 in 2009 to 4.55 in 2010 (Class A only – incapacitating injuries).

Pedestrian Crashes

- The pedestrian fatality rate per 100,000 persons decreased from 2.01 in 2009 to 1.65 in 2010.
- The number of persons killed in alcohol-related pedestrian crashes decreased from 23 in 2009 to 19 in 2010, a 17% decrease.
- The number of persons killed in non-alcohol-related pedestrian crashes decreased from 18 in 2009 to 15 in 2010.

Speeding-Related Crashes

- The speeding-related crash rate per 100 MVM decreased from 24.26 in 2009 to 21.45 in 2010.

Motorcyclist Crashes

- The motorcyclist crash fatality rate decreased from 0.85 per 1,000 registered motorcycles in 2009 to 0.75 in 2010.

High-Risk Groups – 2010 Preliminary Data – New Mexico State Data Sources

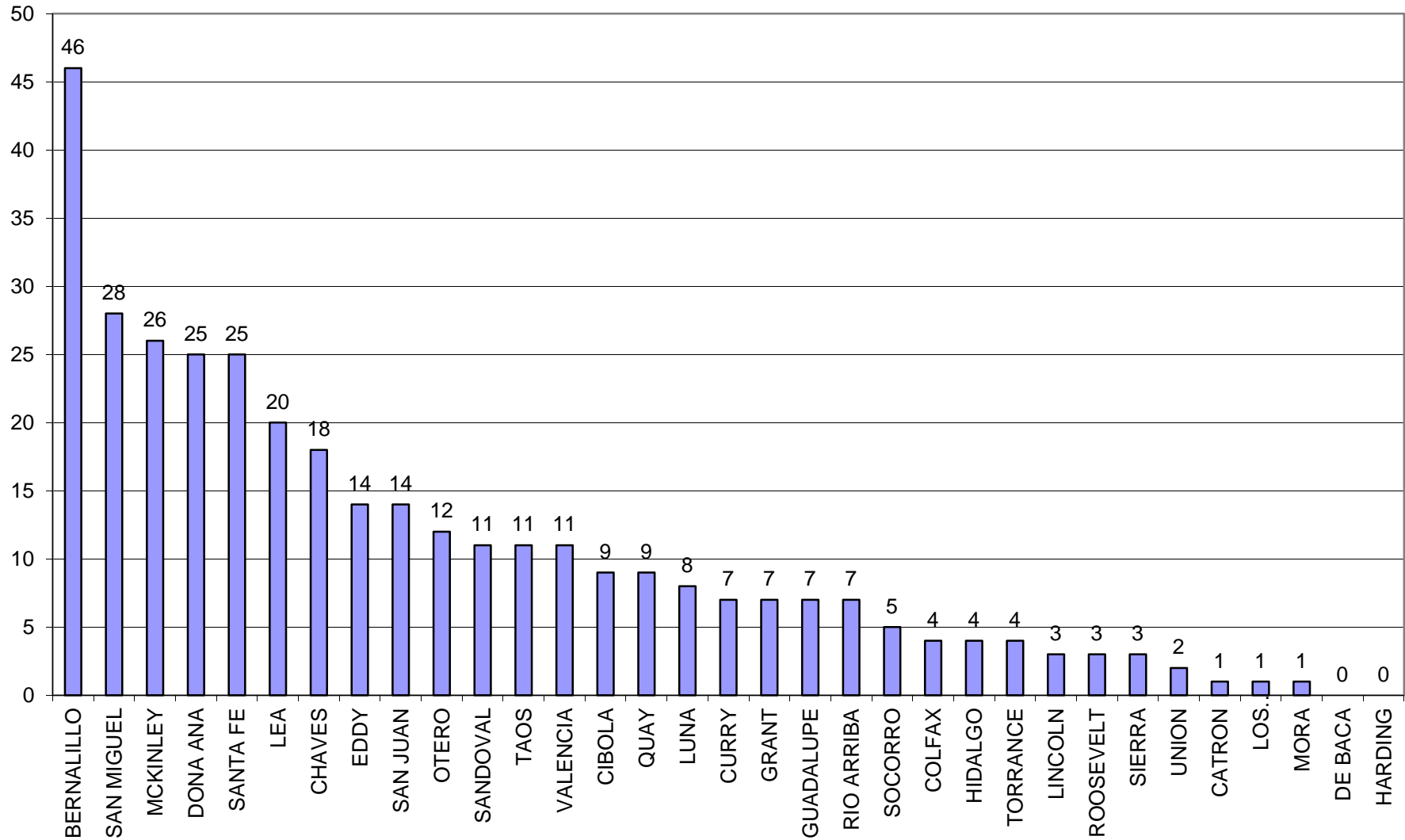
Motor vehicle crashes are a major cause of injury and death for all age groups, every ethnicity and both sexes; however certain demographic groups must be considered high-risk.

- Teens (15-19) accounted for 12 percent of all drivers in crashes, 13 percent of all traffic deaths and 13 percent of all injuries, although they comprise only 5 percent of all licensed drivers. Male teenagers died in crashes almost twice as often than female teens, and 32 percent of teen crash deaths involved alcohol.
- Young adults (20-24) accounted for 14 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 59 percent of young adult crash deaths involved alcohol.
- Teen and adult males from 15-54 years of age are the highest-risk group for pedestrian deaths. In 2010, 53 percent of pedestrian deaths were among males ages 15-54, and 67 percent of these involved alcohol.
- Intoxicated pedestrians accounted for 56 percent of pedestrian fatalities in 2010.
- Almost twice as many New Mexicans died in traffic crashes in rural areas than in urban areas (65% - rural; 35% - 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 and excessive speed.

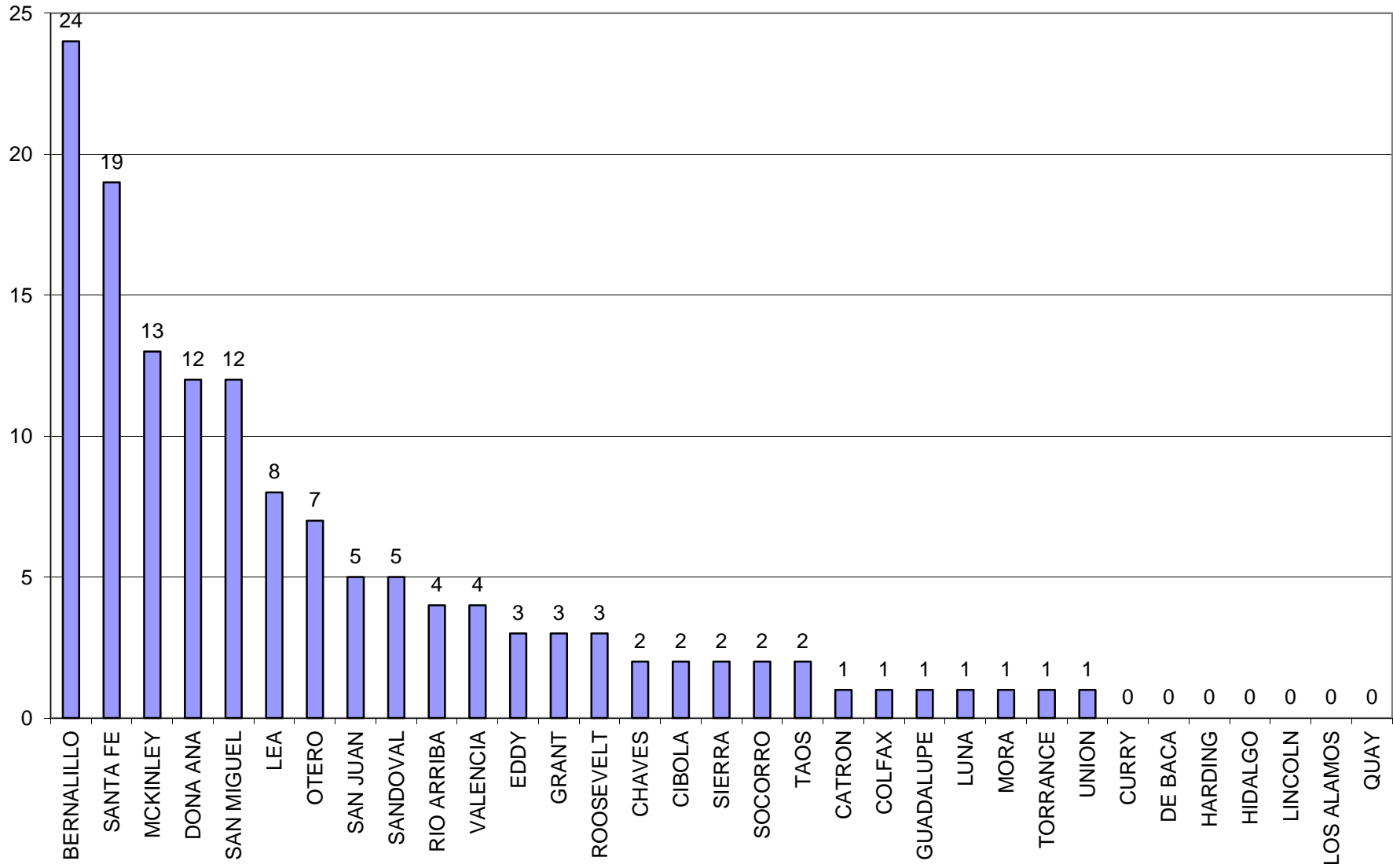
Number of Traffic Fatalities by County in New Mexico – CY2010

In CY2010, the counties with the highest number of traffic fatalities were Bernalillo (with 1/3 of the State’s population), San Miguel, McKinley, Doña Ana and Santa Fe.



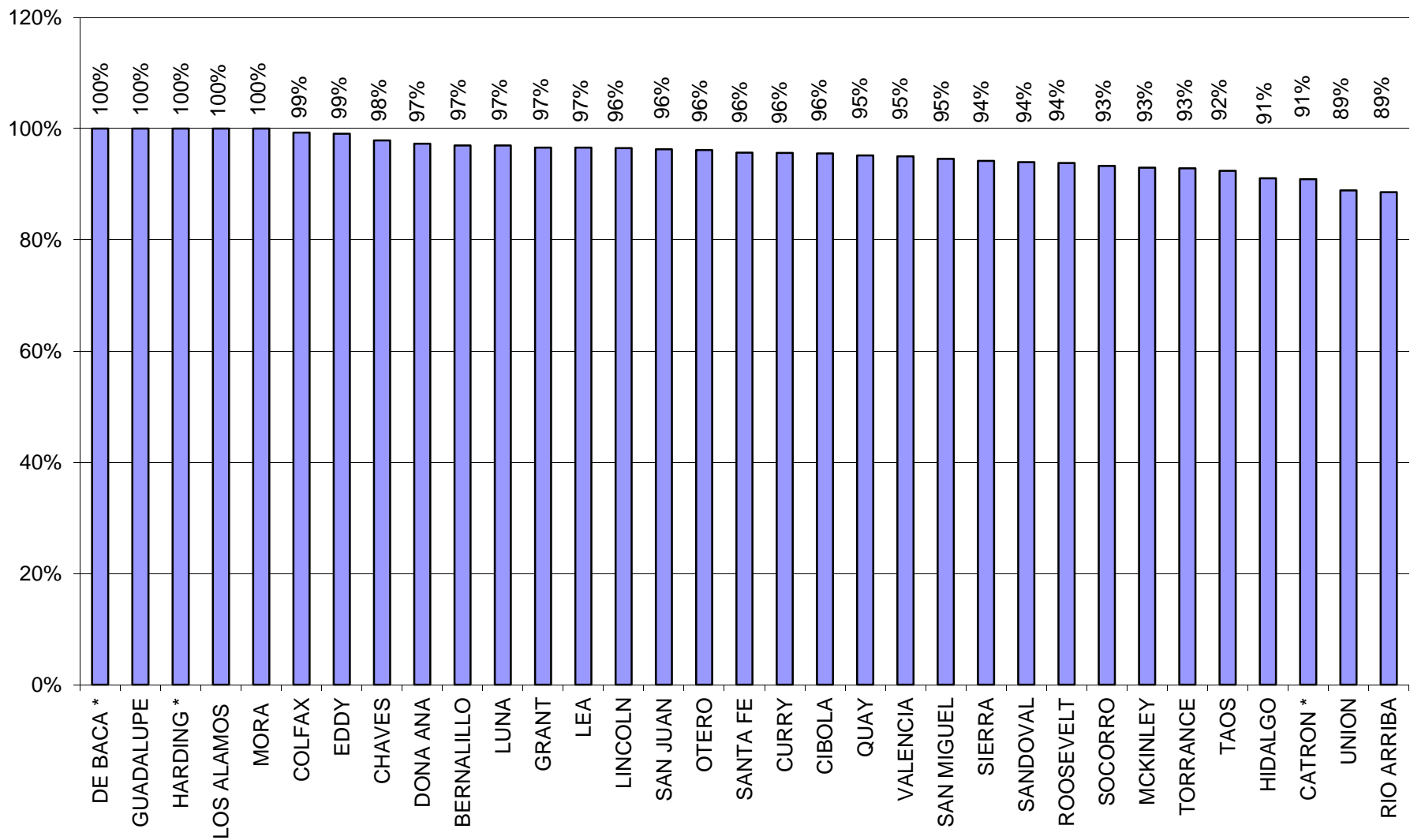
Number of Alcohol-Involved Traffic Fatalities by County in New Mexico – CY2010

In CY2010, the counties with the highest number of alcohol-involved traffic fatalities were Bernalillo, Santa Fe, McKinley, Doña Ana, and San Miguel.



Proxy Percent Seat Belt Use by County in New Mexico, CY2008 - 2010

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 2008 - 2010. Ninety-four percent of the counties have a proxy seat belt use that rounds to 90% or higher. Rio Arriba County has the lowest proxy seat belt use.



* counties with fewer than 20 A+B injuries as the denominator of the percentage

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 68,422 miles of public road, 88 percent of it rural (60,392 miles). In 2009 on NM roadways, there were 26.0 billion vehicle miles of travel, 57 percent of them rural miles (14.8 billion vehicle miles). As of July 2010, New Mexico had 1,442,737 licensed drivers and in 2009, 1,674,753 registered vehicles.

New Mexico has a 2010 census population of 2,059,179. The 2010 Census indicated that the largest racial/ ethnic group was Hispanic (46.3%), followed by Anglos (40.8%). New Mexico's American Indian population is one of the largest percentage-wise in the nation at 9.4 percent. Blacks and Asians make up about 3.5 percent of the population. In 2010, 32.1 percent of New Mexico's total population was under age 25. The largest racial/ethnic group with members under age 25 was American Indians (49% < age 25), followed by Hispanics (45% < age 25) and Anglos (28% < 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, Doña Ana, Sandoval, San Juan and Santa Fe).

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

New Mexico 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, Torraine, Hidalgo, Catron, De Baca, Mora and Harding). New Mexico 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.

Goal Development

New Mexico's Highway Safety and Performance Plan (HSPP) is produced annually by the Office of Programs, Traffic Safety Division (TSD). The TSD conducts monthly HSPP planning meetings from January through August. Meetings are conducted by the TSD Director and attended by TSD staff; however NHTSA, FHWA and FMCSA representatives are apprised of all meeting dates and are invited to attend, as available.

During the initial meetings, staff review previous year comments (by partners, NHTSA, FHWA, FMSCA) 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 traffic safety 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. The staff make presentations on their program area sections and report on any input from local traffic safety partners.

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 toward reaching the measures. Based on these discussions, the staff establishes performance measures for the upcoming year.

New Mexico HSPP Planning Process – Annual Calendar

January

- TSD Director prioritizes program areas on which the Division will focus. Set calendar for monthly meetings and send meeting dates to TSD staff, NHTSA Region 6, FHWA and FMCSA representatives. 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 any comments from NHTSA, FHWA, FMCSA or traffic safety 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 with program staff.
- Review current federal regulations, certifications and compliance.

April

- Conduct HSPP monthly planning meeting.
- Section Heads and Program Managers make presentations on problem identification and status of each program area.

May

- Conduct HSPP monthly planning meeting.
- Section Heads and Program Managers continue with presentations on problem identification and status of each program area.
- Program Managers report on any input from local traffic safety partners.

June

- Conduct HSPP monthly planning meeting.
- Set performance measures for upcoming year.

July

- Conduct HSPP monthly planning meeting.
- Discuss preliminary budget projections and any changes to projects.
- Deadline for receipt of solicited and unsolicited project proposals.

