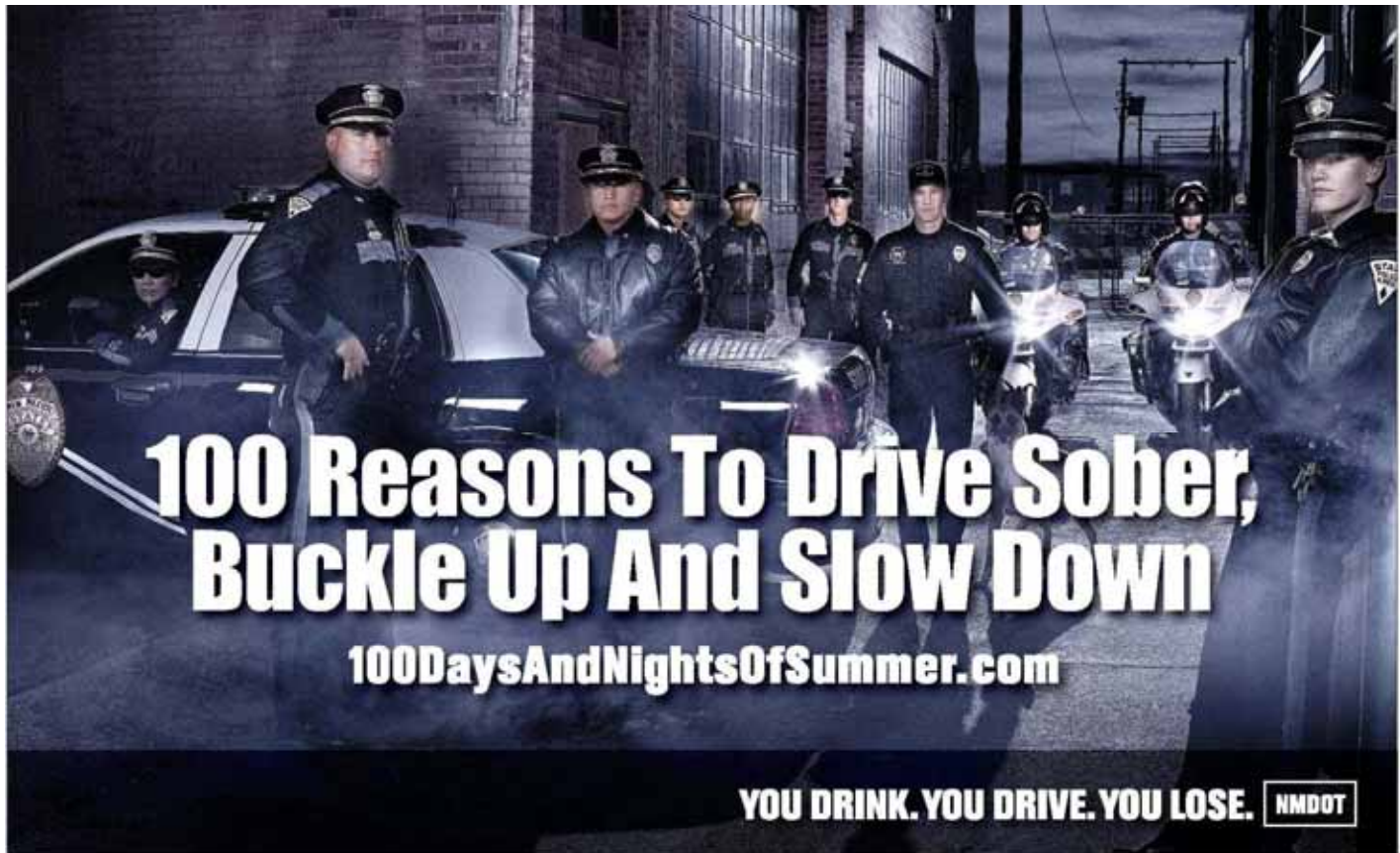




*New Mexico* DEPARTMENT OF  
**TRANSPORTATION**

# Highway Safety and Performance Plan FY2009



**Transportation Programs Division  
Traffic Safety Bureau**

**Bill Richardson  
Governor**

**Rhonda G. Faight, P.E.  
Governor's Representative for Highway Safety  
NM Department of Transportation**

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

## **January**

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

## **February**

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

## **March**

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

## **April**

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

## **May**

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

## **June**

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

## **July**

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

## **August**

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

## **September**

- Submit final HSPP to NHTSA and FHWA.

## **October**

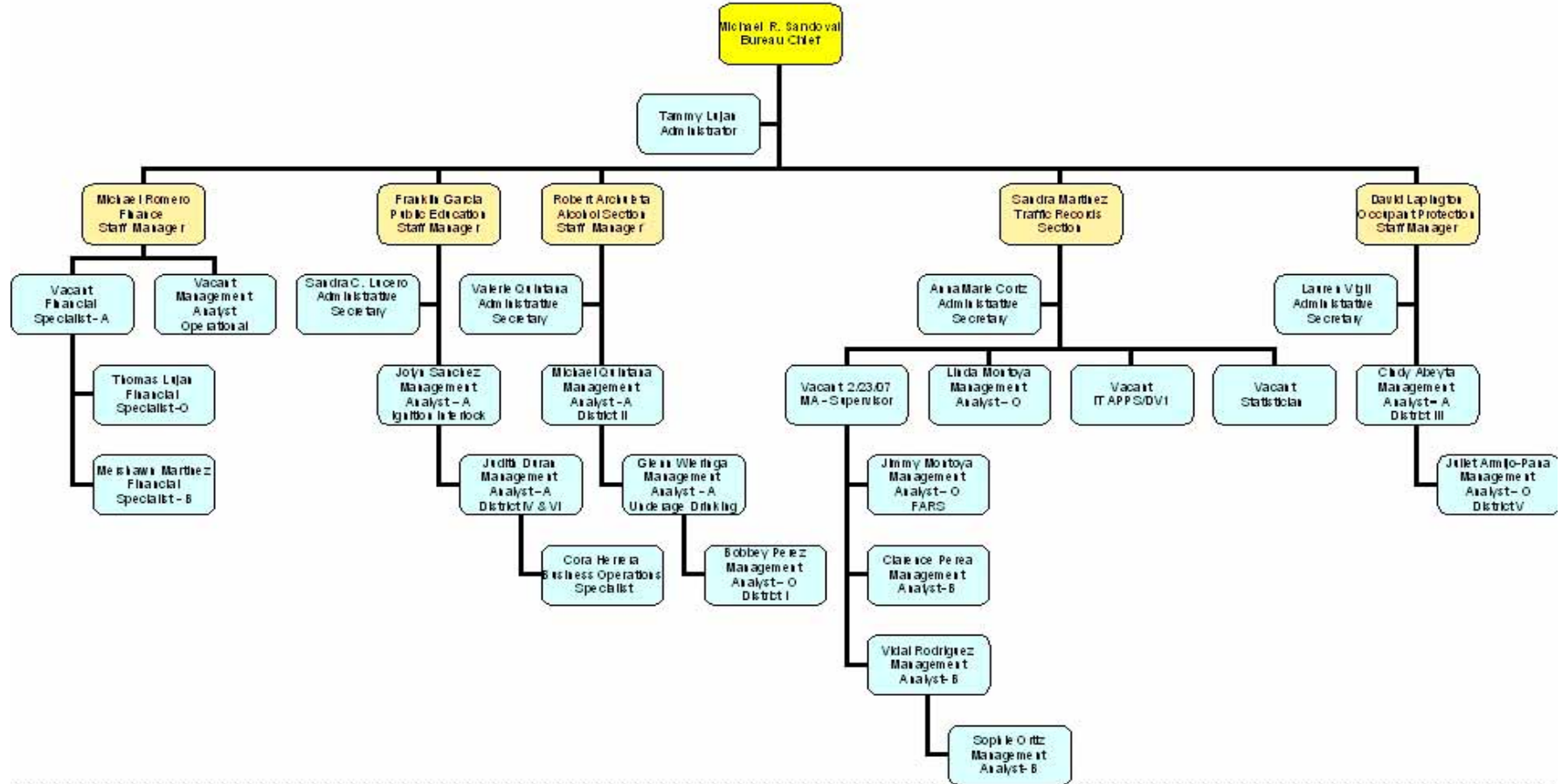
- Implement grants and contracts for current year.
- Carry forward partial funds for operations until next year funds available.

## **November - December**

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

# NMDOT–Traffic Safety Bureau – Programs Division Organizational Chart

## NM Department of Transportation Traffic Safety Bureau



## **Mission Statement**

The Traffic Safety Bureau is committed to preventing injuries and saving lives by eliminating crashes on New Mexico public roadways. ¡ si se puede !

## **Executive Summary**

The Traffic Safety Bureau of the NM Department of Transportation (NMDOT) has primary responsibility for managing programs designed to reduce traffic-related deaths and injuries. The Traffic Safety Bureau (TSB) partners with the National Highway Traffic Safety Administration (NHTSA) to develop and fund statewide and community-level projects that will have the greatest impact on saving lives and reducing injuries due to traffic crashes. NM's FY09 HSPP overall goal is to reduce the number of traffic-related crashes, fatalities, and serious injuries in New Mexico.

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

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

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

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

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

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

Two of NM's FY09 alcohol/ impaired driving performance measures are to reduce the number of alcohol-related fatalities from 178 (FY07) to 158, and to reduce the alcohol-involved traffic fatality rate from 0.67 per 100M VMT (FY07) to 0.58.

### ***Occupant Protection***

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

- All motor vehicle occupants (in vehicles weighing less than 10,000 pounds) must use a seat belt at all times.

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

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

TSB works with local community groups and local government agencies to conduct child safety seat and booster seat clinics, and to set up permanent fittings stations. In addition, TSB sponsors and supports a variety of outreach activities to promote the use of occupant protection for all ages. In FY09, TSB will work with NHTSA to conduct a Child Occupant Protection Survey.

New Mexico's FY09 occupant protection performance measure is to increase overall seat belt use from 91.1% (2008 Survey) to 92%.

### ***Pedestrian/ Bicycle Safety***

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

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

Two of NM's FY09 pedestrian safety performance measures are to reduce the pedestrian fatality rate of 3.27 per 100,000 population (FY07) to 2.85, and to reduce the alcohol-involved pedestrian fatality rate of 1.81 per 100,000 population (FY07) to 1.77.

### ***Traffic Records***

A second, five-year Statewide Traffic Records System (STRS) Strategic Plan has been developed and is effective from July 2007 through June 2012. TSB executive and management staff participate in the Statewide Traffic Records Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC). These committees are charged with ensuring that the goal and objectives of the multi-year STRS Strategic Plan are achieved. The goal of the Strategic Plan is to create and maintain a Statewide Traffic Records System (STRS).

The Traffic Records Program FY09 performance measures include the following:

- Maintain and support the STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination, throughout FY09.
- Develop and implement the STRS Data Center, by the end of FY09.
- Complete the TraCS Phase One Statewide Rollout, by the end of FY09.
- Implement the TraCS Phase Two Statewide Rollout, by the end of FY09.
- Complete the Crash System Database Redesign, by the end of FY09.
- Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure of 107 days for the period October-December 2007 to 90 days for the period October-December 2008.

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

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

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

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

One of NM's Police Traffic Services FY09 performance measures is to decrease the number of crashes in the combined safety corridor areas by 20%.

## Legislative Issues

### 2008 Highlights

**House Bill 100** - Relating to Driving Under the Influence of Intoxicating Liquor or Drugs, Providing Penalties for Tampering with an Ignition Interlock Device; Declaring an Emergency.

This law subjects a vehicle operator who disconnects or otherwise tampers with an interlock, when it's required by law, to the same penalties as those for driving while revoked for DWI (Penalties include a fine of \$300 to \$1,000 and at least seen days in jail). Signed 2/29/08, Chapter 67. Effective immediately.

