



New Mexico DEPARTMENT OF
TRANSPORTATION

Highway Safety and Performance Plan FY2007



Transportation Programs Division
Traffic Safety Bureau



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INTRODUCTION

New Mexico HSPP Planning Process – Annual Calendar

January

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

February

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

March

- Conduct HSPP monthly planning meeting.
- Program managers present problem identification and current status of each program area.
- Review current federal regulations, certifications, and compliance.
- Project available funding (new and carry forward).

April

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

May

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

June

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

July

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

August

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

September

- Submit final HSPP to NHTSA and FHWA.

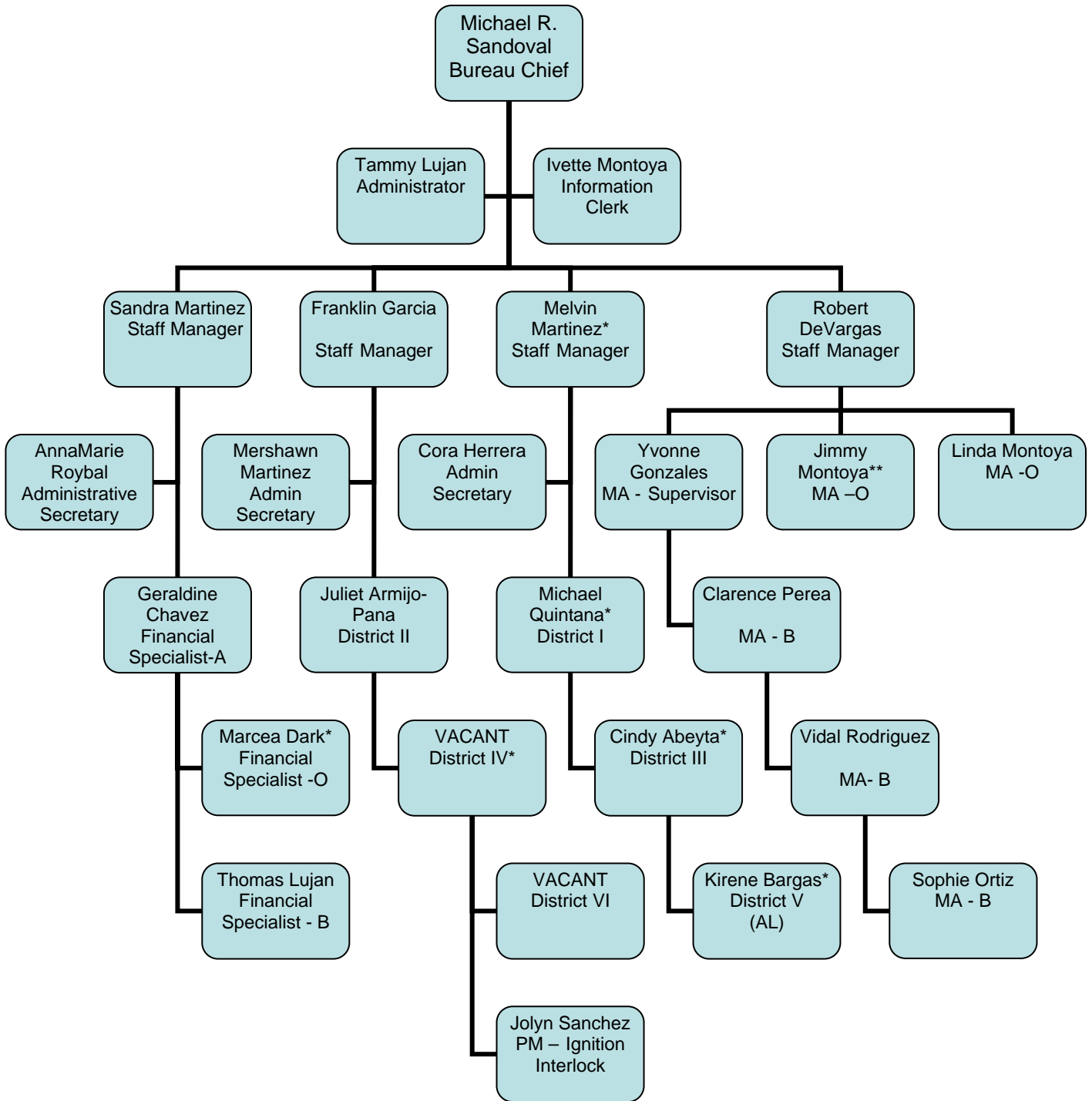
October

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

November - December

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

NMDOT–Traffic Safety Bureau – Programs Division Organizational Chart



* Federally funded positions
**FARS positions

Mission Statement

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

Executive Summary

The Traffic Safety Bureau of the NM Department of Transportation (NMDOT) has primary responsibility for managing programs designed to reduce traffic-related deaths and injuries. The Traffic Safety Bureau (TSB) partners with the National Highway Transportation and Safety Administration (NHTSA) to develop and fund statewide and community-level projects that will have the greatest impact on saving lives and reducing injuries due to traffic crashes. NM's FY06 HSPP overall goal is to reduce the number of traffic-related crashes, fatalities and serious injuries in New Mexico.

Alcohol/ Impaired Driving

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

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

To this end, TSB supports and manages both a statewide DWI enforcement program and community-based enforcement programs involving more than 70 state, city, and county law enforcement agencies. Activities are coordinated with high visibility media and public awareness activities.

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

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

Two of NM's FY07 alcohol/ impaired driving performance measures are to reduce the number of alcohol-related fatalities from 193 (FY05) to 183, and to reduce the alcohol-involved traffic fatality rate from 0.83 per 100M VMT (FY05) to 0.77.

Occupant Protection

New Mexico 's primary safety belt law and its other occupant protection legislation have been instrumental in achieving high use of safety belts and in reducing traffic related deaths and injuries. Some of the most important statutes provide for the following:

- All motor vehicle occupants (in vehicles weighing less than 10,000 pounds) must use a safety belt at all times.
- Children less than one year of age must be in a rear-facing child restraint device in the back seat. If the vehicle is not equipped with a rear seat, the child may ride in the front seat if the passenger side air bag is deactivated, or is not equipped with an airbag on the passenger side.
- Children one to four years of age, weighing less than 40 pounds, must be in a child restraint device that meets federal standards. Children five or six years of age must be in a child restraint device or a booster seat. A child weighing less than 60 pounds must ride in a child restraint device or booster seat, regardless of age.
- Children, ages 7 through 12, must be properly restrained in a child restraint device, booster seat, or safety belt. Children, ages 13 through 17, must ride with a safety belt.

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

TSB works with local community groups and local government agencies to conduct child restraint device and booster seat clinics and to set up permanent fittings stations. In addition, TSB sponsors and supports a variety of outreach activities to promote the use of occupant protection for all ages. In FY07, TSB will work with NHTSA to conduct an Occupant Protection Assessment for Children and a Child OP Survey.

New Mexico's FY07 occupant protection performance measure is to increase overall safety belt use from 89.6% (2006) to 91%.

Pedestrian/ Bicycle Safety

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

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

Two of NM's FY06 pedestrian safety performance objectives are to reduce the pedestrian fatality rate of 3.11 per 100,000 population (FY05) to 2.70, and to reduce the alcohol-involved pedestrian fatality rate of 1.66 per 100,000 population (FY05) to 1.55.

Traffic Records

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

In May 2006, NHTSA and FHWA completed a Traffic Records Assessment for the New Mexico Traffic Safety Bureau (TSB). In FY07, TSB will conduct a workshop with its traffic safety partners from around the state to discuss the findings of the 2006 Assessment and to update the Traffic Records Strategic Plan, integrating the TR recommendations, as feasible.

In FY07, TSB will support projects aimed at the development of its Statewide Traffic Records System to include the following:

- Establishment of a STRS Office.
- Electronic exchange of abstract information between the Administrative Office of the Courts (AOC) and the Motor Vehicle Division (MVD).
- Electronic exchange of traffic citation data between law enforcement and other agencies, and the AOC and MVD.
- Integrating EMS data with the STRS.
- Working with Tribal entities to automate their law enforcement data collection systems and to increase the exchange of law enforcement information.

Police Traffic Services

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

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

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

One of NM's Police Traffic Services FY07 performance measures is to decrease the number of crashes in the combined safety corridor areas by 20%.

Legislative Issues

2006 Highlights

HB122 – Management and distribution of Ignition Interlock fund moved to Traffic Safety Bureau.

UNM Scientific Laboratory Division allotted \$250,000 for Intoxylizers

Mothers Against Drunk Driving received additional funding for their alcohol prevention education program – Protecting You Protecting Me.

The New Mexico State Police received funding to provide for raises for officers, and to assist with retention and recruitment.

Plans for 2007

Two legislative recommendations were developed in the “Crashes Involving Alcohol Impaired Driving Section” of the NMDOT Comprehensive Transportation Safety Plan:

- Make regulatory and statutory changes to reform the administrative license revocation process in New Mexico.
- Continue to explore new public policy options to reduce death and injury due to DWI, and to strengthen existing laws.

Two other items for action have been identified by the Governor’s Office:

- Mandated penalties for tampering with ignition interlock devices.
- Changes to the BAC testing statute with regard to testing results within a certain time period of arrest.

PERFORMANCE PLAN

Problem Identification Process

From January through August, the NMDOT/ TSB program managers (PMs) and the NHTSA South Central representative meet monthly to participate in the HSPP planning and development process.

Prior to the initial meeting NMDOT/ TSB PMs have reviewed the annual crash report and DWI report which provide detailed state, county and city level data and the annual report of safety belt survey results. In addition, NMDOT/ TSB PMs meet throughout the year with traffic safety partners to discuss local and statewide traffic safety issues at meetings, conferences, and workshops. PMs meet with traffic safety advocates and TSB contractors in their districts to stay informed about local issues and to monitor the implementation of projects. Many TSB contractors provide local problem identification data when submitting their proposals for funding. This problem identification data is used by district managers in developing their program sections of the HSPP.

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

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

Information Data Sources

The data presented in the Highway Safety and Performance Plan are based on state fiscal years - July 2004 through June 2005 - and are obtained from a variety of agencies, including these six primary sources:

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

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

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

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

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

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

New Mexico Demographics

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

New Mexico has 63,797 miles of public road (HPMS - 2005), 87 percent of it rural (55,785 miles). In 2005 on NM roadways, there were 2.39 billion vehicle miles of travel, 56 percent of them rural miles (1.33 billion vehicle miles). As of July 2005, NM had 1,322,258 licensed drivers and 1,542,964 registered vehicles.

NM has a 2007 estimated population of 1,979,051. The 2000 Census indicated that the largest racial/ ethnic group was Anglo (45.6%), followed by Hispanics (39.6%). NM's American Indian population is one of the largest percentage-wise in the nation at 10.7 percent. Blacks and Asians make up about 4 percent of the population. In 2000, 37 percent of NM's total population was under age 25. The largest racial/ethnic group with members under age 25 was American Indians (50% < 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 60 percent of the state's population (Bernalillo, Dona Ana, Sandoval, San Juan, and Santa Fe).

There are 12 State Police districts in the State, 33 sheriff's offices, 82 municipal law enforcement agencies, 19 Tribal agencies (including BIA), five university campus agencies, and 3 military.

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

Problem Identification

(State Fiscal Year July 1, 2004 – June 30, 2005)

Total Crashes

- In FY05, 471 persons were killed in traffic crashes in New Mexico, down from 486 in FY04. There were 24 fewer alcohol-related fatalities and 9 more non-alcohol-related fatalities in FY05 than in FY04.
- Although the number of fatal crashes increased from FY04 to FY05, the crash fatality rate decreased in FY05 from 2.10 (FY04) to 1.99.
- The number of serious injuries due to traffic crashes decreased by almost 800 in FY05, compared to FY04 (FY04=9,025; FY05=8,233).
- The number of serious injury crashes decreased by 529 in FY05, compared to FY04 (FY04=6,814; FY05=6,285).
- In FY05, fatalities among women decreased by 18, increasing by 2 in non-alcohol crashes and decreasing by 20 in alcohol-involved crashes. Fatalities among men increased by 3, increasing by 7 in non-alcohol crashes and decreasing by 4 in alcohol-involved crashes.

Alcohol-related Crashes

- Alcohol-related fatalities decreased by almost 10% from 217 in FY04 to 193 in FY05.
- Average BAC levels of those arrested for DWI remained at .16, twice the legal limit.
- Alcohol-involvement is more common during the night (6 p.m. to 6 a.m.), with 64 percent of all alcohol-involved fatalities occurring at night.

Non-Alcohol-related Crashes

- Although the number of non-alcohol related crashes decreased from FY04 to FY05, the number of non-alcohol fatal crashes increased (from 221 to 243).
- The non-alcohol fatal crash rate rose from .95 in FY04 to 1.03 in FY05.
- The non-alcohol injury crash rate decreased from 24.47 in FY04 to 22.92 in FY05.
- Daytime (6 a.m. to 6 p.m.) non-alcohol fatalities increased by 19 in FY05.

Pedestrian Crashes

- The pedestrian fatality rate per 100,000 population rose from 2.93 in FY04 to 3.11 in FY05; pedestrian fatalities increased by 4 persons to 60 in FY05.
- The number of persons killed in alcohol-related pedestrian crashes increased from 31 in FY04 to 32 in FY05, while the number of persons killed in non-alcohol-related pedestrian crashes rose from 25 in FY04 to 28 in FY05. Serious injuries in both categories decreased from FY04 to FY05.

Speed and Failure-to-Yield Crashes

- Speed-involved and failure-to-yield fatal and serious injury crash rate decreased by 12% from FY04 to FY05.

Motorcycle Crashes

- While motorcycle crashes increased from 1041 in FY04 to 1098 in FY05, the numbers of motorcycle fatal crashes and motorcycle riders killed decreased.

Review of Traffic Safety Data – State Fiscal Years 2001 – 2005

FY06 and FY07 projections are based on linear fits to FY99 – FY05 data using the forecast function in Excel that provides a simple regression calculation.

Chart 1. Number of Crash Fatalities

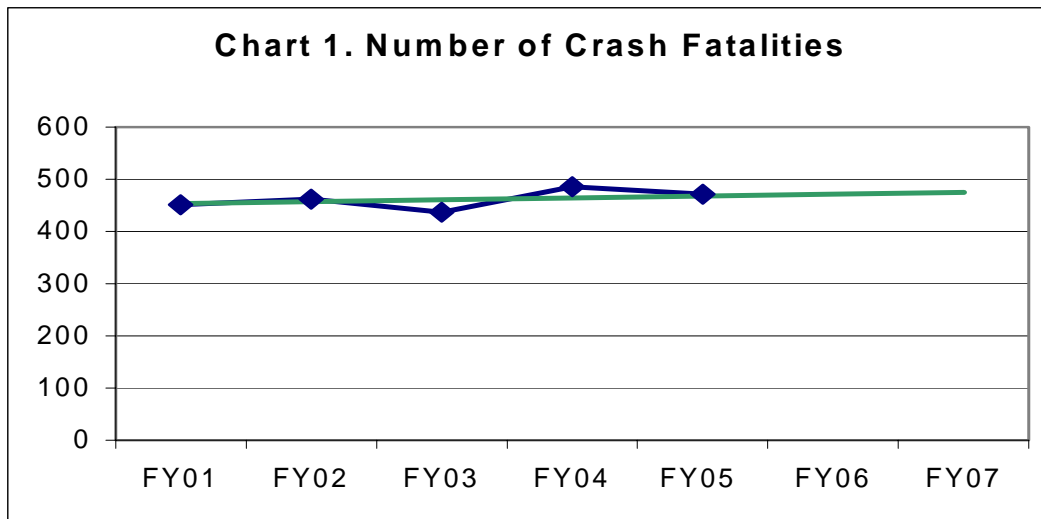


Chart 1 shows that the number of fatalities due to traffic crashes in New Mexico decreased slightly between FY04 and FY05. The number of crash fatalities is projected to increase slightly in FY06 and FY07 from FY05 figures.

Chart 2. Fatality Rate per 100M VMT

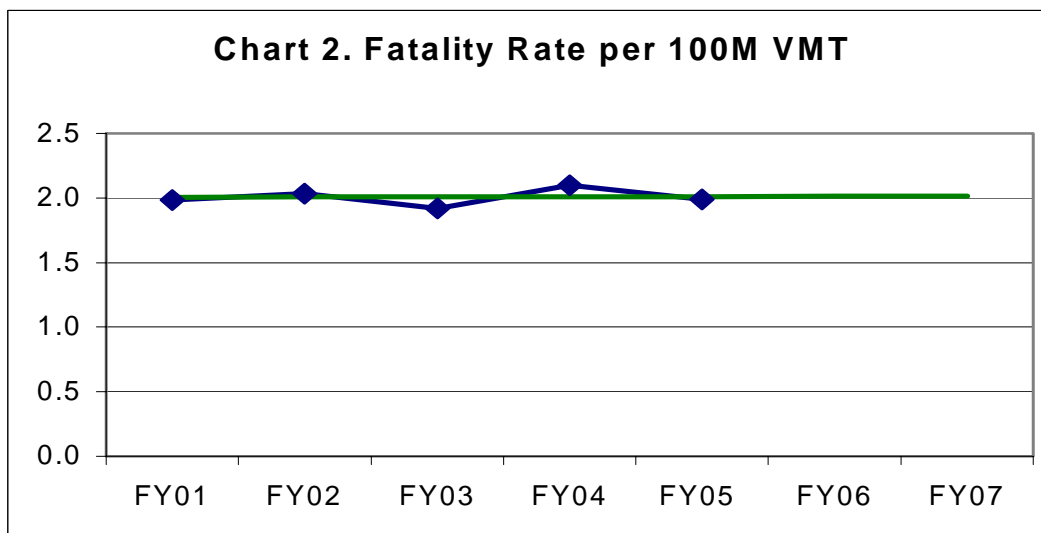


Chart 2 shows that NM's fatality rate decreased between FY04 and FY05. The largest decrease in fatalities in FY05 was in alcohol-related crashes. This rate is projected to remain steady over the next couple of years.

Chart 3. Fatal Crash Rate per 100,000 Population

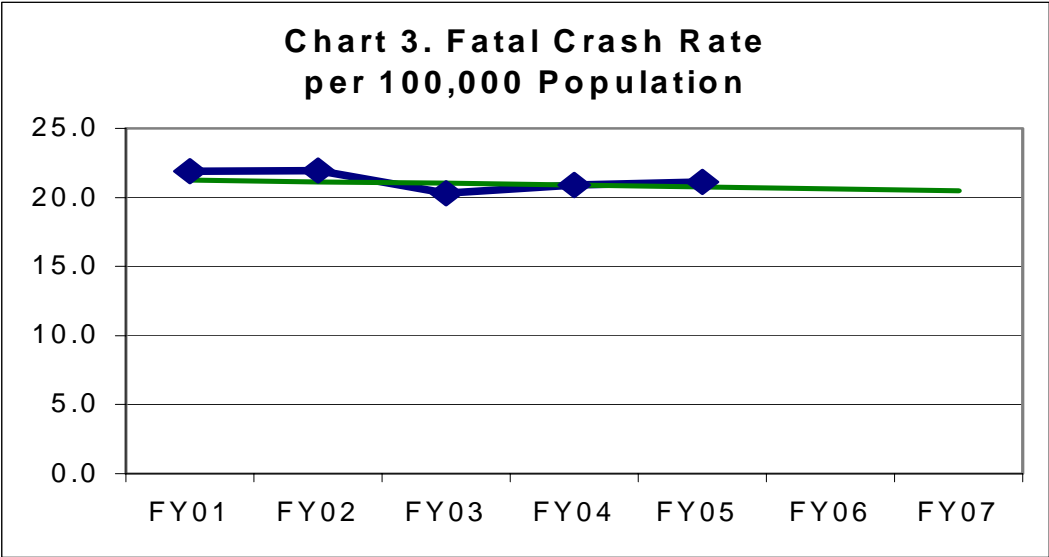


Chart 3 shows that the fatal crash rate per 100,000 population rose very slightly between FY04 and FY05. This rate is projected to decrease in FY06 and FY07.

Chart 4. Number of Serious Injuries

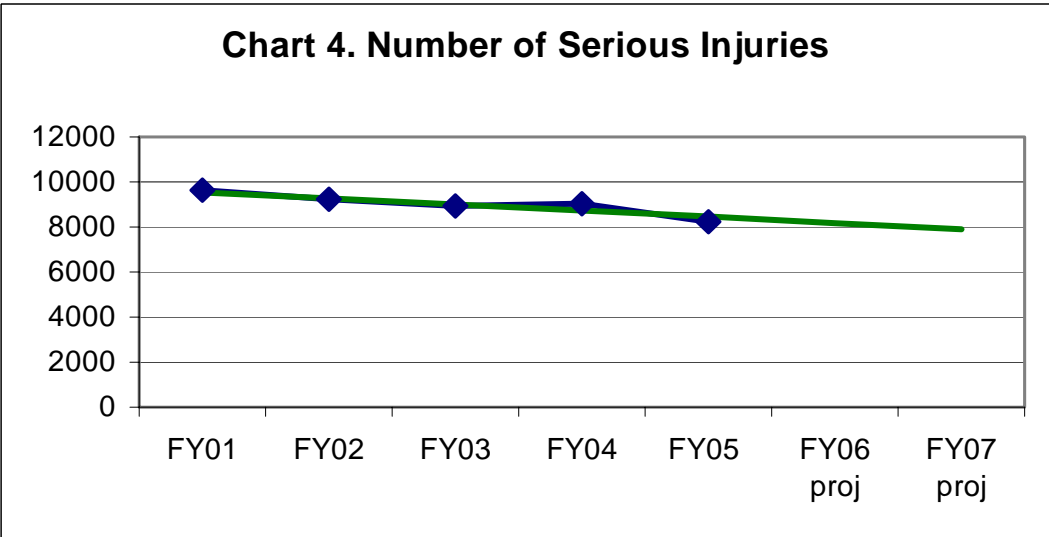


Chart 4 shows that the number of serious injuries due to traffic crashes had fallen steadily since FY01, but showed a slight increase between FY03 and FY04. This number is projected to continue to decrease over the next two years.