August

- Conduct HSPP monthly planning meeting with traffic safety partners.
- Project available funding (new and carry forward) and finalize project funding.
- Modify project descriptions based on project funding.
- Finalize the draft HSPP.

September

- Submit draft HSPP to NHTSA Region 6 for comments and modify HSPP, as necessary.
- Submit final HSPP to NHTSA Region 6.

October

- Implement project agreements/ contracts for current year.
- Carry forward partial funds for operations until next year's funds are available.

November - December

- Conduct project closeouts, carry forward prior year funds and submit final vouchers.
- Develop and submit the NMDOT Annual Report to NHTSA Region 6.

FFY12 HSPP Goal and Performance Measures

Traffic Safety Goal

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

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 established more aggressive performance measures for 2012 based on their data review and discussion process, and a discussion of projected interventions and activities planned for FFY12. All 2009 data are final; 2010 New Mexico Seat Belt Survey data are final.

Overall

Reduce the total number of traffic fatalities from 361 in 2009 to 328 in 2012; reduce rural fatalities from 258 in 2009 to 237 in 2012 and reduce the urban fatalities from 103 in 2009 to 91 in 2012. (C-1 and C-2; FARS data)

Maintain the number of serious injuries in traffic crashes at 1,899 (2009) in 2012. (C-3; NM Crash Data System data)

Reduce traffic fatalities per 100 MVM from 1.39 in 2009 to 1.24 in 2012; reduce the rural fatality rate from 1.75 in 2009 to 1.56 in 2012; reduce the urban fatality rate from 0.92 in 2009 to 0.82 in 2012. (C-4; FARS data)

Reduce the number of drivers age 20 or younger involved in fatal crashes from 55 in 2009 to 49 in 2012. (C-10; FARS data)

Planning and Administration

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

Ensure that reimbursement claims to 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 or motorcycle operators with a BAC of .08 or higher from 114 in 2009 to 96 in 2012. (C-6; FARS data)

Occupant Protection

Reduce the number of unrestrained occupant fatalities in all seating position from 124 in 2009 to 111 in 2012. (C-5; FARS data)

Increase the observed seat belt use percentage for front-seat outboard occupants from 89.8% in 2010 to 91.5% in 2012. (C-12; NM Seat Belt Survey Data- Behavior Measure)

Pedestrian and Bicyclist Safety

Reduce the number of pedestrian fatalities from 39 in 2009 to 34 in 2012. (C-11; FARS data)

Police Traffic Services

Reduce the number of speeding-related fatalities from 69 in 2009 to 62 in 2012. (C-7; FARS data)

Traffic Records

Decrease the number of incomplete UCRs from law enforcement agencies from a baseline measure of 22% for the period January 1 – March 31, 2011 vs. a projected measure of 20% for the period January 1 – March 31, 2012 (NM Crash File Database).

Increase the electronic exchange of traffic citations between the Doña Ana Sheriff's Department and the Doña Ana Magistrate Court from a baseline measure of 0 citations for the period January 1 – March 31, 2011 vs. a projected measure of 15,000 citations for the period January 1 – March 31, 2012 (Doña Ana Magistrate Court data).

Motorcycle Safety

Reduce the number of motorcyclist fatalities from 40 in 2009 to 38 in 2012. (C-8; FARS data)

Reduce the number of unhelmeted motorcyclist fatalities from 39 in 2009 to 37 in 2012. (C-9; FARS data)

Activity Measures (October 1, 2009 through September 30, 2010)

Number of grant funded impaired driving arrests – **FFY10 = 2,665** (A-1; From Safer NM Now)

Number of grant-funded seat belt citations – **FFY10 = 16,176** (A-2; From Safer NM Now)

Number of grant-funded speeding citations – **FFY10 = 49,893** (A-3; From Safer NM Now)

Table 1. FY 2012 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.

		Performance Measures	2009 Status	2012 Benchmarks
Overall Measures		<p>C-1; C2) Number of total traffic fatalities; number of rural fatalities; number of urban fatalities</p> <p>C-3) Number of serious injuries in traffic crashes</p> <p>C-4) Traffic fatalities per 100 MVM; rural fatality rate; urban fatality rate</p> <p>C-10) Number of drivers age 20 or younger involved in fatal crashes</p>	<p>C-1; C2) 361; 258; 103 (2009 Final FARS Data)</p> <p>C-3) 1,899 (2009 Final NM Data)</p> <p>C-4) 1.39; 1.75; 0.92 (2009 Final FARS Data)</p> <p>C-10) 55 (2009 Final FARS Data)</p>	<p>C-1; C2) 328; 237; 91</p> <p>C-3) 1,899</p> <p>C-4) 1.24; 1.56; 0.82</p> <p>C-10) 49</p>
Program Area	Strategies	Performance Measures	2009 Status	2012 Benchmarks
Planning and Administration	<p>Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries.</p> <p>Support sound and fiscally responsible planning and financial management practices.</p>	<p>NMDOT/ TSD HSPP, the Annual Report and all grant applications</p> <p>Process time for reimbursement claims to contractors.</p> <p>Process time for draw downs to NHTSA Tracking System</p>	<p>Accomplished</p> <p>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.</p> <p>Submitted draw down monthly.</p>	<p>Submit documents per their submittal dates</p> <p>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.</p> <p>Submit draw down on a monthly basis.</p>

Program Area	Strategies	Performance Measures	2009 Status	2012 Benchmark
<p><i>Alcohol / Impaired Driving</i></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>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>	<p>C-6) Number of fatalities involving driver/ motorcycle operators with .08 or higher BAC</p>	<p>C-6) 114 (2009 Final FARS Data)</p>	<p>C-6) 96</p>
Program Area	Strategies	Performance Measures	2009/ 2010 Status	2012 Benchmark
<p><i>Occupant Protection</i></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-5) Number of unrestrained occupant fatalities – all seat positions</p> <p>C-12) Percent of observed seat belt use for front-seat outboard occupants</p>	<p>C-5) 124 (2009 Final FARS Data)</p> <p>C-12) 89.8% (2010 NM Survey Data)</p>	<p>C-5) 111</p> <p>C-12) 91.5%</p>

Program Area	Strategies	Performance Measures	2009 Status	2012 Benchmark
<p><i>Pedestrian and Bicyclist Safety</i></p> <p>Coordinates with 2010 CTSP Emphasis Area: 10. Special Users</p>	<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>	C-11) Number of pedestrian fatalities	C-11) 39 (2009 Final FARS Data)	C-11) 34
Program Area	Strategies	Performance Measures	2009 Status	2012 Benchmark
<p><i>Police Traffic Services</i></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>	C-7) Number of speeding-related fatalities	C-7) 69 (2009 Final FARS Data)	C-7) 62

Program Area	Strategies	Performance Measures	2011 Status	2012 Benchmarks
<p><i>Traffic Records</i></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 number of incomplete UCRs from law enforcement agencies from a baseline measure for the period January 1 – March 31, 2011 vs. a measure for the period January 1 – March 31, 2012.</p> <p>Increase the electronic exchange of traffic citations between the Doña Ana Sheriff's Department and the Doña Ana Magistrate Court from a baseline measure for the period January 1 – March 31, 2011 vs. a measure for the period January 1 – March 31, 2012.</p>	<p>22% of UCRs incomplete (NM Crash File Database)</p> <p>0 citations (Doña Ana Magistrate Court data)</p>	<p>20% of UCRs incomplete (NM Crash File Database)</p> <p>15,000 citations (Doña Ana Magistrate Court)</p>
Program Area	Strategies	Performance Measures	2009 Status	2012 Benchmarks
<p><i>Motorcyclist Safety</i></p> <p>Coordinates with 2010 CTSP Emphasis Area: 10.Special Users</p>	<p>Support statewide motorcycle safety training and awareness.</p>	<p>C-8) Number of motorcyclist fatalities</p> <p>C-9) Number of un-helmeted motorcyclist fatalities</p>	<p>C-8) 40 (2009 Final FARS Data)</p> <p>C-9) 39 (2009 Final FARS Data)</p>	<p>C-8) 38</p> <p>C-9) 37</p>

Project Selection and Development

State agencies and other organizations interested in traffic safety issues may submit project proposals to TSD by July 1 of each year. Proposals, if received after July 1, will be used by the TSD in the development of the State Highway Safety and Performance Plan (HSPP) for the following fiscal year. If after July 1, a project proposal is requesting to be implemented in the current fiscal year, the TSD 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 TSD develops programs based on statistical analysis and input from traffic safety partners. TSD encourages all entities to be proactive in identifying traffic safety problems in their communities. TSD 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 TSD with all pertinent information and supporting documentation.

Project Selection

Once received, project proposals are forwarded to the TSD 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 objectives prior to sending it back to the TSD Director with a recommendation for approval or non-approval.

If the TSD Director approves the project proposal, the project development process is implemented. If the TSD 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 TSD with questions and/or requests for additional information.

Project Proposal Review Process

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

1. Ensure that the proposal includes the required proposal criteria.
2. Check for budget availability and available resources.
3. Compare proposed project with current activities.
4. 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
5. Request additional information, and/or meet with project person/agency submitting the proposal or others, as necessary.
6. Provide a recommendation for approval/ non-approval to the TSD Director along with a letter for the Director's signature.
7. If approved by the TSD 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 TSD Director who reviews the proposal in accordance with the following steps:

1. Review project proposal and program staff recommendation.
2. Ensure that the steps listed for program staff review have been followed.
3. Approve or non-approve the proposal.

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

Project Development

For the most part, projects will be closely related to problem identification results. The negotiation for initial project development occurs during the Highway Safety and Performance Plan (HSPP) development. Once an initial agreement has been reached on the need for a project, and an organization or agency has indicated interest and commitment, project development begins.

Project development 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

Other Types of Project Agreements

The TSD may enter into internal agreements. For example, the TSD may wish to purchase equipment (that will remain the property of TSD) 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 TSD 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 TSD. The agreement must have a plan for how the equipment will be transferred to the contractor at the end of its useful life, or transferred to TSD for disposition.
- Regular correspondence on the progress of the internal agreement.

Funding Sources

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 FY2012. 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 FY12 HSPP Performance Measures, TSD 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 HSPP strategies, TSD staff participated in the development of the 2006 NMDOT Comprehensive Transportation Safety Plan (CTSP) and to the 2010 updates. The 2010 CTSP outlines strategies in 12 emphasis areas. These CTSP emphasis areas represent an umbrella program for all traffic safety goals.

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.

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 TSD 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 the 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.

Performance Measures

- 1) Develop and submit the NMDOT/ TSD Highway Safety and Performance Plan, the NMDOT/ TSD Annual Report and all grant applications in a timely manner, per their submittal dates.
- 2) Ensure that reimbursement claims to 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 New Mexico 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) developing 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 TSD programs;
- c) updating the TSD procedures and financial processes manuals, as necessary;
- d) processing contractor reimbursements and contractor invoices within 30 days of receipt;
- e) submitting draw-downs through the NHTSA grants tracking system on a monthly basis; and
- f) providing traffic safety contractors technical assistance in program management and financial accountability of their contracts.

Planning and Administration Project Descriptions and Budget Amounts

Federal Funds

PA-01 Financial Management - FTE

\$100,000/ 402

Monitored by Michael Sandoval

Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all function related to manage the NHTSA funding through the Grant Tracking System (GTS).

PA-02 HSPP, Grant and Technical Writing Services

\$60,000/ 402

Monitored by Michael Sandoval

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.

Additional funds:

EE-04 State funds \$30,000

Total funding for this project = \$90,000

State Funds

EE-04 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 PA-01 Financial Management in the Planning and Administration Program Area on page 33; AL-35 Impaired Driving Program Management in the Alcohol/ Impaired Driving Program Area on page 35; OP-04 Occupant Protection Program Management in the Occupant Protection Program Area on page 51; and PT-03 Police Traffic Services Program Management in the Police Traffic Services Program Area on page 61.

Planning and Administration: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
PA-01	Financial Management	100,000	402
PA-02	HSPP, Grant and Technical Writing Services	60,000	402
Total NHTSA Funds		160,000	

Alcohol/ Impaired Driving Program Area

Overview

A major focus of New Mexico's Highway Safety and Performance Plan is to reduce impaired driving crashes, fatalities and injuries. The Traffic Safety Division (TSD) 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, TSD 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, TSD provides funding for a Traffic Safety Resource Prosecutor, training for BAC and other drug testing, DRE training, underage drinking enforcement, and underage impaired driving prevention.

TSD is actively engaged in supporting and funding the Statewide Traffic Records System, including the electronic collection and transmission of DWI citation and other traffic report information by officers in the field. TSD supports a web-based data system for law enforcement agencies to report on their DWI activities.

In 2011, NMDOT/ TSD 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 TSD 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

TSD administers the Operation DWI Program, a statewide sobriety checkpoint program. When combined with TSD's Operation Buckle Down program (for occupant protection), the campaigns are termed 'Superblitz.' In FY12, New Mexico will conduct two Superblitz/ Miniblitz operations and one 7-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: '*Drive Sober or Get Pulled Over.*' During the National Crackdown, law enforcement agencies conduct statewide checkpoints and saturation patrols. In addition to these statewide operations, local checkpoints

and saturation patrols are conducted monthly around the State. Law enforcement activities are paired with an intense, high-visibility media campaign.

Since the summer months are typically the deadliest time on New Mexico's roadways, the NMDOT/ TSD conducts an annual '100 Days and Nights of Summer' campaign. Using ODWI, STEP and 100 Days funding, this campaign focuses on increasing the number of DWI operations conducted over the summer months to reduce impaired driving during this period. The New Mexico State Police set a goal to conduct 100 checkpoints in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division conducts liquor establishment compliance checks over this 100-day period. 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.

In New Mexico, typically about 75 individual law enforcement agencies and the 12 State Police districts participate in checkpoint, saturation patrols and sustained enforcement activities throughout the year, resulting in 18,000+ DWI arrests.

Community Driving While Impaired (CDWI) Program

TSD 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. The task force identifies projects that address the county's DWI issues, and funds are requested from TSD. 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 37 other drug courts. They operate in 24 of New Mexico's 33 counties at District, Metropolitan, and Magistrate Court levels. The State's DWI/ Drug Courts are in the following courts: Bernalillo County Metropolitan, Doña Ana County Magistrate, Eddy County Magistrate, Santa Fe County Magistrate, Torrance County Magistrate, Valencia County Magistrate and San Miguel County Magistrate. TSD 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 provides technical assistance to ensure fidelity to the DWI/ Drug Court Model. The supervisor also works with the courts in need of improvement, and with the development and expansion of the program.

Standardized Field Sobriety Testing (SFST) Program

The TSD supports a designated statewide SFST coordinator to oversee the training needs of New Mexico law enforcement agencies. 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 Judicial Education Center (JEC) - Institute of Public Law at the University of New Mexico - School of Law manages a variety of DWI judicial training and education projects. 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 interactive DWI scenario offers instruction, hypothetical situations and feedback on questions. The full text of the DWI Bench Book is available and searchable online.

Traffic Safety Resource Prosecutor

The TSD provides funds for a State 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 testing techniques, including breath-testing instruments. The TSRP also makes presentations on the effects of alcohol and drugs, DRE and victims' rights. Training is specific to the needs in each particular jurisdiction.

Statewide Traffic Records System

The NMDOT/ TSD supports the maintenance of the 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. Law enforcement agencies can also increase their ability to have timelier, more 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 reported saving 50%-60% writing time on their DWI-related reports, on average.

Law Enforcement Electronic 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 TSD, which will then use the data for planning and monitoring purposes.

Administration of Ignition Interlock Program and Indigent Fund

The TSD 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, TSD approves ignition interlock device manufacturers and the use of certified ignition interlock devices, licenses service centers, and certifies installers and service providers. TSD monitors and oversees the interlock providers, investigates and resolves complaints and responds to calls for information about ignition interlock requirements from the public, service providers and other government agencies nationally and internationally.

TSD has developed a web-based Ignition Interlock database (IIDA) that allows the electronic transmission of data from approved manufacturers and compiles all the recorded interlock data. The Client Query will allow monitoring agencies access to this data to facilitate compliance monitoring. The IIDA Project is undergoing additional modifications and testing prior to release to monitoring agencies.

Also being developed in conjunction with the IIDA is the Ignition Interlock Indigent Fund Program (IIIF). The IIIF tracks and facilitates the processing of indigent fund applications and the subsequent claims for reimbursement from the interlock providers. A licensing database will be incorporated, as well. The aim of the IIDA Project is to house all aspects of TSD's administration of the Ignition Interlock Program into one database.