**House Bill 215** – Eliminate Commercial Driver’s License Waivers

Eliminates the Motor Vehicle Division’s authority to waive the commercial driver’s license test even when the applicant complies with other provisions of the Commercial Driver’s License Act. The bill expands the Department’s authority to disqualify persons from driving a commercial motor vehicle if the individual is required to hold a commercial driver’s license. The Department is also allowed to disqualify a person from driving a commercial motor vehicle for a period of not more than one year if the person is convicted of a first violation of an out-of-service order. This legislation also reconciles multiple amendments to Section 66-8-102 made in 2007. Signed 2/29/08, Chapter 72. Effective 7/1/08.

**Senate Bill 164** – Relating to Taxation, Authorizing Additional Counties to Impose the Local Liquor Excise Tax Pursuant to the Local Liquor Excise Tax Act.

This bill outlines a formula that will provide a monthly distribution of \$20,750 to the City of Farmington to be used for alcohol treatment and rehabilitation services for street inebriates. The formula only applies to Farmington. Signed 3/5/08, Chapter 93. Effective 7/1/09.

**Senate Bill 442** – Relating to Traffic Offenses, Limiting the Amount of Certain Fines and Fees Imposed by Municipalities for Certain Offenses; Creating the Metropolitan Court Bond Guarantee Fund; Making an Appropriation for Statewide Efforts to Prevent or Reduce Incidents of Driving while Intoxicated.

Amends the nuisance abatement provisions set forth in Section 3-18- 17 NMSA 1978 by providing that, with respect to any municipality (including a home rule municipality), penalties or fines and costs or fees imposed by an ordinance for failure to obey a traffic sign or signal (including a red light violation), or for a speeding offense or violation shall be limited as follows:

- ◆ the total amount of the assessed fines, fees and costs shall not exceed \$75.00.
- ◆ after the municipality has subtracted out what it costs to set up, maintain and support the program, the assessed fines, fees and costs shall be distributed to the Administrative Office of the Courts, as follows:
  - ♣ 10% shall be credited to DWI drug court programs; and
  - ♣ 90% shall be transferred to the New Mexico finance authority for deposit into the metropolitan court bond guarantee fund.
- ◆ once the metropolitan court bond guarantee fund has been retired, the funds will be transferred to the Traffic Safety Bureau to spend on statewide efforts to prevent or reduce DWI.  
Signed 3/5/08, Chapter 91 Effective 7/1/08.



# PERFORMANCE PLAN

## Problem Identification Process

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

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

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

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

## Information Data Sources

The majority of the data presented in the FY09 Highway Safety and Performance Plan are based on the state fiscal year, July 2006 through June 2007, and are preliminary data. Final data from calendar year 2006 is also presented to obtain a more complete picture of traffic safety issues in the state. The six primary sources for data are as follows:

**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 63,834 miles of public road, 87 percent of it rural (55,800 miles). In 2006 on NM roadways, there were 25.7 billion vehicle miles of travel, 56 percent of them rural miles (14.6 billion vehicle miles). As of July 2007, NM had 1,389,962 licensed drivers and in 2006, 1,580,082 registered vehicles.

NM has a 2007 estimated population of 1,969,915. The July 1, 2005 Census Population Estimates indicated that the largest racial/ ethnic group was Anglo (44.2%), followed by Hispanics (41.8%). NM's American Indian population is one of the largest percentage-wise in the nation at 10.2 percent. Blacks and Asians make up about four percent of the population. In 2000, 36 percent of NM's total population was under age 25. The largest racial/ethnic group with members under age 25 was American Indians (47% < age 25), followed by Hispanics (42% < age 25) and Anglos (27% < age 25).

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

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

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

*\*from Highway Performance Monitoring System - 2006*

## **Problem Identification**

(State Fiscal Year July 1, 2006 – June 30, 2007)

### **Total Crashes**

- In FY07, 449 persons were killed in traffic crashes in New Mexico, down from 531 in FY06. There were 34 fewer alcohol-related fatalities and 48 fewer non-alcohol-related fatalities in FY07 than in FY06.
- The number of fatal crashes decreased in FY07 from FY06, (from 457 to 395), and the fatal crash rate decreased in FY07 from 1.83 (FY06) to 1.49.
- The number of serious injuries due to traffic crashes decreased from 6,808 in FY06 to 5,742 in FY07.
- The number of serious injury crashes decreased from 5,189 in FY06 to 4,419 in FY07.
- In FY07, fatalities among men decreased by 53, decreasing by 36 in non-alcohol crashes and decreasing by 17 in alcohol-involved crashes. Fatalities among women decreased by 29, decreasing by 12 in non-alcohol crashes and decreasing by 17 in alcohol-involved crashes.

### **Alcohol-related Crashes**

- Alcohol-related fatalities went from 212 in FY06 to 178 in FY07, a 16% decrease.
- 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 75 percent of all alcohol-involved fatalities occurring at night. Nighttime alcohol fatalities decreased by 27 in FY07.

### **Non-Alcohol-related Crashes**

- Although the number of non-alcohol related crashes increased from FY06 to FY07 by 413 crashes, the number of non-alcohol fatal crashes decreased from 268 to 237. Fatalities went from 319 in FY06 to 271 in FY07, a 15% decrease.
- The non-alcohol fatal crash rate decreased from 1.08 in FY06 to 0.89 in FY07.
- The non-alcohol injury crash rate decreased from 17.69 in FY06 to 14.13 in FY07.
- Daytime (6 a.m. to 6 p.m.) non-alcohol fatalities decreased by 18 in FY07. Nighttime fatalities decreased by 55 in FY07.

### **Pedestrian Crashes**

- The pedestrian fatality rate per 100,000 population increased from 3.19 in FY06 to 3.27 in FY07.
- The number of persons killed in alcohol-related pedestrian crashes increased from 23 in FY06 to 35 in FY07, a 52% increase. However, the number of persons killed in non-alcohol-related pedestrian crashes decreased from 40 in FY06 to 30 in FY07. Serious injuries increased in non-alcohol crashes, but decreased in alcohol-crashes from FY06 to FY07.

### **Speed and Failure-to-Yield Crashes**

- The speed-involved fatal and serious injury crash rate decreased by 16% from FY06 to FY07, and the failure-to-yield fatal and serious injury crash rate decreased by 27% from FY06 to FY07.

### ***Motorcycle Crashes***

- Total motorcycles in crashes decreased from 1,267 in FY06 to 1,214 in FY07. The number of motorcycle riders killed increased from 49 in FY06 to 55 in FY07.

## Review of Traffic Safety Data – State Fiscal Years 2003 – 2007

The points on the graphs show the actual values for each year. The line depicts the centered three-year moving average (using the average of the previous year, the current year, and the following year for each year presented). FY08 and FY09 projections are determined using the forecast function in Excel that provides a simple regression calculation.

**Chart 1. Number of Crash Fatalities**

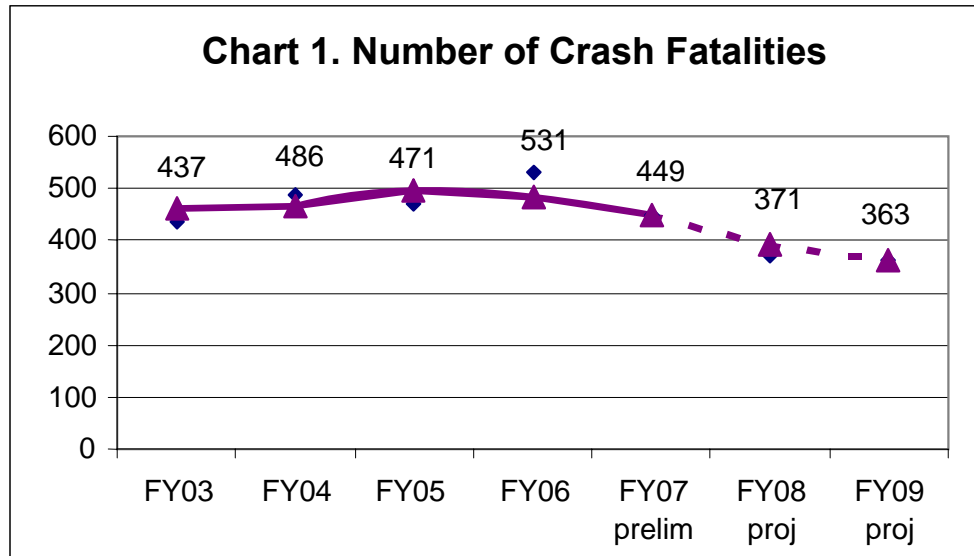


Chart 1 shows that the number of fatalities due to traffic crashes in New Mexico decreased between FY06 and FY07. The number of crash fatalities is projected to continue to decrease in FY08 and FY09.

**Chart 2. Fatality Rate per 100M VMT**

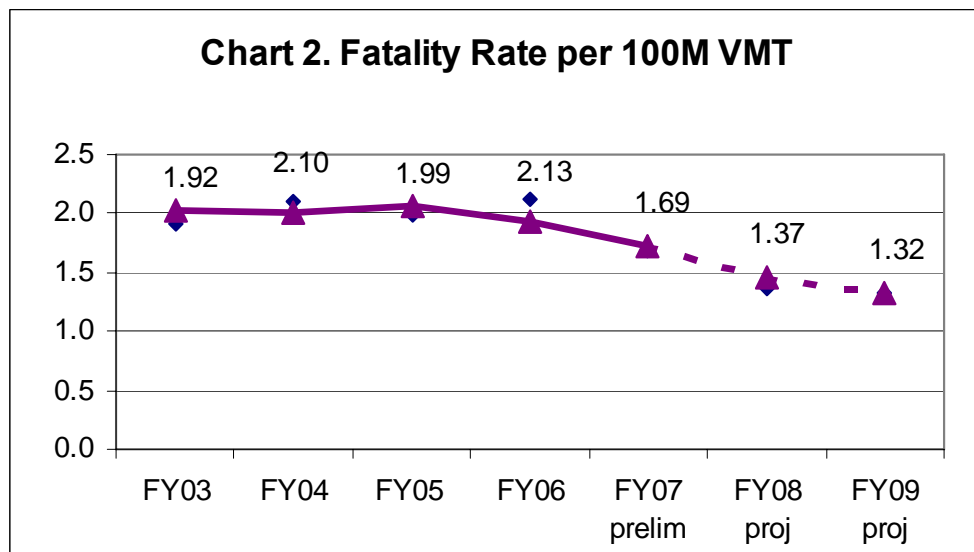


Chart 2 shows that NM's fatality rate decreased in FY07. This rate is projected to decrease over the next couple of years.

**Chart 3. Fatal Crash Rate per 100,000 Population**

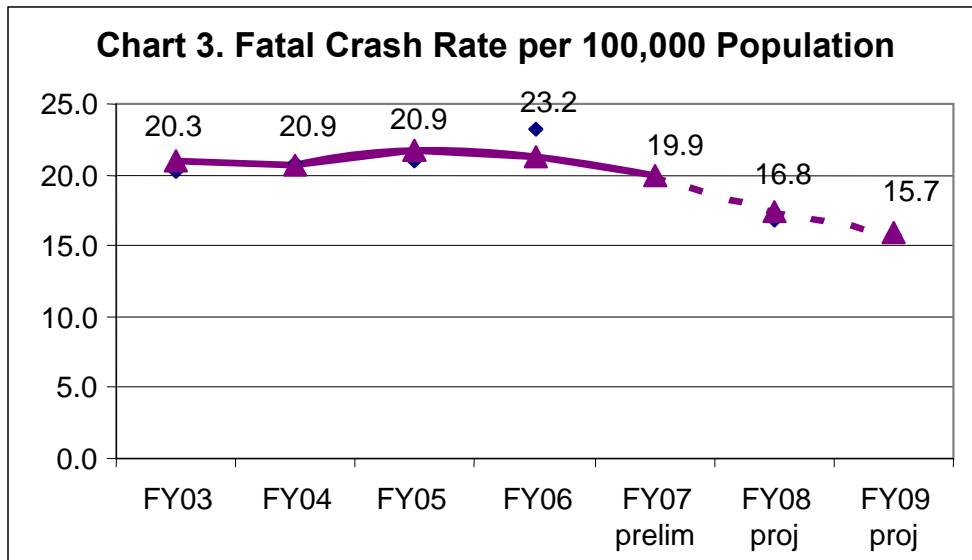


Chart 3 shows that the fatal crash rate per 100,000 population decreased between FY06 and FY07. This rate is projected to continue to decrease in FY08 and FY09.