Chart 5. Serious Injury Crashes per 100,000 Population

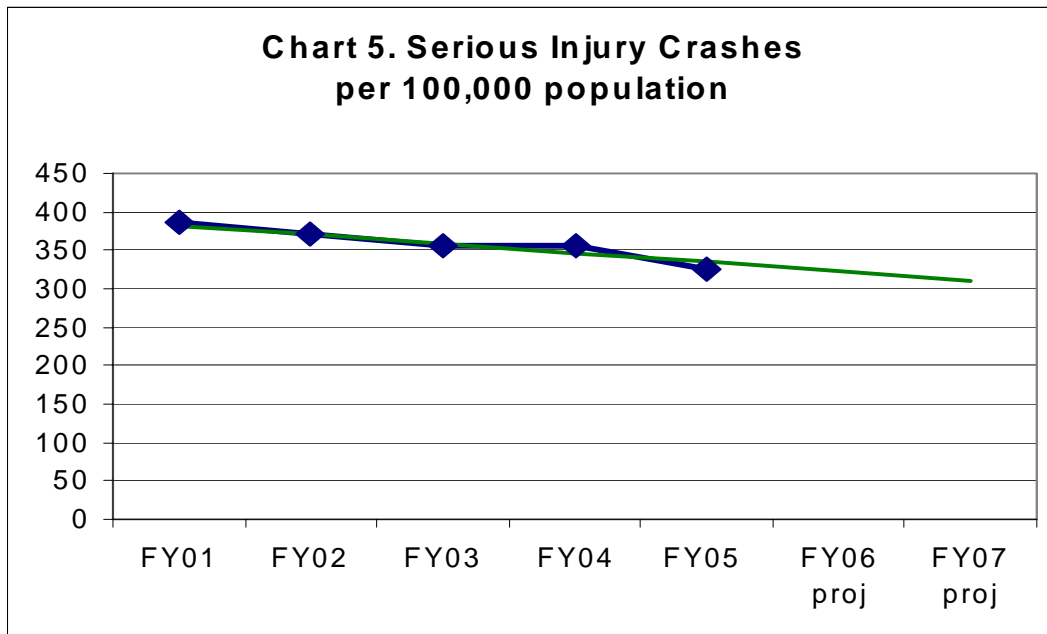


Chart 5 shows that the serious injury crash rate has been decreasing since FY01. It is projected to continue to decrease in FY06 and FY07.

Chart 6. Number of Alcohol-Related Fatalities

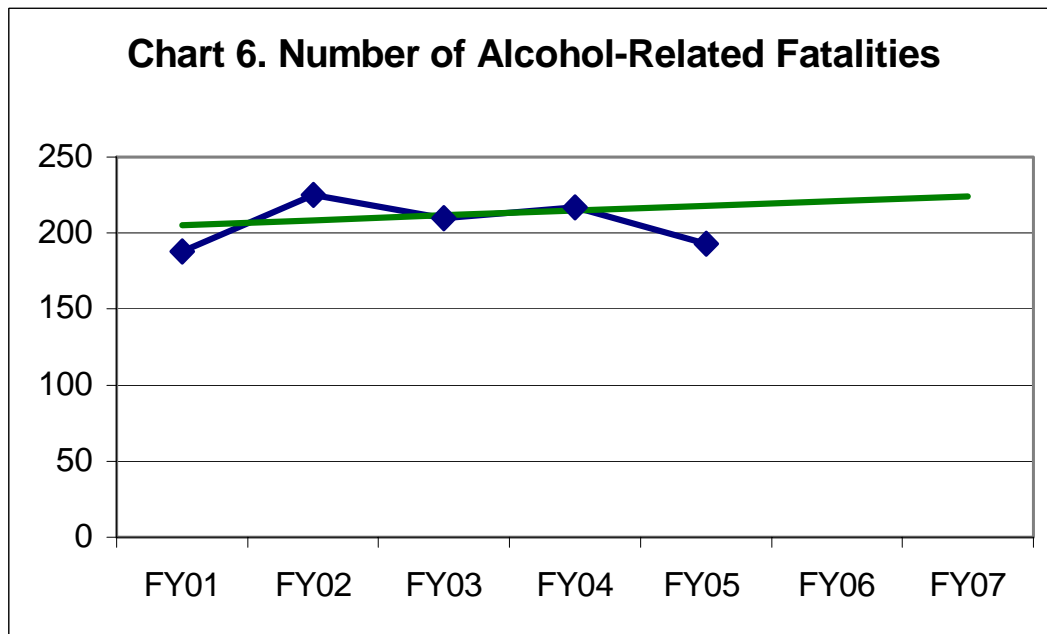


Chart 6 shows that the number of alcohol-related fatalities in NM decreased dramatically in FY05. Projections indicate a possible increase in alcohol-related fatalities over the next two years.

Chart 7. Percent Alcohol-Related Fatalities

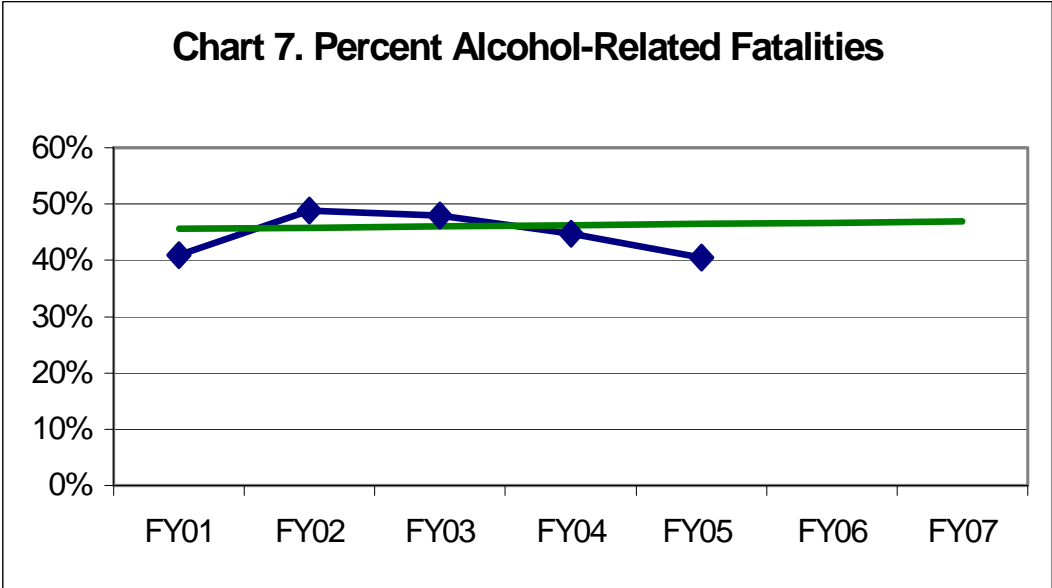


Chart 7 shows that the percentage of alcohol-related fatalities in NM has continued to drop since FY02. Projections indicate a slight increase over the next two years.

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

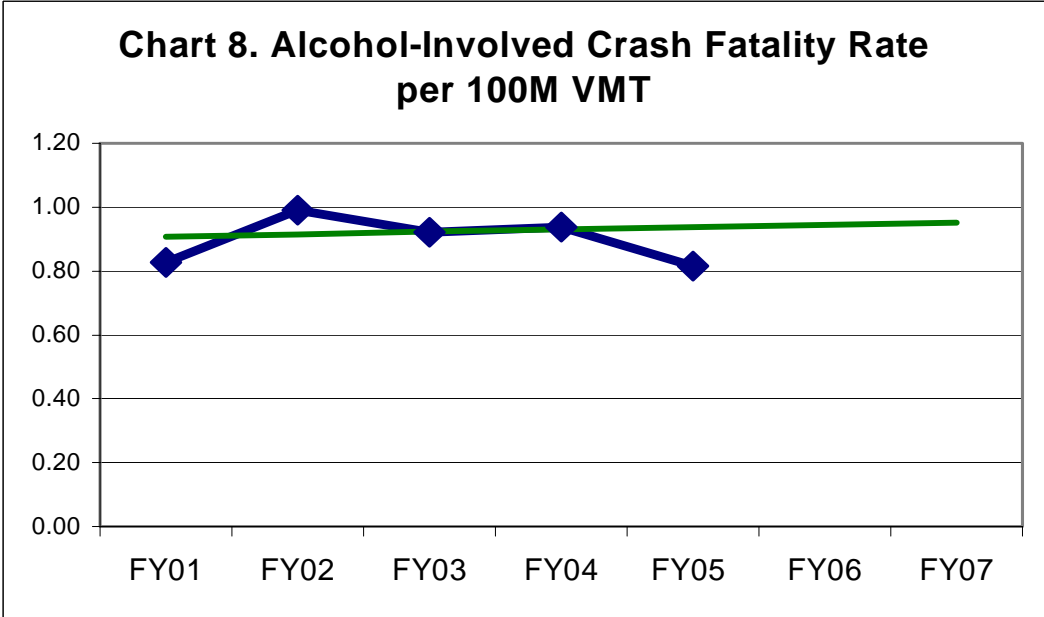


Chart 8 shows that the rate of alcohol-related crash fatalities per 100M VMT in NM dropped dramatically between FY04 and FY05. This rate is projected to rise over the next couple of years.

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

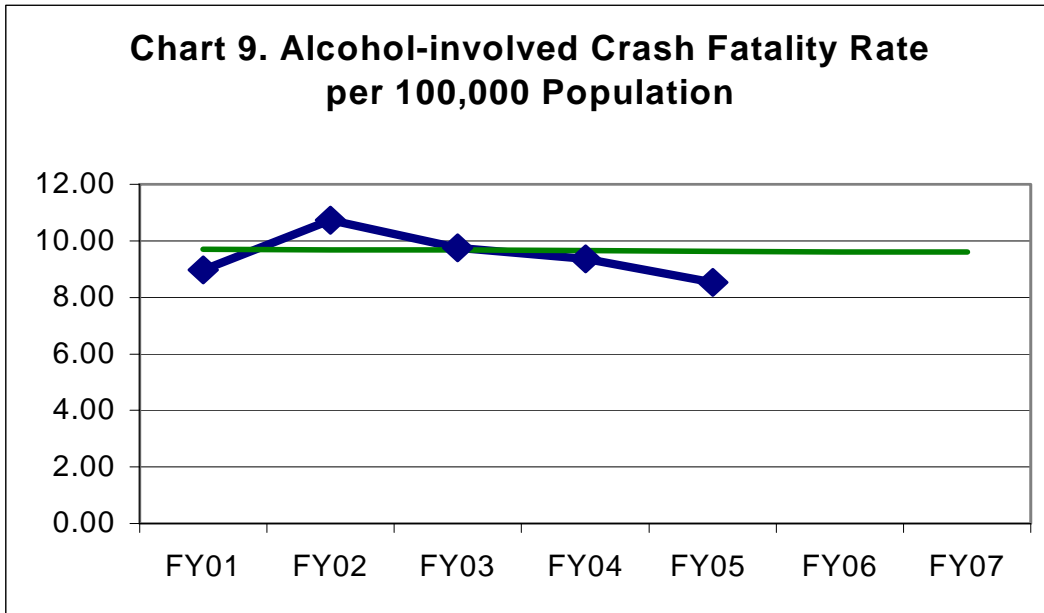


Chart 9 shows that the alcohol-involved crash fatality rate per 100,000 population has continued to decrease since FY02. This rate is projected to increase in FY06 and FY07.

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

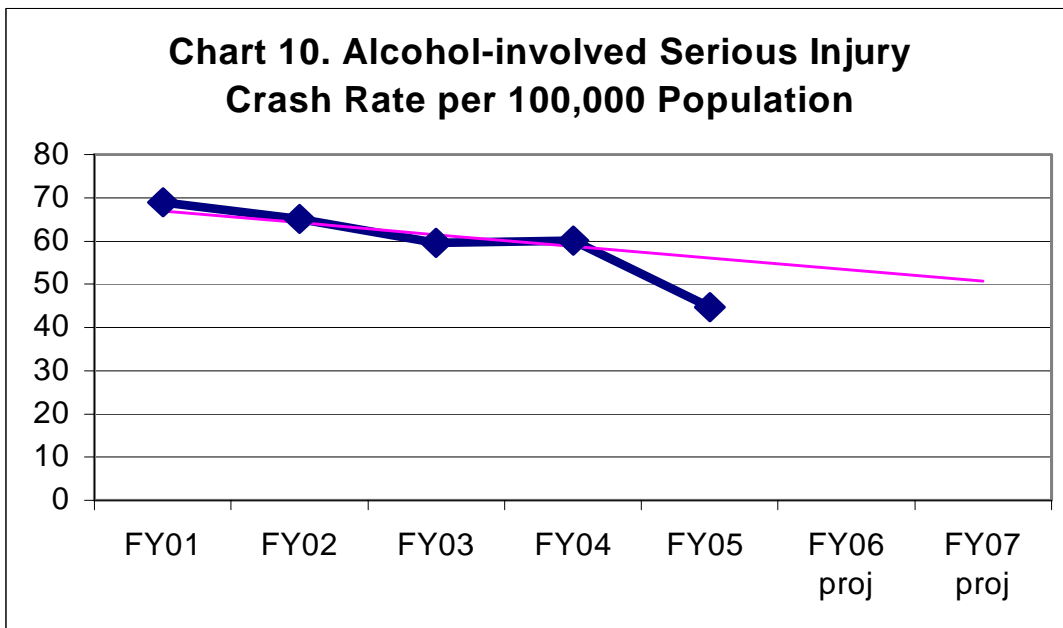


Chart 10 shows that the alcohol-involved serious injury crash rate per 100,000 population decreased dramatically in FY05. This rate shows a downward projected trend over the next two years.

Chart 11. Percent Observed Safety Belt Use

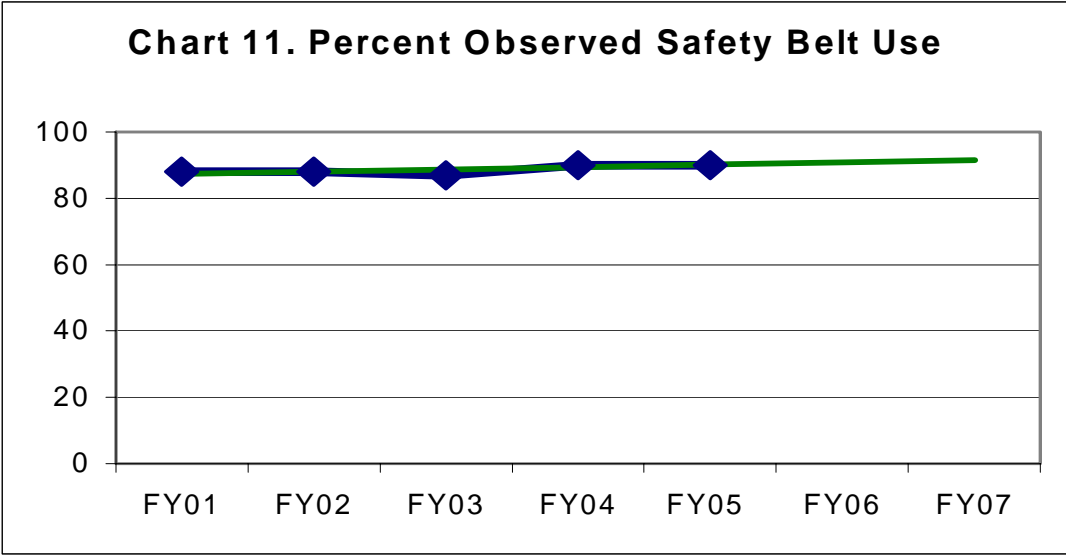
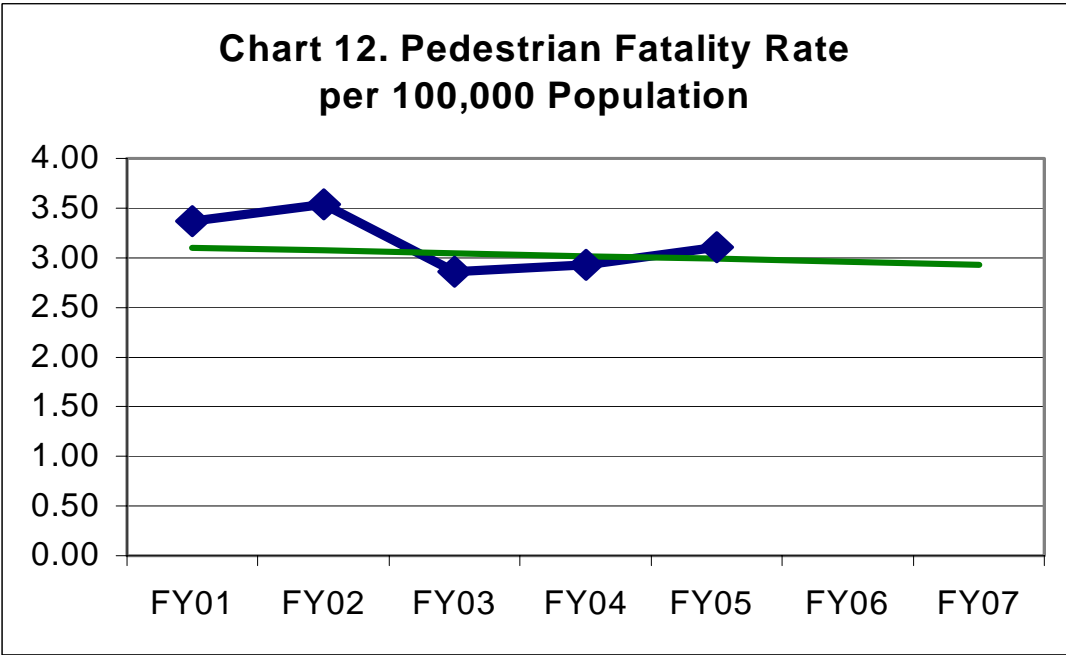


Chart 11 shows that NM's observed safety belt use percentage has increased slightly since FY03. The percentage of those using safety belts in NM is projected to rise slightly over the next two years.

Chart 12. Pedestrian Fatality Rate per 100,000 Population



As Chart 12 shows, the pedestrian fatality rate per 100,000 population has risen since FY03, however it is projected to decrease slightly in FY06 and FY07.

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

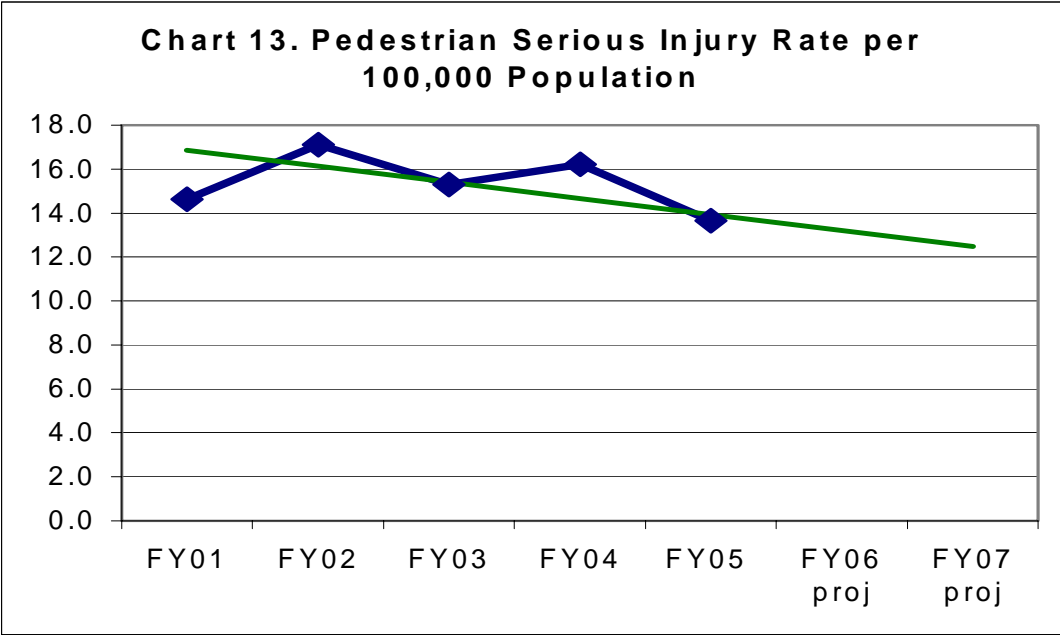


Chart 13 shows that NM's pedestrian serious injury rate per 100,000 population decreased dramatically in FY05. This rate is expected to continue to decline over the next two years.

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

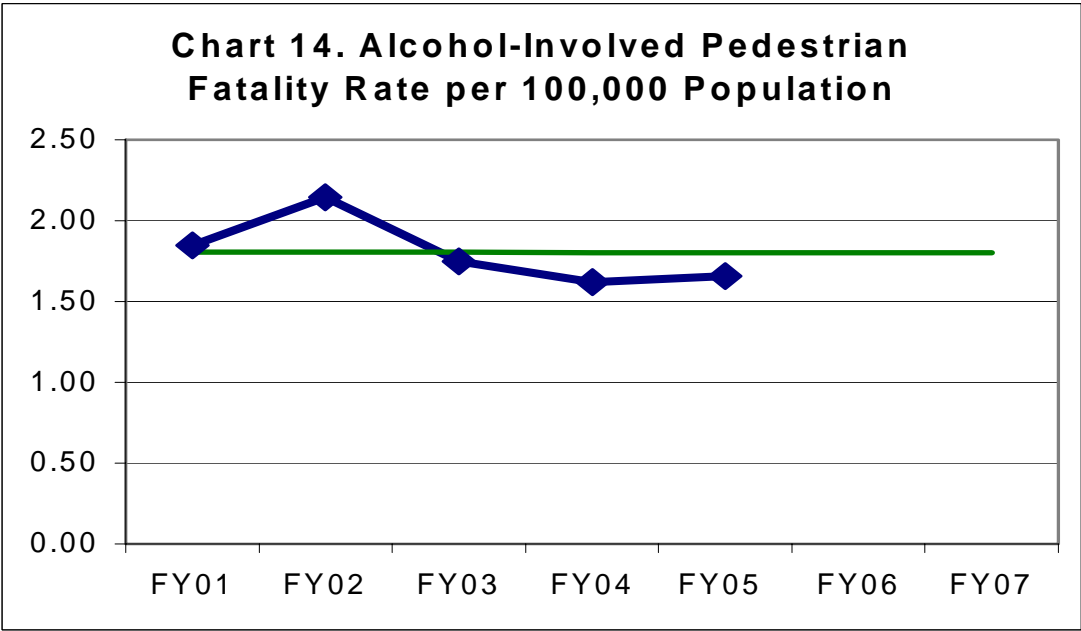


Chart 14 shows that NM's alcohol-involved pedestrian fatality rate per 100,000 population remained steady between FY04 and FY05. This rate is projected to increase over the next two years.

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

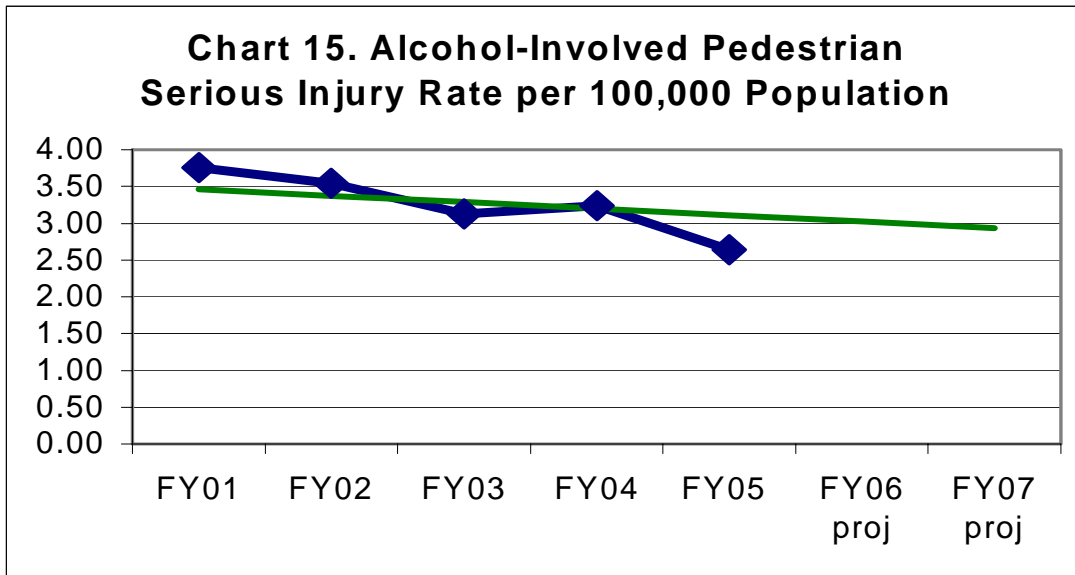


Chart 15 shows that the alcohol-involved pedestrian serious injury rate per 100,000 population decreased dramatically in FY05. This rate is projected to increase in FY06 and FY07.