The TSD has managed the Ignition Interlock Fund since March 2006. Monies appropriated provide funds for one vehicle per offender: 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. Additionally, indigent individuals are not required to pay the Indigent fund fee to MVD.

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. This fund supports \$2.8 million in competitive grants, \$2.7 million in alcohol detoxification and treatment grants, and \$11.6 million through distribution funds to counties.

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.

Drunkbusters 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 # 394 (#DWI) from a cell phone. The Drunkbusters hotline is answered 24 hours a day by Department of Public Safety dispatchers who then contact law enforcement officers to investigate. The Albuquerque Police Department assists DPS by responding to calls within the city of Albuquerque.

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/ TSD 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/ TSD Underage Drinking (UAD) Prevention Projects **Alcohol Literacy Challenge**

This project funds training for community prevention contractors to deliver the Alcohol Literacy Challenge curriculum to entry-level middle and high school students (grades 6 and 9) - 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 funds training for 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 provides funds to the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program. This multi-year prevention-intervention focuses on alcohol education for student athletes, their parents, coaches and athletic directors statewide.

Parent Initiative

This project funds activities designed to educate parents on the dangers and consequences of underage alcohol use and New Mexico's fourth-degree felony law. A newspaper insert with this information is produced and distributed through the larger New Mexico newspapers at the beginning of the school year.

Community Programs

This project will fund community-based agencies to implement programs, practices and policies that postpone the age of first use (i.e., onset) among middle school/pre-teen youth, reduce binge drinking among middle or high school youth and reduce social access to alcohol. Local DWI Planning Councils will be encouraged to apply for these funds. The objectives of this project are to:

- Educate the community on the value of Social Host Ordinances as a prevention tool.
- Educate youth and their parents about the dangers of alcohol use on the developing pre-teen and teen brain.
- Educate youth and their parents on the role of advertising in youth alcohol consumption.
- Educate parents and other adults over the age of 21 that selling or providing alcohol to persons under the age of 21 is a fourth-degree felony and contributes to various social harms to underage persons.
- Educate the community on the dangers of early onset and alcohol-related problems.

DWI Prevention Newsletter for Schools

This project provides funds to 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 provides funds to the UNM Institute of Public Law/ Traffic Safety Center to provide a series of seminars for youth and adults on underage drinking. Presentations are made by experts in law, medicine and social services on alcohol and the body, media literacy, dramatic re-enactments of fatal DWI crashes and similar topics.

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, including UAD media 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 New Mexico driver's 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 2nd and subsequent convictions.

Problem ID

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

The TSD contracts with the Division of Government Research (DGR) to produce an annual Traffic Crash 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.

2010 Preliminary Data from State Crash File

- In 2010, there were 107 fatalities involving alcohol-impaired drivers, down from 114 in 2009.
- The alcohol-involved fatality rate per 100,000 persons was 6.74 in 2010, compared to 7.46 in 2009.
- The percentage of alcohol-involved fatalities in 2010 was 40.2%, down from 42.1% in 2009.

Data from New Mexico's 2009 Traffic Crash Information and DWI Reports

- While 6 percent of all crashes in New Mexico were alcohol-involved, 41 percent of all fatal crashes involved alcohol.
- In New Mexico, an alcohol-involved crash occurred every three hours; a person died in an alcohol-involved crash every 66 hours; a person was injured every seven hours.
- Fourteen percent of the alcohol-involved drivers in crashes were less than 21 years old.
- Sixty-eight percent of teenage (ages 15-19) crash deaths in 2009 involved alcohol compared to 43 percent in 2007.
- Fifty-nine percent of young adult (ages 20-24) crash deaths in 2009 involved alcohol compared to 53 percent in 2007.
- Males were almost three times as likely as females to be alcohol-involved drivers in crashes.
- Thirty percent of drivers in alcohol-involved crashes were males - ages 20-29; 15 percent were males - ages 30-39; and 7 percent were males ages 15-19. These three groups accounted for 52 percent of all alcohol-involved drivers in crashes. Seventy-three percent of drivers in alcohol-involved crashes were males.
- In 2009, 27 percent of alcohol-involved drivers in crashes were female, compared to 23 percent in 2008.
- Males, ages 25-29 were most likely to have a repeat DWI conviction in 2009 (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 percent of all repeat DWI convictions.
- Bernalillo County had the highest number of alcohol fatal and injury crashes at 345, followed by Doña Ana County (131), Santa Fe County (106), San Juan County (98) and McKinley County (87). These counties accounted for 60 percent of all alcohol fatal and injury crashes in the State.
- The highest contributing factors in fatal alcohol-involved crashes were: 1) alcohol-involvement, 2) excessive speed and 3) driver inattention.
- The highest number of alcohol-involved crashes occurred during May, August, March and November.
- Sixty-one percent of all alcohol-involved fatal crashes occurred on Thursday, Friday or Saturday; 43 percent of all alcohol-involved crashes happened on Friday or Saturday.
- The highest number of alcohol-involved fatal crashes occurred between 5 p.m. and 6 p.m., between 7 p.m. and 8 p.m., between 2 a.m. and 3 a.m., and between 11 p.m. and midnight.
- Seventy-one percent of alcohol-involved crashes occurred in urban areas and 29 percent occurred in rural areas. Sixty-four percent of alcohol-fatal crashes and 31 percent of alcohol-injury crashes occurred in rural areas.
- In 2009, 56 percent of pedestrian deaths were alcohol-involved.
- The mean BAC result was 0.15, almost double the legal limit for drivers, aged 21 and over.

**2009 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 114 in 2009 to 96 in 2012. (C-6; Final 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 adults ages 21 to 34;
- 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 Collection Project that provides important information on the use of interlock devices to deter subsequent DWIs.

#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 Indigent 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:
- providing training to the judiciary through the annual Municipal and Magistrate Court conferences;
 - providing DWI specific training to prosecutors via the JEC and the TSRP;
 - providing technical assistance to District Attorneys to assist with the prosecution of DWI-related cases via the TSRP;
 - making regulatory and statutory changes to reform the administrative license revocation process in New Mexico; and
 - 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:
- purchasing media for the NHTSA National anti-DWI media campaigns;
 - 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;
 - funding a clearinghouse to provide statewide distribution of DWI information and prevention materials;
 - using community and public information/education strategies to reach targeted high-risk groups; and
 - funding creative design for media development.

Alcohol/ Impaired Driving Project Descriptions and Budget Amounts

Federal Funds

AL-01 FTE Law Enforcement Officers

\$650,000/ 164AL

Monitored by Robert Archuleta

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

Funds 10 full-time county or city law enforcement officers focused exclusively on DWI enforcement in three high-risk counties including San Juan (including Farmington PD), McKinley, and Rio Arriba. 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.

NMDOT/ TSD 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 law enforcement agencies will work to develop plans to provide ongoing support of these positions, as warranted.

AL-02 Operation DWI

\$1,860,000/ 164AL & \$500,000/ 410

Monitored by Robert Archuleta

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

Funds overtime enforcement and alcohol countermeasure equipment for the Operation DWI checkpoint and DWI saturation patrol program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 60 agencies statewide (minimum 85% of the State's population). ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-03 Expanded DWI Enforcement - State Police

\$300,000/ 164AL

Monitored by Mike Quintana

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

Provides funds to the State Police for expanded enforcement efforts, including overtime for DWI saturation patrols, DWI court appearances and for specialized equipment to assist with DWI arrests. This project does not fund non-alcohol/ impaired driving activities and equipment such as radar.

AL-04 DWI 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

Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints, saturation patrols and overtime 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 TSD on this project.

AL-05 Alcohol Compliance Enforcement and Warrant Roundups

\$120,000/164AL

Monitored by Robert Archuleta

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

Provides funds to the NM Department of Public Safety for Special Investigations Division to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order.

Provides funds to the NM Department of Public Safety-Special Investigations Division to conduct compliance checks at establishments serving or selling alcohol and to conduct underage enforcement sting operations. The Special Investigations Division will focus on enforcing New Mexico's fourth-degree felony law against providing or purchasing alcohol for minors. In New Mexico, on a third offense of sale of liquor to a minor, the liquor establishment is fined \$10,000, and the liquor license is revoked.

AL-07 Liquor Control Act Compliance

\$90,000/ 164AL

Monitored by Dave Lapington

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

Funds one FTE with the Regulation and Licensing Department to assist with processing Liquor Control Act citations issued for serving to intoxicated persons and serving or selling to minors. In FY11, the Regulation and Licensing Department issued over 600 citations to licensees and over 350 to servers. Data on the citations is provided to TSD.

AL-08 DWI/ Drug Courts - AOC

\$300,000/ 410

Monitored by Robert Archuleta

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

Provides funds to assist New Mexico courts to maintain their DWI-specific Drug Courts, to include: support for DWI/ Drug Court Coordinator(s), part- time staff, travel and related costs, drug testing kits and drug confirmation tests. ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-09 Supervised Probation Expansion – Metro Court

\$100,000/ 164AL

Monitored by Franklin Garcia

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

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

AL-10 #DWI/ Drunkbusters Hotline - APD

\$75,000/ 164AL

Monitored by Cindy Abeyta

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

Provides overtime funding to the Albuquerque Police Department (APD) 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 Drunkbusters Hotline calls.

AL-11 Vehicle Seizure Expansion – City of Santa Fe

\$150,000/ 164AL

Monitored by Robert Archuleta

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

Provides seed money to fund a prosecutor and a paralegal at the City of Santa Fe to focus on DWI vehicle seizure cases. This funding is to assist with the implementation of the new vehicle seizure ordinance. It is expected that by next year, this funding will be reduce and/or eliminated and the program will be self-supporting. .

AL-12 DWI Batmobile

\$125,000/ 410

Monitored by Mike Quintana

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

Provides funding to the Department of Public Safety toward the purchase of a DWI Batmobile to assist with DWI enforcement operations. DPS will provide at least 50% of the funding as the total estimated amount is \$275K.

AL-21 Training on BAC Testing – Scientific Labs Division

\$75,000/ 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 Department of Health - Scientific Labs Division (SLD) to provide IR 8000 intoximeter (alcohol detection) training to law enforcement officers. 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. In addition, they produce data on surviving drivers in alcohol/ impaired driving crashes and bi-weekly BAC reports on all fatal accidents.

This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.

AL-22 Judiciary Coordination

\$200,000/ 164AL

Monitored by Robert Archuleta

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

This project will go through the formal Request for Proposal process. The Department is looking for deliverables aimed at working with the Judiciary to improve court processes at it relates to minimum mandatory sanctions, ignition interlock and other sentencing guidelines. This also includes improving processes to aid law enforcement and district attorneys in the prosecution of DWI related cases.

AL-23 Drug Recognition Expert Training

\$85,000/ 410

Monitored by Cindy Abeyta

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

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

AL-24 Traffic Safety Resource Prosecutor

\$66,500/ 164AL

Monitored by Robert Archuleta

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

Funds 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. **This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.**

Additional funds:

DE-04 402 Federal funds \$50,000

Total funding for this project = \$116,500

AL-25 Statewide DWI Enforcement Training

\$270,000/ 164AL

Monitored by Franklin Garcia

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

Provides DWI information, coordination and training to law enforcement involved in DWI-related police traffic services. Provides 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-26 Traffic Safety Information Clearinghouse

\$200,000/ 164AL

Monitored by David Lapington

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

Provides Traffic Safety information clearinghouse services statewide. Distributes traffic safety materials to support programs. Staffs 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. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project.

Additional funds:

DE-03 402 Federal funds \$130,000

OP-03 402 Federal funds \$140,000

Total funding for this project = \$470,000

AL-27 DWI Prosecution Training

\$90,000/ 164AL

Monitored by Robert Archuleta

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

Provides funding to train third year law students on how to properly and efficiently prosecute DWI cases. As DWI cases become increasing complex, it is important to provide training as early as possible. This overall training program will become institutionalized within the University of New Mexico law school within two years and future funding from the Department will not be necessary.

AL-30 Ignition Interlock Database Fund

\$98,000/ 164AL

Monitored by Cora Herrera

Provides application implementation and integration services for the New Mexico Ignition Interlock Fund program. The funding will allow for the development of a web-based application to facilitate payment and reimbursement processing. Database development will allow for automation of the indigent determinations and migration of existing indigent fund data into the database. Database will provide automatic validation of interlock services of claims against information received from interlock providers.

AL-31 Law Enforcement Electronic Reporting

\$50,000/ 164AL

Monitored by Robert Archuleta

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 Division.

AL-32 Ignition Interlock Data Collection Project

\$50,000/ 164AL

Monitored by Jolyn Sanchez

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Provides for the necessary programming for the web application to accept automated data submissions from all manufacturers to be integrated into the Ignition Interlock Data Analysis Project (IIDA) database. This would allow TSD stakeholders and customers the ability to monitor ignition interlock offender compliance with court-ordered and administrative-ordered installation of an ignition interlock device in vehicles and would enable statistical analysis on the data. The project is to be implemented with procedures, staffing and resources that ensure stable continuous operation. This is not a State-mandated project.

AL-35 Impaired Driving Program Management - FTEs

\$250,000/ 164AL

Monitored by Michael Sandoval

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

Provides program management in the impaired driving program area to coordinate Operation DWI, Superblitzes, and other projects related to impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired-driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets. However, based on the past year, approximately 42% of all time is spent on alcohol related projects. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP (OP-04), PT (PT-03), and PA (PA-01) program areas.

AL-36 Traffic Safety Law Enforcement Coordination

\$240,000/ 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

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project.

Additional funds:

PT-02 402 Federal funds \$260,000

Total funding for this project = \$500,000

AL-37 Ignition Interlock Monitoring Expansion

\$75,000/ 164AL

Monitored by Jolyn Sanchez

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

Funds one contract position for new ignition interlock initiatives designed to provide detailed monitoring of interlock service providers.

State Funds

CDWI-01 Community DWI (AL)

\$972,000/ CDWI

Monitored by Robert Archuleta

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

Provides funds 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 Alcohol Literacy Challenge (AL)

\$20,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds training for community prevention contractors to deliver the Alcohol Literacy Challenge curriculum to entry-level middle and high school students (grades 6 and 9) - 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/ TSD will contract with a literacy expert and curriculum designer to work with local community prevention contractors.

DPE-03 Social Host Ordinance Awareness (AL)

\$35,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds training for 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 community readiness will be important for this project. 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

Funds 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. In FY12, there will be improvements in website responsiveness, the ability to track progress at school district level and 'code of conduct'/ alcohol school policy.

DPE-05 Life of an Athlete- Santa Fe County

\$15,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program more comprehensively in Santa Fe County. 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. In FY12, there will be improvements in website responsiveness, the ability to track progress at school district level and 'code of conduct'/ alcohol school policy.

DPE-06 High Risk Education Program – Boys and Girls Club

\$50,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds the New Mexico Alliance of Boys & Girls Clubs to provide the SMART Choices program for youth ages 9-15 in up to 17 Boys & Girls Club organizations statewide. Each Club would serve between 7 and 35 youth each depending on the size of the organization. The 12 week program to provide SMART Moves services will serve 310 young people. This includes an evaluation and final report.

DPE-07 Community Programs (AL)

\$250,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds community-based agencies to implement programs, practices and policies that postpone the age of first use (i.e., onset) among middle school/pre-teen youth, reduce binge drinking among middle or high school youth and reduce social access to alcohol. Local DWI Planning Councils will be encouraged to apply for these funds.

DPE-08 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

Funds 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. An educational insert is distributed through the State's top ten newspapers.

II-01 Ignition Interlock Indigent Fund

\$1,200,000/ Fund 54

Monitored by Cora Herrera

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

A fund to reimburse interlock service providers for services provided, pursuant to State statute 66-8-102 NMSA 1978. Recurring revenues are statutorily generated and deposited into the fund through fees collected by MVD from non-indigent drivers for every year interlocked and from a portion of the local liquor excise tax.

II-02 Ignition Interlock Indigent Fund FTE

\$60,000/ IIF

Monitored by Cora Herrera

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

Funds one FTE to administer the ignition interlock fund program. The Department by State statute can use up to 10% of the fund (approximately \$100K) for the overall administration.