**Chart 4. Number of Serious Injuries**

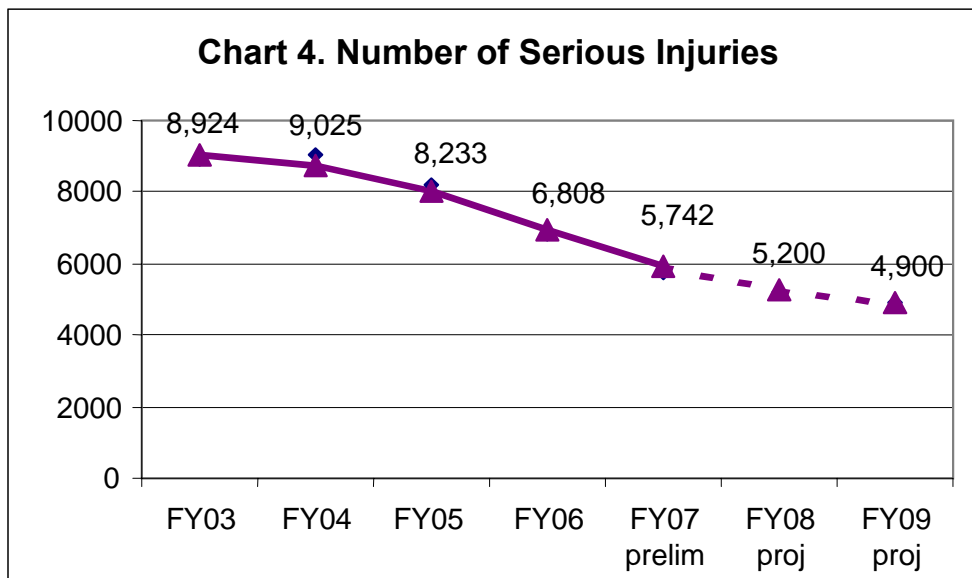


Chart 4 shows that the number of serious injuries due to traffic crashes has fallen steadily between FY04 and FY07. This number is expected to continue to decrease over the next two years.

**Chart 5. Serious Injury Crashes per 100,000 Population**

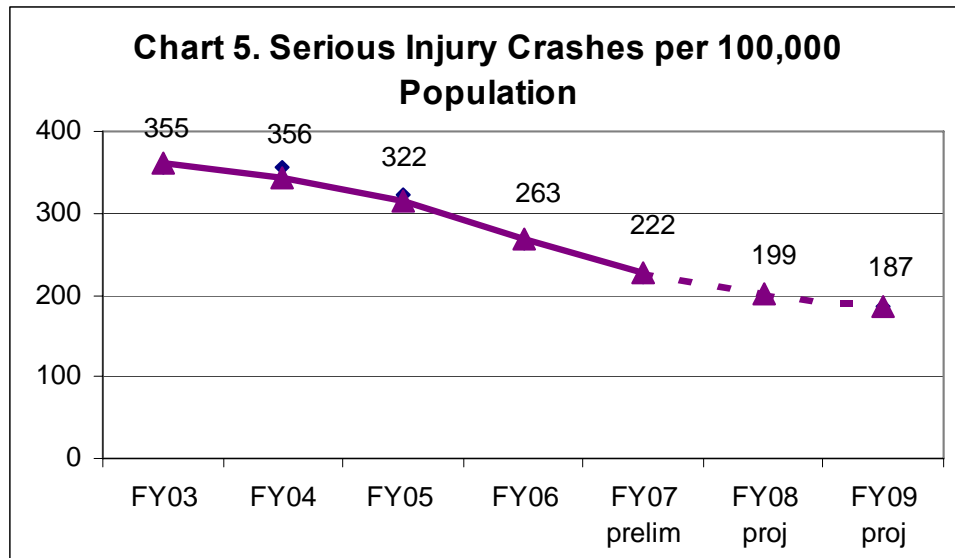


Chart 5 shows that the serious injury crash rate has been decreasing steadily since FY03. This rate is expected to continue to decrease over the next two years.

**Chart 6. Number of Alcohol-Related Fatalities**

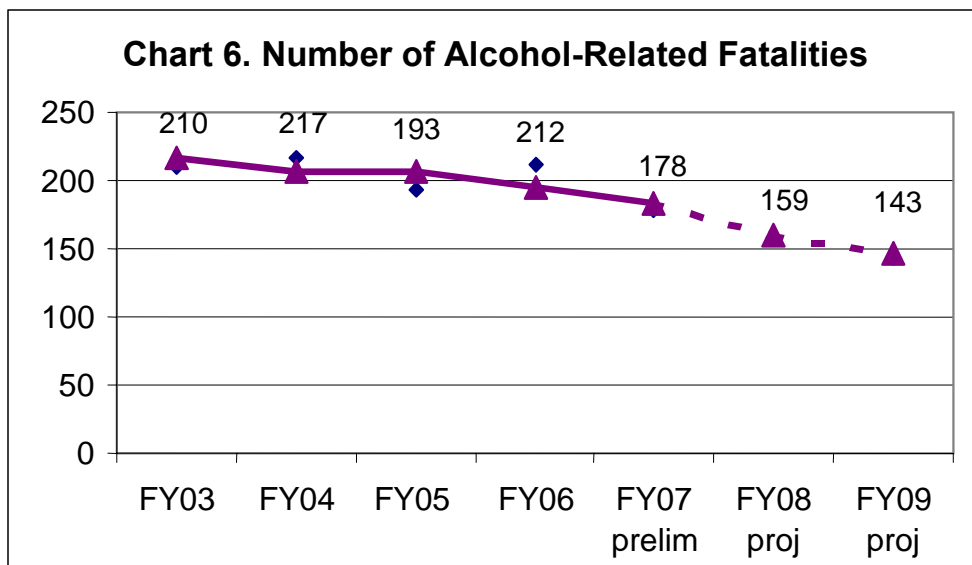


Chart 6 shows that the number of alcohol-related fatalities in NM decreased in FY07, and is expected to continue to decrease in FY08 and FY09.

**Chart 7. Percent Alcohol-Related Fatalities**

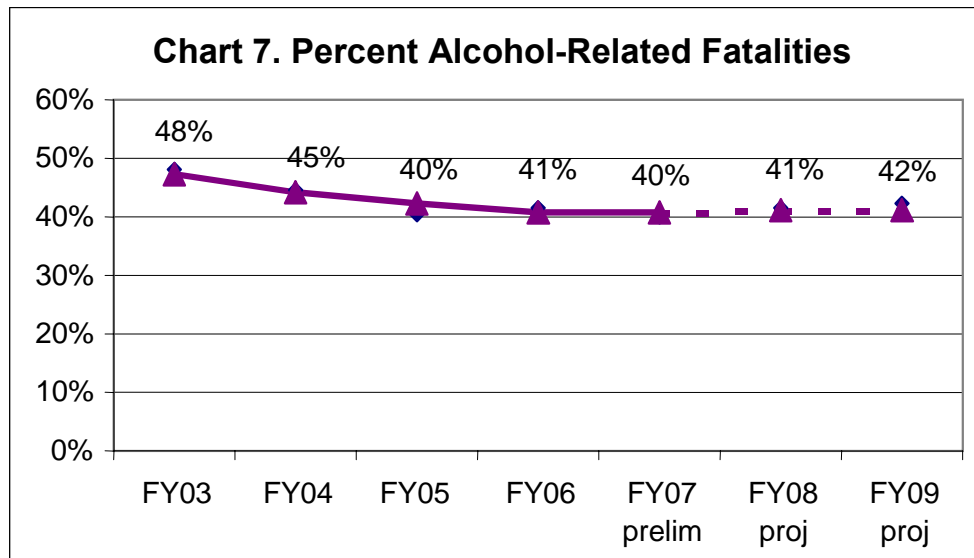


Chart 7 shows that the percentage of alcohol-related fatalities in NM has remained stable since FY05, decreasing by one percent from FY06 to FY07. Projections indicate that the percentage should remain stable over the next two years.

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

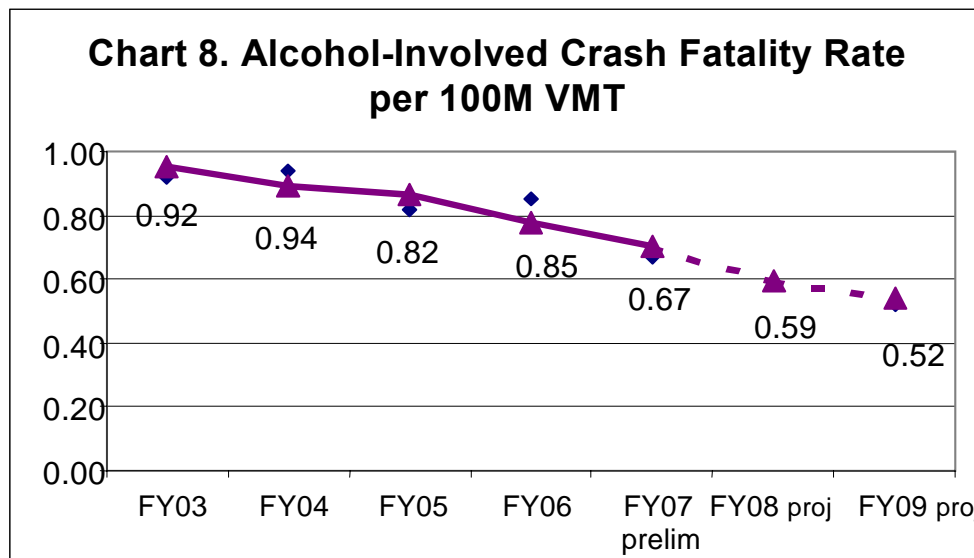


Chart 8 shows that the rate of alcohol-related crash fatalities per 100M VMT in NM has decreased since FY04, and is expected to continue to decrease over the next two years.



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

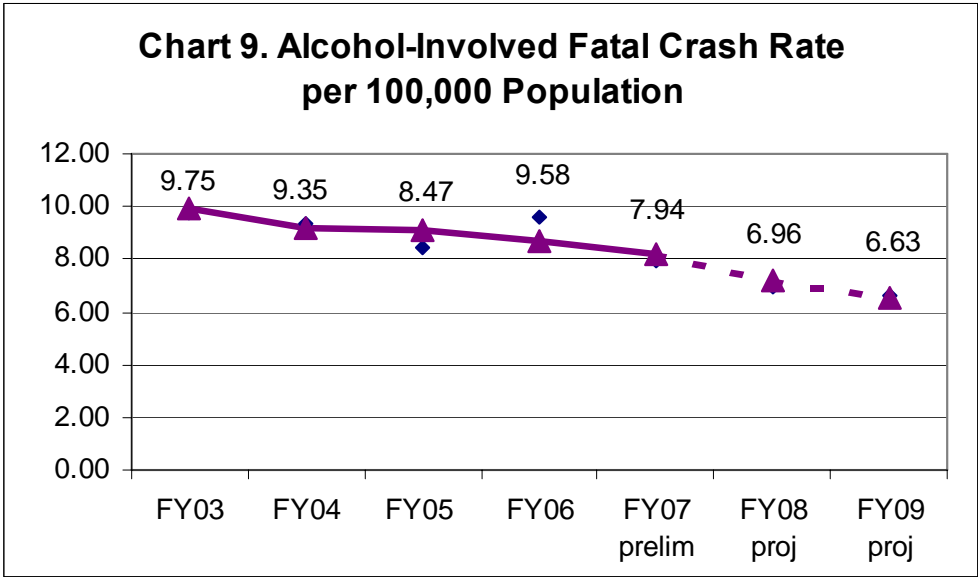


Chart 9 shows that the alcohol-involved crash fatality rate per 100,000 population decreased between FY06 and FY07, and is expected to continue to decrease in FY08 and FY09.