Chart 16. Speed-Involved Fatal and Serious Injury Crash Rate per 100,000 Population

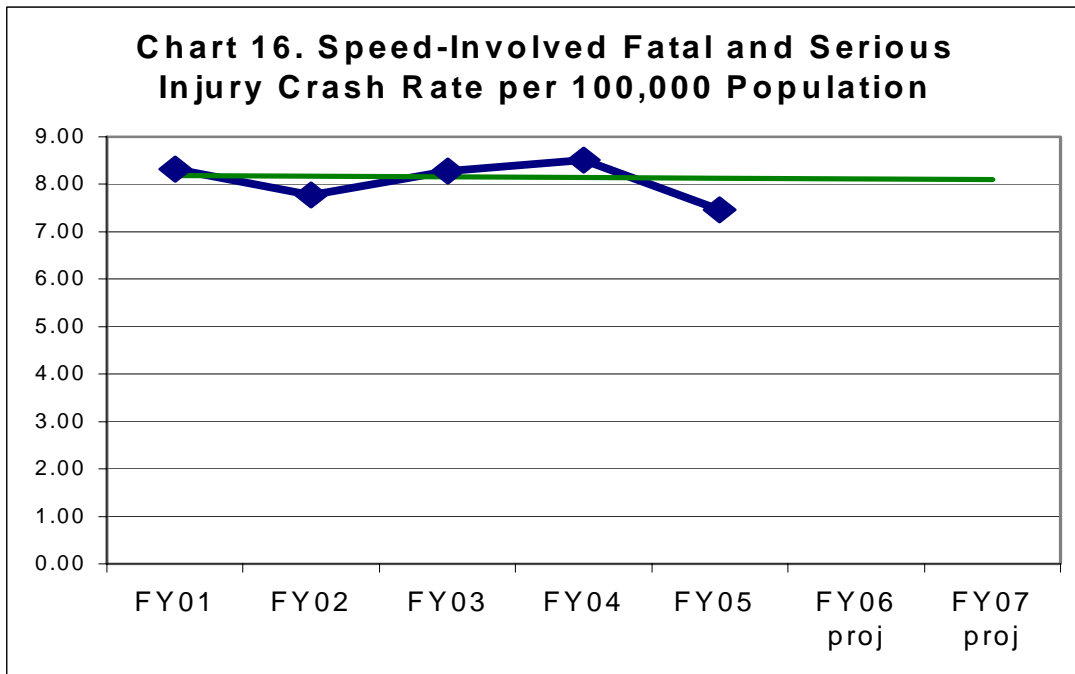


Chart 16 shows that NM's speed-involved fatal and serious injury crash rate declined in FY05. This rate is projected to increase in FY06 and FY07.

Chart 17. Fail-to-Yield Fatal and Serious Injury Crash Rate per 100,000 Population

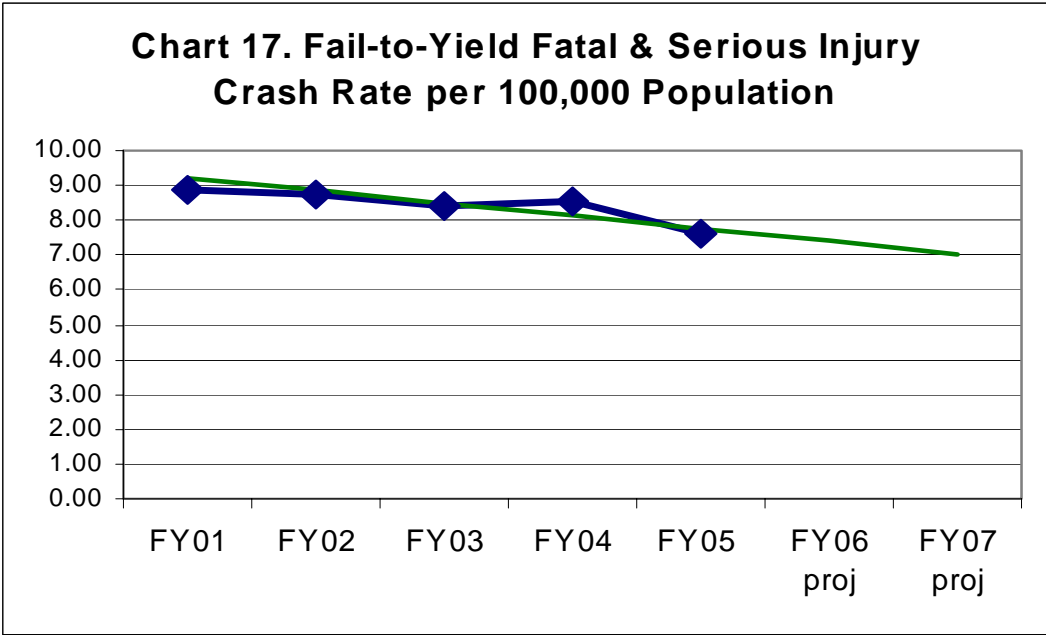


Chart 17 shows that NM's failure-to-yield fatal and serious injury crash rate decreased in FY05. This rate is expected to continue decreasing over the next two years.

Chart 18. Aggressive Drivers in Crashes by Year

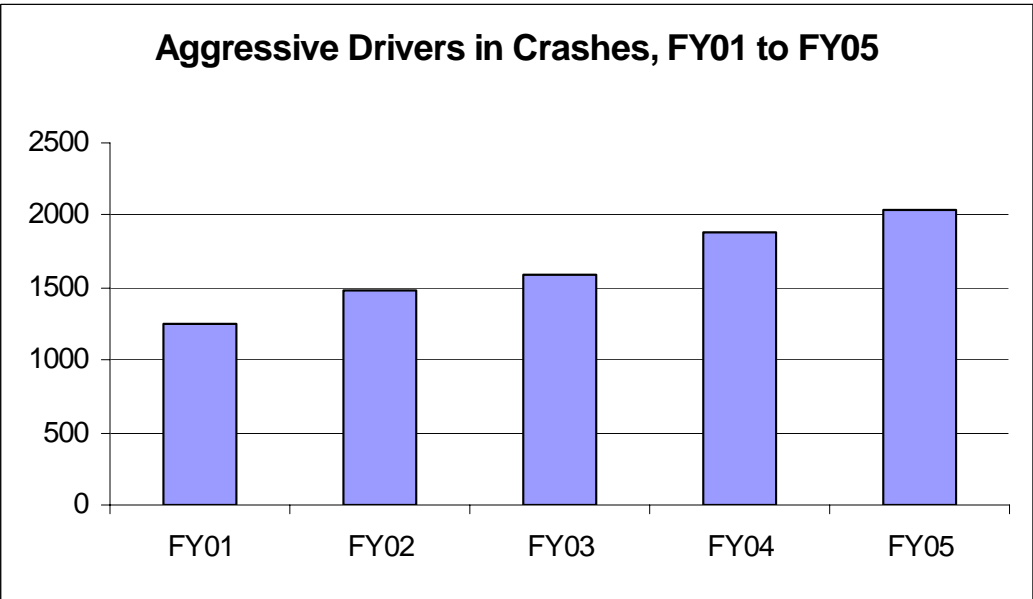


Chart 18 shows that “aggressive driving” as a contributing cause in crashes has increased steadily over the past five years. “Aggressive driving” is defined as either being cited for reckless driving or having 2 of the following contributing factors: speed, failure to yield, passed red light, improper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

High-Risk Groups – Based on FY05 Preliminary Data

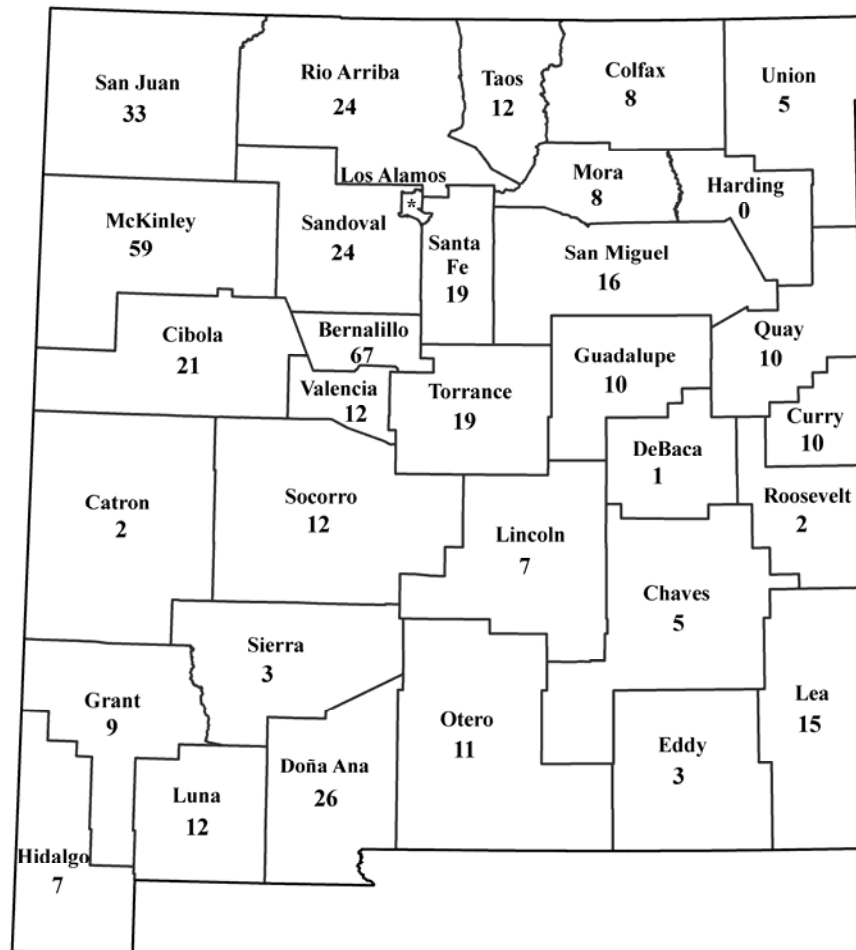
Motor vehicle crashes are a major cause of injury and death for all age groups, every ethnicity, and both sexes, however certain demographic groups must be considered high-risk.

- Teen drivers (15-19) accounted for 12 percent of all drivers in crashes, 11 percent of all traffic deaths and 25 percent of all injuries, although they comprise only 5 percent of all licensed drivers. Male teenagers died in crashes more than twice as often as female teens, and 54 percent of teen crash deaths involved alcohol.
- Young adult drivers (20-24) accounted for 12 percent of all drivers in crashes, but comprise only 9 percent of New Mexico drivers. Young adult males died in crashes more than three times as often as young adult females, and 51 percent of young adult crash deaths involved alcohol.
- New Mexico children and teens have lower safety belt use than adult drivers. Proxy measures for youth safety belt use show that in FY05, 84 percent of youth ages 5-12 and 82 percent of youth ages 13-17 used safety belts, as compared to 89 percent of adults.
- Adult males from 20-54 years and the elderly over 65 years of age are the highest-risk groups for pedestrian deaths. Between FY02 and FY05, 56 percent of pedestrian deaths were among males ages 20-54 and 80 percent of these involved alcohol.
- Intoxicated pedestrians accounted for 53 percent of pedestrian fatalities in FY05.
- More than twice as many New Mexicans died in traffic crashes in rural areas than in urban areas (71% - rural; 29% - urban). In rural areas, drivers are slightly less likely to use safety belts, and they drive at higher speeds than in urban settings. Crashes involving overturned vehicles and fatal collisions with pedestrians are more common in rural areas.

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

Number of Traffic Fatalities by County in NM – FY05

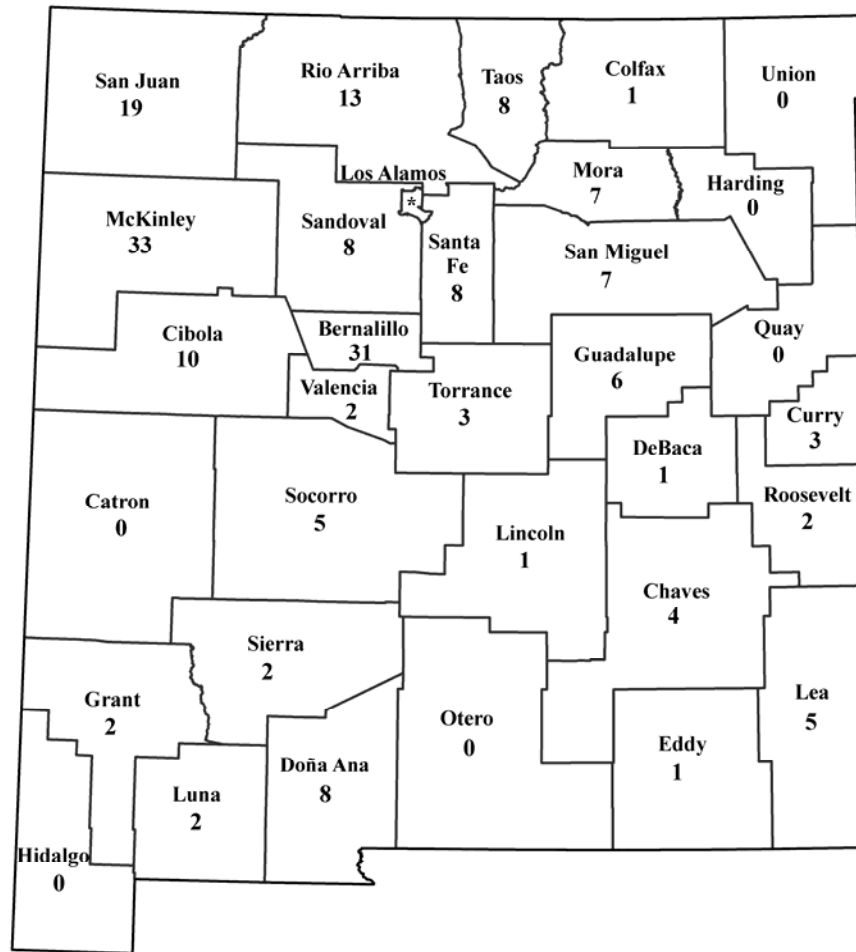
In FY05, the counties with the highest number of traffic fatalities were Bernalillo (with 1/3 of the state's population), McKinley, San Juan, Dona Ana, and Rio Arriba.



* The number for Los Alamos County is 0.

Number of Alcohol-Involved Traffic Fatalities by County in NM – FY05

In FY05, the counties with the highest number of alcohol-involved traffic fatalities were McKinley, Bernalillo, San Juan, Rio Arriba, and Cibola.

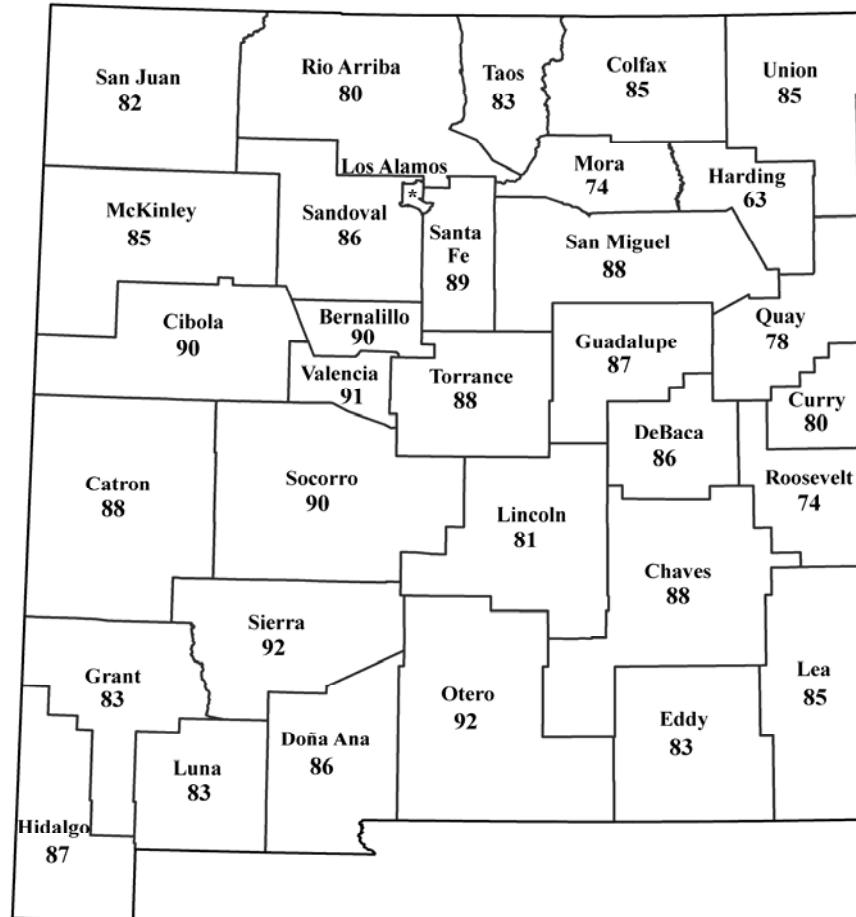


* The number for Los Alamos County is 0.

Proxy Percent Safety Belt Use by County in NM FY03- FY05**

These proxy measures are based on police reported belt use among vehicle occupants, in vehicles not at fault, with incapacitating or visible injuries for the period FY03 – FY05.

The counties with the highest proxy safety belt use were Los Alamos, Otero, Valencia, Bernalillo, Socorro, and Santa Fe. Counties with the lowest use include Harding and Quay; these counties are very rural, with small populations.



* The number for Los Alamos County is 93.

Goals – Development of Goals & Objectives

The Traffic Safety Bureau (TSB) conducts monthly HSPP planning meetings each year from January through August. Attendees at the meetings include TSB Program managers (PMs), NM's South Central

NHTSA representative, FHWA, NMDOT Planning Division, DGR/ UNM, NMDOH, and other traffic safety advocates such as SAFER NM Now, MADD, and AAA New Mexico.

Data is presented on past year and five-year trends on traffic crashes, fatalities, and injuries, and other problems associated with such incidents are identified. Information is provided on the most dangerous roadways; the highest crash and fatality counts and rates by county, by month, by day of the week, by time of day; contributing factors such as alcohol, speed, or driver inattention; and crashes and fatalities by age and gender. Also reviewed is data on seatbelt use percentages and pedestrian fatalities and injuries.

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

Projections made in the charts presented in the Problem Identification section are based on a simple linear regression calculation. In some cases, PMs chose to establish more aggressive performance measures for FY07, based on their data review and discussion process and a discussion of projected interventions and activities planned for FY07.

Traffic Safety Planning Participants/ Partners

<p>NM Department of Transportation NHTSA South Central Region</p> <p>AAA New Mexico Administrative Office of the Courts Albuquerque Metropolitan Court Alcohol and Gaming Division Bureau of Indian Affairs and Various Tribes Department of Education Dept. of Public Safety NM State Police Motor Transportation Division Special Investigations Division DFA Local DWI Program DWI Interagency Work Group DWI Resource Center Federal Highway Administration Federal Motor Carrier Administration Governor’s Ignition Interlock Task Force Governor’s Multi-Agency DWI Task Force Health Policy Commission</p>	<p>Metropolitan Planning Organizations Mothers Against Drunk Driving Motor Vehicle Division NMDOH Injury Epidemiology Unit State Lab Injury Prevention and EMS Bureau NM Restaurant Association NM Tribal Crime Data Advisory Board Statewide Traffic Records Executive Oversight Committee Statewide Traffic Records Coordinating Committee Traffic Safety Advisory Committee University of New Mexico Division of Government Research Institute of Public Law Emergency Medicine Dept. Continuing Ed./Community Services Various NM Law Enforcement Agencies Various City Governments</p>
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FY07 Traffic Safety Goal

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

FY07 Performance Measures/ Objectives

FY July 1, 2006 – June 30, 2007

Projections made in the charts presented in the Problem Identification section are based on a simple linear regression calculation. For some of the measures presented below, PMs chose to establish more aggressive performance measures for FY07.

Overall

Reduce the number of crash fatalities from 471 (FY05 data, most recent available) to 455, by the end of FY07.

Reduce the traffic fatality rate of 2.01 per 100M VMT (FY05 data, most recent available) to 1.90 per 100M VMT, by the end of FY07.

Reduce the number of serious injuries from 8,233 (FY05 data, most recent available) to 7,900, by the end of FY07.

Reduce the fatal traffic crash rate of 21.1 per 100,000 population (FY05 data, most recent available) to 19.9 per 100,000 population, by the end of FY07.

Reduce the serious injury crash rate of 325 per 100,000 population (FY05 data, most recent available) to 300 per 100,000 population, by the end of FY07.

Planning and Administration

Develop and submit the annual Highway Safety and Performance Plan for FY08, by September 1, 2007.

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

Participate in the implementation of the State's Comprehensive Transportation Safety Plan, by the end of FY07.

Alcohol / Impaired Driving

Reduce the number of alcohol-related fatalities from 193 (FY05 data, most recent available) to 183, by the end of FY07.

Reduce the percent of alcohol-related fatalities among all traffic crash fatalities from 40% (FY05 data most recent available) to 39%, by the end of FY07.

Reduce the alcohol-involved traffic fatality rate of 0.83 per 100M VMT (FY05 data, most recent available) to 0.77 per 100M VMT, by the end of FY07.

Reduce the alcohol-involved fatal crash rate of 8.54 per 100,000 population (FY05 data, most recent available) to 8.00 per 100,000 population, by the end of FY07.

Reduce the alcohol-involved serious injury crash rate of 45 per 100,000 population (FY05 data, most recent available) to 42 per 100,000 population, by the end of FY07.

Occupant Protection

Increase New Mexico's overall safety belt use from 89.6% (2006 data) to 91 %, by the end of FY07.

Pedestrian and Bicyclist Safety

Reduce the pedestrian fatality rate of 3.11per 100,000 population (FY05 data, most recent available) to 2.70 per 100,000 population, by the end of FY07.

Reduce the pedestrian serious injury rate of 13.7 per 100,000 population (FY05 data, most recent available) to 11.9 per 100,000 population, by the end of FY07.

Reduce the alcohol-involved pedestrian fatality rate of 1.66 per 100,000 population (FY05 data, most recent available) to 1.55 per 100,000 population, by the end of FY07.

Reduce the alcohol-involved pedestrian serious injury rate of 2.6 per 100,000 population (FY05 data, most recent available) to 2.5 per 100,000 population, by the end of FY07.

Reduce the number of pedestrian fatalities from 60 (FY05 data, most recent available) to 50, by the end of FY07.

Police Traffic Services

Decrease the number of crashes in the combined safety corridor areas by 20 percent, by the end of FY07 (FY05 crashes in combined safety corridors areas, 1166).