II-03 Ignition Interlock Indigent Fund Contractual

\$40,000/ IIF

Monitored by Cora Herrera

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

Funds additional administrative staff as needed to support the administration of the ignition interlock fund

Also see AL-16 DWI Creative Design and Production, AL-17 DWI Media Placement and AL18 DWI Media Placement Management 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	FTE Law Enforcement Officers	650,000	164AL
AL-02	Operation DWI	1,860,000	164AL
AL-03	Expanded DWI Enforcement - State Police	300,000	164AL
AL-04	DWI Task Force - McKinley County	350,000	164AL
AL-05	Alc Sales Compliance Enforcement/ Warrants	120,000	164AL
AL-07	Liquor Control Act Compliance	90,000	164AL
AL-09	Supervised Probation Expansion - Metro Court	100,000	164AL
AL-10	#DWI/ Drunkbusters Hotline - APD	75,000	164AL
AL-11	Vehicle Seizure Expansion - City of Santa Fe	150,000	164AL
AL-22	Judiciary Coordination	200,000	164AL
AL-24	Traffic Safety Resource Prosecutor	66,500	164AL
AL-25	Statewide DWI Enforcement Training	270,000	164AL
AL-26	Traffic Safety Information Clearinghouse	200,000	164AL
AL-27	DWI Prosecution Training	90,000	164AL
AL-30	Ignition Interlock Database Fund	98,000	164AL
AL-31	Law Enforcement Electronic Reporting	50,000	164AL
AL-32	Ignition Interlock Data Collection Project	50,000	164AL
AL-35	Impaired Driving Program Management - FTEs	250,000	164AL
AL-36	Traffic Safety Law Enforcement Coordination	240,000	164AL
AL-37	Ignition Interlock Monitoring Expansion	75,000	164AL
164AL Total		5,284,500	
AL-02	Operation DWI	500,000	410
AL-08	DWI/ Drug Court Expansion - AOC	300,000	410
AL-12	DWI Batmobile	125,000	410
AL-21	Training on BAC Testing - SLD	75,000	410
AL-23	Drug Recognition Expert Training	85,000	410
410 Total		1,085,000	
Total NHTSA Funds		6,369,500	

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, 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 officers from over 35 agencies (State, city, county and tribal) annually participate in OBD activities. Given State Police participation, more than 65% of the State's population is reached by these activities.

In FY2012, New Mexico will conduct two Superblitz/ Miniblitz operations and one 7-week Superblitz statewide. These 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, TSD 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 and child safety seat enforcement activity. This project is conducted for 100 days 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 FY11, 31 city, county and State law enforcement agencies participated in the National Mobilization. TSD plans to solicit participation by more law enforcement agencies in the future, given adequate funding.

Media and Marketing

TSD funds paid media for the Click It or Ticket National Seat Belt Mobilization, Superblitzes, 100 Days and Nights of Summer 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 Project

TSD will conduct a Teen Seat Belt Enforcement and Outreach Project. This effort seeks to increase teen seat belt use through enforcement activities combined with tailored media and outreach. This project will be focused in the eight counties in New Mexico with the highest teen crash and fatality rates.

Child Occupant Protection Training and Education

TSD 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 TSD helps support the New Mexico Child Safety Seat Distribution Program to assist low-income families obtain child safety seats. The TSD 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.

TSD 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 348 Certified Child Passenger Safety Technicians and 10 instructors.

Occupant Protection Outreach Activities

TSD 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, EMS, parents, day-care providers and health care providers. Occupant protection and other safety materials are distributed at schools, wellness fairs and at the annual New Mexico State Fair. TSD provides technical assistance to local community projects promoting child occupant protection.

In addition, TSD sponsors an annual two-day 'Buckle-Up New Mexico' Conference. Attendees include child passenger safety (CPS) instructors and technicians, law enforcement personnel, health care agency personnel, program coordinators and staff from the New Mexico Child Safety Seat Distribution Program, representatives from the NMDOT/ TSD and other CPS advocates.

Statewide Seat Belt Use Survey and Occupant Protection for Children 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 TSD contracts with the New Mexico 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 FY12, New Mexico will contract to conduct both pre- and post statewide seat belt use surveys in observation sites based on the new NHTSA criteria. Also in FY12, TSD will contract to conduct an occupant protection for children survey.

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 2011 Report, the State's overall seat belt use was 90.5 percent. Driver use was 91.3 percent, while passenger use was 87.3 percent. Pickup truck overall use was 86.3 percent. Pickup driver use was 86.9 percent, while passenger use was 84 percent.

Although New Mexico's overall seat belt use percentage is one of the highest in the Nation, 55 percent of those killed in motor vehicle crashes in New Mexico in 2010 were not wearing a seat belt. Belted occupants are about half as likely to be killed as unbelted occupants (28% vs. 64%). 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.

2010 Seat Belt Use Estimates by Age Group		
Age Group	Seat Belt Use	
	Male - %	Female - %
0-4	89.6	94.0
5-8	92.7	89.4
9-13	91.0	84.0
14-17	95.0	94.5
18-24	90.5	93.0
25-34	88.6	96.0
35 +	95.1	97.8

The most recent National data is from 2008. It shows that restraint use for all children from birth to 7 years of age decreased to 87 percent in 2008, down from 89 percent in 2007, not a statistically significant decrease. 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 percent. Child restraint use is highest in the Western US (93%) compared to 82 percent – 85 percent in the other three regions of the country.

Performance Measures

- 1) Reduce the number of unrestrained occupant fatalities (all seat positions) from 124 in 2009 to 111 in 2012. (C-5; Final FARS Data)
- 2) Increase the observed seat belt use percentage for front-seat outboard occupants from 89.8% in 2010 to 91.5% in 2012. (C-12; Final NM Seat Belt 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 65 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 and Outreach 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 statewide 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 fitting stations;
- d) funding a contract to conduct the annual statewide seat belt survey and an occupant protection for children 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 relevant 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 and Outreach 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 Seat Belt Observation and Protocol/ Child Protection Survey **\$125,000/405**

Monitored by David Lapington

Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection

Conduct statewide pre-and post-seat belt observation surveys prior to and 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 FY12, TSD will conduct an occupant protection for children survey. TSD will follow NHTSA guidelines in conducting this survey.

OP-02 Child Restraint Program **\$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.

Additional funds:

RF-05 State Road funds \$140,000

Total funding for this project = \$380,000

OP-03 Child Restraint Clearinghouse

\$140,000/ 402

Monitored by David Lapington

Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection

Provides funds to purchase and distribute child safety seats and booster seats throughout the State to enhance child passenger use efforts.

OP-04 Occupant Protection Program Management - FTEs

\$150,000/ 402

Monitored by Michael Sandoval

Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection

Provides 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 2012 NM Seat Belt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets. However, based on the past year, approximately 30% of all time is spent on Occupant Protection related projects. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the PT (PT-03), AL (AL-35), and PA (PA-01) program areas.

State Funds

RF-01 OBD Enforcement (OP)

\$400,000/ RF

Monitored by David Lapington

Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection

Funds 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-05 Child Restraint Program (OP)

\$140,000/ RF

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.

Additional funds:

OP-02 402 Federal funds \$240,000

Total funding for this project = \$380,000

Occupant Protection: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
OP-01	Seatbelt Observation and Protocol	125,000	405
405 Total		125,000	
OP-02	Child Restraint Program	240,000	402
OP-03	Child Restraints Clearinghouse	140,000	402
OP-04	Occupant Protection Program Management	150,000	402
402 Total		530,000	
Total NHTSA Funds		655,000	

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.

The Pedestrian and Bicyclist Safety Program addresses the need to reduce the number of pedestrian crashes in New Mexico, and to encourage walking and biking as comfortable, accessible, safe and efficient modes 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 website.

In FY12, TSD and its Pedestrian Safety contractors will work with pedestrian safety advocates to accomplish the following:

- Partner with the Prescription Trails Pilot Program to provide pedestrian safety awareness training and materials.
- Work with local media to provide a pedestrian safety media message in communities at high-risk for pedestrian injury and/or fatalities.
- Partner with city and county summer recreation programs for children and provide printed pedestrian safety and awareness educational materials.

Walk to School Day

The annual 'Walk to School Day' effort is lead by the NMDOT 'Safe Routes to School' coordinator. TSD 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 FY12, TSD and CIPRE staff will coordinate one 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

2010 Preliminary Data from State Crash File

Pedestrian crashes accounted for 34 deaths and 338 injured persons in 2010. New Mexico had a 2010 pedestrian fatality rate per 100,000 persons of 1.65, compared to the National rate of 1.30 (estimated). New Mexico's pedestrian fatalities decreased from 41 in 2009 to 34 in 2010. Pedestrians and bicyclists accounted for 12 percent of all motor vehicle crash deaths in New Mexico.

In New Mexico, 56 percent of pedestrian fatalities involved alcohol, and in 100 percent (19 of 19) of those cases, the pedestrian was alcohol-involved. In 2010, 12 percent of pedestrian injuries involved alcohol, and in 83 percent (39 of 47) 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 9 bicyclist deaths in 2010, compared to 3 in 2009 and 7 in 2008. The number of injured persons decreased from 281 in 2009 to 280 in 2010.

Data from New Mexico's 2009 Traffic Crash Information and DWI Reports

In 2009, 41 pedestrians were killed in New Mexico crashes and 391 were injured.

Males aged 20-24 were most at-risk for pedestrian fatalities, followed by males aged 30-34 and 45-49. Males accounted for 73 percent of all pedestrians killed in crashes. Among females, those ages 45-49 were most at-risk.

Only one percent of crashes were pedestrian-involved, but 56 percent of pedestrian deaths were alcohol-involved.

Forty-eight percent of pedestrian deaths involved pedestrian error, a 20 percent increase compared to 2008.

In 2009, there were 349 bicyclist-involved crashes, 22 of them alcohol-involved (5.9%).

Performance Measure

- 1) Reduce the number of pedestrian fatalities at 39 in 2009 to 34 in 2012. (C-11; Final 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 materials;
 - c) using the UNM CIPRE website to provide a contact list of all Walkability Advocacy Groups (WAGS) in the State; and
 - d) administering the Pedestrian Safety and Walkability Initiative Program and providing technical assistance.
- #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 New Mexico and with driving instructors;
 - c) updating and distributing a New Mexico pedestrian safety brochure;
 - d) partnering with city and county summer recreation programs for children throughout the State to provide educational and activities materials on pedestrian and bicycle safety; and
 - e) working with vendors to print and deliver educational and outreach materials for Safer NM Now.
- #3** - Support law enforcement pedestrian safety activities by:
- a) providing 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;
 - b) coordinating a pedestrian/ bicycle investigation course for law enforcement officers;
 - c) coordinating a workshop/ training for communities on pedestrian safety and enforcement; and
 - d) presenting Older Adult Pedestrian Safety workshops to improve walking conditions so seniors can enjoy the benefits of walking for errands, health, socializing and other purposes.

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

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

Police Traffic Services Program Area

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, TSD 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 law enforcement agency issuing the citations. To receive these monies, the agency submits to TSD 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. Annually, close to one million dollars is distributed through this fund.

Programs

Selective Traffic Enforcement Program (STEP)

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 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 FY2012, TSD will encourage STEP projects that sustain enforcement of DWI and speeding laws.

Law Enforcement and STEP Training

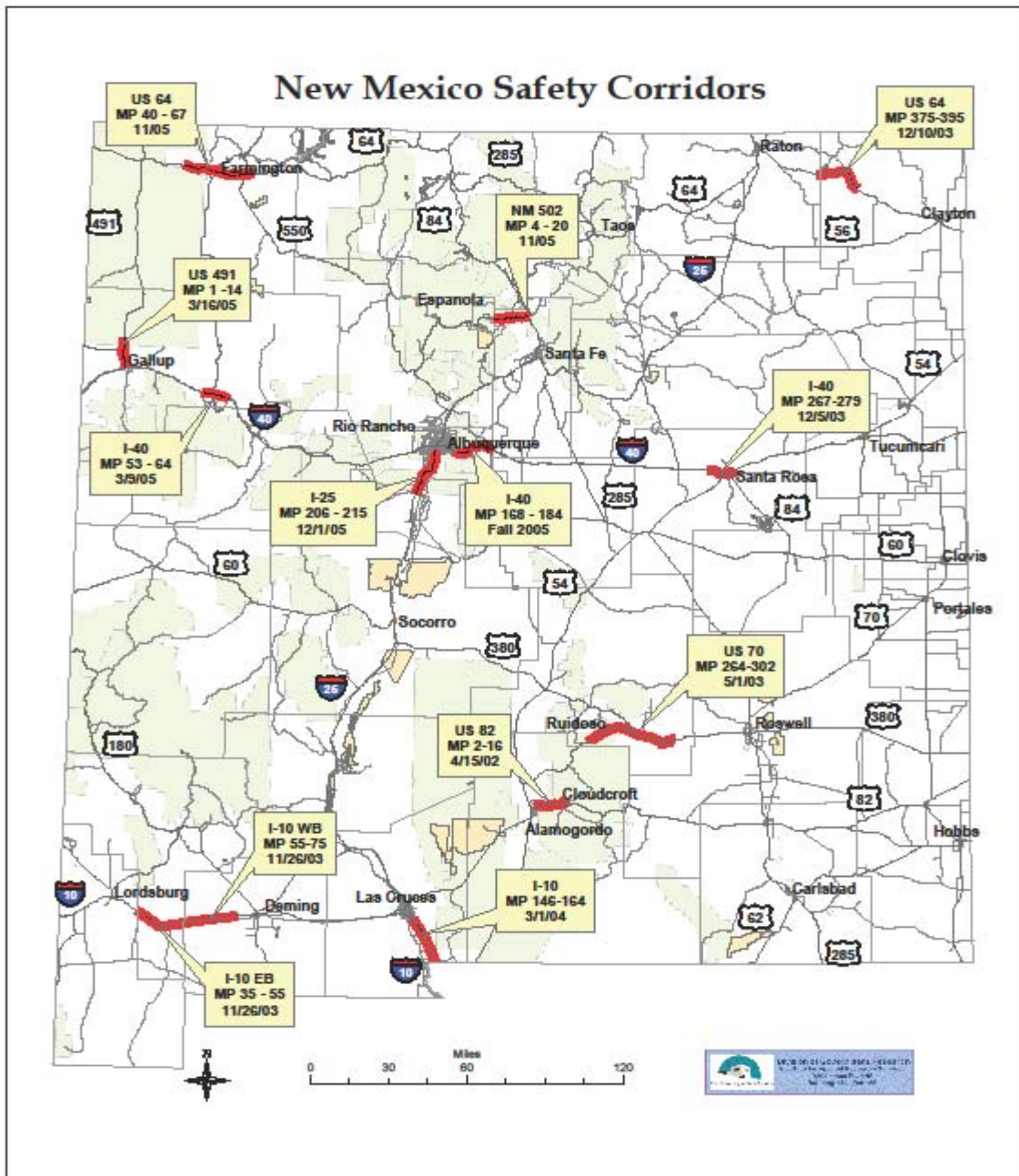
TSD contracts to provide training sessions including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, DWI checkpoint training, accident reconstruction, radar and lidar certification and Instructor courses, and public information and media workshops. Courses are offered regionally and are provided at no cost or low cost to officers.

Sustained Enforcement of Speeding Statutes using 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.

New Mexico initiated its Safety Corridors in 2002. Each corridor remains established for a three-year period. Crash/ fatality data are then 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 20.3% reduction in crashes between 2001(baseline) and 2010.

Safety Corridors in New Mexico - 2011



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 Liaison Program

TSD supports a Law Enforcement Liaison (LEL) Program that consists of three individuals who are responsible for coordinating with law enforcement agencies on NHTSA and TSD initiatives related to impaired driving, occupant protection, police traffic services and other related traffic safety projects. The LELs encourage law enforcement agencies to participate in Superblitz mobilizations, the National Crackdown, Operation Buckle Down and the Click It or Ticket National campaign, whether or not they receive funding.

LELs negotiate overtime agreements with participating law enforcement agencies, conduct site visits, provide technical assistance, assess the need for checkpoint equipment and assist with an annual statewide law enforcement coordinator's meeting. They also represent New Mexico at National and regional LEL meetings and conferences.

Problem ID

2010 Preliminary Data from State Crash File

- There were over 42,811 traffic crashes in New Mexico in 2010, with 346 persons killed and 1,939 with incapacitating injuries.
- There were over 5,700 speed-related crashes in 2010. Speed, lane departure, driver inattention, impaired driving and failure to yield are primary causes of crash deaths and injuries.
- Non-alcohol fatalities on rural highways were down slightly compared to 2009 and have come down by 33 percent since 2006. Urban highway, non-alcohol fatalities rose slightly from 2009, but have declined by 14 percent since 2006.

Data from New Mexico's 2009 Traffic Crash Information Report and Crash Data File 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.

Six of the seven highest fatal or injury crash intersections were in the northern part of the State.