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

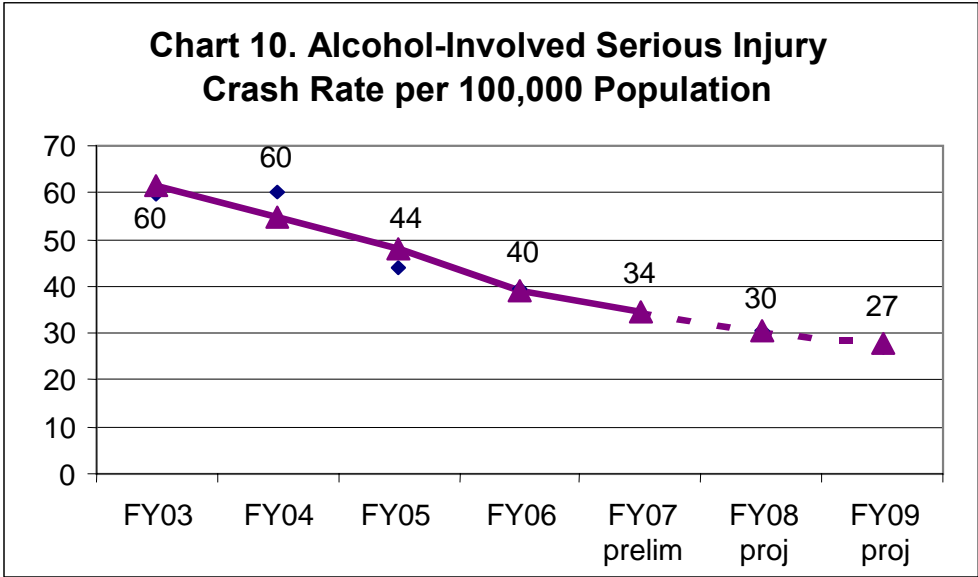


Chart 10 shows that the alcohol-involved serious injury crash rate per 100,000 population has decreased dramatically since FY03. Projections indicate that this rate should continue to decrease.

**Chart 11. Percent Observed Seat Belt Use**

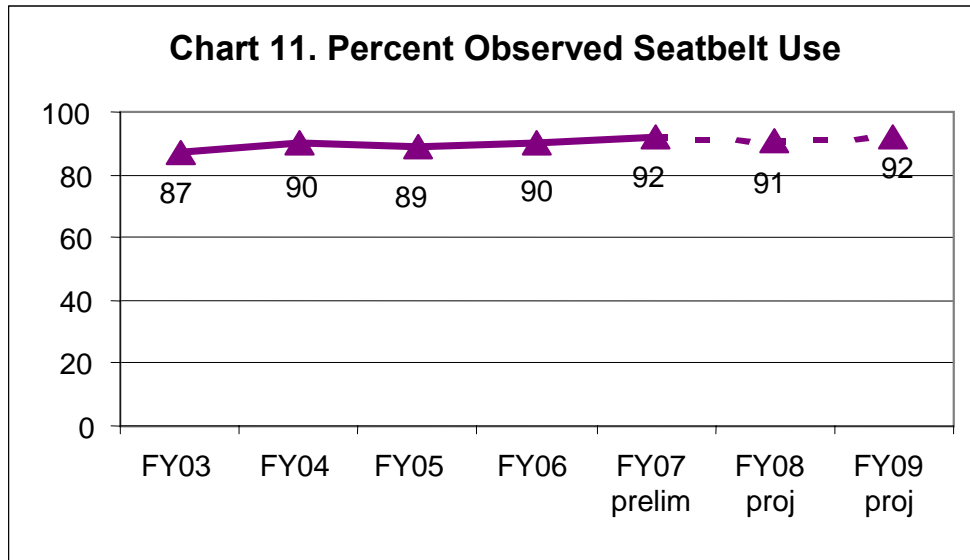
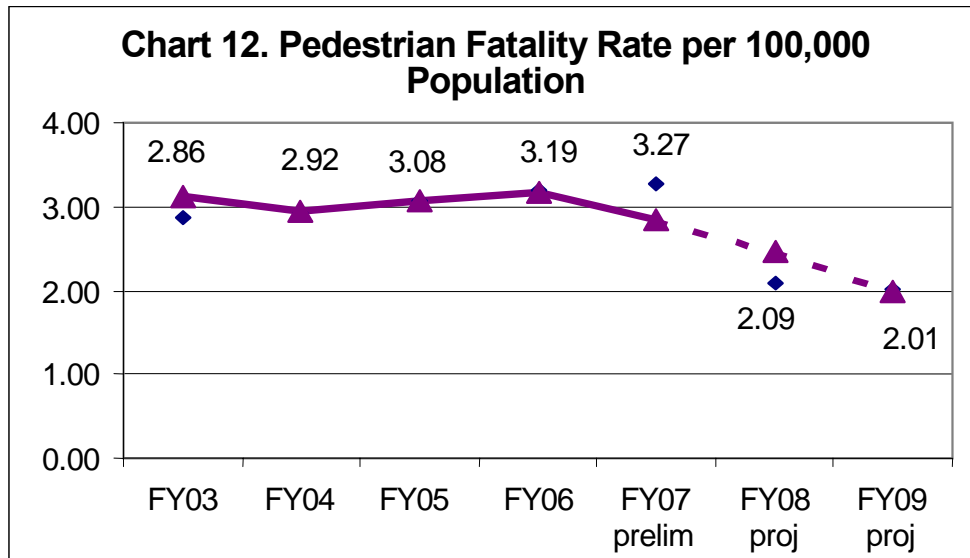


Chart 11 shows that NM's observed safety belt use percentage has increased slightly since FY03. The percentage of those using safety belts in NM is projected to rise slightly over the next two years.

**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, but is expected to decrease in FY08 and FY09.

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

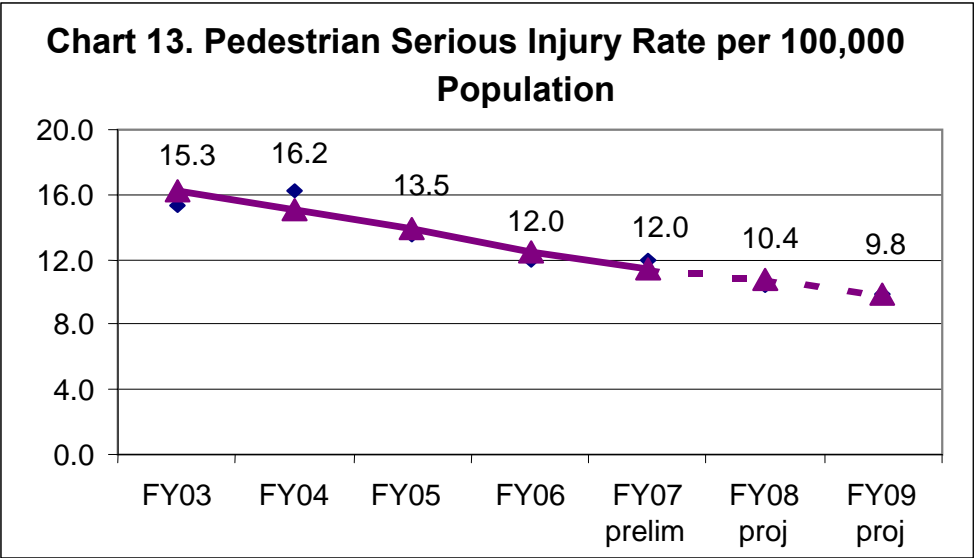


Chart 13 shows that NM's pedestrian serious injury rate per 100,000 population has decreased steadily since FY04. This rate is expected to continue to decrease slightly over the next two years.

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

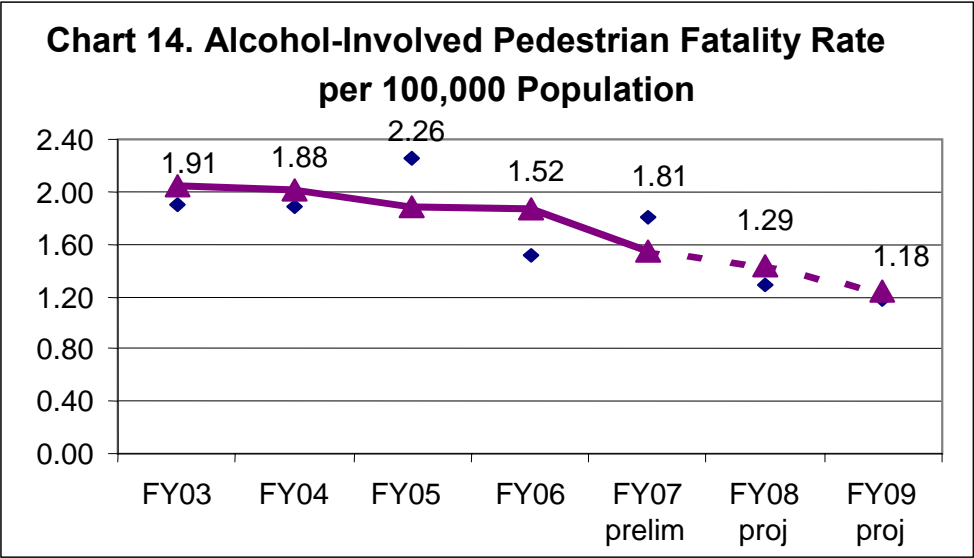


Chart 14 shows that the alcohol-involved pedestrian fatality rate increased in FY07, but is expected to decrease over the next two years.

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

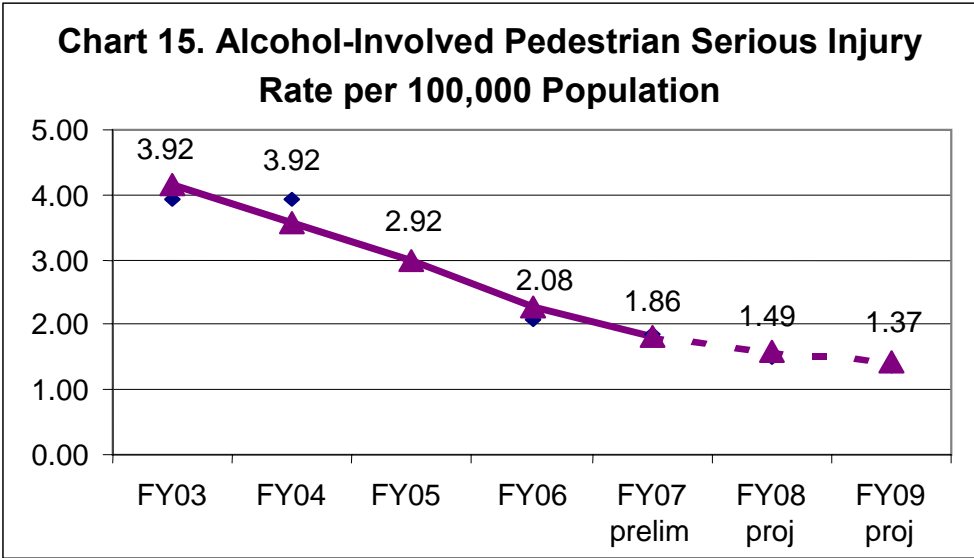


Chart 15 shows that the alcohol-involved pedestrian serious injury rate continues to decrease dramatically. Since FY03, this rate has decreased by 52%, and is expected to continue to decrease over the next two years.