Reduce speed involved fatal and serious injury crashes from 7.54 per 100M VMT (FY05 most recent data available) to 7.35 per 100M VMT, by the end of FY07.

Reduce failure to yield* fatal and serious injury crashes from 7.72 per 100M VMT (FY05 most recent data available) to 7.0 per 100M VMT, by the end of FY07.

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

Traffic Records

Hire a system architect to develop the technical architecture and data design of the STRS, by the end of FY07.

Establish a STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination, by the end of FY07.

Among the six TraCS pilot agencies, rollout TraCS to at least 35% of the officers in each of the law enforcement departments, by the end of FY07.

Develop a TraCS Tribal Pilot Project to automate citation, DWI and crash information. Work collaboratively with tribal entities to participate in the STRS and explore the possibilities of traffic records data sharing, by the end of FY07.

Initiate the process to replace and expand the EMS Run Reporting System, and determine the NEMSIS requirements, by the end of FY07.

Motorcycle Safety

Reduce the number of motorcycle crashes from 1098 (FY05 data, most recent available) to 1043, by the end of FY07.

Table 1. FY 2007 Goal, Strategies, Performance Measures, Current Status, and Objectives

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

Program Area	Strategies	Performance Measures – FY07	FY05 Status	FY07 Objective
Planning and Administration	<p>Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries.</p> <p>Support sound and fiscally responsible planning and financial management practices.</p>	<p>1) Annual HSPP</p> <p>2) Grant applications</p> <p>3) Annual Report.</p> <p>4) State Comprehensive Transportation Safety Plan (CTSP)</p>	<p>1) Accomplished</p> <p>2) Accomplished</p> <p>3) Accomplished</p> <p>4) NA</p>	<p>1) Submit the annual HSPP</p> <p>2) Submit grant applications</p> <p>3) Submit Annual Report</p> <p>4) Participate in the implementation of the CTSP.</p>
Alcohol / Impaired Driving	<p>Increase law enforcement efforts to reduce death and injury due to DWI in New Mexico, and increase the capacity of law enforcement to arrest and adjudicate DWI offenders.</p> <p>Collaborate on and provide resources for new and ongoing DWI prevention, intervention and treatment initiatives.</p> <p>Develop and maintain a comprehensive statewide ignition interlock data repository for assessing the use of interlocks in New Mexico, and to determine outcomes related to the database program.</p>	<p>1) Number of alcohol-related fatalities</p> <p>2) Percent of alcohol-related fatalities</p> <p>3) Alcohol-involved traffic fatality rate (per 100M VMT)</p> <p>4) Alcohol-involved fatal crash rate (per 100,000 population)</p> <p>5) Alcohol-involved serious injury rate (per 100,000)</p>	<p>1) 193</p> <p>2) 40%</p> <p>3) 0.83</p> <p>4) 8.54</p> <p>5) 45</p>	<p>1) 183</p> <p>2) 39%</p> <p>3) 0.77</p> <p>4) 8.00</p> <p>5) 42</p>

Program Area	Strategies	Performance Measures – FY07	FY05 Status	FY07 Objective
	<p>Support efforts to improve judicial outcomes, particularly in DWI cases.</p> <p>Support DWI media and public Information dissemination.</p>	<p>population)</p>		
Occupant Protection	<p>Continue support of Operation Buckle Down (OBD) and other local activities designed to increase safety 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>Conduct a CPS Assessment and a Child Occupant Protection Survey.</p>	<p>1) Percent of overall safety belt use</p>	<p>1) 89.6%</p>	<p>1) 91.0%</p>
Pedestrian and Bicyclist Safety	<p>Reduce pedestrian and bicycle crash fatalities through public education and outreach.</p> <p>Support safety law enforcement activities to reduce pedestrian fatal and injury crashes in NM communities.</p>	<p>1) Pedestrian fatality rate (per 100,000 population)</p> <p>2) Pedestrian serious injury rate (per 100,000 population)</p> <p>3) Alcohol-involved</p>	<p>1) 3.11</p> <p>2) 13.7</p> <p>3) 1.66</p>	<p>1) 2.70</p> <p>2) 11.9</p> <p>3) 1.55</p>

Program Area	Strategies	Performance Measures – FY07	FY05 Status	FY07 Objective
	<p>Obtain input from stakeholders on the revised comprehensive statewide plan of action to reduce pedestrian fatal and injury crashes.</p> <p>Investigate the roles of alcohol abuse and alcoholism in pedestrian death and injury through a multi-disciplinary review of alcohol involved pedestrian crashes.</p> <p>Increase the use of bicycle helmets by bicyclists of all ages in New Mexico.</p> <p>Understanding the circumstances and characteristics of bicycle crashes, deaths, and injuries in New Mexico.</p>	<p>pedestrian fatality rate (per 100,000 population)</p> <p>4) Alcohol-involved pedestrian serious injury rate (per 100,000 population)</p> <p>5) Number of pedestrian fatalities</p>	<p>4) 2.6</p> <p>5) 60</p>	<p>4) 2.5</p> <p>5) 50</p>
Police Traffic Services	<p>Increase selective, targeted traffic enforcement activities in identified “high crash areas” to reduce motor vehicle crashes, fatalities, and injuries.</p> <p>Increase the public’s awareness of the consequences of unsafe driving.</p> <p>Ensure that law enforcement and other traffic safety entities are afforded appropriate and affordable training opportunities.</p> <p>Support efforts to decrease the</p>	<p>1) Number of crashes in the combined safety corridor areas</p> <p>2) Rate of speed involved fatal and serious injury crashes (per 100M VMT)</p> <p>3) Rate of failure to yield fatal and serious injury crashes (per 100M VMT)</p>	<p>1) 1166</p> <p>2) 7.54</p> <p>3) 7.72</p>	<p>1) 933</p> <p>2) 7.35</p> <p>3) 7.0</p>

Program Area	Strategies	Performance Measures – FY07	FY05 Status	FY07 Objective
		Electronic exchange of data between agencies	N/A	<p>collaboratively with tribal entities to participate in the STRS and explore the possibilities of traffic records data sharing, by the end of FY07.</p> <p>Initiate the process to replace and expand the EMS Run Reporting System, and determine the NEMESIS requirements, by the end of FY07.</p>

Project Selection and Development

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

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

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

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

Project Selection

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

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

Project Proposal Process

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

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

- request additional information, and/or meet with project person/ agency submitting the proposal or others, as necessary;
- provide a recommendation for approval/disapproval to the TSB Chief along with a letter for the Bureau Chief's signature; and
- if approved by the TSB Chief, ensure that the project proposal is incorporated into the HSPP and any other documents, as required.

Assessment of Required Proposal Criteria

Each proposal is assessed using the following criteria:

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

Project Proposal Approval

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

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

Project Development Process

The project development process consists of the following steps:

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

Project Selection Based on Problem Identification

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

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

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

Other Types of Project Agreements

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

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

Funding Source

Proposed projects must support the goals and strategies established for the program areas in the HSPP. The type of funding (i.e. Section 164, Section 405 etc.) and the funding source's purpose (i.e. Impaired Driving, Occupant Protection etc.) must be clearly identified.

HIGHWAY SAFETY PLAN

New Mexico's Highway Safety Plan presents the state's strategies for reducing traffic-related crashes, fatalities, and injuries. As part of the process of identifying these strategies, TSB staff participated in the development of the NMDOT Comprehensive Transportation Safety Plan (CTSP). The CTSP outlines strategies in 12 emphasis areas, many of which relate to Traffic Safety goals. HSPP strategies detailed in the following program areas are based on identified problems and relate directly to achieving the HSPP goal and performance objectives established for FY07. 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 FY07 HSPP performance objectives, TSB is proposing to continue funding projects in the following program areas: Planning and Administration; Alcohol/ Impaired Driving; Occupant Protection; Pedestrian and Bicycle Safety; Police Traffic Services; Traffic Records; Traffic Safety Marketing and Media, Driver Education and Safety; and Motorcycle Safety.

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

Planning and Administration

Problem ID

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

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

Positions

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

Objectives/ Performance Measures

- 1) Develop and submit the annual Highway Safety and Performance Plan for FY08, by September 1, 2007.
- 2) Develop and submit all grant applications in a timely manner, per their submittal date.
- 3) Participate in the implementation of the State's Comprehensive Transportation Safety Plan, by the end of FY07.

Strategies

#1 - Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries by:

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

#2 - Support sound and fiscally responsible planning and financial management practices by:

- a) developing and implementing well-documented procedures and processes for compliance with all applicable laws, regulations and management policies;
- b) submitting grant applications to support TSB programs;
- c) updating the TSB policy procedures and financial processes manuals, as necessary;
- d) processing grantee reimbursements and contractor invoices within 30 days of receipt;
- e) providing traffic safety grantees and contractors technical assistance in the program management and financial accountability of their grants.

Planning and Administration Project Descriptions and Budget Amounts

Federal Funds

PA-01 Financial Systems Management (Financial Specialist) \$50,000/ 402

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

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

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

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

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

State Funds

RF-06 Administrative Assistant

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

RF-07 Financial Management

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

RF-08 CDWI Coordinator

Coordinates all areas of the CDWI Program and will work with TSB staff to resolve issues related to the Program projects.

Also see AL-14 Impaired Driving Program Management in the Alcohol/ Impaired Driving Program Area on page 39.

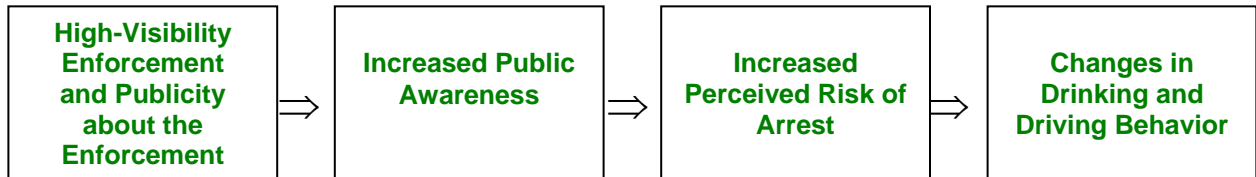
Planning and Administration: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-01	Financial Systems Management	\$50,000	402
PA-02	Financial Project Management Svs	\$60,000	402
PA-03	HSPP and Grant Writing Svs	\$90,000	402
402 Total		\$200,000	
Total All Funds		\$200,000	

Alcohol/ Impaired Driving Program Area

Overview

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



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

To this end, TSB supports and manages both a statewide DWI enforcement program and community-based enforcement programs involving more than 70 state, city, and county law enforcement agencies. Activities are coordinated with high visibility media and public awareness activities. In addition, TSB provides funding for judicial education, offender monitoring, BAC and other drug testing, DRE training, DWI "Batmobiles," underage drinking enforcement, administrative license revocation officers, a Traffic Safety Resource Prosecutor, a Native American DWI Liaison, and underage drinking and driving prevention.

TSB is actively engaged in supporting and funding the development of a statewide traffic records system, including the electronic collection and transmission of DWI citation and other report information by officers in the field. TSB is also setting up a web-based data system for law enforcement agencies to report on their DWI activities. Research projects in the areas of ignition interlock and treatment sanctions will be conducted in the coming year.

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

Given New Mexico's powerful DWI laws and the substantial funding dedicated to DWI for enforcement and media, the priorities are to implement, evaluate and improve DWI laws and programs. New Mexico has the opportunity to provide valuable lessons and information on the impact of strong legislation coupled with increased resources. All entities involved are working together to increase the effectiveness and efficiency of DWI laws and programs.

Programs

Operation DWI and Super Blitz Mobilizations

TSB administers the Operation DWI Program, a statewide sobriety checkpoint program. When combined with TSB's Operation Buckle Down program (for safety belt use), the campaigns are termed *Super Blitz*. *Super Blitz* activities are conducted statewide at least seven times a year for a two-week period. *Super Blitz* utilizes the NHTSA national messages of, *You Drink, You Drive*,

You Lose, and Click It or Ticket. NM also participates annually in the National Impaired Driving Crackdown.

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

In FY07, TSB will set up a semi-permanent DWI Enforcement Checkpoint Station in an area of the state with a high frequency of DWI crashes. In addition, TSB will fund a DWI Communications and Technical Assistance Liaison for Native American Tribes to assist them with projects to reduce deaths and injuries due to DWI.

403 Demonstration Grant

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

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

- Office of the Governor
- NM Department of Transportation
- Children, Youth and Families Department
- Department of Health
- Division of Government Research, University of New Mexico
- Local Government Division, Department of Finance and Administration
- Motor Vehicle Division, Department of Taxation and Revenue
- Safer New Mexico Now
- Bency & Associates
- Behavioral Health Research Center of the Southwest
- Mothers Against Drunk Driving
- Administrative Office of the Courts
- New Mexico State Police
- Administrative Office of the District Attorneys
- Citizen advocates for traffic safety

The Comprehensive Impaired Driving Program funds 10 full-time officers that focus exclusively on DWI enforcement in five high-risk counties including Bernalillo, Dona Ana, San Juan, McKinley, and Rio Arriba. Program staff are negotiating with the Navajo Nation to participate in this program.

Other federal and state funds will be used to hire two more DWI officers in each of the five counties by early FY07. DWI Enforcement Roving Patrols will be used in the five counties to run checkpoint operations on Friday and Saturday nights, moving to various locations throughout the weekend.

Community Driving While Impaired Program

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

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

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

DWI/ Drug Courts

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

The DCAC developed a five-year plan in 2005, as part of a mandate from the NM Supreme Court. The plan calls for the creation of 18 new drug courts over the next four years and for continued funding for existing drug and DWI/ drug courts. Funding for implementation of the plan is being requested from the NM Legislature.

The State's DWI/ Drug Courts are in the following courts: Albuquerque Metropolitan, McKinley County Magistrate, Dona Ana County Magistrate, Eddy County Magistrate, Las Cruces Municipal, and Santa Fe Municipal. TSB may assist with the funding of three more DWI Courts in FY07.

Standardized Field Sobriety Testing (SFST) Program

The TSB supports a designated statewide SFST coordinator to oversee the training needs of each NM law enforcement agency. The SFST coordinator works with the New Mexico Law Enforcement Academy to implement standard SFST training protocols for SFST instructors and for active duty officers. The SFST coordinator is charged with working to improve the ability of law enforcement and prosecutors to use SFST to increase conviction rates of DWI offenders.

Judicial Training

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

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

Traffic Safety Resource Prosecutor

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

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

Training is specific to the needs in each particular jurisdiction.

Administration of Ignition Interlock Program

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

The Ignition Interlock Fund came under the management of the Traffic Safety Bureau in March 2006. Monies appropriated to the Fund cover the installation, removal and one-half the cost of leasing Ignition Interlock devices for individuals determined to be indigent by the sentencing court.

Although not mandated, TSB has developed a secure ignition interlock database to collect and store ignition interlock data from all certified service centers in the State for analytic purposes. Developing and maintaining the comprehensive statewide ignition interlock data repository will allow the NM to assess the impact of their use on impaired driving. In federal FY05, the ignition interlock database was developed with a data interface to all six approved manufacturers. A pilot of the Web Application process has begun with one manufacturer that is submitting regular periodic data. A magistrate court and county DWI coordinators are participating in the pilot using the Web Application to access information about high initial BAC readings (on initial blow to start the car), rolling re-tests (results of blows while the car is in operation), and handset disconnect (sign of tampering).

Once pilot testing of the Web Application is complete, the Ignition Interlock database will become operational with all six manufacturers. Then DWI coordinators, compliance officers, court personnel, probation and parole, and other agencies authorized by the TSB can query the statewide database.

In federal FY07, administrative policies will be developed, to include secured access to the web application.

Other State Funded DWI Programs

Local Government Driving While Intoxicated Program

The Special Programs Bureau of the Local Government Division of the Department of Finance and Administration administers the Local Driving While Intoxicated (DWI) Program. Three funding sources support the program, including 1) an alcohol and detoxification treatment grant; 2) a distributed allocation based on a percentage of gross receipts sales tax from each county and the number of alcohol related injury crashes; and 3) a grant awarded to counties on a competitive basis.

Counties can use funds for DWI programs including enforcement, alcohol/drug screening, outpatient treatment, sentence compliance monitoring or tracking, program coordination, planning & evaluation, and alternative sentencing.

DWI HALT

The State of NM funds a toll-free number for citizens to call in to report drivers suspected of being intoxicated.

Juveniles

Laws, Enforcement, and Prevention

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

New Mexico law imposes severe penalties on alcohol retailers who knowingly sell alcohol to minors. These penalties include suspension and revocation of liquor licenses. The Special Investigative Division (SID) /State Police coordinates an Underage Drinking Enforcement and Training Project designed to significantly increase enforcement of liquor control laws to reduce youth access to alcohol, thereby reducing underage drinking and underage drinking and driving. In NM, it is a fourth degree felony for any person to supply liquor to minors.

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

Currently, the Children, Youth, and Families Department coordinates an Underage Drinking Prevention Project that includes a statewide coordinating committee, underage drinking enforcement strategies, specialized training for judges and prosecutors, a statewide media campaign, a statewide training conference, and pilot projects in 13 selected communities.

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

Through a TSB contract, the Las Cruces Police Department conducts underage drinking enforcement operations, including underage alcohol checkpoint operations on secondary roads.

The Albuquerque Police Department "Party Patrol" identifies problem locations for underage drinking and monitors these locations. In addition, they respond to calls from citizens reporting underage drinking parties.

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 drinking and driving. COSAP's successful and award winning Designated Driver program is cost effective, involves the local liquor establishments, and rewards students who volunteer as designated drivers. The COSAP program also seeks to expand their efforts statewide to other colleges and universities.

Media and Marketing

Information on NM's impaired driving media and marketing activities can be found in the Traffic Safety Program Media and Marketing Section on page 80 and in the 2006 Impaired Driving Communication Plan.

DWI Sanctions

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

- Mandated ignition interlock on vehicles of convicted first and subsequent DWI offenders.
- 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.
- License revocation under implied consent is six months to one year for drivers 21 and over; and one year for all under-21 drivers, regardless of whether or not they have been previously convicted.
- Automatic one-year license revocation for refusing to take a BAC test.
- Several cities have vehicle forfeiture programs. Typically, vehicles are seized upon a second DWI conviction.
- Mandatory screening for all convicted offenders.
- Treatment mandated for all second and subsequent offenders based on screening results.
- Mandatory jail time of 7 days, with a maximum of 364 days for driving with a revoked driver's license.
- Mandatory jail time for 2nd and subsequent convictions.

Problem ID

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

The TSB contracts with the Division of Government Research (DGR) to produce an annual Traffic Crash report and a DWI report. Data from these reports are used to assess the status of

alcohol /impaired driving behavior, as well as to review historical trends. The DWI Interagency Committee meets monthly to review the most recent data, and to discuss current and proposed prevention, deterrence, and enforcement activities. The DWI Interagency Committee is comprised of representatives from TSB, NMDOT, various other state agency traffic safety partners, and the State Police.

Data from NM's 2004 Traffic Crash Information and DWI Reports

- While 6.4% of all crashes in NM were alcohol-involved, 40% of all fatal crashes involved alcohol.
- In NM, an alcohol-involved crash occurs approximately every 2.5 hours; a person died in an alcohol-involved crash every 40 hours; a person was injured every 3 hours.
- Eighteen percent of the alcohol-involved drivers in crashes were less than 21 years old.
- Fifty-five percent of teenage (ages 15-19) crash deaths involved alcohol; fifty-one percent of crash death among your adults (ages 20-24) involved alcohol.
- Males are more than three times as likely as females to be alcohol-involved drivers in crashes.
- Seventeen percent of drivers in alcohol-involved crashes were males - ages 20-24, 14% were males under the age of 21, and 11% were males - ages 25-29. These three groups accounted for 38% of all alcohol-involved drivers in crashes.
- Twenty-three percent of alcohol-involved drivers in crashes were female; 77% were male.
- Bernalillo County had the highest number of fatal or injury DWI crashes at 487. A DWI crash is defined as one in which at least one driver is alcohol-impaired. Santa Fe County had the next highest number of DWI crashes at 203, followed by Dona Ana County at 153, San Juan County at 130, and McKinley County at 100. These counties accounted for 65 percent of all DWI crashes in the State.
- Most alcohol-involved crashes occurred during February, May, July, and June.
- Fifty-three percent of all alcohol-involved fatal crashes occur on Friday, Saturday, and Sunday.
- Forty-three percent of all alcohol involved crashes happened on Friday and Saturday.
- On weekdays, more alcohol-involved crashes occurred between 5 p.m. and 6 p.m. than any other hour.
- The most prevalent contributing factors in fatal crashes were driver inattention (28.6%), excessive speed (26.6%), and alcohol-involvement (25.7%).
- Seventy-two percent of alcohol-involved crashes occurred in urban areas and 28% occurred in rural areas. Sixty-one percent of alcohol-fatal crashes and 31% of alcohol-injury crashes occurred in rural areas.
- The mean BAC result was 0.16, double the legal limit for drivers 21 and over.

Objectives/ Performance Measures

- 1) Reduce the number of alcohol-related fatalities from 193 (FY05 data, most recent available) to 183, by the end of FY07.
- 2) Reduce the percent of alcohol-related fatalities among all traffic crash fatalities from 40% (FY05 data most recent available) to 39%, by the end of FY07.
- 3) Reduce the alcohol-involved traffic fatality rate of 0.83 per 100M VMT (FY05 data, most recent available) to 0.77 per 100M VMT, by the end of FY07.
- 4) Reduce the alcohol-involved fatal crash rate of 8.54 per 100,000 population (FY05 data, most recent available) to 8.00 per 100,000 population, by the end of FY07.
- 5) Reduce the alcohol-involved serious injury crash rate of 45 per 100,000 population (FY05 data, most recent available) to 42 per 100,000 population, by the end of FY07.

Strategies

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

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

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

- a) managing CDWI contracts and participating in LDWI contract funding decisions to ensure that ongoing DWI prevention efforts are sustained for adults and youth at the local community level;
- b) developing designated driver, DWI, and other awareness programs statewide for the 18 to 34 age group;
- c) increasing the number of treatment options available for individuals convicted of DWI; and

- d) coordinating the activities and resources of DWI and youth programs to help lower the number of alcohol-related fatal and serious injury crashes involving 15-24 year olds.

#3 - Develop and maintain a comprehensive statewide ignition interlock data repository for assessing the use of interlocks in New Mexico and to determine outcomes related to the database program by:

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

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

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

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

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

Alcohol/ Impaired Driving Project Descriptions and Budget Amounts

Federal Funds

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

Fund twenty full -time law enforcement officers in the identified five high-risk counties to focus on DWI enforcement. The five counties are Dona Ana, Bernalillo, San Juan, Rio Arriba and McKinley. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols.

AL-02 Underage Drinking Enforcement \$275,000 /164

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

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

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

AL-04 Offender Monitoring \$100,000/ 164

Monitor the top 100 DWI repeat offenders from arrest through adjudication and sentencing. This project will help identify similarities and differences in the process between the top DWI repeat offenders. This will also help identify countermeasures needed to prevent additional DWI arrests by these individuals

AL-05 DWI Judicial and Prosecutor Education, and Research Forums \$125,000/ 164

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

AL-06 Administrative License Revocation Officer \$150,000/ 164

Fund two positions at the Taxation and Revenue Department Administrative License Revocation Office. One FTE is for an additional ALR hearing officer, and one FTE is for an ALR Scheduler. This funding will also be used to provide training to law enforcement and produce and disseminate an annual report on the ALR hearing outcomes.