New Mexico's Seven Highest Fatal and Injury Crash Intersections, 2009

<i>Intersection</i>	<i>City</i>	<i>Crashes</i>		
		<i>Total</i>	<i>Fatal</i>	<i>Injury</i>
Jefferson St. NE & Paseo Del Norte Blvd NE	Albuquerque	115	0	34
Main St. and Solano Dr.	Las Cruces	62	0	24
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	77	0	23
Coors Blvd NW & Quail Rd. NW	Albuquerque	51	0	22
Coors Blvd NW & Iliff Rd. NW	Albuquerque	49	0	20
Pan American E Hwy NE & Paseo Del Norte Blvd NE	Albuquerque	65	0	19
Fairview Lane & Riverside Dr.	Española	50	0	19

• *Intersections are ranked by the total number of fatal and injury crashes. Busy intersections will tend to have the highest number of crashes, but will not necessarily have the highest number of fatal and injury crashes.*

New Mexico's Highest Crash Rate Rural Highway Segments, 2007 - 2009

<i>Highway</i>	<i>Mile Posts</i>	<i>County</i>	<i>Crashes</i>		
			<i>Total</i>	<i>Fatal</i>	<i>Injury</i>
NM 76	6.0 to 8.2	Rio Arriba	55	0	24
NM 244	0.0 to 6.1	Otero	19	0	8
NM 386	0.0 to 8.8	San Miguel	11	1	5
US 491	92.0 to 94.3	San Juan	49	0	21
US 76	3.5 to 6.0	Santa Fe	40	1	17
NM 206	50.8 to 60.7	Roosevelt	14	0	9
I - 25	43.4 to 46.2	Doña Ana	14	1	10

In 2009, 18% of crashes occurred in rural areas and 82% in urban areas. However, while there were many more crashes in urban areas (38,021), there were only 114 fatal crashes and 125 fatalities compared to the 2,135 crashes in rural areas that resulted in 205 fatal crashes and 236 fatalities.

In 2009, the overall crash rate in New Mexico was 176 per 100 million vehicle miles driven. Six counties had rates higher than this average:

COUNTY	2009 CRASH RATE
Bernalillo	311
Curry	298
Chaves	233
Taos	227
Santa Fe	189
Lea	181

While Española, Taos and Gallup had the highest crash rates, Albuquerque, Las Cruces, Santa Fe and Farmington had the highest number of crashes.

CITY	2009 CRASH RATE*
Española	51.8
Taos	48.7
Gallup	34.8
Clovis	31.3
Las Cruces	31.3
Farmington	31.0
Carlsbad	29.9

*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 69 in 2009 to 62 in 2012. (C-7; Final 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 enforcement or commercial vehicle traffic;
- b) providing law enforcement agencies with technical assistance and other resources to identify, prioritize and address traffic safety problem areas;
- 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 New Mexico 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 speeding and other unsafe driving on New Mexico roadways by:

- a) funding speeding and other unsafe driving media and public information messages;
- b) reviewing legislation to enact State laws to increase fines for speeding violations and to raise the traffic safety enforcement and education fee; and
- c) coordinating speed and other unsafe 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 General Law Enforcement Training

\$90,000/ 402

Monitored by Franklin Garcia

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

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

PT-02 Traffic Safety Law Enforcement Liaisons

\$260,000/ 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

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared.

Additional funds:

AL-36 164AL Federal funds \$240,000

Total funding for this project = \$500,000

PT-03 Police Traffic Services Program Management - FTEs

\$100,000/ 402

Monitored by Michael Sandoval

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 program management in the areas of police traffic services, traffic enforcement and speed, and coordinates a statewide program of training, development and quality assurance for police traffic services. Provides for management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversees law enforcement efforts in speed control, aggressive driving and other traffic enforcement programs. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets. However, based on the past year, approximately 18% of all time is spent on police traffic services related projects. Travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP (OP-04), AL (AL-35), and PA (PA-01) program areas.

PT-04 100 Days and Nights of Summer Program

200,000/ 402

Monitored by Robert Archuleta

Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety will be the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in a 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seat belt and child restraint enforcement, and to target speeding and distracted driving.

Additional funds:

EE-05 State E&E funds \$200,000

RF-03 State Road funds \$100,000

Total funding for this project = \$500,000

State Funds

EE-01 Education and Enforcement Funds to LEAs (PTS)

\$683,000/ E&E

Monitored by Mike Quintana

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-05 100 Days and Nights of Summer

\$200,000/ E&E

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

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety is the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seat belt and child restraint enforcement, and to target speeding and distracted driving.

Additional funds:

RF-03 State Road funds \$100,000

PT-04 402 Federal funds \$200,000

Total funding for this project = \$500,000

RF-02 Selective Traffic Enforcement Program (STEP)

\$220,000/ RF

Monitored by Mike Quintana

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, distracted 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-03 100 Days and Nights of Summer Program (AL)

\$100,000/ RF

Monitored by Robert Archuleta

Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety is the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seat belt and child restraint enforcement, and to target speeding and distracted driving.

Additional funds:

EE-05 State E&E funds \$200,000

PT-04 402 Federal funds \$200,000

Total funding for this project = \$500,000

Police Traffic Services: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
PT-01	General Law Enforcement Training	90,000	402
PT-02	Traffic Safety Law Enforcement Liaisons	260,000	402
PT-03	PTS Program Management - FTEs	100,000	402
PT-04	100 Days and Nights of Summer Program	200,000	402
Total NHTSA Funds		650,000	

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.

The Traffic Records Program uses the July 1, 2008-June 30, 2012 STRS Strategic Plan to guide its projects and activities. The goal of the 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, Federal and local 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 agencies (LEAs) to their own records management system
 - LEAs to the courts
 - LEAs to the Motor Vehicle Division (MVD)
 - LEAs to the NMDOT

The NMDOT/ TSD 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 crashes, fatalities 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 is designed to ensure that data is available to support traffic safety programs statewide.

The STRS identifies the multi-tiered data processes among traffic records entities and assists 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 FY2012, major projects under the STRS include the following:

TraCS Maintenance and Support

Maintenance and support will be provided to law enforcement agencies currently using TraCS.

TraCS Training

Training will be provided to law enforcement agencies to teach them how to use TraCS and to support the transition from TraCS V7.3 to V10 for current TraCS users.

Distribution Center Pilot Project

A pilot project will be conducted to increase electronic data exchange of traffic citations between the Doña Ana Sheriff's RMS and the Doña Ana County Magistrate Court.

Distribution Center Development

Proofs of concept and pilots for data integration will be conducted between law enforcement, the courts, MVD and the NMDOT.

Crash System Improvement

The NMDOT Crash Database will be redesigned to include the following: 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.

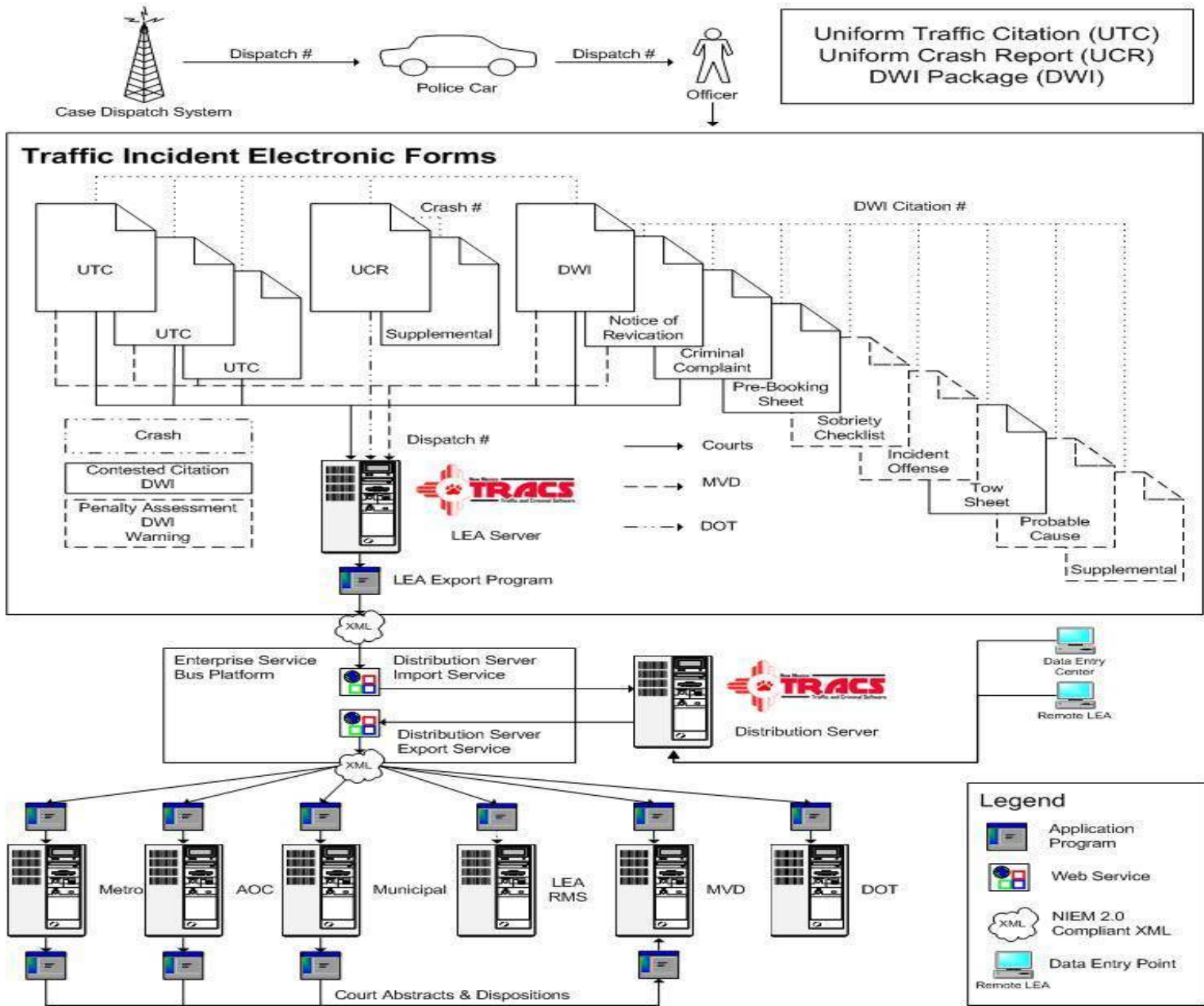
Ignition Interlock Data Analysis and Reporting

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.

Traffic Safety Problem Identification and Information

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

Overall STRS Electronic Data Flow Diagram Proposed Business Process



Problem ID

The lack of a timely, comprehensive, accessible automated traffic records 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 citations and other reports produced by law enforcement officers 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 handwritten, the Traffic Records projects have allowed the State to increase the amount of electronically collected, stored and transferred traffic records data.

Performance Measures

- 1) Decrease the number of incomplete UCRs from law enforcement agencies from a baseline measure of 22% for the period January 1 – March 31, 2011 vs. a projected measure of 20% for the period January 1 – March 31, 2012 (NM Crash File Database).
- 2) Increase the electronic exchange of traffic citations between the Doña Ana Sheriff's Department and the Doña Ana Magistrate Court from a baseline measure of 0 citations for the period January 1 – March 31, 2011 vs. a projected measure of 15,000 citations for the period January 1 – March 31, 2012 (Doña Ana Magistrate Court data).

Strategies

The following strategies/ initiatives, and objectives are detailed in the STRS July 1, 2008 – June 30, 2012 Strategic Plan

#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 Rollout of the TraCS software.

Objective II.2: Establish a TraCS Tribal Rollout.

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 TraCS Maintenance and Support (TR)

\$200,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a contract to provide maintenance and support to the law enforcement agencies currently utilizing TraCS. This project will provide assistance to law enforcement agencies with software and hardware issues and provide helpdesk services.

HE-02 STRS Project Management (TR)

\$200,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds project management services to 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 also includes technical assistance in the development of a new crash collection and analysis system for the Department. ***This project is part of the qualifying criteria for the Section 408 Traffic Safety Information System Improvement grant application.***

HE-03 TraCS Training (TR)

\$150,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

This project funds training to law enforcement officers in how to use TraCS and to support the transition from TraCS V7.3 to V10 and the use of the corresponding location tool.

HE-04 Distribution Center Pilot Project -AOC (TR)

\$200,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Provides funds for a data exchange pilot project between the Dona Ana County Sheriff's records management system and the Dona Ana County Magistrate Court's Odyssey (court records management) system. This is a proof of concept project for one form, the uniform traffic citation.

HE-05 Distribution Center Full Development (TR)

\$500,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

This includes funding for full development of the Distribution Center/Central Repository for data integration between law enforcement, the courts, MVD and the State Highway Engineering Office and Planning Office. This includes all relevant TraCs forms (currently there are 17 electronic forms).

HE-06 TraCS Upgrade Statewide (TR)

\$200,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Provides funds to purchase TraCS Version 10 to upgrade software for all current TraCS users. This also includes providing the upgrades to all law enforcement that are currently utilizing TraCs. Other law enforcement agencies may be added as time and resources permit.

HE-07 Crash System Improvement (TR)

500,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds 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.

HE-08 TraCS Equipment

\$200,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds law enforcement and other partnering agencies with necessary equipment to implement TraCs. Prior to the purchase of any equipment, the Department will seek written approval from NHTSA for each piece of equipment and its intended use.

HE-09 EMS Data Quality Improvements (TR)

\$65,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

In collaboration with the New Mexico EMS Bureau, evaluate the current status of the NM EMSTARS data collection system and the timeliness of the data entry into the system. Develop mechanisms to improve the quality, timeliness, accuracy, completeness and consistency of the data. Develop a plan to exchange the EMS Motor Vehicle Crash data, trauma and hospital discharge data with the NMDOT crash data, per NHSTA recommendations.

HE-10 Traffic Safety IT Program Management-FTE

\$35,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds to provide IT Support 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.

Additional Funds:

TR-02 408 Federal funds \$50,000

Total funding for this project - \$85,000

HE-11 Electronic Traffic Safety Data Transfer (Pilot)

\$20,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a web-based pilot project system, including the software and hardware, which will allow the automated data transfer between law enforcement agencies, Administrative Office of the Courts, and the Department of Transportation, utilizing the TraCs software system.

TR-01 Traffic Safety Problem Identification and Information

\$450,000/ 408

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a contract with UNM/ DGR to provide advanced data analysis using data merging techniques to identify problem locations and conditions. This information is disseminated through a series of reports aimed at informing traffic safety partners, leaders and the public. 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 Program Management-FTE

\$50,000/ 408

Monitored by Michael Sandoval

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds to 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.

Additional Funds:

HE-10 164HE Federal funds \$35,000

Total funding for this project - \$85,000

Federal Funds - FHWA

FHWA – Crash Data Improvement (TR)

\$50,000/ FHWA163

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a project to improve the timeliness, accuracy, completeness and consistency of New Mexico's motor vehicle crash records (fatals and non-fatals). The project will improve crash report identification, ensure complete and accurate reporting, and decrease upload time to Federal reporting systems.

State Funds

RF-06 Traffic Records State Match

\$100,000/ RF

Monitored by Yolanda Duran

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, and conducting Traffic Records assessments.

RF-07 Crash Data Entry (TR)

\$110,000/ RF

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a contract for entering crash report information into a database for further processing.

Also see AL-31 Law Enforcement Electronic Reporting and AL-32 Ignition Interlock Data Collection Project in the Alcohol/ Impaired Driving Program Area on page 35.

Traffic Records: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
TR-01	Traffic Safety Problem Identification and Informa	450,000	408
TR-02	Traffic Safety IT Program Management	50,000	408
408 Total		500,000	
HE-01	TraCS Maintenance and Support	200,000	164HE
HE-02	STRS Project Management	200,000	164HE
HE-03	TraCS Training	150,000	164HE
HE-04	Distribution Center Pilot Project	200,000	164HE
HE-05	Distribution Center Full Development	500,000	164HE
HE-06	TraCS Upgrade Statewide	200,000	164HE
HE-07	Crash System Improvement	500,000	164HE
HE-08	TraCS Equipment	200,000	164HE
HE-09	Injury Data Improvement	65,000	164HE
HE-10	TS IT Program Administration	35,000	164HE
HE-11	Electronic TS Data Transfer (Pilot)	20,000	164HE
164HE Total		2,270,000	
Total NHTSA Funds		2,770,000	

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 TSD administers statutorily required motorcycle training programs statewide.