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

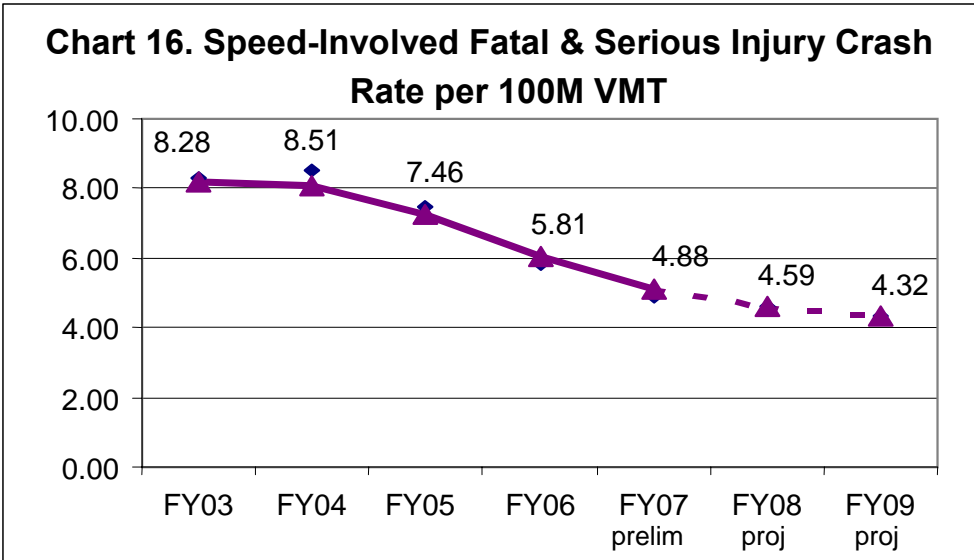


Chart 16 shows that NM's speed-involved fatal and serious injury crash rate continues to decline dramatically from FY04. This rate is expected to continue to decrease over the next two years.

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

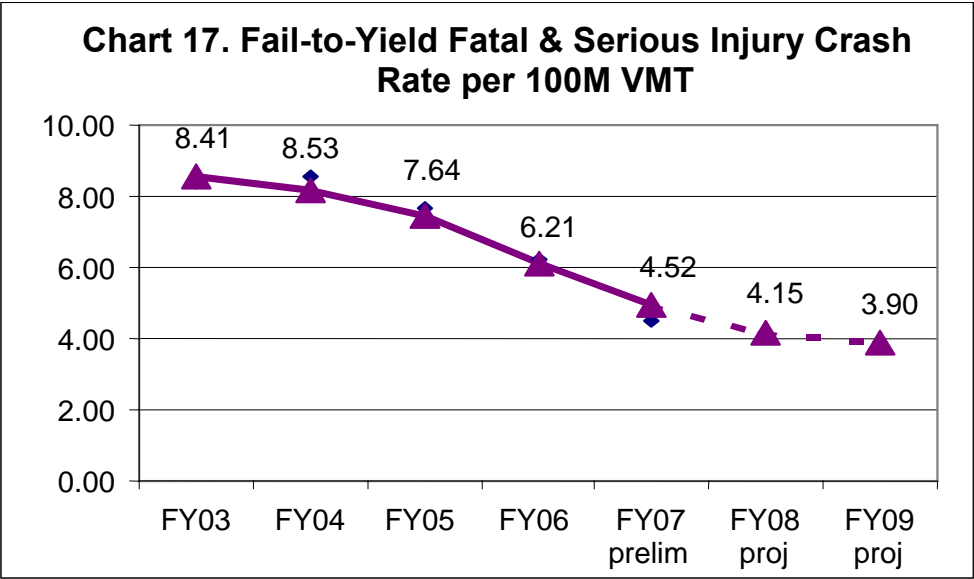


Chart 17 shows that NM's failure-to-yield fatal and serious injury crash rate has decreased steadily since FY04. This rate is expected to continue decreasing over the next two years.

**Chart 18. Number of Motorcyclist Fatalities**

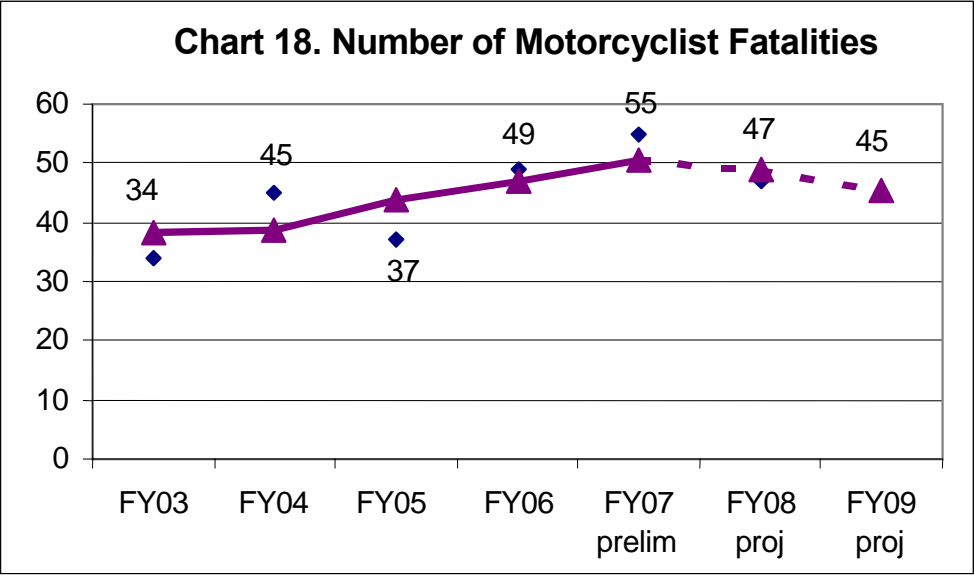


Chart 18 shows that motorcyclist fatalities increased between FY04 and FY07. It is anticipated that fatalities will decrease over the next couple of years.

## High-Risk Groups – Based on FY07 Preliminary Data

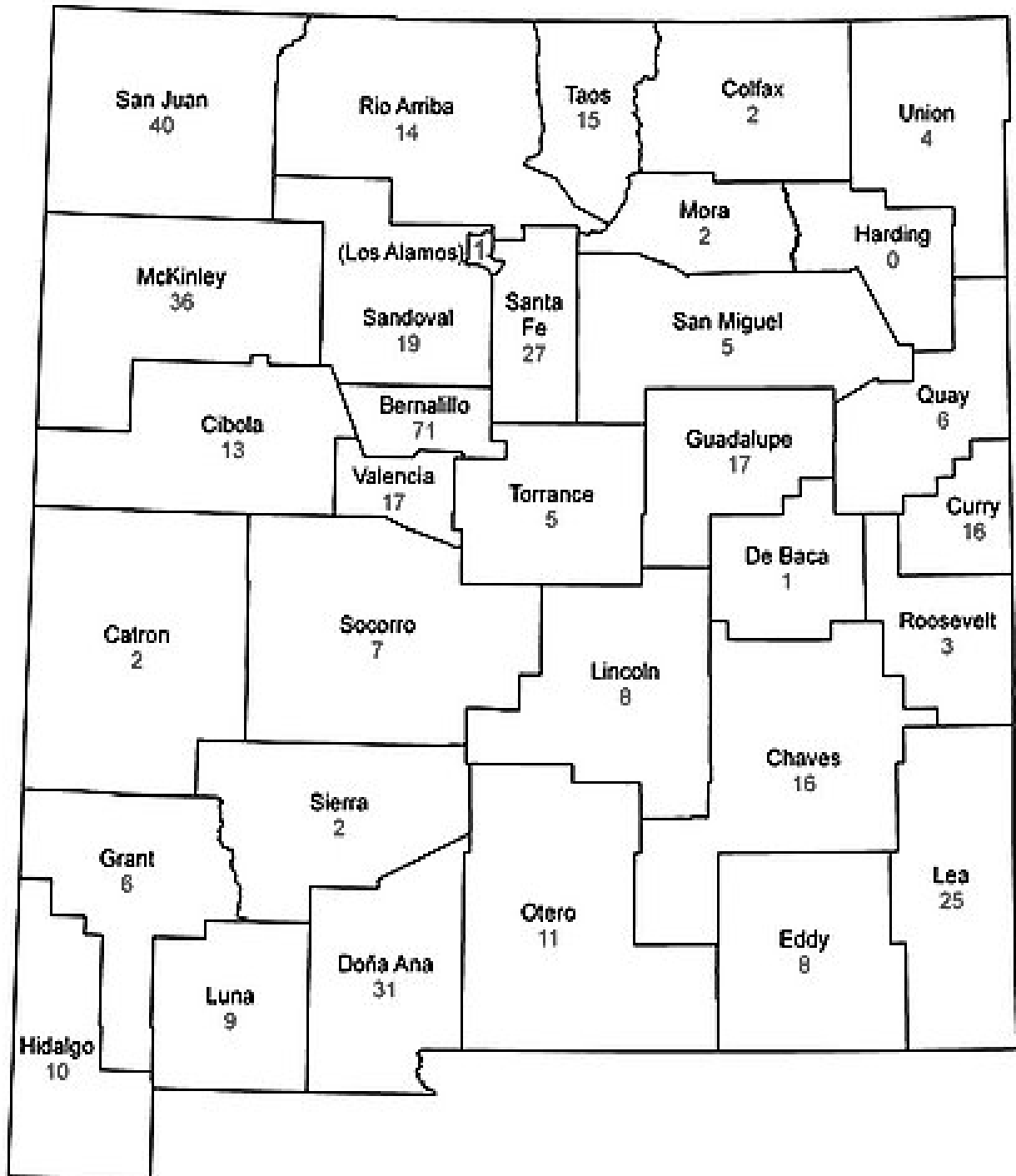
Motor vehicle crashes are a major cause of injury and death for all age groups, every ethnicity, and both sexes, however certain demographic groups must be considered high-risk.

- Teen drivers (15-19) accounted for 15 percent of all drivers in crashes, 10 percent of all traffic deaths and 15 percent of all injuries, although they comprise only 5 percent of all licensed drivers. Male teenagers died in crashes one third more often than female teens, and 52 percent of teen crash deaths involved alcohol.
- Young adult drivers (20-24) accounted for 15 percent of all drivers in crashes, but comprise only 9 percent of New Mexico drivers. Young adult males died in crashes three times as often as young adult females, and 60 percent of young adult crash deaths involved alcohol.
- New Mexico children and teens have lower seat belt use than adult drivers. Proxy measures for youth seat belt use show that in FY07, 88 percent of youth ages 5-12 and 93 percent of youth ages 13-17 used seat belts, as compared to 97 percent of adults
- Adult males from 20-54 years and the elderly over 65 years of age are the highest-risk groups for pedestrian deaths. Between FY02 and FY06, 55 percent of pedestrian deaths were among males ages 20-54 and 75 percent of these involved alcohol.
- Intoxicated pedestrians accounted for 55 percent of pedestrian fatalities in FY07.
- More than twice as many New Mexicans died in traffic crashes in rural areas than in urban areas (77% - rural; 23% - urban). In rural areas, drivers are slightly less likely to use safety belts, and they drive at higher speeds than in urban settings. Crashes involving overturned vehicles and fatal collisions with pedestrians are more common in rural areas.