AL-07 Drug Recognition Expert Training **\$60,000/ 164**
Expand training and re-certification of DRE (Drug Recognition Expert) officers to increase the number of DRE experts in the state.

AL-08 ODWI Enforcement **\$1,000,000/ 164 \$1,700,000/ 410**
Fund overtime enforcement and checkpoint equipment for the Operation DWI checkpoint and DWI saturation patrol program. Maintain the program as funding allows. Expand the program in areas of the state with high rates of DWI, and to new tribal and law enforcement entities. These activities encompass approximately 60 agencies statewide (minimum 85% of the State's population).

AL-10 STRS/ Traffic Records Improvement and Development **\$1,452,484/ 164**
Support the Statewide Traffic Record System to establish data integration and exchange initiatives to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of DWI records for the courts, MVD, law enforcement, state agencies, other government entities and the general public. This will include funding for resources, such as, a system designer, a database administrator, a programmer-forms developer, a STRS program manager, a TraCS program manager, a help desk, and training. Also, to include administrative costs related to the activities of the STREOC and STRCC, including implementing and updating the Strategic Plan.

AL-11 Continued Support of TraCS Pilot Agencies **\$150,000/ 164**
Provide ongoing support to TraCS Pilot agencies until their entire-agency rollout occurs. Contractual support services will be provided for program management, programming, and other technical support.

AL-12 STRS Ignition Interlock Database Manager **\$200,000/ 164**
Complete and maintain the ignition interlock data repository, and integration and exchange initiatives. These activities will improve the quality, accuracy, integrity, timeliness, consistency, and accessibility of ignition interlock data to state agencies; government entities and other authorized users to monitor compliance and conduct evaluations. To assist in determining database requirements and reports, ensure vendors are downloading data on a regular basis, and to conduct quality assurance procedures.

AL-13 TraCS Phase One Rollout **\$600,000/ 164**
Implement TraCS with the entire department of each of the TraCS Pilot Agencies. This will provide TraCS to all officers in each of the Pilot Agency law enforcement departments.

AL-14 Impaired Driving Program Management **\$130,000/ 164PA**
Provide program management for the impaired driving program area to coordinate and provide input on Operation DWI, You Drink You Drive, You Lose campaigns, *Super Blitzes*, and other projects related to impaired driving. Manage, conduct and provide oversight of and input into monitoring and quality assurance initiatives related to impaired driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will

include salaries and benefits for five FTEs, including one staff manger and four management analyst positions. Two FTEs will be funded at 25% and three FTEs will be funded at 33%. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the five FTEs can be found in the OP (OP-04) and PT (PT-01) program areas.

AL-15 Traffic Safety Resource Prosecutor **\$100,000/164**
Fund a Traffic Safety Resource Prosecutor. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide.

AL-16 Evaluation of Metro Court Scheduling Process **\$30,000/ 164**
Fund a study to identify areas of improvement with regard to the overall DWI scheduling process at the Albuquerque Metropolitan Court. This will assist in improving efficiency for the court, prosecutors, defense attorneys, administrative license revocation hearing officers, and law enforcement agencies.

AL-17 Impaired Driving Demo Project Program Management **\$199,000/164**
Provide program management for the Section 403 Demo Project - Impaired Driving Program. This includes data management, monthly reports, coordination with law enforcement and other state agencies.

AL-23 Statewide DWI Training and Information for Law Enforcement
\$400,000/164
Provide DWI information, coordination and training to all involved in DWI-related police traffic services. Provide statewide coordination and oversight of the Standard Field Sobriety Training to ensure compliance with existing training standards and procedures. Training may include SFST, conducting DWI checkpoints, and electronic DWI citation data entry.

AL- 24 DWI Native American Liaison **\$125,000/**
164
Fund a contractor to provide DWI communications and technical assistance services to Native American populations to include the following: assessing current DWI activities and resources, identifying gaps in services or resources, increasing DWI data sharing, addressing cross-jurisdictional law enforcement issues, developing a task force to reduce DWI deaths and injuries on tribal lands, and serving as a communications liaison between the State and the tribes on DWI issues.

AL-25 Treatment Sanction Data Review **\$25,000/ 164**
Fund a review of court data on a limited number of individuals convicted of DWI to determine what type of treatment is mandated for various levels of DWI offenses.

AL-26 Impaired Driving Programmer/ Database **\$150,000/**
164
Fund a contractor to create a web-based database for law enforcement to report on their state-contracted DWI activities (checkpoints, saturation patrols, etc.) funded through any state contracts.

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

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

AL-28 Metro Court Supervised Probation Project **\$375,000/**
164

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

AL-29 DWI Enforcement Roving Patrols **\$250,000/**
164

Fund contracts for retired law enforcement officers to conduct checkpoints on Friday and Saturday nights in the five highest risk counties for DWI. These roving patrols will move their checkpoint operations to various locations during the weekend operations.

AL-30 Management of Media Contracts **\$85,000/ 164**

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

AL-31 "Buyers Beware" Underage Drinking Media Campaign (New Hampshire NHTSA Project)

\$275,000/ 164

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

AL-32 TraCS Evaluation Report **\$50,000/ 164**

To produce a final report on the TraCS Pilot Project summarizing the field evaluation results from each of the participating pilot agencies, the courts, MVD, NMDOT and other stakeholders regarding lessons learned and best practices. This report will be presented to the STREOC to determine if TraCS will be adopted as the application for the statewide rollout.

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

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

State Funds

CDWI-01 Community DWI

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

RF- 01 Additional Law Enforcement Officers

Fund additional law enforcement officers for the Navajo Nation. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols.

RF- 02 Evaluation of Santa Fe County Pilot Ignition Interlock Program

Fund a contract to track the recidivism of all DWI offenders convicted in Santa Fe County during a one-year period before the law mandated interlocks for all convicted offenders.

RF- 03 Statewide DWI Prevention Expansion to College Campuses

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

RF- 04 Evaluation of Judicial Resources

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

Also see AL-09 Miscellaneous Messaging, AL-18 Super Blitz Media Activities, AL-19 DWI Community Media Outreach, AL-20 DWI Public Relations Creative Design, AL-21 Sustained Paid Media, and AL-22 DWI Educational and Promotional Materials in the TS Marketing and Media Section on page 80.

Alcohol: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-01	Additional Law Enforcement Officers	\$750,000	403
403 Total		\$750,000	
AL-01	Additional Law Enforcement Officers	\$750,000	164
AL-02	Underage Drinking Enforcement	\$275,000	164
AL-03	BAC Testing	\$100,000	164
AL-04	Offender Monitoring	\$100,000	164
AL-05	DWI Judicial and Prosecutor Education	\$125,000	164
AL-06	Administrative License Revocation Officer	\$150,000	164
AL-07	Drug Recognition Expert Training	\$ 60,000	164
AL-08	ODWI Enforcement	\$1,000,000	164
AL-10	Traffic Records Improvement and Development	\$1,452,484	164
AL-11	TraCS Evaluation Report and Continued Support of Pilot Agencies	\$150,000	164
AL-12	STRS Ignition Interlock Database Manager	\$200,000	164
AL-13	TraCS Phase One Pilot	\$600,000	164
AL-15	Traffic Safety Resource Prosecutor	\$100,000	164
AL-16	Evaluation of Metro Court Scheduling Process	\$ 30,000	164
AL-17	Impaired Driving Demo Project Program Mgt.	\$199,000	164
AL-23	Statewide DWI Training and Information for Law Enforcement	\$400,000	164
AL-24	DWI Native American Liaison	\$125,000	164
AL-25	Treatment Sanction Data Review	\$ 25,000	164
AL-26	Impaired Driving Programmer/ Database	\$150,000	164
AL-28	Metro Court Supervised Probation Project	\$375,000	164
AL-29	DWI Enforcement Roving Patrols	\$250,000	164
AL-30	Management of Media Contracts	\$ 85,000	164
AL-31	Buyers' Beware Underage Drinking Media	\$275,000	164
AL-32	TraCS Evaluation Report	\$ 50,000	164
AL-33	Evaluation of DWI Programs	\$100,000	164
164 Total*		\$7,126,484	
AL-14	Impaired Driving Program Management (TSB)	\$130,000	164PA
164PA Total		\$130,000	
AL-08	ODWI Enforcement	\$1,700,000	410
AL-27	DWI/ Drug Court Expansion	\$ 400,000	410
410 Total*		\$2,100,000	
Total All Funds		\$10,106,384	

*Additional 164 and 410 funds are shown in the TS Marketing and Media Section on page 80.

Occupant Protection Program Area

Overview

New Mexico 's primary safety belt law and its other occupant protection legislation have been instrumental in achieving high use of safety belts 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 safety 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 restraint device in the back seat. If the vehicle is not equipped with a rear seat, the child may ride in the front seat if the passenger side air bag is deactivated, or is not equipped with an airbag on the passenger side.
- Children one to four years of age, under 40 pounds, must be in a child restraint device that meets federal standards. Children five or six years of age must be in a child restraint device or a booster seat. A child under 60 pounds must ride in a child restraint device or booster seat, regardless of age.
- Children, ages 7 through 12, must be properly restrained in a child restraint device, booster seat, or seat belt. Children, ages 13 through 17, must ride with a safety belt.
- New Mexico drivers convicted of failure to restrain child passengers properly or failure to use safety belts properly receive a \$25 fine, plus court fees, and receive a two-point penalty assessment on their license for each conviction.

Programs

Operation Buckle Down Mobilizations – Super Blitzes

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

In NM, the number of OBD enforcement efforts continues to increase, with eight statewide mobilizations planned for FY07. These statewide activities are *Super Blitz* Mobilizations that combine OBD enforcement with DWI enforcement. The OBD enforcement component of these *Super Blitzes* is supplemented with media campaigns using the national *Click It or Ticket* theme. In addition, TSB continues to support local monthly enforcement and media activities throughout the state.

Click It or Ticket National Mobilization

TSB participates in the NHTSA national safety belt enforcement mobilization known as *Click It or Ticket*. This mobilization combines enhanced enforcement with a focused media campaign. In

FY07, TSB's *Click It or Ticket* media campaign will place special emphasis on safety belt use by pick-up truck drivers and occupants. In FY06, 96 NM law enforcement agencies participated in the National Mobilization that resulted in law enforcement agencies (LEAs) issuing significantly more citations than in FY05. A similar high number of LEAs are expected to participate in the FY07 Mobilization.

Media and Marketing

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

Child Occupant Protection Training and Education

TSB works with local community groups and local government agencies to conduct child restraint device and booster seat clinics and to set up permanent fittings stations. TSB helps support programs throughout the state to assist low-income families to obtain child restraint devices and booster seats. The TSB maintains a current list of these programs and funds a clearinghouse for statewide distribution of occupant protection educational materials on safety belts, child restraint devices, booster seats, and airbags.

TSB maintains a contract to provide occupant protection/ child restraint/ booster seat instructor and technician training to law enforcement officers through Operation Kids, and to the public through the Standardized Child Passenger Safety Training sessions. Annually, approximately sixty car seat technicians are trained.

Occupant Protection Outreach Activities

TSB sponsors and supports a variety of outreach activities to promote the use of occupant protection for all ages. Presentations are made to agency injury prevention groups, parents, day-care providers, health care facilities, and at Teen Parent Centers in high schools. TSB provides technical assistance to local community projects promoting child occupant protection. In addition, TSB sponsors an annual 2-day "Buckle-Up" Conference.

Occupant Protection for Children Assessment

In collaboration with NHTSA, TSB will conduct a CPS Assessment for children designed to assist NM to examine and assess their programs related to child safety devices. The major components of the Assessment include Management and Leadership, Data, Evaluation, Training, Seat Inspection and Distribution, Legislation Regulation Policy, Law Enforcement, Public Information and Education, and Community Programs.

Occupant Protection for Children Survey

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

Problem ID

A statewide safety belt use survey is conducted annually in New Mexico. The survey produces an overall safety belt use percentage and a use percentage for each of four regions in the state. According to preliminary results from the NM Safety Belt Survey 2006 Report, NM's overall safety belt use was at 89.6 percent. Data from the 2006 survey indicates that the Northwest region of the state had the lowest safety belt use percentage at 84.9 percent. The Central and Southeast regions had about 91 percent use, while the South Central region had the highest percentage use at 94.0.

Although NM's overall safety belt use percentage is one of the highest in the nation, 57 percent of those killed in motor vehicle crashes in 2005 were not wearing a safety belt. For those involved in a fatal crash, data shows that 72 percent of belted occupants in the crash survived, while 53 percent of those who were not belted, did not. Fatal crash survivors are about 1.6 times as likely to be belted as those killed.

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

2005 Safety Belt Use Estimates by Age Group		
Age Group	Safety Belt Use	
	Male - %	Female - %
0-4	92	90
5-8	88	93
9-13	82	85
14-17	85	89
18-24	84	87
25-34	86	90
35 +	92	93

Use in all age groups increased sharply between 2003 and 2005, especially among those aged 5-8 and 14-17.

National data show that over the period from 1975 through 2003, an estimated 76,020 lives were saved by the use of child occupant protection. In 2003, the lives of an estimated 446 children under five years of age were saved by child occupant protection use. In 2002, there were 459 fatalities among children under 5 years of age. Of these child passenger deaths, almost 40% were completely unrestrained. Currently, New Mexico collects no data related to child passenger safety.

In 2006:

- observed front seat use was 89.6 percent, while driver use was 90.7 percent
- pickup truck occupant use was 84.8 percent overall, with driver use at 85.0 percent

Objective/ Performance Measure

- 1) Increase New Mexico's overall safety belt use from 89.6% (2006 data) to 91% by the end of FY07.

Strategies

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

- a) establishing agreements with law enforcement agencies to conduct OBD enforcement activities and ensuring coverage of at least 85 percent of the state;
- b) participating in the National *Click It or Ticket* enforcement mobilization and the Regional *Buckle Up in Your Truck* Campaign; and
- c) providing outreach to law enforcement agencies to increase focus on safety belt use in pick-up trucks.

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

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

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

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

#4 – Conduct a CPS Assessment and a Child Occupant Protection Survey to better assess TSB's efforts to increase child occupant protection use by:

- a) funding and participating with a NHTSA assessment team to establish a baseline of child restraint device/ booster seat and safety belt use statewide. The Assessment Team will examine the state's Child Passenger Safety programs, in the areas of: Management and Leadership, Data, Evaluation Training, Seat Inspections and Distribution Program, Legislation Regulation Policy, Law Enforcement, Public Information and Education, and Community Programs; and

- b) funding an Occupant Protection for Children Survey that assesses the use and misuses of child occupant protection (child restraint devices, booster seats, and safety belts) in passenger vehicles in New Mexico.

Occupant Protection Project Descriptions and Budget Amounts

Federal Funds

OP-01 Operation Buckle Down Enforcement **\$125,000/**
406

Continue overtime funding to law enforcement agencies to conduct safety belt and child restraint device/ booster seat use activities. This program has been successful in producing a steady increase in occupant protection use in New Mexico. This program encompasses at least 60 agencies statewide (a minimum 75% of the State's population).

OP-02 Seatbelt Observation Protocol and Evaluation **\$115,000/**
406

Conduct pre and post statewide safety belt observations. Analyze observation data and produce annual report.

OP-03 Occupant Protection / Child Restraint Devices/ Booster Seats **\$300,000/**
406

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

OP-04 Occupant Protection Program Management **\$125,000/**
402

Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management and input for the planned pre and post safety belt survey, child restraint/ booster seat survey, OPC Assessment, and the *Click It or Ticket* Campaign. Oversee and provide input on projects related to child occupant protection including fitting stations and child restraint device/ booster seat clinics. Personnel services will include salaries and benefits for five FTEs, including one staff manager and four management analyst positions. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33% in this program area. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the five FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.

OP-05 OP Enforcement (Click It or Ticket/ OBD/ Buckle Up in Your Truck) \$101,000/

402

Continue overtime funding to law enforcement agencies to conduct safety belt and child restraint device/ booster seat use activities during the National *Click It or Ticket / Buckle Up in Your Truck* campaigns.

OP-06 Child Passenger Protection Education \$160,000/
405

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

OP-08 Occupant Protection for Children Assessment \$25,000/ 405

To conduct a CPS Assessment designed to assist states to examine their programs and create a Strategic Plan. The assessment focuses on children, ages 0 through 15 years. Multi-disciplinary teams of national experts assist states to conduct administrative reviews of their programs. The Assessment examines the state's CPS program in a comprehensive manner. Nine major program elements are included: Management and Leadership, Data, Evaluation, Training, Seat Inspection and Distribution program, Legislation Regulation Policy, Law Enforcement, Public Information and Education and Community Programs.

OP-09 Occupant Protection for Children Survey \$82,000/ 405 & 33,000/406

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

State Funds

RF-05 OBD Enforcement and Coordination

Fund overtime for law enforcement agencies to conduct 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.

Also see OP-07 Occupant Protection Safety Messages in the TS Marketing and Media Section on page 80, and DE-06 Traffic Safety Information Clearinghouse in the Driver Education and Safety Section on page 84.

Occupant Protection: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-04	Occupant Protection Program Management	\$125,000	402
OP-05	Occupant Protection Enforcement (<i>Click It or Ticket/ Buckle Up in Your Truck</i>)	\$101,000	402
402 Total		\$226,000	
OP-06	Child Passenger Protection Education	\$160,000	405

OP-08	Occupant Protection for Children Assessment	\$ 25,000	405
OP-09	Occupant Protection for Children Survey	\$82,000	405
405 Total		\$267,000	
OP-01	Operation Buckle Down Enforcement	\$125,000	406
OP-02	Seatbelt Observation Protocol and Evaluation	\$115,000	406
OP-03	Occupant Protection/ Child Restraints	\$300,000	406
OP-09	Occupant Protection for Children Survey	\$33,000	406
406 Total		\$573,000	
Total All Funds		\$1,115,000	

*Additional 406 funds are shown in the TS Marketing and Media Section on page 80.

Pedestrian and Bicyclist Safety Program Area

Overview

TSB staff routinely meets with various agencies and entities involved in pedestrian and bicycle safety-related issues and programs. These pedestrian and bicycle safety partners include:

- UNM Department of Emergency Medicine
- Pedestrian safety community subcontractors, including planners and traffic engineers
- Pedestrian & Walkability Advisory Groups
- Bicycle, Pedestrian, and Equestrian (BPE) Advisory Group
- Law enforcement
- Medical service providers
- Educators
- NMDOT
- Public health officials, including substance abuse treatment professionals
- DGR/ UNM
- Concerned citizens
- NHTSA behavioral modification unit
- Indian Health Service
- NMDOH Injury Prevention Bureau

In NM, there is increasing interest in, and demand 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.

Programs

Pedestrian Safety Seed Grant Program

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

Pedestrian Safety Seed Grant Program funds are made available through a competitive process to communities for specific interventions. Projects are given priority in communities with a high incidence of pedestrian crashes that exhibit an understanding of the community pedestrian crash problem (are data driven), have in-kind funding, and utilize the "four E's" of traffic safety. Also given priority are projects in higher-risk areas - primarily urban communities and adjacent tribal areas.

Walkable Communities

The NMDOT TSB administers the Walkable Communities Initiative. This initiative is overseen by the Statewide Walkability Advocacy Group (SWAG), which developed and continues to develop local Walkability Advocacy Groups (WAGs) in nine communities around the state. SWAG

provides crash data analysis and technical assistance to WAGs with regards to pedestrian safety. The objectives for each local WAG are to:

- develop a local, broad-based coalition to promote pedestrian safety and walkability;
- develop a local slideshow based upon a model developed by the statewide WAG;
- develop a strategic plan that includes a Pedestrian Safety Road Show to promote walkability and pedestrian safety to local decision makers and the public;
- acquire the knowledge and training necessary to implement community change in the area of pedestrian safety and walkability; and
- provide local communities technical support in addressing local pedestrian problems through the facilitation and setup of community Walkability Advocacy Groups.

Through direct assistance, these WAGs will review local pedestrian injury data, formulate a pedestrian safety road show, propose a strategic plan of action which addresses the four E's of traffic safety, implement the plan, and evaluate the plan on a periodic basis. To facilitate the successful implementation of WAG strategic plans, the Pedestrian Safety Seed Grant program will continue to offer funding to these and other communities to successfully implement their strategic plans. Annual training on pedestrian-related safety topics is offered, at no cost, to participants in the WAG program.

Urban Pedestrian Law Enforcement Program

NMDOT/ TSB has obtained a NHTSA 403 PS demonstration project grant to conduct pedestrian safety law enforcement operations in New Mexico. Administered by the UNM Department of Emergency Medicine and funded through TSB, this one-year project has three primary objectives:

- 1) train law enforcement officers on how to conduct pedestrian 'decoy' operations;
- 2) implement pedestrian 'decoy' operations in areas identified as high-risk for pedestrian injuries; and
- 3) evaluate the effectiveness of the operations in terms of injury reduction and motorist yielding to pedestrian behavior.

The 'decoy' operations are currently conducted in the cities of Albuquerque, Gallup, Santa Fe and Las Cruces for a period of six months. These cities account for nearly 80% of all pedestrian crashes in New Mexico. A decoy operation consists of a uniform or undercover officer attempting to cross the street at a marked crosswalk and observing motorist compliance. If the motorist does not comply (stop/yield to the pedestrian), the uniform or undercover officer notifies other law enforcement officers located down the street to stop the motorist and issue an appropriate citation. Decoy operations are high visibility enforcement campaigns aimed at reducing the number of turn-conflict related pedestrian crashes. The UNM Dept. of Emergency Medicine developed and distributes informational tools and educational handouts. In addition, NHTSA and NMDOT are working on a safety and enforcement media campaign to be used during the operations.

New Mexico will participate in a national study of urban pedestrian law enforcement to evaluate the effectiveness of the decoy operations. The evaluation is assessing six months of sustained enforcement at intersections with the highest frequency of pedestrian crashes in Albuquerque, Las Cruces, Santa Fe and Gallup. If successful, enforcement operations could be implemented by local enforcement.

Bicycle Helmet Distribution and Bicycle Safety Education

Pedalcyclist crashes primarily occur in the urban communities of Albuquerque, Santa Fe, Las Cruces, and Farmington (65%), principally in Bernalillo County (47%) on Albuquerque's city streets (46%). Few crashes occur along New Mexico's highway system (6%). Motor vehicle involved pedalcyclist crashes primarily involved males (82%) and children ages 10-19 years (30%) and under 10 years (21%). Few crash victims wore helmets (14%), and few pedalcyclists had been drinking alcohol at the time of their crash (5%).

TSB administers a helmet distribution program targeting children in New Mexico through a partnership with the UNM Department of Emergency Medicine and the New Mexico Medical Foundation.

Given the known low rates of helmet use among those in pedalcyclist crashes, it is important that steps be taken to increase helmet use, principally among children, through education campaigns and helmet distribution. Successful programs in New Mexico include local community bicycle rodeos that teach children safe bicycle riding techniques, provides helmets, and educates children and parents about correct bicycle helmet use.