An endorsement is required to legally operate a motorcycle in New Mexico. Individuals, aged 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 RiderCourseSM* through the NMMSP. All individuals under age 18 must successfully complete the *Basic RiderCourseSM* 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 CY2010, motorcycle training was offered to 2,103 individuals, with 1,789 completing training. The decrease in training numbers, both scheduled and attended, most likely reflects the downturn in the economy in 2009 and 2010. 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
2010	2,103	-33.7%	1,789	-37.9%	13	60

Motorcycle Safety Awareness

This past year materials were distributed on a number of safety topics, including motorcycle safety awareness. Materials were distributed at the New Mexico State Fair in Albuquerque on September 16, 2010, Law Enforcement Day, and included posters, brochures, key chains and bags. Staff members from the Institute of Public Law and from Sandoval County DWI Coordinators were on hand to help raise motorcycle safety awareness on New Mexico's roadways.

Problem ID

2010 Preliminary Data from State Crash File

In 2010, there were 1,258 motorcycles in crashes, down from 1,425 in 2009; 40 motorcycles were involved in fatal crashes, with 41 riders killed and 786 riders injured; 16 of the 41 fatalities were alcohol-involved (39%).

In 2010, among motorcycle fatalities, only 19 percent of riders were wearing helmets (from NM fatallog).

In 2010, the fatality rate per 1,000 motorcycles registered was 0.75, down from 0.85 in 2009. The injury rate in 2010 was 19.2 down from 21.2 in 2009.*

**the number of registered motorcycles for 2010 is estimated*

Data from New Mexico's 2009 Traffic Crash Information and DWI Reports

In New Mexico, most motorcycle crashes result in injury, rather than death. Deaths due to motorcyclist crashes decreased to 46, down from 53 in 2008. The number of riders sustaining incapacitating or visible injuries was 829.

Not wearing a helmet remains a primary factor in the number of motorcycle deaths and injuries. All of the 46 motorcyclists killed in New Mexico in 2009 were *not* wearing a helmet. Eighty-eight percent of riders sustaining incapacitating or visible injuries were *not* wearing a helmet. The current helmet law applies only to persons under the age of 18.

In New Mexico, motorcyclists are predominantly male, and those most often involved in a motorcycle crash are males aged 20-29 (24.7%). Seventeen percent of motorcyclists in crashes were males aged 40-49.

In 2009, the most common crash classes for motorcycle crashes were involvement with another vehicle (50.8%), other non-collision (15.7%), overturns (14.8%) and hitting a fixed object (10.8%).

In 2009, only about 7 percent of motorcycle crashes were motorcyclist alcohol-involved, but 33 percent of *fatal crashes* were alcohol-involved.

Performance Measures

- 1) Reduce the number of motorcyclist fatalities at 40 from 2009 to 38 in 2012. (C-8; Final FARS Data)
- 2) Reduce the number of un-helmeted motorcyclist fatalities from 39 in 2009 to 37 in 2012. (C-9; Final 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 Safety Information and Education

\$100,000/ 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 Safety Training Program (Share the Ride Program) by providing increased training, education, public awareness and training materials. Funds will also be used for motorcycle safety media messages. ***This project is part of the qualifying criteria for the Section 2010 Motorcycle Programs grant application.***

MC-03 Motorcycle Safety Equipment

\$100,000 / 2010

Monitored by David Lapington

Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 12, Young Driver Crashes
Funds used to purchase up to 15 motorcycles and three storage units for the New Mexico Motorcycle Safety Program. The motorcycles and the storage units are part of improving the quality of the overall training program and will replace outdated and unsafe motorcycles utilizing a replacement schedule.

State Funds

MC-01 Motorcycle Safety Training Program (MC)

\$139,000/ Fund 8

Monitored by David Lapington

Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 12, Young Driver Crashes
Funds to administer a quality motorcycle safety training program through a contract with the Motorcycle Safety Foundation.

Motorcycle Safety: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
MC-02	Motorcycle Safety Information and Education	100,000	2010
MC-03	Motorcycle Safety Equipment	100,000	2010
Total NHTSA Funds		200,000	

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/ bicyclist safety, motorcyclist safety and driver education. Media and public information efforts have been very effective, particularly in areas such as impaired driving, occupant protection, and pedestrian/ bicyclist safety. NMDOT will seek to develop media messages and public information to positively impact the incidence of speeding 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 behavior or to increase 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 are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the NMDOT works with county DWI prevention and safety coalitions to distribute collateral materials to supplement paid media messages.

NMDOT contracts with a marketing firm to conduct media placement and media monitoring of Superblitz, National campaigns and sustained enforcement media activities. This contract is essential with year-round messaging occurring on DWI, occupant protection, motorcycle safety, distracted driving and underage drinking prevention. This contractor assists in marketing the NMDOT's traffic safety messages through promotions and events involving the broadcast media. They prepare regular reports on traffic safety commercials aired on the stations under contract with NMDOT.

Assessment and Tracking of Paid Media

164 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, occupant protection, motorcycle safety, distracted driving and underage drinking prevention 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 Navajo and tribal member fatalities and injuries through media and public information.

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

Media and Marketing Project Descriptions and Budget Amounts

Federal Funds

AL-16 DWI Creative Design and Production (Media)

\$500,000/ 164AL

Monitored by Michael Sandoval

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

Funds the costs to produce television, radio and other messages related to DWI/ Impaired driving enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong DWI enforcement and deterrence messages targeting the high-risk populations including Hispanics and American Indians. ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-17 DWI Media Placement (Media)

\$1,200,000/ 164PM

Monitored by Michael Sandoval

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

Funds paid media during the DWI Superblitz Mobilizations conducted throughout the year and the NHTSA National Crackdown. Funds individual television and radio stations to air strategically placed DWI messages statewide during non-Superblitz Mobilization periods. Funds 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. ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-18 DWI Media Placement Management

\$230,000/ 164AL

Monitored by Michael Sandoval

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

Funds a contractor to facilitate development of media contracts and review invoices prior to having TSD 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 TSD receives the alcohol/ DWI-related ad placement as outlined in relevant media contract specifications. ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

OP-05 Click It or Ticket Paid Media

\$100,000/ 405

Monitored by Michael Sandoval

Aligns with 2010 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education

Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the national Click it or Ticket Campaign.

State Funds

DPE-01 UAD Prevention Creative Design & Production (AL)

\$100,000/ Fund 10

Monitored by Michael Sandoval

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

Funds 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. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.

EE-02 General Creative and Production (Media)**\$200,000/ E&E***Monitored by Michael Sandoval**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. Funds the costs to create and produce television, radio and other messages related to traffic safety issues.

EE-03 General Paid Media (Media)**\$350,000/ E&E***Monitored by Michael Sandoval**Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education*

Funds paid media during a major summer traffic safety effort. This will include messages that pertain to increasing seat belt use, child restraint use, speeding and distracted driving.

Media & Marketing: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
AL-16	DWI Creative Design and Production Media	500,000	164AL
AL-18	DWI Media Placement Management	230,000	164AL
164AL Total		730,000	
AL-17	DWI Media Placement	1,200,000	164PM
164PM Total		1,200,000	
OP-05	Click It or Ticket Paid Media	100,000	405
405 Total		100,000	
Total NHTSA Funds		2,030,000	

Driver Education and Safety Program Area

Overview

The Traffic Safety Division strives to influence the behavior of drivers on New Mexico's roadways through information dissemination and educational efforts. TSD produces a quarterly Traffic Safety newsletter that is distributed to traffic safety advocates, partner agencies, the State legislators and the interested public. TSD 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. Media activities, public information and educational campaigns, primarily focused on occupant protection and DWI, coincide with National and local events and enforcement operations. Additional public awareness and educational activities are developed for pedestrian, safety corridor, speeding, distracted driving and other selective traffic enforcement programs.

Along with overall efforts to educate New Mexicans about safe driving behaviors, the TSD has statutory responsibility to approve and certify training programs that provide traffic safety 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 TSD has statutory responsibility to develop rules to provide minimum and uniform standards for the issuance, renewal and revocation of driving school licenses and instructor certificates, and to establish requirements for the operation of driving schools. TSD is responsible for assuring that all driving schools complete certification training and use TSD-approved curriculum. The Novice 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.

In 2011, the State Legislature passed a bill that adds 30 days of driving with a permit or provisional license for each traffic violation incurred before a person under age 18 can receive a driver's license (includes seatbelt, cell phone and alcohol infractions).

Programs

Driver Education Schools

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 school that includes a DWI prevention and education program approved by the TSD, or offered by a public school. Driver Education schools and public schools providing such education must be licensed by the TSD. The 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 schools start the GDL 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 Classes

The TSD 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.

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

Driving Safety Schools

The TSD is responsible for certifying and approving Driving Safety 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 TSD-approved driving safety course.

DWI Schools

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

TSD 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 school. In 2010, the results from anonymous student evaluations were as follows:

- ❖ 88% rated the program as good or excellent
- ❖ 74% 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
- ❖ 97% felt the program helped them make a change in their behavior
- ❖ 88% felt the program helped them make a change in their drinking and driving behavior

Number of Individuals Trained 2010

PROGRAM	NUMBER OF STUDENTS
Novice Driver Education	8,520
DWI Awareness	16,325
Driver Safety/ Defensive Driving	10,266
DWI School	6,217

Problem ID

Data from NM's 2009 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/distracted. 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, excessive speed, failure to yield, improper turn, alcohol-involved and disregard traffic control.

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 2009, teens 15-19 had the highest crash involvement rate of all drivers, followed by young adults aged 20-24. Male teenagers died in crashes almost 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. Sixty-eight percent of all teen crash deaths involved alcohol. All individuals under age 18 seeking to obtain their first New Mexico driver's license go through the Graduated Driver's License system and must successfully complete a driver education school that includes DWI prevention and education.

Drivers ages 20-24 accounted for 14 percent of all drivers in crashes, even though they comprise only nine percent of licensed drivers. In 2009, young adult males died in crashes more than three times as often as young adult females. Fifty-nine percent of crash deaths among young adults involved alcohol. All first-time licensees in New Mexico between the ages of 18 and 24 are required to take a DWI Awareness Class.

Of New Mexico's 13,487 DWI convictions in 2009, 60 percent were first-time DWI convictions. In New Mexico, all first-time DWI convicted offenders are required to attend DWI School.

Of the approximately 266,501 traffic conviction violations recorded in 2009,* 48 percent were for speeding. Another 24 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 Driving Safety 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) providing funds for the Safer Injury Prevention Resource Center to produce and distribute brochures, posters and promotional items on driver education, DWI prevention and motorcycle safety; and
- b) 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 TSD by:

- a) continuing to monitor Driver Education, Driving Safety and DWI schools to ensure that course instruction complies with TSD regulations;
- b) contracting with UNM/ 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 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 seat belt use.

Driver Education Project Descriptions and Budget Amounts

Federal Funds

DE-01 Partner Information and Training

\$25,000/ 402

Monitored by Michael Sandoval

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

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

DE-02 Research and Material Development

\$50,000/ 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 TSD and update materials as needed.

DE-03 Traffic Safety Information Clearinghouse

\$130,000/ 402

Monitored by David Lapington

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

Provides for 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.

Additional funds:

AL-26 164AL Federal funds \$200,000

OP-03 402 Federal funds \$140,000

Total funding for this project = \$470,000

DE-04 Traffic Safety Resource Prosecutor

\$50,000/ 402

Monitored by Robert Archuleta

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

Funds 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.

Additional funds:

AL-24 164AL Federal funds \$66,500

Total funding for this project = \$116,500

DE-05 TSD Employee Out-of-State Travel

\$35,000/ 402

Monitored by Michael Sandoval

Funds for TSD and other DOT employees to attend out-of-state training or seminars.

DE-06 Non-Commercial Sustaining Announcements/ Media Training

\$125,000/ 402

Monitored by Juliet Armijo

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

Provides 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-07 Traffic Safety Awareness Survey**\$50,000/ 402**

Monitored by Michael Sandoval

This is part of the GHSA/NHTSA agreement for there to be a survey conducted every year, nationwide, with standard questions.

Funds the execution of an attitude survey to be conducted in accordance with the NHTSA/GHSA agreement.

State Funds**DI-01 State-Mandated Programs (DE)****\$285,000/ 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 TSD State-mandated programs. Fund a School licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary.

Additional funds:

RF-04 State Road fund \$365,000

Total funding for this project = \$650,000**DI-02 DWI School Curriculum****\$65,000/ Fund 9**

Monitored by Franklin Garcia

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

Provides standardized curriculum for the State-mandated DWI Education Program.

RF-04 State-Mandated Programs – UNM DCE (DE)**\$365,000/ RF**

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 TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Division policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary.

Additional funds:

DI-01 State Fund 9 \$285,000

Total funding for this project = \$650,000**Driver Education: NHTSA Federal Budget Summary**

Project Number	Project Title	Budget Amt	Budget Source
DE-01	Partner Information and Training	25,000	402
DE-02	Research and Material Development	50,000	402
DE-03	Traffic Safety Information Clearinghouse	130,000	402
DE-04	Traffic Safety Resource Prosecutor	50,000	402
DE-05	Out-of-State Travel - TSD Employees	35,000	402
DE-06	NCSAs - Media Training	125,000	402
DE-07	Traffic Safety Awareness Survey	50,000	402
402 Total		465,000	
Total NHTSA Funds		465,000	

FY2012 PROJECT DESCRIPTIONS

NHTSA FEDERAL FUNDS

AL-01 FTE Law Enforcement Officers

\$650,000/ 164AL

Monitored by Robert Archuleta

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

Funds 10 full-time county or city law enforcement officers focused exclusively on DWI enforcement in three high-risk counties including San Juan (including Farmington PD), McKinley, and Rio Arriba. 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.

NMDOT/ TSD 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 law enforcement agencies will work to develop plans to provide ongoing support of these positions, as warranted.

AL-02 Operation DWI

\$1,860,000/ 164AL & \$500,000/ 410

Monitored by Robert Archuleta

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

Funds overtime enforcement and alcohol countermeasure equipment for the Operation DWI checkpoint and DWI saturation patrol program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 60 agencies statewide (minimum 85% of the State's population). ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-03 Expanded DWI Enforcement - State Police

\$300,000/ 164AL

Monitored by Mike Quintana

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

Provides funds to the State Police for expanded enforcement efforts, including overtime for DWI saturation patrols, DWI court appearances and for specialized equipment to assist with DWI arrests. This project does not fund non-alcohol/ impaired driving activities and equipment such as radar.

AL-04 DWI 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

Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints, saturation patrols and overtime 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 TSD on this project.

AL-05 Alcohol Compliance Enforcement and Warrant Roundups

\$120,000/164AL

Monitored by Robert Archuleta

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

Provides funds to the NM Department of Public Safety for Special Investigations Division to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order.

Provides funds to the NM Department of Public Safety-Special Investigations Division to conduct compliance checks at establishments serving or selling alcohol and to conduct underage enforcement sting operations. The Special Investigations Division will focus on enforcing New Mexico's fourth-degree

felony law against providing or purchasing alcohol for minors. In New Mexico, on a third offense of sale of liquor to a minor, the liquor establishment is fined \$10,000, and the liquor license is revoked.

AL-07 Liquor Control Act Compliance

\$90,000/ 164AL

Monitored by Dave Lapington

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

Funds one FTE with the Regulation and Licensing Department to assist with processing Liquor Control Act citations issued for serving to intoxicated persons and serving or selling to minors. In FY11, the Regulation and Licensing Department issued over 600 citations to licensees and over 350 to servers. Data on the citations is provided to TSD.

AL-08 DWI/ Drug Courts - AOC

\$300,000/ 410

Monitored by Robert Archuleta

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

Provides funds to assist New Mexico courts to maintain their DWI-specific Drug Courts, to include: support for DWI/ Drug Court Coordinator(s), part- time staff, travel and related costs, drug testing kits and drug confirmation tests. **This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.**

AL-09 Supervised Probation Expansion – Metro Court

\$100,000/ 164AL

Monitored by Franklin Garcia

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

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

AL-10 #DWI/ Drunkbusters Hotline - APD

\$75,000/ 164AL

Monitored by Cindy Abeyta

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

Provides overtime enforcement patrol funding to the Albuquerque Police Department (APD) 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 Drunkbusters Hotline calls.

AL-11 Vehicle Seizure Expansion – City of Santa Fe

\$150,000/ 164AL

Monitored by Robert Archuleta

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

Provides seed money to fund a prosecutor and a paralegal at the City of Santa Fe to focus on DWI vehicle seizure cases. This funding is to assist with the implementation of the new vehicle seizure ordinance. It is expected that by next year, this funding will be reduce and/or eliminated and the program will be self-supporting. .