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

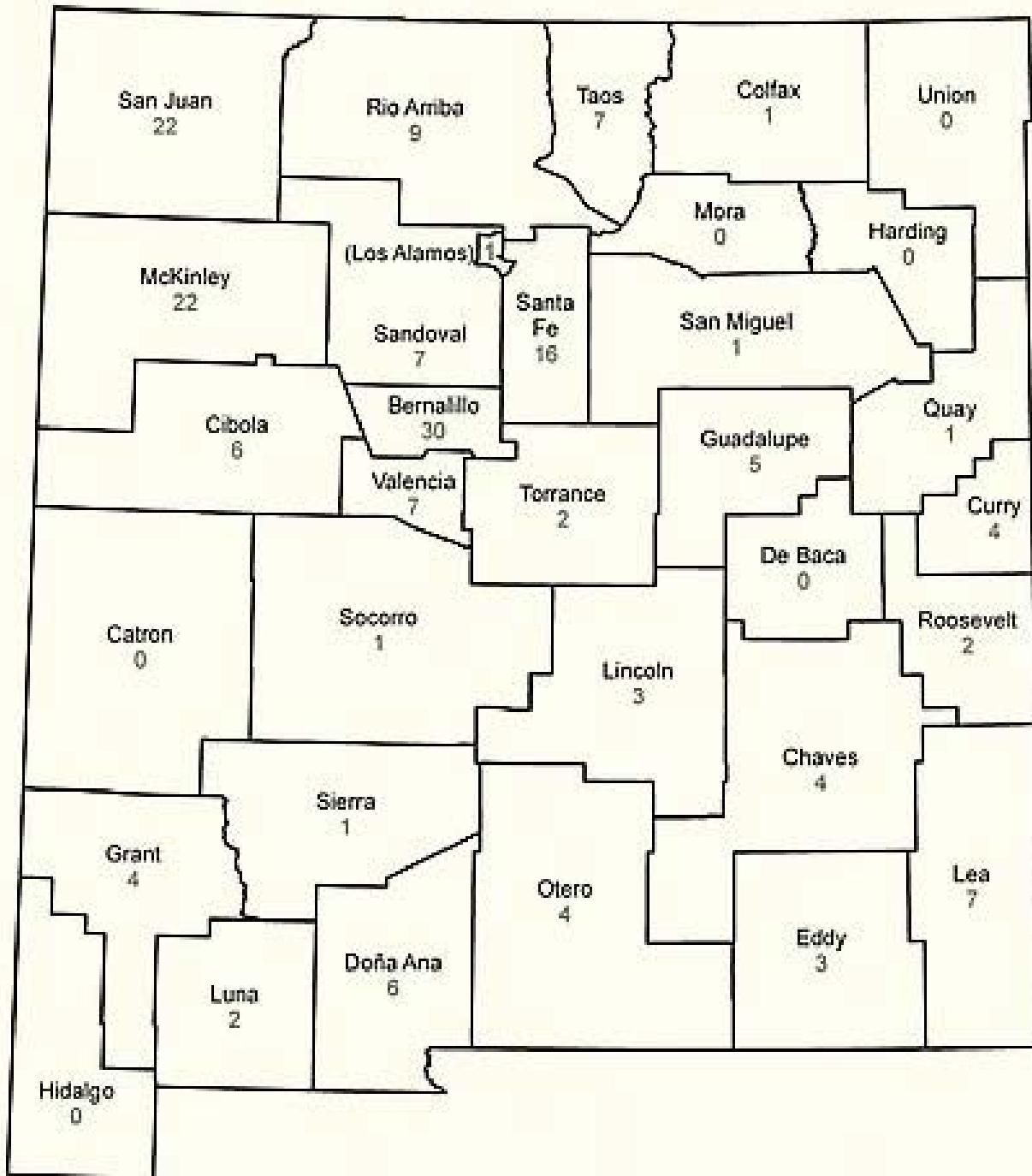
**Number of Traffic Fatalities by County in NM – FY07**

In FY07, the counties with the highest number of traffic fatalities were Bernalillo (with 1/3 of the state's population), San Juan, McKinley, Doña Ana, Santa Fe, and Lea.



## Number of Alcohol-Involved Traffic Fatalities by County in NM – FY07

In FY07, the counties with the highest number of alcohol-involved traffic fatalities were Bernalillo, McKinley, San Juan, Santa Fe, and Rio Arriba.

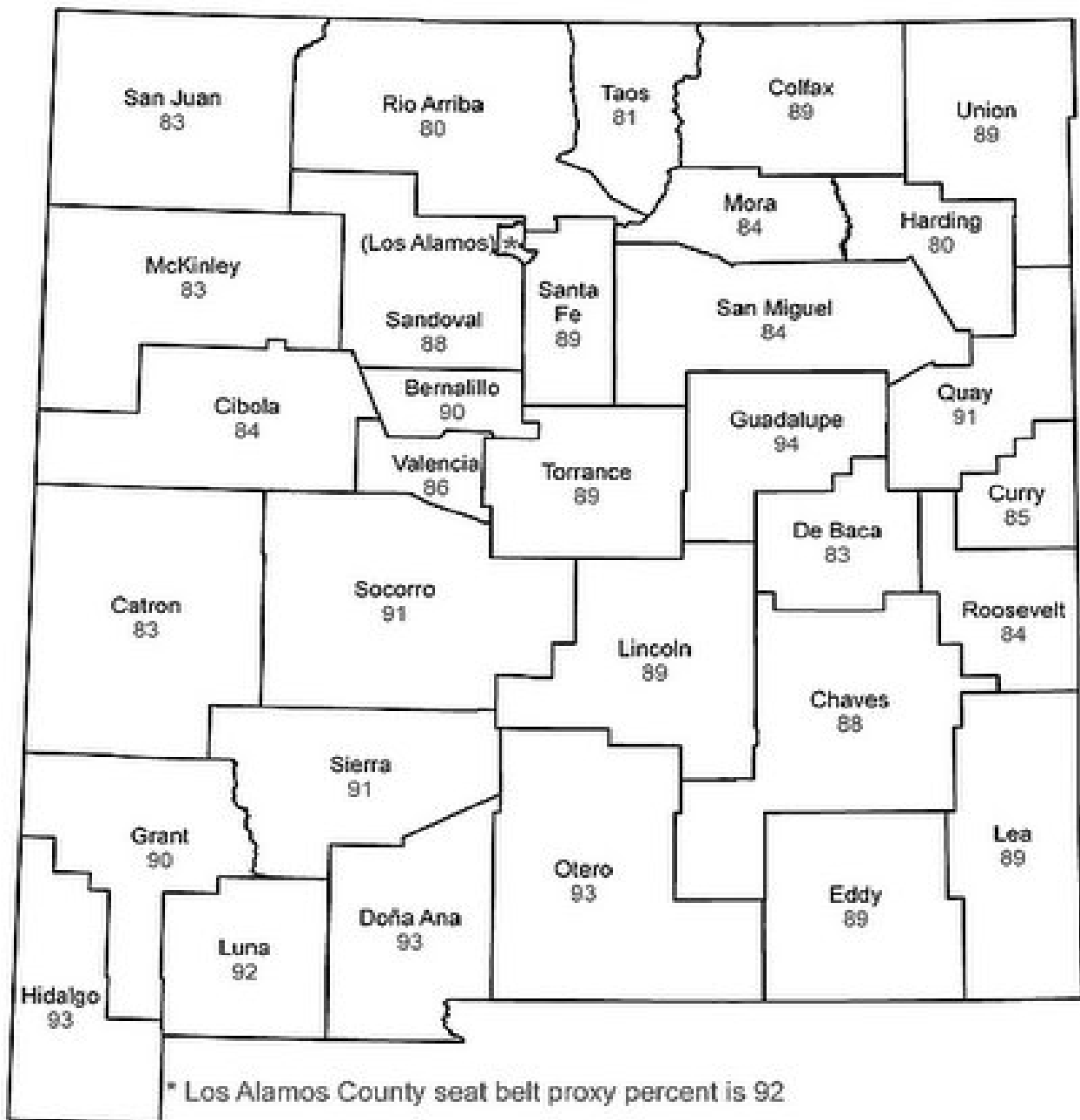




## Proxy Percent Seat Belt Use by County in NM, FY05- FY07

These proxy measures are based on police reported seat belt use among outboard front seat vehicle occupants with incapacitating or visible injuries for the period FY05 – FY07.

One third of the counties have a proxy seat belt use that rounds to 90% or higher. Rio Arriba County has the lowest proxy seat belt use.



## Goals – Development of Goal & Performance Measures

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

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

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

## Traffic Safety Planning Participants/ Partners

<p><b>NM Department of Transportation</b> <b>NHTSA Region 6</b></p> <p><b>AAA New Mexico</b> <b>Administrative Office of the Courts</b> <b>Albuquerque Metropolitan Court</b> <b>Alcohol and Gaming Division</b> <b>Bureau of Indian Affairs and Various Tribes</b> <b>Department of Education</b> <b>Dept. of Public Safety</b> <b>NM State Police</b> <b>Motor Transportation Division</b> <b>Special Investigations Division</b> <b>DFA Local DWI Program</b> <b>DWI Interagency Work Group</b> <b>DWI Resource Center</b> <b>Federal Highway Administration</b> <b>Federal Motor Carrier Administration</b> <b>Governor's Ignition Interlock Task Force</b> <b>Governor's Multi-Agency DWI Task Force</b> <b>Health Policy Commission</b></p>	<p><b>Metropolitan Planning Organizations</b> <b>Mothers Against Drunk Driving</b> <b>Motor Vehicle Division</b> <b>NMDOH</b> <b>Injury Epidemiology Unit</b> <b>State Lab</b> <b>Injury Prevention and EMS Bureau</b> <b>NM Restaurant Association</b> <b>NM Tribal Crime Data Advisory Board</b> <b>Statewide Traffic Records Executive Oversight Committee</b> <b>Statewide Traffic Records Coordinating Committee</b> <b>Traffic Safety Advisory Committee</b> <b>University of New Mexico</b> <b>Division of Government Research</b> <b>Institute of Public Law</b> <b>Emergency Medicine Dept.</b> <b>Continuing Ed./Community Services</b> <b>Various NM Law Enforcement Agencies</b> <b>Various City Governments</b></p>
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## **FY09 Traffic Safety Goal**

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

## **FY09 Performance Measures**

***FY July 1, 2008 – June 30, 2009***

Projections made in the charts presented in the Problem Identification section are based on a simple linear regression calculation. In some cases, PMs chose to establish more aggressive performance measures for FY09 based on their data review and discussion process and a discussion of projected interventions and activities planned for FY09.

### ***Overall***

Reduce the number of crash fatalities from 449 (FY07 data, most recent available) to 400, by the end of FY09.

Reduce the traffic fatality rate of 1.69 per 100M VMT (FY07 data, most recent available) to 1.47 per 100M VMT, by the end of FY09.

Reduce the number of serious injuries from 5,742 (FY07 data, most recent available) to 5,400, by the end of FY09.

Reduce the fatal and serious injury rate of 23.37 per 100M VMT (FY07 data, most recent available) to 21.16, by the end of FY09.

Reduce the fatality rate of 22.6 per 100K population (FY07 data, most recent available) to 17.8, by the end of FY09.

Reduce the fatal and serious injury rate of 311.22 per 100K population (FY07 data, most recent available) to 258.42, by the end of FY09.

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

Develop and submit the annual Highway Safety and Performance Plan for FY10 to the NHTSA Region 6 office, by September 1, 2009.

Submit the Annual Report to NHTSA Region 6 office by December 31, 2008.

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

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

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

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

Reduce the number of alcohol-related fatalities from 178 (FY07 data, most recent available) to 158, by the end of FY09.

Reduce the percent of alcohol-related fatalities among all traffic crash fatalities from 40% (FY07 data most recent available) to 39%, by the end of FY09.

Reduce the alcohol-involved traffic fatality rate of 0.67 per 100M VMT (FY07 data, most recent available) to 0.58 per 100M VMT, by the end of FY09.

Reduce the alcohol-involved fatal crash rate of 7.94 per 100,000 population (FY07 data, most recent available) to 6.87 per 100,000 population, by the end of FY09.

Reduce the alcohol-involved serious injury crash rate of 31 per 100,000 population (FY07 data, most recent available) to 29 per 100,000 population, by the end of FY09.

### ***Occupant Protection***

Increase New Mexico's overall seat belt use from 91.1% (2008 Survey data) to 92%, by the end of FY09.

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

Reduce the pedestrian fatality rate of 3.27 per 100,000 population (FY07 data, most recent available) to 2.85 per 100,000 population, by the end of FY09.

Reduce the pedestrian serious injury rate of 12.0 per 100,000 population (FY07 data, most recent available) to 11.0 per 100,000 population, by the end of FY09.

Reduce the alcohol-involved pedestrian fatality rate of 1.81 per 100,000 population (FY07 data, most recent available) to 1.77 per 100,000 population, by the end of FY09.

Reduce the alcohol-involved pedestrian serious injury rate of 1.88 per 100,000 population (FY07 data, most recent available) to 1.84 per 100,000 population, by the end of FY09.

Reduce the number of pedestrian fatalities from 65 (FY07 data, most recent available) to 58, by the end of FY09.

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

Decrease the number of crashes in the combined safety corridor areas by 20 percent, by the end of FY09 (FY07 crashes in combined safety corridors areas, 696).

Reduce speed involved fatal and serious injury crashes from 4.68 per 100M VMT (FY07 most recent data available) to 4.55 per 100M VMT, by the end of FY09.

Reduce failure to yield\* fatal and serious injury crashes from 4.44 per 100M VMT (FY07 most recent data available) to 4.25 per 100M VMT, by the end of FY09.