Public Awareness Campaigns

The UNM Dept. of Emergency Medicine serves as an informal clearinghouse for information regarding pedestrian safety and is the first point of contact for the media for information on pedestrian issues. They conduct news conferences, write letters to the editor, speak at public meetings and respond to media requests for information and interviews. TSB helps to sponsor many local and statewide pedestrian safety events.

In FY06 and FY07, as part of a larger enforcement operation, TSB, NHTSA, and UNM Emergency Medicine will implement a six-month pedestrian safety campaign that focuses on driver yielding behavior. This multimedia campaign features high visibility print ads, radio and television public service announcements, monthly press conferences, and utility bill mail-outs.

Walk to School Day

This annual "Walk to School Day" will be lead by the New Mexico Safe Routes to School Coordinator. The Coordinator will be supported by a statewide planning committee. TSB and the NM Safe Routes to School Program will provide materials to communities, including informational handouts, coloring books, and retro-reflective slap on bracelets for child pedestrians and bicyclists.

Collaborative Efforts

The TSB sponsors the activities of the statewide Bicycle, Pedestrian, Equestrian (BPE) Advisory Group. This group of researchers, data analysts, traffic safety personnel, engineers, planners, medical personnel, pedestrian activists, and public works staff meets approximately quarterly. Its formal purpose is to advise and provide resources for the development of pedestrian safety projects, but it also serves as a networking function for these professionals to promote the issue of pedestrian safety within their organizations and statewide. BPE Advisory Group works with FHWA, NMDOT/ TSB, and UNM Emergency Medicine, as well as, Metropolitan and Regional Planning Organizations to host a number of pedestrian safety related training seminars for engineers, planners, and city officials.

TSB works with UNM Department of Emergency Medicine, the BPE Advisory Group, and the City of Albuquerque to assess barriers to, and opportunities for, improving the environment for pedestrians and cyclists, and to develop a statewide transportation plan for bicycle and

pedestrian engineering and design. In addition, the TSB has helped provide important training on pedestrian issues to planners and engineers through its sponsorship of the annual NMDOT BPE Facilities Workshop.

TSB works with UNM Emergency Medicine, as well as Metropolitan and Regional Planning Organizations, to host a number of pedestrian safety-related training seminars for engineers, planners, and city officials. The FHWA Pedestrian Focus State group to implemented six workshops for municipal, county and district highway engineers on “Developing a Pedestrian Safety Action Plan” and “Designing for Pedestrian Safety.” These workshops were conducted in one rural and three urban communities.

Problem ID

New Mexico leads the nation in rates of per capita unintentional injury caused by motor vehicles. Particularly fatal are pedestrian and bicycle crashes that collectively account for about 62 deaths annually.

Pedestrians

New Mexico had an FY05 pedestrian fatality rate of 3.11, which is almost twice the national rate of 1.58. New Mexico’s pedestrian fatalities rose from 56 in FY04 to 60 in FY05. Pedestrians account for 13 percent of all motor vehicle crash deaths in New Mexico.

Overall, pedestrian injuries decreased from 310 in FY04 to 264 in FY05, about a 15 percent decrease.

In FY05, males aged 45-59 were most at-risk for pedestrian fatalities, followed by males aged 20-29 and 35-49. Males account for more than 85 percent of all pedestrian crash victims.

Among females, those aged 35-49 were most at risk.

American Indians and White Hispanics have elevated rates of pedestrian injury. American Indians have pedestrian injury rates 12 times higher than White non-Hispanics.

Among alcohol-involved pedestrian fatalities in FY05, those most at risk were males aged 45-54, followed by those aged 20-24 and 40-44. Among females, those aged 35-44 were most at risk.

In FY05, there was alcohol-involvement by the pedestrian in over 70 percent of the cases where a pedestrian was killed.

Approximately 89 percent of alcohol-involved pedestrian fatalities in FY05 occurred in the evening hours and 63 percent occurred in areas with no lighting. Most occurred between 5 p.m. and 1 a.m. (75%) with the peak time period being between 9 p.m. and 11 p.m.

In FY05, four counties in the state accounted for about 2/3 of the alcohol-involved pedestrian fatalities - Bernalillo, McKinley, Sandoval, and San Juan.

Bicyclists

In FY05, there were two bicyclist deaths, the same number as in FY04. Injuries decreased, as well, from 209 in FY04 to 202 in FY05.

Objectives/ Performance Measures

- 1) Reduce the pedestrian fatality rate of 3.11 per 100,000 population (FY05 data, most recent available) to 2.70 per 100,000 population by the end of FY07.
- 2) Reduce the pedestrian serious injury rate of 13.7 per 100,000 population (FY05 data, most recent available) to 11.9 per 100,000 population by the end of FY07.
- 3) Reduce the alcohol-involved pedestrian fatality rate of 1.66 per 100,000 population (FY05 data, most recent available) to 1.55 per 100,000 population by the end of FY07.
- 4) Reduce the alcohol-involved pedestrian serious injury rate of 2.6 per 100,000 population (FY05 data, most recent available) to 2.5 per 100,000 population by the end of FY07.
- 5) Reduce the number of pedestrian fatalities from 60 (FY05 data, most recent available) to 50 by the end of FY07.

Strategies

#1 - Reduce pedestrian and bicycle crash fatalities through public education and outreach by:

- a) organizing and assisting communities at-risk for pedestrian injury to develop data-driven strategic plans to improve the safety and walkability;
- b) creating a high visibility pedestrian safety media campaign that targets drivers, pedestrians, and the general public with radio and television public service announcements (PSAs), print ads, mail-outs, flyers, and informational handouts.

#2 - Support safety law enforcement activities to reduce pedestrian fatal and injury crashes in NM communities by:

- a) continuing to fund the UNM/EMS Department to offer specialized training for law enforcement on pedestrian 'sting' operations in three at-risk communities;
- b) using crash data and FHWA Pedestrian Crash Analysis Tool software to locate target intersections for law enforcement operations;
- c) implementing the law enforcement operations at target intersections; and
- d) evaluating law enforcement operations by monitoring rates of pedestrian injury per pedestrian volume and percent of legal motorist and pedestrian behaviors observed.

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

- a) Convene an Advisory Group;
- b) Work with stakeholders to outline a plan for:
 - i) Educating law enforcement, corrections, and other stakeholders about the requirements, utility, and proper use of the NM Detoxification Act
 - ii) Expand detoxification services amongst sobering facilities and emergency medical services
 - iii) Implement shuttle services for intoxicated pedestrians or pedestrians in need.

- c) Distribute crash and related data that identifies areas of greatest risk pedestrian crashes;
 - i) Investigate role for expanded transit in affected areas
- d) Implement a pilot Screening and Brief Intervention with Referral to Treatment at the UNM Hospital with possible expansion to other target counties.

#4 - Increase the use of bicycle helmets by bicyclists of all ages in New Mexico by:

- a) monitoring the final distribution of 10,000 bicycle helmets by the NM Medical Foundation; and
- b) producing a quarterly report on the number of helmets distributed and locations of distribution.

#5 - Understanding the circumstances and characteristics of bicycle crashes, deaths, and injuries in New Mexico by:

- a) funding the UNM/EMS Department to obtain bicycle crash data, emergency department utilization data, and death investigator data;
- b) analyzing data to characterize bicycle crash and injury in NM;
- c) publishing a report on bicycle injury in NM with recommendations for safety improvements and interventions.

Pedestrian/ Bicycle Safety Project Descriptions and Budget Amounts

Federal Funds

***PS-01 Pedestrian Safety
402***

\$150,000/

Conduct statewide activities designed to reduce pedestrian deaths and injuries. Implement a statewide public awareness campaign on pedestrian safety. Implement law enforcement operations designed to encourage safe pedestrian and motorist interaction. Provide interagency training opportunities for pedestrian facility design. Continue the development, implementation, and Pedestrian Safety Seed Grant Program for Walkable Advocacy Groups (WAG) in approximately 11 counties. Update and disseminate the statewide plan for pedestrian safety. Produce an epidemiological description of bicycle and alcohol involved pedestrian crashes with recommendations for improvements and opportunities for intervention.

***PS-02 Pedestrian Safety Law Enforcement Operation / Evaluation \$100,000/ 403
PS***

Provide training and funding to law enforcement in Albuquerque, Gallup, Santa Fe, and Las Cruces to participate in a national study of pedestrian ‘sting’ law enforcement operations. Media campaigns will coincide with monthly operations at high-incidence, pedestrian crash sites for the project period. Crash data, motorist and pedestrian yielding behavior information, as well as citation data will be collected for each community and provided to NHTSA on a monthly basis.

Pedestrian/ Bicycle Safety: Federal Budget Summary

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

PS-02	Pedestrian Safety Law Enforcement Operation/ Evaluation	\$100,000	403 PS
403 PS Total		\$100,000	
Total All Funds		\$250,000	

Police Traffic Services

Overview

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

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

Programs

Law Enforcement Liaison Program

TSB supports a Law Enforcement Liaison (LEL) Program that consists of three full-time individuals who are responsible for coordinating with law enforcement agencies on NHTSA and TSB initiatives related to Impaired Driving, Occupant Protection, Police Traffic Services (PTS) and other related traffic safety projects. The LELs contact NM law enforcement agencies to encourage their participation in *Super Blitz* mobilizations, *You Drink You Drive, You Lose, Click It or Ticket*, and *Buckle Up in Your Truck* campaigns. All agencies are encouraged to participate whether they receive funding or not. These liaisons also represent NM at national and regional LEL meetings and conferences.

Selective Traffic Enforcement Programs (STEPs)

In FY06, TSB proposes to designate Police Traffic Services funds for Selective Traffic Enforcement Programs (STEPs). STEP s 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 s include a public awareness component that increases public perceptions that consequences will be imposed when traffic laws are broken. STEP s are a critical component of New Mexico's comprehensive traffic enforcement program.

New Mexico STEP s can include enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, speed, or commercial vehicle traffic. All STEP s are comprised of a local community assessment and enforcement activities. Communities are encouraged to include public awareness and education campaigns in their project activities. During FY07, TSB will use STEP s to sustain enforcement of statutes addressing DWI and driving in excess of posted speed limits.

Law Enforcement and STEP Training

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

NM Safety Corridors as of 2005

New Mexico currently maintains 12 Safety Corridors, two in each of the six NMDOT Districts. Safety Corridors are designated sections of roadway where fines for speeding are doubled and enforcement is increased. The location of a Safety Corridor is based on high numbers of fatal and serious injury crashes. Safety Corridors remain established for a three-year period, or until the Transportation Programs Division Director determines, based on crash/fatality data, that designation as a Safety Corridor is no longer necessary.



Problem ID

Where are the Crashes?

To identify problem areas and target enforcement resources, New Mexico uses a process in which roadway segments are identified according to character and traffic volume. Crashes are aggregated for each segment. The segments are then ranked according to the number of DWI related, speed-related and total crashes per 100M VMT. Segments are identified as problems if their rates are more than two standard deviations above the mean for all segments. The following data tables are from the 2004 NM Traffic Crash Information annual report.

In 2004, six of the seven highest fatal or injury crash intersections were in Albuquerque, the state's largest city.

<i>Intersection</i>	<i>City</i>	<i>Crashes</i>		
		<i>Total</i>	<i>Fatal</i>	<i>Injury</i>
Coors Blvd NW & Paseo Del Norte Blvd NE	Albuquerque	187	0	64
Jefferson St. NE & Paseo Del Norte Blvd NE	Albuquerque	129	0	41
Coors Blvd NW & Irving Blvd.	Albuquerque	104	0	34
Coors Blvd NW & Quail Rd. NW	Albuquerque	103	0	37
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	99	0	40
Eubank Blvd NE & Montgomery Blvd NE	Albuquerque	83	0	34
NM 584 & Riverside Dr.	Espanola	74	0	34

In 2004, the highest crash rate rural highway segments were in San Miguel and Rio Arriba Counties.

<i>Highway</i>	<i>Mile Posts</i>	<i>County</i>	<i>Crash Rate</i>
NM 65	1.0 to 4.2	San Miguel	276.3
NM 76	6.1 to 8.2	Rio Arriba	232.8
I – 25	41.1 to 43.4	Dona Ana	223.2
NM 518	28.5 to 31.1	Mora	218.1
NM 76	4.0 to 6.1	Santa Fe	214.7
NM 75	0.0 to 3.1	Rio Arriba	191.0
I – 25	320.5 to 322.7	San Miguel	171.5

In 2004, 19% of crashes were in rural areas and 81% were in urban areas. However, while there were many more crashes in urban areas (42,279), there were only 139 fatal crashes and 150 fatalities, compared to the 10,009 crashes in rural areas that resulted in 302 fatal crashes and 372 fatalities.

In 2004, the overall crash rate in NM was 223. Six counties had rates higher than this average:

COUNTY	2004 CRASH RATE
Bernalillo	429
Lea	275
Santa Fe	267
Curry	263
Chaves	251
Los Alamos	246

Four of the six cities in NM with the highest crash rates in 2004 are in the northwestern and northcentral parts of the state.

CITY	2004 CRASH RATE
Espanola	72.9
Taos	66.6
Gallup	41.9
Santa Fe	38.2
Silver City	38.0
Las Cruces	35.7

What factors are involved in crashes?

The top contributing factors in crashes in 2004 were as follows:

Contributing Factor*	Percent of Involvement
Following too close	11.6
Driver inattention	11.6
Failure to yield	9.6
Other improper driving	9.6
Excessive speed	9.6
Disregard traffic control	3.8
Improper turn	3.7
Alcohol-involved	3.4

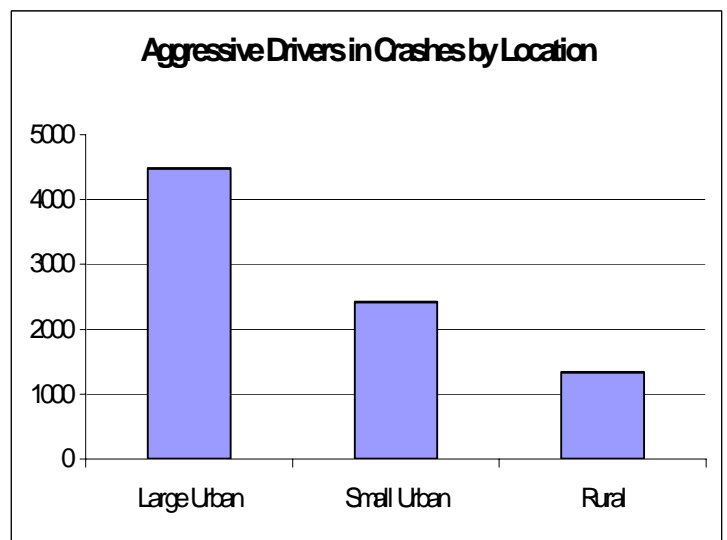
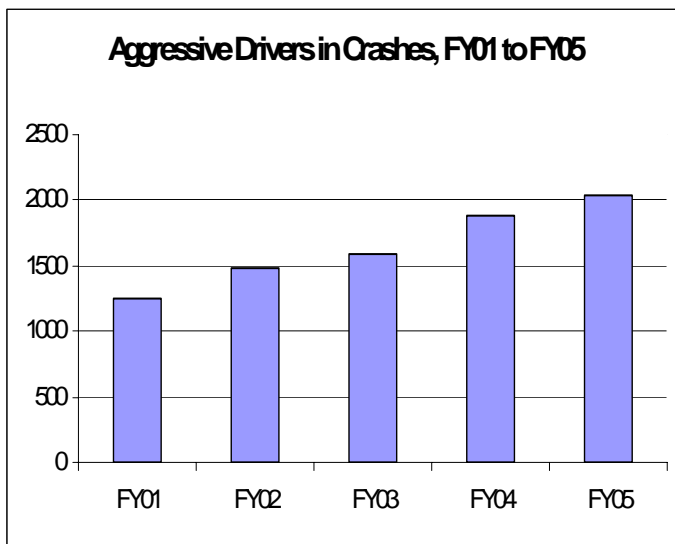
*Other contributing factors are present in 55.9% of all vehicles in crashes

FY05 Data:

Between FY04 and FY05, non-alcohol fatal crashes increased by 52% on the rural interstate highways. The fatalities in these crashes are mostly vehicle occupants. Urban non-alcohol fatal crashes increased from FY03 to FY04, and remained at that higher level in FY05. The top five counties for non-alcohol fatalities from FY01 - FY05 were Bernalillo, McKinley, Dona Ana, San Juan, and Santa Fe.

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

Along with the factors listed above, aggressive driving has increased steadily in recent years. Between FY01 and FY05, there was a 62.5 percent increase in the number of “aggressive drivers” in crashes. “Aggressive Driving” is defined as either being cited for reckless driving or having 2 of the following contributing factors: speed, failure to yield, passed red light, improper overtake, following too close, improper lane change. Aggressive drivers are mostly males between the ages of 15 and 25. Large urban areas, such as Albuquerque, Santa Fe, Las Cruces, Rio Rancho, Roswell, and Farmington have the most aggressive driving crashes.



In FY05, both speed-related and failure-to-yield fatal & serious injury crash rates decreased by about 10%, but:

- Speed was involved in 36 percent of fatalities and 27 percent of injuries.
- Speed-involved fatal crashes occurred mostly in rural areas, but non-fatal speed-involved crashes were also prevalent in urban areas.
- Speed-related crashes were most predominant among younger males, and secondarily among younger females.
- Speed was a factor in a larger fraction of crashes between the hours of 9 p.m. and 6 a.m. than during any other hours of the day.
- Failure-to-yield was involved in 10 percent of fatalities and 29 percent of injuries.
- Failure-to-yield was most prevalent in urban areas.
- Failure-to-yield was most prevalent among older drivers.

Objectives/ Performance Measures

- 1) Decrease the number of crashes in the combined safety corridor areas by 20 percent by the end of FY07 (FY05 crashes in combined safety corridors areas, 1166).
- 2) Reduce speed involved fatal and serious injury crashes from 7.54 per 100M VMT (FY05 most recent data available) to 7.35 per 100M VMT by the end of FY07.
- 3) Reduce failure to yield* fatal and serious injury crashes from 7.72 per 100M VMT (FY05 most recent data available) to 7.0 per 100M VMT by the end of FY07.

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

Strategies

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

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

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

- a) developing and disseminating media messages, public information, and educational materials emphasizing that traffic laws will be enforced and that penalties will be imposed, particularly in Safety Corridor and other high crash areas; and
- b) stressing the link between traffic enforcement, crime, and injury reduction.

#3 - Ensure that law enforcement and other traffic safety entities are afforded appropriate and affordable training opportunities by:

- a) funding a contractor to provide training to law enforcement officers in SFST, STEP, conducting DWI checkpoints, crash investigation, use of radar and lidar, Police as Prosecutor, and other traffic safety courses, and
- b) providing traffic safety training at little or no-cost to local law enforcement.

#4 – Support efforts to decrease the incidence of aggressive driving and speeding on NM highways by:

- a) increasing aggressive driving and speed media and public information messages;
- b) conducting a detailed evaluation of aggressive driving in NM;
- c) reviewing legislation to enact a state law restricting aggressive driving, increase fines for speeding violations, and to raise the traffic safety enforcement and education fee;

- d) increasing funding for innovative law enforcement programs, including automated enforcement for speed violations; and
- e) coordinating speed and aggressive driving prevention and enforcement efforts with the Navajo Nation and other tribal nations.

Police Traffic Services Project Descriptions and Budget Amounts

Federal Funds

PT-01 Police Traffic Services Program Management **\$110,000/402**

Provide program management in the areas of police traffic services, traffic enforcement, and speed and coordinate a statewide program of training, development and quality assurance for police traffic services. Provide management of, and input into, the state Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies.

Oversee and provide input into law enforcement efforts in speed control, aggressive driving and selected traffic enforcement programs. Personnel services will include salaries and benefits for five FTEs, including one staff manager and four management analyst positions. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33%. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the five FTEs can be found in the OP (OP-04) and AL (AL-14) program areas.

PT-02 Selective Traffic Enforcement Program (STEP) **\$230,000/ 402 & \$535,000/406**

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

PT-03 Statewide PTS Training and Information **\$140,000/406**

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

PT-04 Traffic Safety Enforcement Coordination **\$435,000/ 402 & \$55,000/406**

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

State Funds

EE-01 Traffic Safety Education and Enforcement

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

Police Traffic Services: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-01	Police Traffic Services Program Management	\$110,000	402
PT-02	Selective Traffic Enforcement Program (STEP)	\$230,000	402
PT-04	Traffic Safety Enforcement Coordination	\$435,000	402
402 Total		\$775,000	
PT-02	Selective Traffic Enforcement Program (STEP)	\$535,000	406
PT-03	Statewide PTS Training and Information	\$140,000	406
PT-04	Traffic Safety Enforcement Coordination	\$55,000	406
406 Total		\$730,000	
Total All Funds		\$1,505,000	

Traffic Records Program Area

Overview

In May 2006, NHTSA and FHWA completed a Traffic Records Assessment for the New Mexico Traffic Safety Bureau (TSB). The Assessment compared the State's traffic records activities to the provisions in the National Highway Safety Program Advisory for Traffic Records that establishes criteria to guide state development and use of its highway safety information resources. Once the Assessment is finalized, TSB will conduct a workshop with its traffic safety partners from around the state. The goal of this workshop will be to discuss the findings of the 2006 Assessment and to update the Traffic Records Strategic Plan integrating the TR Assessment recommendations, as feasible.

The TSB hosted its last TR strategic planning session in January 2002 to discuss the development of a statewide, comprehensive traffic records system and to develop data sharing strategies. A Statewide Traffic Records Coordinating Committee (STRCC) and a Statewide Traffic Records Executive Oversight committee (STREOC) were then established to assist in the development of a traffic records strategic plan and to oversee the implementation of that plan.

Completed in December 2002, the multi-year STRCC Strategic Plan has two primary goals:

- 1) to create a Statewide Traffic Records System (STRS) Model designed for the electronic collection and transmission of data between traffic record entities, from the initiation of the traffic related citation through offender sentence completion, and
- 2) to establish web access to traffic records, reports and traffic analysis through the STRS Model.

The STREOC meets quarterly and provides policy direction to the STRCC. The STRCC is a multi-agency working committee formed to develop a strategic plan and design and implement a Statewide Traffic Records System based on the NHTSA Model Impaired Driving Records Information System (see NM STRS Design Model on page 75).

At initial meetings, STRCC members discussed gaps, identified needs and conducted a review of the state's individual traffic related data systems. These systems included the uniform crash system, DWI arrest files, driver history files, the forensic chemical testing system, the roadway configuration and traffic volume system, the ignition interlock database, health systems, and geographic information systems. Currently, the STRCC meets monthly to share information about each agency's role in the initiation, storage, transmission, and dissemination of traffic records.

STREOC and STRCC members include representatives from the NMDOT's Traffic Safety Bureau, Chief Information Office, and Transportation Statistics Bureau; the Administrative Office of the Courts; NM Department of Finance and Administration; the NM Chief Information Office; Bernalillo County Metropolitan Court; the Motor Vehicle Division; Department of Public Safety; local law enforcement; Department of Health; DGR/ UNM; NHTSA; the Federal Motor Carriers and the FHWA.