AL-12 DWI Batmobile

\$125,000/ 410

Monitored by Mike Quintana

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

Provides funding to the Department of Public Safety toward the purchase of a DWI Batmobile to assist with DWI enforcement operations. DPS will provide at least 50% of the funding as the total estimated amount is \$275K.

AL-16 DWI Creative Design and Production (Media)

\$500,000/ 164AL

Monitored by Michael Sandoval

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

Funds the costs to produce television, radio and other messages related to DWI/ Impaired driving enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong DWI enforcement and deterrence messages targeting the high-risk populations including Hispanics and American Indians. ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-17 DWI Media Placement (Media)

\$1,200,000/ 164PM

Monitored by Michael Sandoval

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

Funds paid media during the DWI Superblitz Mobilizations conducted throughout the year and the NHTSA National DWI Crackdown. Funds individual television and radio stations to air strategically placed DWI messages statewide during non-Superblitz Mobilization periods. Funds 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. ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-18 DWI Media Placement Management

\$230,000/ 164AL

Monitored by Michael Sandoval

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

Funds a contractor to facilitate development of media contracts and review invoices prior to having TSD 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 TSD receives the alcohol/ DWI-related ad placement as outlined in relevant media contract specifications. ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-21 Training on BAC Testing – Scientific Labs Division

\$75,000/ 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 Department of Health - Scientific Labs Division (SLD) to provide IR 8000 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. In addition, they produce data on surviving drivers in alcohol/ impaired driving crashes and bi-weekly BAC reports on all fatal accidents. ***This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.***

AL-22 Judiciary Coordination

\$200,000/ 164AL

Monitored by Robert Archuleta

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

This project will go through the formal Request for Proposal process. The Department is looking for deliverables aimed at working with the Judiciary to improve court processes at it relates to minimum mandatory sanctions, ignition interlock, and other sentencing guidelines. This also includes improving processes to aid law enforcement and district attorneys in the prosecution of DWI related cases.

AL-23 Drug Recognition Expert Training

\$85,000/ 410

Monitored by Cindy Abeyta

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

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

AL-24 Traffic Safety Resource Prosecutor

\$66,500/ 164AL

Monitored by Robert Archuleta

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

Funds 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.

This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.

Additional funds:

DE-04 402 Federal funds \$50,000

Total funding for this project = \$116,500

AL-25 Statewide DWI Enforcement Training

\$270,000/ 164AL

Monitored by Franklin Garcia

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

Provides DWI information, coordination and training to law enforcement involved in DWI-related police traffic services. Provides 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-26 Traffic Safety Information Clearinghouse

\$200,000/ 164AL

Monitored by David Lapington

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

Provides Traffic Safety information clearinghouse services statewide. Distributes traffic safety materials to support programs. Staffs 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. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project.

Additional funds:

DE-03 402 Federal funds \$130,000

OP-03 402 Federal funds \$140,000

Total funding for this project = \$470,000

AL-27 DWI Prosecution Training

\$90,000/ 164AL

Monitored by Robert Archuleta

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

Provides funding to train third year law students on how to properly and efficiently prosecute DWI cases. As DWI cases become increasing complex, it is important to provide training as early as possible. This overall training program will become institutionalized within the University of New Mexico law school within two years and future funding from the Department will not be necessary.

AL-30 Ignition Interlock Database Fund

\$98,000/ 164AL

Monitored by Cora Herrera

Provides application implementation and integration services for the New Mexico Ignition Interlock Fund program. The funding will allow for the development of a web-based application to facilitate payment and reimbursement processing. Database development will allow for automation of the indigent determinations and migration of existing indigent fund data into the database. Database will provide automatic validation of interlock services of claims against information received from interlock providers.

AL-31 Law Enforcement Electronic Reporting

\$50,000/ 164AL

Monitored by Robert Archuleta

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 Division.

AL-32 Ignition Interlock Data Collection Project

\$50,000/ 164AL

Monitored by Jolyn Sanchez

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Provides for the necessary programming for the web application to accept automated data submissions from all manufacturers to be integrated into the Ignition Interlock Data Analysis Project (IIDA) database. This would allow TSD stakeholders and customers the ability to monitor ignition interlock offender compliance with court-ordered and administrative-ordered installation of an ignition interlock device in vehicles and would enable statistical analysis on the data. The project is to be implemented with procedures, staffing and resources that ensure stable continuous operation. This is not a State-mandated project.

AL-35 Impaired Driving Program Management - FTEs

\$250,000/ 164AL

Monitored by Michael Sandoval

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

Provides program management in the impaired driving program area to coordinate Operation DWI, Superblitzes, and other projects related to impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired-driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets. However, based on the past year, approximately 42% of all time is spent on alcohol related projects. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP (OP-04), PT (PT-03), and PA (PA-01) program areas.

AL-36 Traffic Safety Law Enforcement Coordination

\$240,000/ 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

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project.

Additional funds:

PT-02 402 Federal funds \$260,000

Total funding for this project = \$500,000

AL-37 Ignition Interlock Monitoring Expansion

\$75,000/ 164AL

Monitored by Jolyn Sanchez

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

Funds one contract position for new ignition interlock initiatives designed to provide detailed monitoring of interlock service providers.

DE-01 Partner Information and Training

\$25,000/ 402

Monitored by Michael Sandoval

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

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

DE-02 Research and Material Development

\$50,000/ 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 TSD and update materials as needed.

DE-03 Traffic Safety Information Clearinghouse

\$130,000/ 402

Monitored by David Lapington

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

Provides for 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.

Additional funds:

AL-26 164AL Federal funds \$200,000

OP-03 402 Federal funds \$140,000

Total funding for this project = \$470,000

DE-04 Traffic Safety Resource Prosecutor

\$50,000/ 402

Monitored by Robert Archuleta

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

Funds 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.

Additional funds:

AL-24 164AL Federal funds \$66,500

Total funding for this project = \$116,500

DE-05 TSD Employee Out-of-State Travel

\$35,000/ 402

Monitored by Michael Sandoval

Funds for TSD and other DOT employees to attend out-of-state training or seminars.

DE-06 Non-Commercial Sustaining Announcements/ Media Training

\$125,000/ 402

Monitored by Juliet Armijo

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

Provides 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-07 Traffic Safety Awareness Survey

\$50,000/ 402

Monitored by Michael Sandoval

This is part of the GHSA/NHTSA agreement for there to be a survey conducted every year, nationwide, with standard questions.

Funds the execution of an attitude survey to be conducted in accordance with the NHTSA/GHSA agreement.

- HE-01 TraCS Maintenance and Support (TR)** **\$200,000/ 164HE**
Monitored by Yolanda Duran
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records
 Funds a contract to provide maintenance and support to the law enforcement agencies currently utilizing TraCS. This project will provide assistance to law enforcement agencies with software and hardware issues and provide helpdesk services.
- HE-02 STRS Project Management (TR)** **\$200,000/ 164HE**
Monitored by Yolanda Duran
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records
 Funds project management services to 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 also includes technical assistance in the development of a new crash collection and analysis system for the Department. **This project is part of the qualifying criteria for the Section 408 Traffic Safety Information System Improvement grant application.**
- HE-03 TraCS Training (TR)** **\$150,000/ 164HE**
Monitored by Yolanda Duran
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records
 This project funds training to law enforcement officers in how to use TraCS and to support the transition from TraCS V7.3 to V10 and the use of the corresponding location tool.
- HE-04 Distribution Center Pilot Project -AOC (TR)** **\$200,000/ 164HE**
Monitored by Yolanda Duran
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records
 Provides funds for a data exchange pilot project between the Dona Ana County Sheriff's records management system and the Dona Ana County Magistrate Court's Odyssey (court records management) system. This is a proof of concept project for one form, the uniform traffic citation.
- HE-05 Distribution Center Full Development (TR)** **\$500,000/ 164HE**
Monitored by Yolanda Duran
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records
 This includes funding for full development of the Distribution Center/Central Repository for data integration between law enforcement, the courts, MVD and the State Highway Engineering Office and Planning Office. This includes all relevant TraCs forms (currently there are 17 electronic forms).
- HE-06 TraCS Upgrade Statewide (TR)** **\$200,000/ 164HE**
Monitored by Yolanda Duran
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records
 Provides funds to purchase TraCS Version 10 to upgrade software for all current TraCS users. This also includes providing the upgrades to all law enforcement that are currently utilizing TraCs. Other law enforcement agencies may be added as time and resources permit.
- HE-07 Crash System Improvement (TR)** **500,000/ 164HE**
Monitored by Yolanda Duran
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records
 Funds 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.

HE-08 TraCS Equipment

\$200,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds law enforcement and other partnering agencies with necessary equipment to implement TraCs. Prior to the purchase of any equipment, the Department will seek written approval from NHTSA for each piece of equipment and its intended use.

HE-09 EMS Data Quality Improvements (TR)

\$65,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

In collaboration with the New Mexico EMS Bureau, evaluate the current status of the NM EMSTARS data collection system and the timeliness of the data entry into the system. Develop mechanisms to improve the quality, timeliness, accuracy, completeness and consistency of the data. Develop a plan to exchange the EMS Motor Vehicle Crash data, trauma and hospital discharge data with the NMDOT crash data, per NHSTA recommendations.

HE-10 Traffic Safety IT Program Management-FTE

\$35,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds to provide IT Support 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.

Additional Funds:

TR-02 408 Federal funds \$50,000

Total funding for this project - \$85,000

HE-11 Electronic Traffic Safety Data Transfer (Pilot)

\$20,000/ 164HE

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a web-based pilot project system, including the software and hardware, which will allow the automated data transfer between law enforcement agencies, Administrative Office of the Courts, and the Department of Transportation, utilizing the TraCs software system.

MC-02 Motorcycle Safety Information and Education

\$100,000/ 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 Safety Training Program (Share the Ride Program) by providing increased training, education, public awareness and training materials. Funds will also be used for motorcycle safety media messages. **This project is part of the qualifying criteria for the Section 2010 Motorcycle Programs grant application.**

MC-03 Motorcycle Safety Equipment

\$100,000/ 2010

Monitored by David Lapington

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

Funds used to purchase up to 15 motorcycles and three storage units for the New Mexico Motorcycle Safety Program. The motorcycles and the storage units are part of improving the quality of the overall training program and will replace outdated and unsafe motorcycles utilizing a replacement schedule.

- OP-01 Seat Belt Observation and Protocol/ Child Protection Survey** **\$125,000/405**
Monitored by David Lapington
Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection
 Conduct statewide pre-and post-seat belt observation surveys prior to and 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 FY12, TSD will conduct an occupant protection for children survey. TSD will follow NHTSA guidelines in conducting this survey.
- OP-02 Child Restraint Program** **\$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.
Additional funds:
 RF-05 State Road funds \$140,000
Total funding for this project = \$380,000
- OP-03 Child Restraint Clearinghouse** **\$140,000/ 402**
Monitored by David Lapington
Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection
 Provides funds to purchase and distribute child safety seats and booster seats throughout the State to enhance child passenger use efforts.
- OP-04 Occupant Protection Program Management - FTEs** **\$150,000/ 402**
Monitored by Michael Sandoval
Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection
 Provides 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 2012 NM Seat Belt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets. However, based on the past year, approximately 30% of all time is spent on Occupant Protection related projects. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the PT (PT-03), AL (AL-35), and PA (PA-01) program areas.
- OP-05 Click It or Ticket Paid Media** **\$100,000/ 405**
Monitored by Michael Sandoval
Aligns with 2010 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education
 Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the national Click it or Ticket Campaign.
- PA-01 Financial Management - FTE** **\$100,000/ 402**
Monitored by Michael Sandoval
 Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all function related to manage the NHTSA funding through the Grant Tracking System (GTS).

PA-02 HSPP, Grant and Technical Writing Services

\$60,000/ 402

Monitored by Michael Sandoval

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

Additional funds:

EE-04 State funds \$30,000

Total funding for this project = \$90,000

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 General Law Enforcement Training

\$90,000/ 402

Monitored by Franklin Garcia

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

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

PT-02 Traffic Safety Law Enforcement Liaisons

\$260,000/ 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

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared.

Additional funds:

AL-36 164AL Federal funds \$240,000

Total funding for this project = \$500,000

PT-03 Police Traffic Services Program Management - FTEs

\$100,000/ 402

Monitored by Michael Sandoval

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 program management in the areas of police traffic services, traffic enforcement and speed, and coordinates a statewide program of training, development and quality assurance for police traffic services. Provides for management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversees law enforcement efforts in speed control, aggressive driving and other traffic enforcement programs. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets. However, based on the past year, approximately 18% of all time is spent on police traffic services related projects. Travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at the same

percentages. Remainder of funding for the six FTEs can be found in the OP (OP-04), AL (AL-35), and PA (PA-01) program areas.

PT-04 100 Days and Nights of Summer Program

200,000/ 402

Monitored by Robert Archuleta

Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety will be the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in a 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seat belt and child restraint enforcement, and to target speeding and distracted driving.

Additional funds:

EE-05 State E&E funds \$200,000

RF-03 State Road funds \$100,000

Total funding for this project = \$500,000

TR-01 Traffic Safety Problem Identification and Information

\$450,000/ 408

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a contract with UNM/ DGR to provide advanced data analysis using data merging techniques to identify problem locations and conditions. This information is disseminated through a series of reports aimed at informing traffic safety partners, leaders and the public. 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 Program Management-FTE

\$50,000/ 408

Monitored by Michael Sandoval

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds to 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.

Additional Funds:

HE-10 164HE Federal funds \$35,000

Total funding for this project - \$85,000

OTHER FEDERAL FUNDS

FHWA – Crash Data Improvement (TR)

\$50,000/ FHWA 163

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a project to improve the timeliness, accuracy, completeness and consistency of New Mexico's motor vehicle crash records (fatals and non-fatals). 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)

\$972,000/ CDWI

Monitored by Robert Archuleta

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

Provides funds 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-01 State-Mandated Programs (DE)

\$285,000/ 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 TSD State-mandated programs. Fund a School licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary.

Additional funds:

RF-04 State Road fund \$365,000

Total funding for this project = \$650,000

DI-02 DWI School Curriculum

\$65,000/ Fund 9

Monitored by Franklin Garcia

Provides standardized curriculum for the State-mandated DWI Education Program.

DPE-01 UAD Prevention Creative Design & Production (AL)

\$100,000/ Fund 10

Monitored by Michael Sandoval

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

Funds 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. 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-02 Alcohol Literacy Challenge (AL)

\$20,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds training for community prevention contractors to deliver the Alcohol Literacy Challenge curriculum to entry-level middle and high school students (grades 6 and 9) - 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/ TSD will contract with a literacy expert and curriculum designer to work with local community prevention contractors.

DPE-03 Social Host Ordinance Awareness (AL)

\$35,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds training for 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 community readiness will be important for this project. 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

Funds 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. In FY12, there will be improvements in website responsiveness, the ability to track progress at school district level and 'code of conduct'/ alcohol school policy.

DPE-05 Life of an Athlete- Santa Fe County

\$15,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program more comprehensively in Santa Fe County. 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. In FY12, there will be improvements in website responsiveness, the ability to track progress at school district level and 'code of conduct'/ alcohol school policy.

DPE-06 High Risk Education Program – Boys and Girls Club

\$50,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds the New Mexico Alliance of Boys & Girls Clubs to provide the SMART Choices program for youth ages 9-15 in up to 17 Boys & Girls Club organizations statewide. Each Club would serve between 7 and 35 youth each depending on the size of the organization. The 12 week program to provide SMART Moves services will serve 310 young people. This includes an evaluation and final report.

DPE-07 Community Programs (AL)

\$250,000/ Fund 10

Monitored by Glenn Wieringa

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

Funds community-based agencies to implement programs, practices and policies that postpone the age of first use (i.e., onset) among middle school/pre-teen youth, reduce binge drinking among middle or high school youth and reduce social access to alcohol. Local DWI Planning Councils will be encouraged to apply for these funds.

DPE-08 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

Funds 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. An educational insert is distributed through the State's top ten newspapers.

EE-01 Education and Enforcement Funds to LEAs (PTS)

\$683,000/ E&E

Monitored by Mike Quintana

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 General Creative and Production (Media) \$200,000/ E&E

Monitored by Michael Sandoval

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

EE-03 General Paid Media (Media) \$350,000/ E&E

Monitored by Michael Sandoval

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

Funds 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 distracted driving.