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

### ***Traffic Records***

Maintain and support the STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination, throughout FY09.

Complete the TraCS Phase One Statewide Rollout, by the end of FY09.

Implement the TraCS Phase Two Statewide Rollout, by the end of FY09.

Complete the Crash System Database Redesign, by the end of FY09.

Develop and implement the STRS Data Center, by the end of FY09.

Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period October-December 2007 of 107 days to 90 days for the period October-December 2008.

### ***Motorcycle Safety***

Reduce the number of motorcycles in crashes from 1,214 (FY07 data, most recent available) to 1,190, by the end of FY09.

Reduce the number of motorcycle fatalities from 55 (FY07 data, most recent available) to 50, by the end of FY09.

**Table 1. FY 2009 Goal, Strategies, Performance Measures, Current Status, and Benchmarks**

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

<b>Program Area</b>	<b>Strategies</b>	<b>Performance Measures – FY09</b>	<b>FY07 Status</b>	<b>FY09 Benchmarks</b>
<b>Planning and Administration</b>	<p>Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries.</p> <p>Support sound and fiscally responsible planning and financial management practices.</p>	<p>1) Annual HSPP</p> <p>2) Grant applications</p> <p>3) Annual Report</p> <p>4) Process time for reimbursements.</p> <p>5) Process time for draw downs to NHTSA Tracking System</p>	<p>1) Accomplished</p> <p>2) Accomplished</p> <p>3) Accomplished</p> <p>4) Within 30 days</p> <p>5) By 15th working day of the month</p>	<p>1) Submit the annual HSPP by due date</p> <p>2) Submit grant applications by due dates</p> <p>3) Submit by 12/31/10</p> <p>4) Within 30 days</p> <p>5) By 15th working day of the month</p>
<b>Alcohol / Impaired Driving</b>	<p>Increase law enforcement efforts to reduce death and injury due to DWI in New Mexico, and increase the capacity of law enforcement to arrest and adjudicate DWI offenders.</p> <p>Collaborate on and provide resources for new and ongoing DWI and underage drinking prevention and intervention initiatives.</p>	<p>1) Number of alcohol-related fatalities</p> <p>2) Percent of alcohol-related fatalities</p> <p>3) Alcohol-involved traffic fatality rate (per 100M VMT)</p>	<p>1) 178</p> <p>2) 40%</p> <p>3) 0.67</p>	<p>1) 158</p> <p>2) 39%</p> <p>3) 0.58</p>
Coordinates with CTSP Emphasis Areas – Crashes Involving Alcohol/ Impaired Driving; Native Americans; and Younger Driver Crashes				

Program Area	Strategies	Performance Measures – FY09	FY07 Status	FY09 Benchmarks
	<p>Support the development and maintenance of the Statewide Traffic Records System.</p> <p>Develop and maintain a comprehensive statewide ignition interlock data repository for assessing the use of interlocks in New Mexico, and to determine outcomes related to the database program.</p> <p>Support efforts to improve judicial outcomes, particularly in DWI cases.</p> <p>Support DWI media and public Information dissemination.</p>	<p>4) Alcohol-involved fatal crash rate (per 100,000 population)</p> <p>5) Alcohol-involved serious injury rate (per 100,000 population)</p>	<p>4) 7.94</p> <p>5) 31</p>	<p>4) 6.87</p> <p>5) 29</p>
<p><b>Occupant Protection</b></p> <p>Coordinates with CTSP Emphasis Areas – Occupant Protection and Younger Driver Crashes</p>	<p>Continue support of Operation Buckle Down (OBD) and other local activities designed to increase seat belt and other occupant protection use.</p> <p>Promote the use of occupant protection, including booster seats, among targeted groups of non-users.</p> <p>Conduct media campaigns that promote occupant protection use and that heighten perceived risk of enforcement consequences for non-users.</p> <p>Better assess TSB's efforts to increase child occupant protection use.</p>	<p>1) Percent of overall seat belt use</p>	<p>1) 91.1% (2008 Survey data)</p>	<p>1) 92%</p>

Program Area	Strategies	Performance Measures – FY09	FY07 Status	FY09 Benchmarks
<p><b><i>Pedestrian and Bicyclist Safety</i></b></p> <p>Coordinates with CTSP Emphasis Area - Pedestrians</p>	<p>Organize and assist communities at risk for pedestrian injury to develop data-driven strategic plans to improve safety and walkability.</p> <p>Increase pedestrian safety awareness.</p> <p>Support law enforcement pedestrian safety activities, including conducting surveys and monitoring, and targeted enforcement.</p> <p>Provide in-depth educational opportunities for law enforcement agencies, traffic engineers, and community advocacy groups to enhance the understanding of pedestrian safety, and ensure the implementation of effective safety strategies.</p>	<p>1) Pedestrian fatality rate (per 100,000 population)</p> <p>2) Pedestrian serious injury rate (per 100,000 population)</p> <p>3) Alcohol-involved pedestrian fatality rate (per 100,000 population)</p> <p>4) Alcohol-involved pedestrian serious injury rate (per 100,000 population)</p> <p>5) Number of pedestrian fatalities</p>	<p>1) 3.27</p> <p>2) 12.0</p> <p>3) 1.81</p> <p>4) 1.88</p> <p>5) 65</p>	<p>1) 2.85</p> <p>2) 11.0</p> <p>3) 1.77</p> <p>4) 1.84</p> <p>5) 58</p>



Program Area	Strategies	Performance Measures – FY09	FY07 Status	FY09 Benchmarks
<p><b>Police Traffic Services</b></p> <p>Coordinates with CTSP Emphasis Areas – Aggressive Driving and Speed; Crashes Involving Alcohol/ Impaired Driving; Crashes Involving Fatigued and Distracted Drivers; Native Americans; and Young Driver Crashes</p>	<p>Increase selective, targeted traffic enforcement activities in identified “high crash areas” to reduce motor vehicle crashes, fatalities, and injuries.</p> <p>Increase the public’s awareness of the consequences of unsafe driving.</p> <p>Ensure that law enforcement and other traffic safety entities are afforded appropriate and affordable training opportunities.</p> <p>Support efforts to decrease the incidence of aggressive driving and speeding on NM highways.</p>	<p>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) 696</p> <p>2) 4.68</p> <p>3) 4.44</p>	<p>1) 557</p> <p>2) 4.55</p> <p>3) 4.25</p>
<p><b>Motorcycle Safety</b></p>	<p>Support statewide motorcycle safety training and awareness.</p>	<p>1) Number of motorcycle crashes</p> <p>2) Number of motorcycle fatalities</p>	<p>1) 1,214</p> <p>2) 55</p>	<p>1) 1,214</p> <p>2) 50</p>

Program Area	Strategies	Performance Measures – FY09	FY08 Status	FY09 Benchmarks
<p><b>Traffic Records</b></p> <p><i>(Note that this program area has FY08 Status, rather than FY07)</i></p> <p>Coordinates with CTSP Emphasis Areas – Traffic Records; Native Americans; and Emergency Services Response</p>	<p>Planning, Oversight, and Coordination</p> <p>Electronic Collection of Data</p> <p>Exchange and Sharing of Data</p> <p>Data Integration and Analysis</p>	<p>1) Statewide Traffic Records System (STRS) and STRS Office</p> <p>2) TraCS Phase One Statewide Rollout</p> <p>3) TraCS Phase Two Statewide Rollout</p> <p>4) Crash System Improvement</p> <p>5) STRS Data Center</p> <p>6) Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period October-December 2007 vs. a measure for the period October-December 2008.</p>	<p>1) STRS Office continues to be staffed with a Program Director, Program Manager, Management Analyst, and a System Architect.</p> <p>2) Project agreements for participating LEAs have been completed. Equipment purchases are in progress.</p> <p>3) In preliminary planning stages.</p> <p>4) Crash System Improvement Business Analysis Plan is being developed.</p> <p>5) DOIT certification has been obtained and project is in implementation phase.</p> <p>6) 107 days</p>	<p>1) Maintain and support the STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination throughout FY09.</p> <p>2) Complete the TraCS Phase One Statewide Rollout, by the end of FY09.</p> <p>3) Implement the TraCS Phase Two Statewide Rollout, by the end of FY09.</p> <p>4) Complete the Crash System Database Redesign, by the end of FY09; and decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from a baseline measure for the period October-December 2007 vs. a measure for the period October-December 2008.</p> <p>5) Develop and implement the STRS Data Center, by the end of FY09.</p> <p>6) 90 days</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 30<sup>th</sup> of each year to be considered for federal funding (beginning October 1). However, if quality proposals are received late in the fiscal year, they will be considered by the TSB in the development of the State Highway Safety and Performance Plan (HSPP) for the next fiscal year. If those submitting the project proposal are requesting implementation in the current fiscal year, the TSB will consider the request based on available time and budget. If the project is accepted and implemented in the current fiscal year, the current HSPP will be updated accordingly.

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

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

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

### ***Project Selection***

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

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

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

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

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

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

### ***Assessment of Required Proposal Criteria***

Each proposal is assessed using the following criteria:

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

### ***Project Proposal Approval***

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

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

### ***Project Development Process***

The project development process consists of the following steps:

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

### ***Project Selection Based on Problem Identification***

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

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

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

development begins. The Project Agreement is then negotiated by the PM and the organization or agency.

### ***Other Types of Project Agreements***

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

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

### ***Funding Source***

Proposed projects must support the goals and strategies established for the program areas in the HSPP. The type of funding (i.e. Section 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 measures established for FY09. 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 FY09 HSPP Performance Measures, TSB is proposing to continue funding projects in the following program areas: Planning and Administration; Alcohol/ Impaired Driving; Occupant Protection; Pedestrian and Bicycle Safety; Police Traffic Services; Traffic Records; Traffic Safety Marketing and Media, Driver Education and Safety; and Motorcycle Safety.

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

## **Planning and Administration**

### **Problem ID**

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

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

### **Positions**

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

### **Performance Measures**

- 1) Develop and submit the annual Highway Safety and Performance Plan for FY10 to the NHTSA Region 6 office, by September 1, 2009.
- 2) Develop and submit all grant applications in a timely manner, per their submittal dates.
- 3) Submit the Annual Report to NHTSA Region 6 office by December 31, 2008.
- 4) Ensure that reimbursement claims to grantees and contractors are paid within 30 days.
- 5) Submit the draw-down through the NHTSA grants tracking system by the 15<sup>th</sup> working day of each month.

### **Strategies**

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

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

- #2** - Support sound and fiscally responsible planning and financial management practices by:
- a) developing and implementing well-documented procedures and processes for compliance with all applicable laws, regulations and management policies;
  - b) submitting grant applications to support TSB programs;
  - c) updating the TSB policy procedures and financial processes manuals, as necessary;
  - d) processing grantee reimbursements and contractor invoices within 30 days of receipt;
  - e) submitting the draw-down through the NHTSA grants tracking system by the 15<sup>th</sup> working day of each month; and
  - f) providing traffic safety grantees and contractors technical assistance in the program management and financial accountability of their grants.

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

### ***Federal Funds***

#### ***PA-01 Financial Systems Management***

**\$125,000/ 402**

*(Management Analyst Operational, Financial Specialist)*

*Monitored by Michael Romero*

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

#### ***PA-02 Financial Project Management Services***

**\$60,000/ 402**

*Monitored by Michael Romero*

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

#### ***PA-03 HSPP, Grant, and Technical Writing Services***

**\$20,000/ 402**

*Monitored by Michael Romero*

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

### ***State Funds***

#### ***RF-07 Financial Management (P&A)***

**\$135,000/ RF**

*Monitored by Michael Romero*

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

#### ***RF-10 HSPP, Grant, and Technical Writing Services***

**\$70,000/ RF**

*Monitored by Michael Romero*

A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, and provide technical writing assistance, as necessary (also see PA-03 in Federal Funds).