Programs

TraCS Evaluation Pilot Project

The first initiative of implementing the STRS Model is the Traffic and Criminal Software (TraCS) Evaluation Pilot Project. TraCS is application software that allows law enforcement officers to electronically capture incident information *where and when* the traffic violation occurs. The

system requires the use of in-vehicle laptop computers, one or more PCs in a central law enforcement office, and a data communications network (see NM STRS Design Model on page 75).

The TraCS Evaluation Pilot Project is the first major step towards establishing a Statewide Traffic Records System (STRS) for New Mexico. Law enforcement agencies that participated in the Pilot Project are:

- DPS - State Police and Motor Transportation Division
- Santa Fe Police Department
- Albuquerque Police Department
- Rio Rancho Department of Public Safety
- Dona Ana Sheriff's Department

Although these agencies cover approximately 75 percent of the state, only a limited number of officers from each agency participated in the Pilot Project.

The TraCS Evaluation Pilot Field Testing was launched in October 2004. The following forms were developed in a uniform format, tested, and rolled out to agencies during the Pilot period:

- Citation
- Crash Report
- Incident Offense Report
- DWI Citation Package (DWI citation, criminal complaint/ probable cause, tow slip, booking slip, sobriety checklist)

All law enforcement agencies have a server for downloading their TraCS data. Although most data is being transferred to agency servers via a thumb drive, a pilot project is being conducted with the Rio Rancho DPS to electronically transfer the data from their TraCS computers to their TraCS server.

At this time, Pilot agencies are still manually inputting the data collected electronically, from citations or other forms, into their own agency records management system (RMS). TSB is conducting a pilot project to build and test an interface between the Pilot agency TraCS server and their RMS.

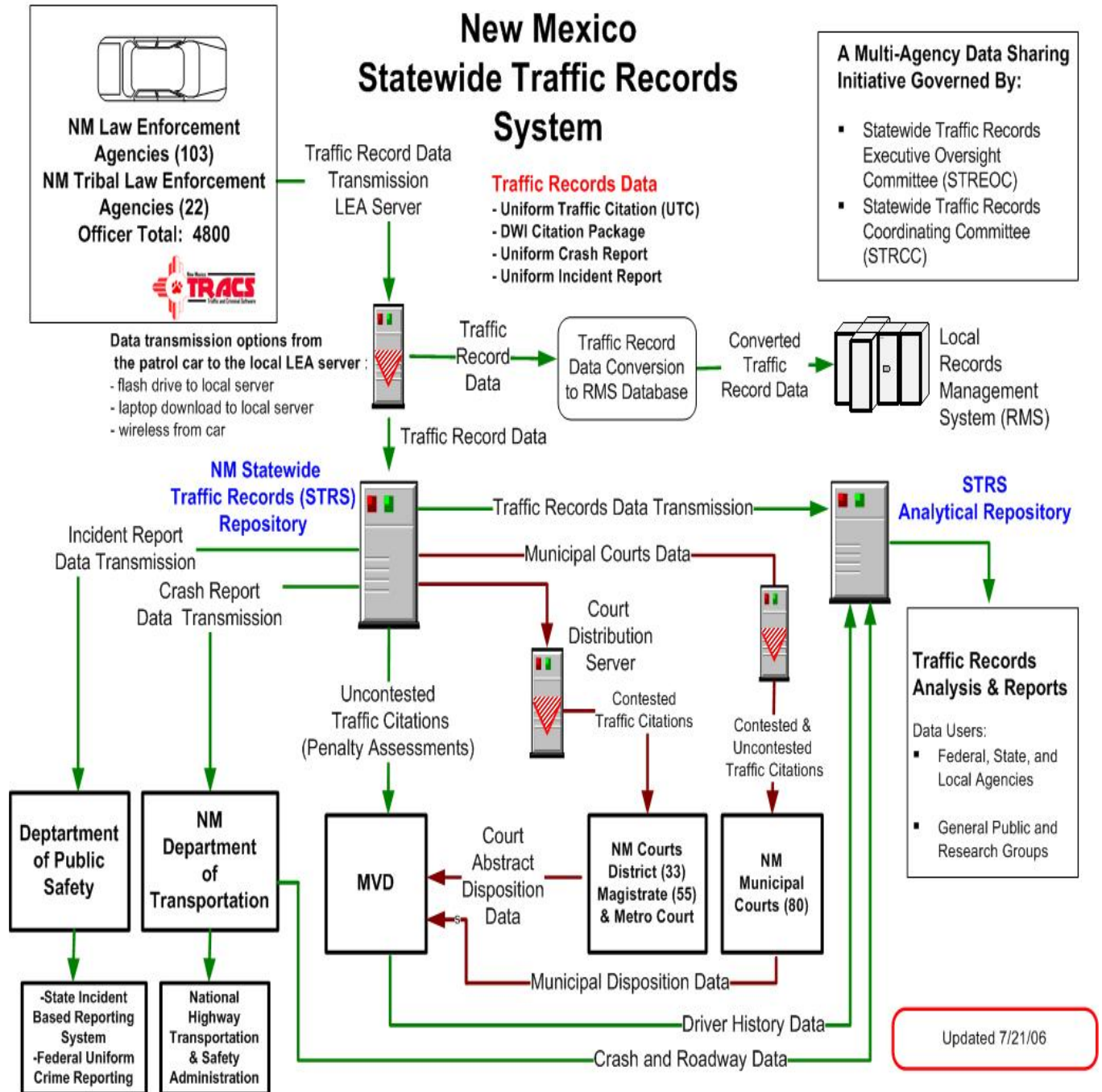
TraCS Pilot agencies that are using the electronic crash report are sending their crash reports from their computers to the State's data steward via FTP (file transfer protocol), instead of sending paper copies.

The TraCS Pilot Project will be completed in September 2006. An evaluation report on the Project will be provided to the STREOC and the STRCC in November 2006. A time and motion study on electronic vs. paper data collection, currently being conducted, will be included in the final report. By the end of November 2006, the STREOC will vote to approve or not approve the TraCS application for statewide rollout to law enforcement agencies that want to use the application for electronic collection of data. TSB is not mandating that agencies use the application, even if approved. However, agencies choosing to use the application will be provided with maintenance and support for the TraCS.

To date, Pilot law enforcement agencies have indicated their satisfaction with the TraCS application, and it is likely that the STREOC will approve it for statewide rollout.

Although the TraCS evaluation period is ending in September, a plan is being developed to support the TraCS Pilot agencies to continue to use TraCS until a final decision is made by the STREOC at the end of November 2006.

NM STRS Design Model



Problem ID

The lack of a timely, comprehensive, accessible, automated traffic records systems impedes the planning, management, and evaluation of traffic safety programs. Currently, the majority of traffic citations, DWI citations (and associated forms), incident/offense reports and crash reports are hand written. This increases the potential for inaccurate information to be recorded, and for other agencies and law enforcement personnel to have difficulty interpreting the information. This process costs law enforcement agencies many hours of report writing time that could be spent in other law enforcement activities.

New Mexico lacks an infrastructure to implement and manage its Statewide Traffic Records System (STRS). An STRS Office, with management and technical personnel is needed to implement and manage the projects designed to create and maintain the STRS.

Once the TraCS Evaluation Pilot Project report is completed, the STREOC will determine whether TraCS or some other data program will be used for the electronic collection of traffic citation, DWI Package and report information by law enforcement officers. Either another data program will need to be evaluated or, if the TraCS is determined to be appropriate for the STRS, the current TraCS Pilot Agencies will participate in an agency-wide rollout of the use of TraCS.

Objectives/ Performance Measures

- 1) Hire a system architect to develop the technical architecture and data design of the STRS, by the end of FY07.
- 2) Establish a STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination, by the end of FY07.
- 3) Among the six TraCS pilot agencies, rollout TraCS to at least 35% of the officers in each of the law enforcement departments, by the end of FY07.
- 4) Develop a TraCS Tribal Pilot Project to automate citation, DWI and crash information. Work collaboratively with tribal entities to participate in the STRS and explore the possibilities of traffic records data sharing, by the end of FY07.
- 5) Initiate the process to replace and expand the EMS Run Reporting System, and determine the NEMSIS requirements, by the end of FY07.

Strategies

#1 - Support the automation of DWI citations, traffic citations, and crash report data by:

- a) working cooperatively and collaboratively with other traffic record stakeholders to improve New Mexico's traffic records system and implement the STRS Strategic Plan by:
 - 1) providing technical and administrative support for the STREOC and STRCC
 - 2) continuing to support the TraCS Evaluation Pilot Project
 - 3) continuing to support a TraCS Project Manager;
- b. supporting projects to automate the exchange of traffic and DWI citation information between MVD, the courts, and law enforcement agencies throughout the state to reduce manual data processing, and thereby, increase data accuracy and completeness;

- c. supporting projects to automate the exchange of traffic crash report information between law enforcement and NMDOT to reduce manual data processing, and thereby, increase data accuracy and completeness;
- d. evaluating the feasibility of developing a Tribal pilot project to automate collection and sharing of citation, DWI, and crash information; and
- e. evaluating the feasibility of integrating emergency medical service systems data with traffic records systems data.

#2 - Support the establishment of a statewide traffic records office by:

- a) working cooperatively and collaboratively with other traffic record stakeholders to improve the NM STRS by:
 - 1) providing technical and administrative support for the STRS office
 - 2) updating the STRS Strategic Plan to include development of the STRS Model;
- b) having a system architect develop the technical architecture and data design of the STRS to ensure that the business and technical design of the delivered solution matches the customer requirements in terms of functionality, usability, efficiency, reliability, availability and scalability.
- c) supporting projects to collect essential data elements on the traffic offender as required by law enforcement, the judiciary, and MVD; and
- d) supporting projects to document and initiate data warehouse development for the purposes of more detailed traffic and DWI citation and crash reporting.

#3 - Support the development of a centralized ignition interlock database by:

- a) working collaboratively and cooperatively with traffic records stakeholders to develop an ignition interlock database by:
 - 1) providing technical administrative support of the ignition interlock database
 - 2) continuing to support web accessibility to ignition interlock information; and
- b) continuing to support the capturing of ignition interlock data to improve the quality, accuracy, integrity, and timeliness of ignition interlock monitoring information.

Traffic Records Project Descriptions and Budget Amounts

Federal Funds

TR-01 Traffic Safety Problem Identification and Information ***\$200,000/ 406 & \$250,000/ 408***

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

TR-02 EMS Run Reporting System **\$250,000/**
408

Replacement and expansion of the existing EMS Run Reporting System, including addition of National EMS Information System (NEMSIS) data elements.

TR-03 Annual Report Printing and Distribution **\$15,000/ 406**

Reproduce and distribute the NHTSA-required annual report on the performance goals and activities of the Traffic Safety Bureau.

TR-04 STRS/ Traffic Records Improvement and Development **\$750,000/**
408

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

TR-05 TraCS Phase One Rollout **\$600,000/**
408

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

TR-06 TraCS Tribal Pilot Project **\$250,000/**
408

Initiate the development and implementation of a TraCS Tribal Pilot Project to automate citation, DWI and crash information. TSB will work collaboratively with tribal entities to participate in the STRS and explore the possibilities of traffic records data sharing.

TR-07 Transportation Information Management System (TIMS) **\$160,000/**
408

Provide automated tools for analysis of safety and roadway-related data contained in TIMS.

State Funds

RF-09 STRS/ Traffic Records Improvement and Development

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

RF-10 TraCS Phase One Rollout

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

Also see AL-10, STRS/ Traffic Records Improvement and Development, AL-11, STRS/ TraCS Pilot Project, AL-12, STRS/ Ignition Interlock Database and AL-13 STRS/ Technical Project Manager in the Alcohol/ Impaired Driving Section on page 39.

Traffic Records: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-01	Traffic Safety Problem Identification and Information	\$200,000	406
TR-03	Annual Report	\$25,000	406
406 Total		\$225,000	
TR-01	Traffic Safety Problem Identification and Information	\$250,000	408
TR-02	EMS Run Reporting System	\$250,000	408
TR-04	STRS Traffic Records Improvement & Development	\$750,000	408
TR-05	TraCS Phase One Rollout	\$600,000	408
TR-06	TraCS Tribal Pilot Project	\$250,000	408
TR-07	Transportation Information Mgt. System	\$160,000	408
*408 Total		\$2,260,000	
Total All Funds		\$2,485,000	

*408 funds requested through SAFETEA-LU 408 Application

TS Programs Marketing and Media Program Area

Overview – Problem ID

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

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

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

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

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

Additionally, NMDOT contracts with a marketing firm to conduct media placement and media monitoring of *Super Blitz* and sustained enforcement media activities. This contract is especially essential with year-round anti-DWI messaging occurring, per the Impaired Driving Communication Plan. This contractor assists in marketing the NMDOT's impaired driving message through promotions and events involving the broadcast media. They prepare regular reports on DWI commercials aired on the stations under contract with NMDOT as part of the Alcohol/ Impaired Driving Program and the 403 Demo Project.

Assessment and Tracking of Paid Media

164 Funds - Alcohol/ Impaired Driving Media Campaigns

Paid media services are assessed in the same manner described below for the 405-Occupant Protection media campaign. In addition to this monthly review of services provided, NHTSA funds an annual national telephone household survey (pre & post surveys) to assess the public's knowledge of and exposure to the You Drink, You Drive, You Lose (YDYDYL) National Mobilization enforcement activities and anti-DWI messaging (survey conducted by Schulman, Ronca and Bucuvalas, Inc. - SRBI). The SRBI YDYDYL Survey is designed to elicit responses from New Mexico drivers who drink alcoholic beverages (this does not mean drivers who have driven after drinking necessarily, but persons who drive, who also drank any alcoholic beverages

in the past year). This survey asks about drinking & driving behavior, visibility of police on the roads, the likelihood they would be stopped if they had been drinking & driving, if that likelihood has increased over the past month, if they had seen or heard anti-DWI messages in the past 30 days, where they had heard or seen the anti-DWI messages, which messages they have seen or heard (Buzzed Driving, YDYL, Friends Don't Let Friends, etc), if they have seen or been in a checkpoint operation in the past 30 days, and if they think DWI enforcement is important.

403 Funds – Impaired Driving Demo Project

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

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

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

406 Funds - Occupant Protection Media Campaign

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

Strategies

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

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

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

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

TS Programs Marketing & Media Project Descriptions and Budget Amounts

Federal Funds

AL-09 Miscellaneous Messaging

\$50,000/ 164PM

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

AL-18 Super Blitz Media Activities

\$400,000/164 PM & \$400,000/ 410PM

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

AL-19 DWI Community Media Outreach

\$370,000/403PM

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

AL-20 DWI Public Relations Creative Design

\$250,000/164PM

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

AL-21 Sustained Paid Media

\$850,000/164 PM

Fund individual television and radio stations to air DWI messages statewide during non-*Super Blitz* Mobilization periods. These activities will include a strong enforcement message, targeting the high-risk populations including Hispanics and American Indians. These activities are outlined in the Impaired Driving Communication Plan (also see AL-30, page 50).

AL-22 DWI Educational and Promotional Materials

\$150,000/ 164PM

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

OP-07 Occupant Protection Safety Messages

\$351,000/ 406 PM

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

State Funds

EE-02 Statewide Traffic Safety Information and Education Campaigns

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

EE-03 DWI Production Services

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

Traffic Safety Programs Marketing & Media: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-09	Miscellaneous Messaging	\$ 50,000	164PM
AL-18	<i>Super Blitz</i> Media Activities	\$400,000	164 PM
AL-20	DWI Public Relations Creative Design	\$250,000	164 PM
AL-21	Sustained Paid Media	\$850,000	164 PM
AL-22	DWI Educational and Promotional Materials	\$150,000	164 PM
164 PM Total		\$1,700,000	
AL-19	DWI Community Media Outreach	\$370,000	403PM
403 PM Total		\$370,000	
OP-07	Occupant Protection Safety Messages	\$351,000	406 PM
406 PM Total		\$351,000	
AL-18	<i>Super Blitz</i> Media Activities	\$400,000	410PM
410 PM Total		\$400,000	
Total All Funds		\$2,821,000	

Driver Education and Safety Program Area

Overview

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

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

Along with overall efforts to educate New Mexicans about safe driving behaviors, the TSB has statutory responsibility to approve and certify training programs that provide traffic and DWI information and education to the public. Through the approved training programs, drivers should become more aware of the dangers of DWI, speed and other acts of irresponsible driver behavior. The TSB has statutory responsibility to develop rules to provide minimum and uniform standards for the issuance, renewal, and revocation of driving school licenses and instructor certificates, and to establish requirements for the operation of driving schools. TSB is responsible for assuring that all driving schools complete certification training and use TSB-approved curriculum. The Driver Education, Driver Safety and DWI School Rules are updated every 5 years to maintain a quality driver education program.

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

Programs

Novice Driver Education

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

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

DWI Awareness Program

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

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

Driver Improvement Program

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

DWI School Program

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

TSB funds a contractor to annually revise and update the statewide DWI School curriculum. The contractor also conducts an anonymous survey to determine student learning and satisfaction with the course. In 2005, 882 participants from 16 communities completed the surveys, with the following results:

- 95% said the course, overall, was good to excellent
- 99% found the course materials helpful
- 82% said they learned a lot from the course
- 75% said what they learned in the course would be useful to them in future
- 94% said DWI School helped them change their drinking and driving behavior

Estimated Number of Individuals Trained 2005

PROGRAM	NUMBER OF STUDENTS
Novice Driver Education	23,000
DWI Awareness	13,000
Driver Improvement	26,000
DWI School	7,700

Problem ID

Many drivers engage in risky behaviors that can lead to motor vehicle crashes, fatalities, and injuries. Risky behaviors include driving while under the influence of alcohol or drugs, speeding,

or inattention/ distraction. Some people lack appropriate driving skills or do not know the “rules of the road.” The top contributing factors for crashes in NM are driver inattention, failure to yield, following too close, excessive speed, other improper driving, and alcohol-involvement.

National and local statistics confirm that novice drivers are more likely to be involved in crashes compared to all other drivers. In New Mexico in FY05, teens 15-19 had the highest crash involvement rate of all drivers. Although, teens comprise only five percent of drivers in NM, 15 percent of drivers in crashes were teens. Forty-two percent of all teen crash deaths involved alcohol. Drivers ages 20-24 accounted for 14 percent of all drivers in fatal crashes, even though they comprise only nine percent of licensed drivers.

In NM, all persons under the age of 18 applying for their first NM driver's license must complete a driver education course that includes a DWI Prevention and Education program. In addition, all first-time licensees between the ages of 18 and 24 are required to take a DWI Awareness class. In 2005, approximately 23,000 students completed the Novice Driver Education course, and 13,000 completed the DWI Awareness course.

Of NM's 12,342 DWI convictions in FY05, 7,791 were 1st time DWI convictions. In NM, all first-time DWI offenders are required to attend DWI School.

In NM, courts may require a driver to attend the Driver Improvement Program based on a conviction for a penalty assessment misdemeanor or any other misdemeanor committed while driving. Of the approximately 215,000 traffic conviction violations recorded in 2005*, 42 percent were for speeding. Another 28 percent were for no seatbelt use, no insurance, no license, DWI, not stopping/ yielding, driving on suspended or revoked license, open container, or no child restraint. In 2004, approximately 26,000 persons attended the Driver Improvement Program.

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

Strategies

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

- a) developing and implementing a traffic safety media and marketing plan for FY07.

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

- a) continuing to monitor Driver Education, Driver Safety, and DWI Schools to ensure that course instruction complies with TSB regulations;
- b) contracting with UNM/IPL to monitor the quality of driver education schools and instructor training, to include dissemination of information on the top contributing factors in teen crashes, and to maintain a database to track the certification status of all driver's education instructors statewide;
- c) continuing oversight of DWI Awareness classes offered as independent study courses available by mail. Ensure that course materials include a student manual and a video;
- d) working with AAA New Mexico, MVD, and other traffic safety partners to provide the public with information on the driver education and safety programs in New Mexico, and to evaluate driver education requirements and legislative opportunities;
- e) increasing driver education availability in tribal areas statewide;

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

Driver Education Project Descriptions and Budget Amounts

Federal Funds

DE-01 Activist Information and Training **\$40,000/ 402**

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

DE-02 Public Information Broadcasting **\$165,000/ 402**

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

DE-03 Traffic Safety Reporting **\$157,800/ 402**

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

DE-04 Traffic Safety Quality Improvement Workshop **\$25,000/ 402**

Provide facilitation and coordinate/conduct workshops/forums to allow input from partners/public on traffic safety issues, recommendations, and strategies. Develop reports or work plans to address identified problems.

DE-05 Traffic Safety Facilitation Services **\$25,000/ 402**

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

DE-06 Traffic Safety Information Clearinghouse **\$250,000/ 402**

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

DE-07 Officer Incentives **\$20,000/ 402**

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

State Funds

DI-01 GDL Public Information/Education

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

DI-02 Quality Assurance

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

DI-03 Interpretation Services

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

DI-04 Instructor Training

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

DI-05 DWI Education Curriculum

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

DI-06 DWI Prevention Newsletter for Schools

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

EE-04 Traffic Safety Education and Enforcement Projects

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

PE-01 Public Education Event Sponsorship

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

PE-02 Teen Mobilization

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

PE-03 Multi-media Information

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

Driver Education: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
DE-01	Activist Information and Training	\$ 40,000	402
DE-02	Public Information Broadcasting	\$165,000	402
DE-03	Traffic Safety Reporting	\$157,800	402

DE-04	Traffic Safety Quality Improvement Workshop	\$ 25,000	402
DE-05	Traffic Safety Facilitation Services	\$ 25,000	402
DE-06	Traffic Safety Information Clearinghouse	\$250,000	402
DE-07	Officer Incentives	\$ 20,000	402
402 Total		\$682,800	
Total All Funds		\$682,800	

Motorcycle Safety Program Area

Programs

The following programs are primarily state-funded programs, but they may be expanded during FY07, and federal funds may be used, as appropriate.

Motorcycle Training Program

To help riders develop skills, the TSB administers statutorily required motorcycle training program statewide. In 2005, more than 3,800 individuals received motorcycle training. This is the third year in row that training numbers have exceeded 3000. The Program is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

Year	Students Trained Annually	% Change from Previous Year	Active Sites	Active Rider Coaches
2001	2,260		8	59
2002	2,550	13%	9	72
2003	3,055	20%	9	76
2004	3,649	19%	9	70
2005	3,801	4%	12	89

An endorsement is required to legally operate a motorcycle. Individuals 18 years of age and older can apply for an endorsement in two different ways; by passing a written test and a driving test at a Motor Vehicle Division office, or by successfully completing the Motorcycle Training Program. Individuals under 18 must successfully complete the Motorcycle Training Program. Despite the state's testing and training programs, many of the motorcyclists killed and injured in crashes lacked the motorcycle endorsement required by law. A major exception is New Mexico's military bases, as they require that all motorcycle drivers be trained, licensed, helmeted, and insured.

Annual Motorcycle Safety Awareness Day

The TSB sponsored the fifth annual "New Mexico Motorcycle Safety Awareness Day" in September of 2005. This event promotes safety strategies including the Motorcycle Training Program and the need for increased automobile driver awareness. Riders, vendors, instructors, law enforcement, the Motor Vehicle Division and the public all were involved. Local media, including a live radio broadcast, covered the event.