EE-04 HSPP, Grant and Technical Writing Services (P&A) \$30,000/ E&E

Monitored by Michael Sandoval

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.

EE-05 100 Days and Nights of Summer \$200,000/ E&E

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

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety is the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seat belt and child restraint enforcement, and to target speeding and distracted driving.

Additional funds:

RF-03 State Road funds \$100,000

PT-04 402 Federal funds \$200,000

Total funding for this project = \$500,000

II-01 Ignition Interlock Indigent Fund \$1,200,000/ Fund 54

Monitored by Cora Herrera

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

A fund to reimburse interlock service providers for services provided, pursuant to State statute 66-8-102 NMSA 1978. Recurring revenues are statutorily generated and deposited into the fund through fees collected by MVD from non-indigent drivers for every year interlocked and from a portion of the local liquor excise tax.

II-02 Ignition Interlock Indigent Fund FTE \$60,000/ IIF

Monitored by Cora Herrera

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

Funds one FTE to administer the ignition interlock fund program. The Department by State statute can use up to 10% of the fund (approximately \$100K) for the overall administration.

II-03 Ignition Interlock Indigent Fund Contractual

\$40,000/ IIF

Monitored by Cora Herrera

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

Funds additional administrative staff as needed to support the administration of the ignition interlock fund.

MC-01 Motorcycle Safety Training Program (MC)

\$139,000 Fund 8

Monitored by David Lapington

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

Funds to administer a quality motorcycle safety training program through a contract with the Motorcycle Safety Foundation.

RF-01 OBD Enforcement (OP)

\$400,000/ RF

Monitored by David Lapington

Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection

Funds 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-02 Selective Traffic Enforcement Program (STEP)

\$220,000/ RF

Monitored by Mike Quintana

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, distracted 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-03 100 Days and Nights of Summer Program (AL)

\$100,000/ RF

Monitored by Robert Archuleta

Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety is the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seat belt and child restraint enforcement, and to target speeding and distracted driving.

Additional funds:

EE-05 State E&E funds \$200,000

PT-04 402 Federal funds \$200,000

Total funding for this project = \$500,000

RF-04 State-Mandated Programs – UNM DCE (DE)

\$365,000/ RF

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 TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Division policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary.

Additional funds:

DI-01 State Fund 9 \$285,000

Total funding for this project = \$650,000

RF-05 Child Restraint Program (OP)

\$140,000/ RF

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.

Additional funds:

OP-02 402 Federal funds \$240,000

Total funding for this project = \$380,000

RF-06 Traffic Records State Match

\$100,000/ RF

Monitored by Yolanda Duran

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, and conducting Traffic Records assessments.

RF-07 Crash Data Entry (TR)

\$110,000/ RF

Monitored by Yolanda Duran

Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records

Funds a contract for entering crash report information into a database for further processing.

ACRONYMS

<p>AAA – American Automobile Association ARCS – Accident Records Capture System</p> <p>BAC - Blood/ Breath alcohol content</p> <p>CDWI - Community DWI Program (TSD) CIPRE – Center for Injury Prevention, Research, and Education COSAP - Campus Office of Substance Abuse Prevention (University of NM) CTSP – Comprehensive Transportation Safety Plan CYFD – Children, Youth, and Families Department</p> <p>DC – Data Center (STRS) DGR - Division of Government Research (University of NM) DRE – Drug recognition education DWI - Driving while intoxicated</p> <p>EMS - Emergency Medical Services</p> <p>FARS – Fatality Analysis Reporting System FHWA - Federal Highway Administration FMCSA – Federal Motor Carrier Safety Association FTE – Full-time equivalent</p> <p>GDL – Graduated driver’s license</p> <p>HSPP - Highway Safety & Performance Plan</p> <p>IIDA – Ignition Interlock Data Analysis</p> <p>JEC - Judicial Education Center LEL - Law Enforcement Liaison</p> <p>MVD - Motor Vehicle Division</p>	<p>NHTSA - National Highway Traffic Safety Administration NM - New Mexico NMDOH - New Mexico Department of Health NMDOT - New Mexico Department of Transportation</p> <p>OBD - Operation Buckle Down ODWI - Operation DWI OP – Occupant protection</p> <p>PMs - Program managers (at TSD)</p> <p>RMS – Records Management System</p> <p>SAFETEA-LU – Safe. Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users - authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 SFST - Standard field sobriety testing STEP - Selective Traffic Enforcement Program STRCC - Statewide Traffic Records Coordinating Committee STREOC - Statewide Traffic Records Oversight Committee STRS - Statewide Traffic Records System</p> <p>TraCS - Traffic and Criminal Software TSD - Traffic Safety Division (NMDOT) TSRP – Traffic Safety Resource Prosecutor</p> <p>UAD – Underage Drinking UCRs – Uniform Crash Reports UNM - University of New Mexico</p> <p>WAG - Walkability Advocacy Group (community-based)</p>
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STATE CERTIFICATIONS AND ASSURANCES

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.**

(23 USC 402 (b)(1)(E));

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(l)).

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 (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov 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 OMB guidance.

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

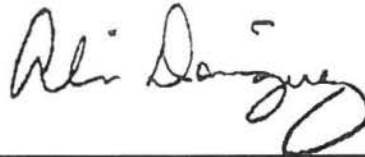
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (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).



Governor's Representative for Highway Safety

New Mexico
State or Commonwealth

2012
For Fiscal Year

9-1-11
Date

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

State: New Mexico

Highway Safety Plan Cost Summary

Page: 1

2012-HSP-1

Report Date: 10/17/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-PA-01-00	Financial Management - FTE	\$.00	\$100,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	PA-2012-PA-02-00	HSPP, Grant and Technical Writing Servic	\$.00	\$60,000.00	\$.00	\$60,000.00	\$60,000.00	\$.00
	Planning and Administration Total		\$.00	\$160,000.00	\$.00	\$160,000.00	\$160,000.00	\$.00
Occupant Protection								
	OP-2012-OP-02-00	Child Restraint Program Also see RF-05	\$.00	\$48,000.00	\$.00	\$240,000.00	\$240,000.00	\$240,000.00
	OP-2012-OP-03-00	Traffic Safety Info Clearinghouse Also s	\$.00	\$28,000.00	\$.00	\$140,000.00	\$140,000.00	\$.00
	OP-2012-OP-04-00	Occupant Protection Program Management-F	\$.00	\$30,000.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	Occupant Protection Total		\$.00	\$106,000.00	\$.00	\$530,000.00	\$530,000.00	\$240,000.00
Pedestrian/Bicycle Safety								
	PS-2012-PS-01-00	Pedestrian Safety	\$.00	\$30,000.00	\$.00	\$150,000.00	\$150,000.00	\$150,000.00
	Pedestrian/Bicycle Safety Total		\$.00	\$30,000.00	\$.00	\$150,000.00	\$150,000.00	\$150,000.00
Police Traffic Services								
	PT-2012-PT-01-00	General Law Enforcement Training	\$.00	\$18,000.00	\$.00	\$90,000.00	\$90,000.00	\$.00
	PT-2012-PT-02-00	Traffic Safety Law Enforcement Coordinat	\$.00	\$52,000.00	\$.00	\$260,000.00	\$260,000.00	\$200,000.00
	PT-2012-PT-03-00	Police Traffic Services Program Manageme	\$.00	\$20,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	PT-2012-PT-04-00	100 Days and Nights of Summer Program Al	\$.00	\$40,000.00	\$.00	\$200,000.00	\$200,000.00	\$200,000.00
	Police Traffic Services Total		\$.00	\$130,000.00	\$.00	\$650,000.00	\$650,000.00	\$400,000.00
Driver Education								
	DE-2012-DE-01-00	Partner Information and Training	\$.00	\$5,000.00	\$.00	\$25,000.00	\$25,000.00	\$.00
	DE-2012-DE-02-00	Research and Material Development	\$.00	\$10,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	DE-2012-DE-03-00	Traffic Safety Info Clearinghouse Also s	\$.00	\$26,000.00	\$.00	\$130,000.00	\$130,000.00	\$.00

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

State: New Mexico

Highway Safety Plan Cost Summary

Page: 2

2012-HSP-1
For Approval

Report Date: 10/17/2011

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	DE-2012-DE-04-00	Traffic Safety Resource Prosecutor Also	\$.00	\$10,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	DE-2012-DE-05-00	TSD Employee Out-of-State Travel	\$.00	\$7,000.00	\$.00	\$35,000.00	\$35,000.00	\$.00
	DE-2012-DE-06-00	Non-Commercial Sustaining Announcements/	\$.00	\$25,000.00	\$.00	\$125,000.00	\$125,000.00	\$.00
	DE-2012-DE-07-00	Traffic Safety Awareness Safety	\$.00	\$10,000.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	Driver Education Total		\$.00	\$93,000.00	\$.00	\$465,000.00	\$465,000.00	\$.00
	NHTSA 402 Total		\$.00	\$519,000.00	\$.00	\$1,955,000.00	\$1,955,000.00	\$790,000.00
405 OP SAFETEA-LU								
	K2-2012-OP-01-00	Seat Belt Observation and Protocol/Child	\$.00	\$375,000.00	\$.00	\$125,000.00	\$125,000.00	\$.00
	405 Occupant Protection Total		\$.00	\$375,000.00	\$.00	\$125,000.00	\$125,000.00	\$.00
405 Paid Media								
	K2PM-2012-OP-05-00	Click It or Ticket Paid Media	\$.00	\$300,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	405 Paid Media Total		\$.00	\$300,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	405 OP SAFETEA-LU Total		\$.00	\$675,000.00	\$.00	\$225,000.00	\$225,000.00	\$.00
408 Data Program SAFETEA-LU								
	K9-2012-TR-01-00	Traffic Safety Problem Identification an	\$.00	\$112,500.00	\$.00	\$450,000.00	\$450,000.00	\$.00
	K9-2012-TR-02-00	Traffic Safety IT Program Management-FTE	\$.00	\$12,500.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	408 Data Program Incentive Total		\$.00	\$125,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$125,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2012-AL-02-00	Operation DWI Also see Section 164	\$.00	\$1,500,000.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	K8-2012-AL-08-00	DWI/Drug Courts - AOC	\$.00	\$900,000.00	\$.00	\$300,000.00	\$300,000.00	\$.00
	K8-2012-AL-12-00	DWI Batmobile	\$.00	\$375,000.00	\$.00	\$125,000.00	\$125,000.00	\$.00
	K8-2012-AL-21-00	Training on BAC Testing - Scientific Lab	\$.00	\$225,000.00	\$.00	\$75,000.00	\$75,000.00	\$.00
	K8-2012-AL-23-00	Drug Recognition Expert Training	\$.00	\$255,000.00	\$.00	\$85,000.00	\$85,000.00	\$.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

State: New Mexico

2012-HSP-1
For Approval

Page: 3
Report Date: 10/17/2011

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
410 Alcohol SAFETEA-LU Total			\$.00	\$3,255,000.00	\$.00	\$1,085,000.00	\$1,085,000.00	\$.00
2010 Motorcycle Safety								
	K6-2012-MC-02-00	Motorcycle Safety Information and Educat	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	K6-2012-MC-03-00	Motorcycle Safety Equipment	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
2010 Motorcycle Safety Incentive Total			\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
2010 Motorcycle Safety Total			\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
164 Transfer Funds								
	164AL-2012-AL-01-00	FTE Law Enforcement Officers	\$.00	\$.00	\$.00	\$650,000.00	\$650,000.00	\$650,000.00
	164AL-2012-AL-02-00	Operation DWI Also see Section 410	\$.00	\$.00	\$.00	\$1,860,000.00	\$1,860,000.00	\$1,860,000.00
	164AL-2012-AL-03-00	Expanded DWI Enforcement - State Police	\$.00	\$.00	\$.00	\$300,000.00	\$300,000.00	\$.00
	164AL-2012-AL-04-00	DWI Task Force McKinley County	\$.00	\$.00	\$.00	\$350,000.00	\$350,000.00	\$350,000.00
	164AL-2012-AL-05-00	Alcohol Compliance Enforcement and Warra	\$.00	\$.00	\$.00	\$120,000.00	\$120,000.00	\$.00
	164AL-2012-AL-07-00	Liquor Control Act Compliance	\$.00	\$.00	\$.00	\$90,000.00	\$90,000.00	\$.00
	164AL-2012-AL-09-00	Supervised Probation Expansion - Metro C	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	164AL-2012-AL-10-00	#DWI/Drunkbusters Hotline - APD	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$.00
	164AL-2012-AL-11-00	Vehicle Seizure Expansion - City of Sant	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$25,800.00
	164AL-2012-AL-16-00	DWI Creative Design and Production (Medi	\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	164AL-2012-AL-18-00	DWI Media Placement Management Qualifyin	\$.00	\$.00	\$.00	\$230,000.00	\$230,000.00	\$.00
	164AL-2012-AL-22-00	Judiciary Coordination	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	164AL-2012-AL-24-00	Traffic Safety Resource Prosecutor Also	\$.00	\$.00	\$.00	\$66,500.00	\$66,500.00	\$.00
	164AL-2012-AL-25-00	Statewide DWI Enforcement Training	\$.00	\$.00	\$.00	\$270,000.00	\$270,000.00	\$.00
	164AL-2012-AL-26-00	Traffic Safety Info Clearinghouse Also s	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	164AL-2012-AL-27-00	DWI Prosecution Training	\$.00	\$.00	\$.00	\$90,000.00	\$90,000.00	\$.00
	164AL-2012-AL-30-00	Ignition Interlock Database Fund	\$.00	\$.00	\$.00	\$98,000.00	\$98,000.00	\$.00

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

State: New Mexico

Highway Safety Plan Cost Summary

Page: 4

2012-HSP-1

Report Date: 10/17/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	164AL-2012-AL-31-00	Enforcement Electronic Reporting	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	164AL-2012-AL-32-00	Ignition Interlock Data Collection Proje	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	164AL-2012-AL-35-00	Impaired Driving Program Management - FT	\$.00	\$.00	\$.00	\$250,000.00	\$250,000.00	\$.00
	164AL-2012-AL-36-00	Traffic Safety Law Enforcement Coordinat	\$.00	\$.00	\$.00	\$240,000.00	\$240,000.00	\$.00
	164AL-2012-AL-37-00	Ignition Interlock Monitoring Expansion	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$.00
	164 Alcohol Total		\$.00	\$.00	\$.00	\$6,014,500.00	\$6,014,500.00	\$2,885,800.00
	164 Paid Media							
	164PM-2012-AL-17-00	DWI Media Placement (Media) Qualifying C	\$.00	\$.00	\$.00	\$1,200,000.00	\$1,200,000.00	\$.00
	164 Paid Media Total		\$.00	\$.00	\$.00	\$1,200,000.00	\$1,200,000.00	\$.00
	164 Hazard Elimination							
	164HE-2012-HE-01-00	TraCS Maintenance and Support (TR)	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	164HE-2012-HE-02-00	STRS Project Management (TR) Qualifying	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	164HE-2012-HE-03-00	TraCS Training (TR)	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	164HE-2012-HE-04-00	Distribution Center Pilot Project - AOC	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	164HE-2012-HE-05-00	Distribution Center Full Development (TR)	\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	164HE-2012-HE-06-00	TraCS Upgrade Statewide (TR)	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	164HE-2012-HE-07-00	Crash System Improvement (TR)	\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
	164HE-2012-HE-08-00	TraCS Equipment	\$.00	\$.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	164HE-2012-HE-09-00	EMS Data Quality Improvements (TR)	\$.00	\$.00	\$.00	\$65,000.00	\$65,000.00	\$.00
	164HE-2012-HE-10-00	Traffic Safety IT Program Management-FTE	\$.00	\$.00	\$.00	\$35,000.00	\$35,000.00	\$.00
	164HE-2012-HE-11-00	Electronic Traffic Safety Data Transfer	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	164 Hazard Elimination Total		\$.00	\$.00	\$.00	\$2,270,000.00	\$2,270,000.00	\$.00
	164 Transfer Funds Total		\$.00	\$.00	\$.00	\$9,484,500.00	\$9,484,500.00	\$2,885,800.00
	NHTSA Total		\$.00	\$4,574,000.00	\$.00	\$13,449,500.00	\$13,449,500.00	\$3,675,800.00

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

State: New Mexico

Highway Safety Plan Cost Summary

Page: 5

2012-HSP-1

Report Date: 10/17/2011

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<i>Total</i>			\$.00	\$4,574,000.00	\$.00	\$13,449,500.00	\$13,449,500.00	\$3,675,800.00