Problem ID

In NM, most motorcycle crashes result in injury, rather than death. Deaths due to motorcycle crashes decreased in FY05 from 45 (FY04) to 37. However, the number of riders sustaining serious injuries due to a motorcycle crash increased from 702 in FY04 to 750 in FY05.

Over the past five years, motorcycle crashes have increased by 27 percent, going from 863 in FY01 to 1,098 in FY05.

In NM, motorcyclists are predominantly male, and most people involved in motorcycle crashes are those between the ages of 20 and 24, and 15 and 19.

In FY05, 75 percent of motorcycle crashes were in urban areas, but 51 percent of fatal crashes were in rural areas. More than half of all crashes were in Bernalillo, Dona Ana, and Santa Fe counties.

In FY05, most motorcycle crashes occurred on Friday, Saturday and Sunday (53%), mostly in daylight hours (77%), with the peak time being between 2 p.m. and 6 p.m. (38%). The highest crash months were May, August, September, June, and July.

In FY05, the most common crash classes for motorcycle crashes were involvement with another vehicle, overturns, and hitting a fixed object.

In FY05, only about 7 percent of motorcycle crashes were alcohol-involved, but 38 percent of fatal crashes were alcohol-involved.

Not wearing a helmet remains a primary factor in the number of NM's motorcycle deaths and injuries. Of the 37 motorcyclists killed in FY05, 33 (89%) were not wearing a helmet. Sixty-six percent of those receiving serious injuries (visible or incapacitating) were not wearing a helmet. The current helmet law applies only to persons under the age of 18. Those least likely to wear a helmet are riders ages 25-49.

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

Objectives/ Performance Measures

Reduce the number of motorcycle crashes from 1098 (FY05 data, most recent available) to 1043, by the end of FY07.

Strategy

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

- a) maintaining a contract with the Motorcycle Safety Foundation to provide beginner and experienced rider training courses;
- b) promoting motorcycle safety through educational efforts that increase the perception and awareness that operating, licensing, and helmet laws are enforced;
- c) utilizing community traffic safety groups to promote motorcycle education and enforcement initiatives, participation in training programs, helmet usage, and state and local law reform; and
- d) promoting the motorcycle safety course through increased media and/or participation at local motorcycle events.

Motorcycle Safety Project Descriptions and Budget Amounts

Federal Funds

MC-02 Motorcycle Funds

\$100,000/

2010

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

State Funds

MC-01 Motorcycle Safety Training Program

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

Driver Education: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
MC – 02	Motorcycle Funds	\$100,000	2010
Total Funds		\$100,000	2010

FY07 PROJECT DESCRIPTIONS

FEDERAL FUNDS

AL-01 Additional Law Enforcement Officers

\$750,000/ 403 and \$750,00/ 164

Fund twenty full time law enforcement officers in the identified five high-risk counties to focus on DWI enforcement. The five counties are Dona Ana, Bernalillo, San Juan, Rio Arriba and McKinley. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols.

AL-02 Underage Drinking Enforcement

\$275,000 /164

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

AL-03 BAC Testing

\$100,000/ 164

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

AL-04 Offender Monitoring

\$100,000/ 164

Monitor the top 100 DWI repeat offenders from arrest through adjudication and sentencing. This project will help identify similarities and differences in the judicial process between these offenders. This project will also help identify countermeasures needed to prevent additional DWI arrests by these individuals.

AL-05 DWI Judicial and Prosecutor Education, and Research Forums

\$125,000/ 164

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

AL-06 Administrative License Revocation Officer

\$150,000/ 164

Fund two positions at the Taxation and Revenue Department, Administrative License Revocation Office. One FTE is for an additional ALR hearing officer, and one FTE is for an ALR Scheduler. This funding will also be used to provide ALR training to law enforcement, and to produce and disseminate an annual report on ALR hearing outcomes.

AL-07 Drug Recognition Expert Training

\$60,000/ 164

Expand training and re-certification of DRE (Drug Recognition Expert) officers to increase the number of DRE experts in the state.

AL-08 ODWI Enforcement

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

410

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

AL-09 Miscellaneous Messaging

\$50,000/ 164PM

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

AL-10 STRS/ Traffic Records Improvement and Development **\$1,452,484/ 164**

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

AL-11 Continued Support of TraCSPilot Agencies **\$150,000/ 164**

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

AL-12 STRS Ignition Interlock Database Manager **\$200,000/ 164**

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

AL-13 TraCS Phase One Rollout **\$600,000/ 164**

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

AL-14 Impaired Driving Program Management **\$130,000/ 164PA**

Provide program management for the impaired driving program area to coordinate and provide input on Operation DWI, You Drink You Drive, You Lose campaigns, *Super Blitzes*, and other projects related to impaired driving. Manage, conduct and provide oversight of and input into monitoring and quality assurance initiatives related to impaired driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for five FTEs, including one staff manager and four management analyst positions. Two FTEs will be funded at 25% and three FTEs will be funded at 33%. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the five FTEs can be found in the OP (OP-04) and PT (PT-01) program areas.

AL-15 Traffic Safety Resource Prosecutor **\$100,000/164**

Fund a Traffic Safety Resource Prosecutor. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide.

AL-16 Evaluation of Metro Court Scheduling Process **\$30,000/ 164**

Fund a study to identify areas of improvement with regard to the overall DWI scheduling process at the Albuquerque Metropolitan Court. This will assist in improving efficiency for the court, prosecutors, defense attorneys, administrative license revocation hearing officers, and law enforcement agencies.

AL-17 Impaired Driving Demo Project Program Management **\$199,000/164**

Provide program management for the Section 403 Demo Project - Impaired Driving Program. This includes data management, monthly reports, coordination with law enforcement and other state agencies.

AL-18 Super Blitz Media Activities **\$400,000/164 PM & \$400,000/ 410 PM**

Fund paid media during the eight DWI *Super Blitz* Mobilizations conducted throughout the year. These activities are outlined in the Statewide Media and Marketing Communication Plan.

AL-19 DWI Community Media Outreach **\$370,000/403 PM**
Fund community outreach activities in the five-highest risk counties and the Navajo Nation. This includes coordinating with law enforcement, courts, prosecutors, public defenders and community leaders to publicize DWI enforcement activities in these areas.

AL-20 DWI Public Relations Creative Design **\$250,000/164PM**
Fund a public relations agency to develop creative messages for television, radio, and print that will include a strong DWI enforcement message, targeting the high-risk populations including Hispanics and American Indians.

AL-21 Sustained Paid Media **\$850,000/164 PM**
Fund individual television and radio stations to air DWI messages statewide during non-Super Blitz Mobilization periods. These activities will include a strong enforcement message, targeting the high-risk populations including Hispanics and American Indians. These activities are outlined in the Impaired Driving Communication Plan.

AL-22 DWI Educational and Promotional Materials **\$150,000/ 164PM**
Purchase educational and promotional materials to be distributed statewide around special events such as the Balloon Fiesta and the State Fair. Some materials will be distributed to the courts and to liquor establishments.

AL-23 Statewide DWI Training and Information for Law Enforcement **\$400,000/164**
Provide DWI information, coordination and training to all involved in DWI-related police traffic services. Provide statewide coordination and oversight of the Standard Field Sobriety Training to ensure compliance with existing training standards and procedures. Training may include SFST, conducting DWI checkpoints, and electronic DWI citation data entry.

AL- 24 DWI Native American Liaison **\$125,000/ 164**
Fund a contractor to provide DWI communications and technical assistance services to Native American populations to include the following: assessing current DWI activities and resources, identifying gaps in services or resources, increasing DWI data sharing, addressing cross-jurisdictional law enforcement issues, developing a task force to reduce DWI deaths and injuries on tribal lands, and serving as a communications liaison between the State and the tribes on DWI issues.

AL-25 Treatment Sanction Data Review **\$25,000/ 164**
Fund a review of court data on a limited number of individuals convicted of DWI to determine what type of treatment is mandated for various levels of DWI offenses.

AL-26 Impaired Driving Programmer/ Database **\$150,000/ 164**
Fund a contractor to create a web-based database for law enforcement to report on their state-contracted DWI activities (checkpoints, saturation patrols, etc.) funded through any state contracts.

AL-27 DWI/Drug Court Expansion **\$400,000/ 410**
Fund DWI/Drug Court Coordinator(s), part time staff, travel and related costs, drug testing kits and drug confirmation tests to assist NM courts interested in starting a DWI-specific Drug Court program. The TSB and the Administrative Office of Courts will identify counties that contain the foundation and willingness to begin a DWI/Drug court model that is consistent with NHTSA standards and the Section 410 requirements.

AL-28 Metro Court Supervised Probation Project **\$375,000/ 164**
Through this pilot project, fund seven full-time individuals as probation officers and judicial specialists, whose time is totally dedicated to the supervising and monitoring of eligible first-time DWI offenders convicted in the Bernalillo County Metropolitan Court. This project is focused on high-risk first time offenders that currently are placed on unsupervised probation.

AL-29 DWI Enforcement Roving Patrols **\$250,000/ 164**
Fund contracts for retired law enforcement officers to conduct checkpoints on Friday and Saturday nights in the five highest risk counties for DWI. These roving patrols will move their checkpoint operations to various locations during the weekend operations.

AL -30 Management of Media Contracts **\$85,000/ 164**
Fund a contractor to place and monitor all paid impaired driving sustained media contracts to ensure that NMDOT receives the ad placements as outlined in relevant media contract specifications.

AL-31 "Buyers Beware" Underage Drinking Media Campaign (New Hampshire NHTSA Project) **\$275,000/ 164**
DWI Underage Drinking Prevention Billboard Media Campaign to target persons over 21 years of age that may contribute to the delinquency of a minor by purchasing or procuring alcohol for them. Core messages emphasize New Mexico's 4th degree felony law for providing alcohol to minors.

AL-32 TraCS Evaluation Report **\$50,000/ 164**
To produce a final report on the TraCS Pilot Project summarizing the field evaluation results from each of the participating pilot agencies, the courts, MVD, NMDOT and other stakeholders regarding lessons learned and best practices. This report will be presented to the STREOC to determine if TraCS will be adopted as the application for the statewide rollout.

AL-33 Evaluation of DWI Programs **\$100,000/ 164**
Fund a study to evaluate the effectiveness of TSB-funded DWI countermeasure projects. Possible projects include the Albuquerque Police Department Party Patrol Unit, Media and Public Awareness efforts, and Court projects. TSB will request specific approval from NHTSA for each individual evaluation project.

DE-01 Activist Information and Training **\$40,000/ 402**
Provide for participation by New Mexico traffic safety activists in training events, conferences, task forces, and seminars to develop their skills and knowledge in traffic safety program issues.

DE-02 Public Information Broadcasting **\$165,000/ 402**
Provide for non-paid media (non-commercial sustaining announcements - NCSAs) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities.

DE-03 Traffic Safety Reporting **\$157,800/ 402**
Prepare, print, and distribute traffic safety materials, reports, and newsletters used for public information and education, or promotion of program activities.

DE-04 Traffic Safety Quality Improvement Workshop **\$25,000/ 402**
Provide facilitation and coordinate/conduct workshops/forums to allow input from partners/public on traffic safety issues, recommendations, and strategies. Develop reports or work plans to address identified problems.

DE-05 Traffic Safety Facilitation Services **\$25,000/ 402**
Facilitate TSB-related and/or TSB-sponsored events in which the main goal of each event is to develop strategies or improve processes designed to reduce motor vehicle related crashes, deaths, and injuries.

DE-06 Traffic Safety Information Clearinghouse **\$250,000/ 402**
Provide clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues.

- DE-07 Officer Incentives** **\$20,000/ 402**
 Officers that write the most *Click It or Ticket* citations would receive funding to attend a Traffic Safety related training or conference.
- HE-01 Hazard Elimination Projects** **\$1,183,991/164**
 Provide physical improvements to roadways to decrease hazards for drivers.
- MC-02 Motorcycle Funds** **\$100,000/ 2010**
 Enhance the existing motorcycle program by providing increased training, education, public awareness, and training materials.
- OP-01 Operation Buckle Down Enforcement** **\$125,000/ 406**
 Continue overtime funding to law enforcement agencies to conduct safety belt and child restraint device/ booster seat use activities. This program has been successful in producing a steady increase in occupant protection use in New Mexico. This program encompasses at least 60 agencies statewide (a minimum 75% of the State's population).
- OP-02 Seatbelt Observation Protocol and Evaluation** **\$115,000/406**
 Conduct pre and post statewide safety belt observations. Analyze observation data and produce annual report.
- OP-03 Occupant Protection / Child Restraints** **\$300,000/ 406**
 Continue statewide school-based and community-based occupant protection programs; train additional child restraint/ booster seat technicians, increase child restraint/ booster seat clinics throughout the state; expand the child restraint/ booster seat distribution system; and increase availability of child restraint /booster seat equipment for low-income families and special needs children.
- OP-04 Occupant Protection Program Management** **\$125,000/ 402**
 Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management and input for the planned pre and post safety belt survey, child restraint/ booster seat survey, OPC Assessment, and the *Click It or Ticket* Campaign. Oversee and provide input on projects related to child occupant protection including fitting stations and child restraint device/ booster seat clinics. Personnel services will include salaries and benefits for five FTEs, including one staff manager and four management analyst positions. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33% in this program area. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the five FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.
- OP-05 OP Enforcement (Click It or Ticket/ Buckle Up in Your Truck)** **\$101,000/ 402**
 Continue overtime funding to law enforcement agencies to conduct safety belt and child restraint device/ booster seat use activities during the National *Click It or Ticket / Buckle Up in Your Truck* campaigns.
- OP-06 Child Passenger Protection Education** **\$160,000/ 405**
 Contracts to purchase and distribute child restraint devices and booster seats throughout the state.
- OP-07 Occupant Protection Safety Messages** **\$301,000/ 406**
PM
 Fund paid media outside the *Click It or Ticket* Mobilization. This will include messages that pertain to increasing safety belt use, the proper way to use child restraints, and the new booster seat law.
- OP-08 Occupant Protection for Children Assessment** **\$25,000/ 405**
 To implement the OPC Assessment designed to assist states to examine their programs and create a Strategic plan. The assessment focuses on children, ages 0 through 15 years. Multi-disciplinary teams of

national experts assist states to conduct administrative reviews of their programs. The Assessment examines the state's CPS program in a comprehensive manner. Nine major program elements are included: Management and Leadership, Data, Evaluation, Training, Seat Inspection and Distribution program, Legislation Regulation Policy, Law Enforcement, Public Information and Education and Community Programs.

OP-09 Occupant Protection for Children Survey **\$82,000/ 405 & \$33,000/406**

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

PA-01 Financial Systems Management (Financial Specialist) **\$50,000/ 402**

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

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

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

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

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

PS-01 Pedestrian Safety **\$150,000/ 402**

Conduct statewide activities designed to reduce pedestrian deaths and injuries. Implement a statewide public awareness campaign on pedestrian safety. Implement law enforcement operations designed to encourage safe pedestrian and motorist interaction. Provide interagency training opportunities for pedestrian facility design. Continue the development, implementation, and Pedestrian Safety Seed Grant Program for Walkable Advocacy Groups (WAG) in approximately 11 counties. Update and disseminate the statewide plan for pedestrian safety. Produce an epidemiological description of bicycle and alcohol involved pedestrian crashes with recommendations for improvements and opportunities for intervention.

PS-02 Pedestrian Safety Law Enforcement Operation / Evaluation **\$100,000/ 403 PS**

Provide training and funding to law enforcement in Albuquerque, Gallup, Santa Fe, and Las Cruces to participate in a national study of pedestrian 'sting' law enforcement operations. Media campaigns will coincide with monthly operations at high-incidence, pedestrian crash sites for the project period. Crash data, motorist and pedestrian yielding behavior information, as well as citation data will be collected for each community and provided to NHTSA on a monthly basis.

PT-01 Police Traffic Services Program Management **\$110,000/ 402**

Provide program management in the areas of police traffic services, traffic enforcement, and speed and coordinate a statewide program of training, development and quality assurance for police traffic services. Provide management of, and input into, the state Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies.

Oversee and provide input into law enforcement efforts in speed control, aggressive driving and selected traffic enforcement programs. Personnel services will include salaries and benefits for five FTEs, including one staff manager and four management analyst positions. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33%. Travel, supplies, and training will also be

included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the five FTEs can be found in the OP (OP-04) and AL (AL-14) program areas.

PT-02 Selective Traffic Enforcement Program (STEP) **\$230,000/ 402 & \$535,000/ 406**

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

PT-03 Statewide PTS Training and Information **\$140,000/ 406**

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

PT-04 ODWI Enforcement Coordination **\$435,000/ 402 & \$55,000/ 406**

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

TR-01 Traffic Safety Problem Identification and Information **\$200,000/406 & \$250,000/ 408**

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

TR-02 EMS Run Reporting System **\$250,000/ 408**

Replacement and expansion of the existing EMS Run Reporting System, including addition of National EMS Information System (NEMSIS) data elements.

TR-03 Annual Report Printing and Distribution **\$15,000/ 406**

Reproduce and distribute the NHTSA-required annual report on the performance goals and activities of the Traffic Safety Bureau.

TR-04 STRS/ Traffic Records Improvement and Development **\$750,000/ 408**

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

TR-05 TraCS Phase One Rollout **\$600,000/ 408**

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

TR-06 TraCS Tribal Pilot Project

\$250,000/ 408

Initiate the development and implementation of a TraCS Tribal Pilot Project to automate citation, DWI and crash information. TSB will work collaboratively with tribal entities to participate in the STRS and explore the possibilities of traffic records data sharing.

TR-07 Transportation Information Management System (TIMS)

\$160,000/ 408

Provide automated tools for analysis of safety and roadway-related data contained in TIMS.

STATE FUNDS

CDWI-01 Community DWI (ALC)

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

DI-01 GDL Public Information/Education (DE)

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

DI-02 Quality Assurance (DE)

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

DI-03 Interpretation Services (DE)

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

DI-04 Instructor Training (DE)

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

DI-05 DWI Education Curriculum (DE)

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

DI-06 DWI Prevention Newsletter for Schools (DE)

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

EE-01 Traffic Safety Education and Enforcement (PTS)

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

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

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

EE-03 DWI Production Services (Media)

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

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

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

MC-01 Motorcycle Safety Training Program (DE)

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

PE-01 Public Education Event Sponsorship (DE)

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

PE-02 Teen Mobilization (DE)

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

PE-03 Multi-Media Information (DE)

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

RF- 01 Additional Law Enforcement Officers (ALC)

Fund additional law enforcement officers for the Navajo Nation. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols.

RF- 02 Evaluation of Santa Fe County Pilot Ignition Interlock Program (ALC)

Fund a contract to track the recidivism of all DWI offenders convicted in Santa Fe County during a one-year period before the law mandated interlocks for all convicted offenders.

RF- 03 Statewide DWI Prevention Expansion to College Campuses (ALC)

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

RF- 04 Evaluation of Judicial Resources (ALC)

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

RF-05 OBD Enforcement and Coordination (OP)

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

RF-06 Administrative Assistant (P&A)

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

RF-07 Financial Management (P&A)

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

RF-08 CDWI Coordinator (P&A)

Coordinates all areas of the CDWI Program and will work with TSB staff to resolve issues related to the Program projects

RF-09 Traffic Records Improvement and Development (TR)

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

RF-10 TraCS Phase One Rollout (TR)

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

ACRONYMS

100M VMT - 100 million vehicle miles traveled
AAA – American Automobile Association
ALR - Administrative license revocation
AOC - Administrative Office of the Courts
BAC - Blood/ Breath alcohol content
BIA – Bureau of Indian Affairs
BPE - Bicycle, pedestrian and equestrian
CDWI - Community DWI Program (TSB)
COSAP - Campus Office of Substance Abuse Prevention (University of NM)
CPS - Child passenger safety
CTSP – Comprehensive Transportation Safety Plan
CYFD - Children, Youth, and Families Dept.
DCAC – Drug Court Advisory Committee
DFA - Department of Finance and Administration
DGR - Division of Government Research (University of NM)
DPS – Department of Public Safety
DRE – Drug recognition education
DUI - Driving under the influence
DWI - Driving while intoxicated
EMS - Emergency Medical Services
FARS – Fatality Analysis Reporting System
FHWA - Federal Highway Administration
FTE – Full-time equivalent
FTP – File transfer protocol
GDL – Graduated driver’s license
GRP – Gross rating percentage
HSPP - Highway Safety & Performance Plan
IHS – Indian Health Service
II - Ignition interlock
IPL - Institute for Public Law (University of NM)
JEC - Judicial Education Center
LDWI - Local DWI Program (Dept. of Finance & Administration)
LEAs – Law enforcement agencies
LEL - Law enforcement liaison
MADD - Mothers Against Drunk Driving
MVD - Motor Vehicle Division
NEMSIS – National Emergency Medical Services Information System
NHTSA - National Highway Transportation Safety Administration
NM - New Mexico
NMDOH - New Mexico Department of Health
NMDOT - New Mexico Department of Transportation
OBD - Operation Buckle Down
ODWI - Operation DWI
OP – Occupant protection
PBT - Portable breath testers
PCs - Personal computers
PMs - Program managers (at TSB)
PSAs – Public service announcements
PTS - Police traffic services
RMS – Records management system
SFST - Standard field sobriety testing
SID - Special Investigations Division (Dept. of Public Safety)
SLD - Scientific Laboratory Division (University of NM)
STEPS - Selective Traffic Enforcement Programs
STRCC - Statewide Traffic Records Coordinating Committee
STREOC - Statewide Traffic Records Oversight Committee
STRS - Statewide Traffic Records System
SWAG - Statewide Walkability Advocacy Group
TIMS – Transportation information management system (NMDOT)
TR – Traffic Records
TraCS - Traffic and Criminal Software
TSB - Traffic Safety Bureau (NMDOT)
TSRP – Traffic Safety Resource Prosecutor
UNM - University of New Mexico
VA – Veterans Administration
WAG - Walkability Advocacy Group (community-based)
YDYDYL – You Drink. You Drive. You Lose.

NMDOT GUIDING PRINCIPLES

NEW MEXICO DEPARTMENT OF TRANSPORTATION

GUIDING PRINCIPLES

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

- Multimodal Transportation

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

- Partnership with Tribal Governments

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

- Partnership with Local Governments

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

- Environmental Responsibility

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

- Safety and Security

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

- Efficient Use of Public Resources

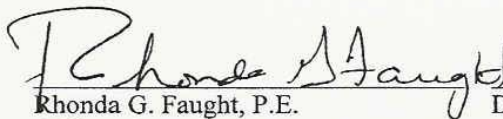
We are committed to the principle of efficient and effective use of public resources provided by the people to improve transportation in New Mexico. Our Department will optimize the amount of resources that go to transportation facilities and services. Our Department will compete for all applicable federal,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

- Economic Vitality

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

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

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

 5/13/03
Rhonda G. Faught, P.E. Date

Cabinet Secretary
New Mexico Department of Transportation

STATE CERTIFICATIONS AND ASSURANCES

State Certifications

Revised 8/25/05

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high-risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of 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;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21);

(b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.

- 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee

of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into

this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by

this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility Matters-
Primary Covered Transactions**

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later

determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 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).

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

8/28/2006
Date

HSPP Match Review Report (Report K)