*Also see AL-14 Impaired Driving Program Management in the Alcohol/ Impaired Driving Program Area on page 41, PT-01 Police Traffic Services Program Management in the Police Traffic Services Program Area on page 69, and OP-04 Occupant Protection Program Management in the Occupant Protection Program Area on page 59.*

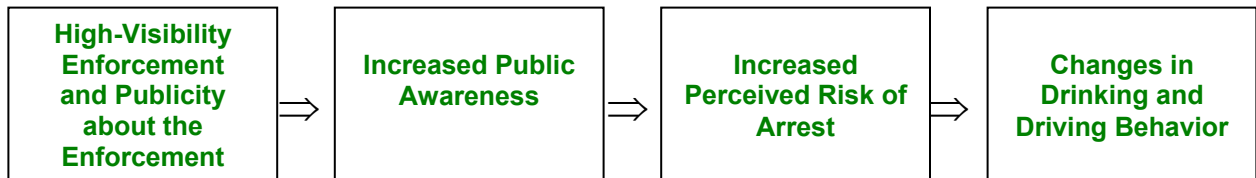
**Planning and Administration: Federal Budget Summary**

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

## Alcohol/ Impaired Driving Program Area

### Overview

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



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

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

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

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

In FY07, NMDOT/ TSB applied for, and received, SAFETEA-LU Section 410 funding and qualified for a High-Fatality State grant. In FY08, NMDOT/ TSB applied for SAFETEA-LU Section 410 – Alcohol-Impaired Driving Prevention Programs funding. These funds will be used for high-visibility DWI operations, such as checkpoints and saturation patrols partnered with high levels of paid and earned media. *NM did not qualify for a High Fatality State grant in FY08, as NM fell from being 8<sup>th</sup> in the nation for alcohol-related fatalities per 100 million motor vehicle miles driven in 2005 to 14<sup>th</sup> in the nation in 2006 (based on 2006 FARS data).*

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

## **Programs**

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

TSB administers the Operation DWI Program, a statewide sobriety checkpoint program. When combined with TSB's Operation Buckle Down program (for seat belt use), the campaigns are termed Superblitz. In FY09, NM will conduct three, two-week Superblitz activities and two mini-5-day Superblitz activities statewide. Superblitz enforcement activities are paired with high visibility media campaigns using the messages of *You Drink, You Drive, You Lose*, and *Click It or Ticket*.

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

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

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

### ***Impaired Driving Program***

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

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

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

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

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

To qualify for the funds, local task forces in each county annually review DWI-related statistics for their area, prepare a community problem statement that identifies specific issues in the areas of

enforcement, courts, prevention, and community awareness. Projects are identified for addressing the county's DWI issues, and funds are requested from TSB. Projects eligible for funding include prevention efforts, enforcement programs, training, public information and education, and offender programs.

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

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

There are five DWI/ Drug Courts in New Mexico and 33 other drug courts. They operate in 24 of NM's 33 counties at District, Metropolitan and Magistrate Court levels. The State's Drug Court Advisory Committee (DCAC) has recommended, and the NM Supreme Court has agreed, that drug or DWI/ drug courts be established in all 33 counties.

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

The State's DWI/ Drug Courts are in the following courts: Bernalillo County Metropolitan, McKinley County Magistrate, Dona Ana County Magistrate, Eddy County Magistrate, and Valencia County Magistrate. TSB will assist with funding of four of these DWI Courts in FY09 and will support implementation of a new DWI/Drug Court at the Santa Fe County Magistrate Court.

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

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

### ***Judicial Training***

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

In addition, the JEC offers numerous web-based DWI resources. An advanced interactive DWI virtual trial accompanies the basic DWI online virtual trial. The full text of the DWI Bench Book is available online. The JEC also has created a web-based DUI Resource Library for the National Association of State Judicial Educators. This web site provides judges, court staff and judicial educators nationwide with comprehensive, up-to-date resources on every aspect of impaired driving cases, ranging from field sobriety testing and the effects of alcohol on the body, to sentencing

alternatives and DWI courts. All of the material is handily indexed and much of it is accessible instantly through links to informative web sites.

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

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

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

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

Over the past 5 years, the NMDOT/ TSB has headed up efforts to develop and maintain a Statewide Traffic Records System (STRS) for the coordination of traffic related records capture, processing, and dissemination. STRS multi-year initiatives/ strategies include the following:

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

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

NM law enforcement officers wrote over 20,000 DWI citations in 2008. During a DWI stop, along with the DWI Citation, officers typically have to complete other forms by hand, such as the Notice of Revocation, Tow-in Report, Criminal Complaint and Probable Cause Statement, Sobriety Checklist, and Incident/Offense Report. During a recent check with STRS TraCS Pilot Project officers collecting DWI Citation and other DWI-stop related report information electronically, officers reported saving 50%-60% writing time on their DWI-related reports, on average.

The STRS is more fully detailed in Traffic Records Program area on page 78 of this HSPP.

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

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

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

Although not mandated, TSB has developed a secure ignition interlock database to collect and store ignition interlock data from all certified service centers in the State for analytic purposes. Developing and maintaining the comprehensive statewide ignition interlock data repository will allow NM to assess the impact of their use on impaired driving. The ignition interlock database maintains a data

interface to all seven approved manufacturers. This database is being developed to also ensure the accurate reporting and collections of the fees due the Ignition Interlock Indigent Fund and subsequent reimbursements. A licensing database will be incorporated, as well. The program aim is to house all aspects of Ignition Interlock administration by NMDOT/TSB in one database.

## **Other State Funded DWI Programs**

### ***Local Government Driving While Intoxicated***

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

The LDWI Program funds 8 component areas: Prevention; Enforcement; Screening; Domestic Violence (alcohol related); Treatment; Compliance Monitoring & Tracking; Coordination, Planning & Evaluation; and Alternative Sentencing.

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

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

## **Juveniles**

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

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

New Mexico law imposes severe penalties on alcohol retailers who sell alcohol to minors. These penalties include suspension and revocation of liquor licenses. The Special Investigative Division (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 a person to sell, serve, give, buy, or deliver alcohol to a minor, or to assist a minor to buy, procure, or be served alcohol.

NMDOT/ TSB has hired a full-time underage drinking (UAD) prevention coordinator to oversee underage drinking/ DWI prevention within the NMDOT and to assist in the coordination of activities statewide. The new prevention coordinator will work to ensure that underage prevention activities are conducted all across the state and that high-problem areas are given adequate resources.

## **NMDOT/ TSB UAD Prevention Programs**

### **Comprehensive Systems Approach to Reduce Underage Drinking (CSA)**

The CSA is designed to build an underage drinking (UAD) infrastructure within the state focused on reducing underage drinking. This statewide program will enlist a variety of state and local level stakeholders including, but not limited to, schools, faith-community, pediatricians, law enforcement, mayors, juvenile probation officers, and parents.

At the state level, major stakeholders will act as a coordinating body and an advisory group to the TSB/UAD Coordinator. At the local level, smaller, more rural communities that demonstrate high levels of UAD indicators, and that show readiness to move in a data-driven, planned direction will be targeted to receive education and intensive technical assistance to prevent UAD harms.

### **Youth Media Literacy**

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

### **Social Host Ordinance Awareness**

This approach is a national emerging “best practices” environmental strategy to prevent UAD. The target population for the intervention is primarily parents/ adults and other homeowners, and the project focus is to educate them about their liability as social hosts. Within NM, close to 80% of UAD occurs in homes, and in NM, it is a fourth degree felony for a person to sell, serve, give, buy, or deliver alcohol to a minor, or to assist a minor to buy, procure, or be served alcohol.

### **Social Norms for High School Students**

This project is based on the success of similar efforts at the university and college level. Normative behavior of the student population is measured via a survey, and a campaign is initiated to communicate and correct the misperceptions of social norms that are nearly always higher than the actual illegal/ unhealthy behavior. Youth who believe that other youth are essentially engaging in adult-like behaviors (e.g., consuming alcohol, etc.) are likely to be pulled in the direction of that false norm.

This project will be focused in high schools in NM's six high-risk counties and the Navajo Nation in which efforts are already mobilized to reduce DWI.

## **Other Statewide UAD Prevention Programs**

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

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

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

The University of New Mexico Campus Office of Substance Abuse Prevention (COSAP) educates the general student body, fraternities, and sororities on the dangers of binge drinking and 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.

## **NMDOT/ TSB Funded UAD Enforcement**

### **Las Cruces City Police**

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

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

### **Albuquerque City Police**

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

### **Special Investigation Division of the State Police (SID)**

The SID 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.

## **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 88.

## **DWI Sanctions**

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

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



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

### **Problem ID**

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

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

### **FY07 Preliminary Data**

- In NM, there were 158 alcohol-involved fatal crashes, down from 189 in FY06. The alcohol-involved fatal crash rate (per 100M MVM) decreased from .76 in FY06 to .60 in FY07 (21% decrease).
- The alcohol-involved fatal crash rate per 100,000 population decreased from 9.58 in FY06 to 7.94 in FY07 (17% decrease).
- The number of serious injury crashes decreased from 781 in FY06 to 675 in FY07 (13.6% decrease). The number of seriously injured persons was reduced from 1,061 in FY06 to 919 in FY07.

### **Data from NM's 2006 Traffic Crash Information and DWI Reports\***

- While 5.5% of all crashes in NM were alcohol-involved, 42% of all fatal crashes involved alcohol.
- In NM, an alcohol-involved crash occurs approximately every three hours; a person died in an alcohol-involved crash every 46 hours; a person was injured every 4.5 hours.
- Sixteen percent of the alcohol-involved drivers in crashes were less than 21 years old.
- Fifty-two percent of teenage (ages 15-19) crash deaths involved alcohol; sixty percent of crash death among young adults (ages 20-24) involved alcohol.
- Males are more than three times as likely as females to be alcohol-involved drivers in crashes.
- Nineteen percent of drivers in alcohol-involved crashes were males - ages 20-24, 13% were males - ages 25-29, and 9% were males ages 15-19. These three groups accounted for 41% of all alcohol-involved drivers in crashes.
- Twenty-four percent of alcohol-involved drivers in crashes were female; 76% were male.

- Males, ages 25-29 were most likely to have a repeat DWI conviction in 2006 (13.4%), followed by males, ages 40-44 (12.6%), males, ages 45-49 (10.4%), and males, ages 20-24 (10.1%). Males in these four age groups accounted for 46.5% of all repeat convictions.
- Bernalillo County had the highest number of alcohol fatal or injury crashes at 443, followed by San Juan County (152), Santa Fe County (149), Dona Ana County (113), and McKinley County (92). These counties accounted for 65% of all alcohol fatal and injury crashes in the State.
- The highest number of impaired driving crashes occurred during October, August, July and September.
- Fifty-two percent of all alcohol-involved fatal crashes occurred on Friday, Saturday, and Sunday; forty-two percent of all alcohol involved crashes occurred 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 (28.4%), alcohol-involvement (28.1%), and excessive speed (27.4%).
- Seventy-six percent of alcohol-involved crashes occurred in urban areas and 24% occurred in rural areas. Sixty-one percent of alcohol-fatal crashes and 27% of alcohol-injury crashes occurred in rural areas.
- The mean BAC result was 0.16, double the legal limit for drivers 21 and over.  
*\*2006 is the most recent calendar year data available*

## **Performance Measures**

- 1) Reduce the number of alcohol-related fatalities from 178 (FY07 data, most recent available) to 158, by the end of FY09.
- 2) Reduce the percent of alcohol-related fatalities among all traffic crash fatalities from 40% (FY07 data most recent available) to 39%, by the end of FY09.
- 3) Reduce the alcohol-involved traffic fatality rate of 0.67 per 100M VMT (FY07 data, most recent available) to 0.58 per 100M VMT, by the end of FY09.
- 4) Reduce the alcohol-involved fatal crash rate of 7.94 per 100,000 population (FY07 data, most recent available) to 6.87 per 100,000 population, by the end of FY09.
- 5) Reduce the alcohol-involved serious injury crash rate of 31 per 100,000 population (FY07 data, most recent available) to 29 per 100,000 population, by the end of FY09.

## **Strategies**

- #1** - Increase law enforcement efforts to reduce death and injury due to DWI in New Mexico, and increase the capacity of law enforcement to arrest and adjudicate DWI offenders by:
- a) contracting with law enforcement agencies to conduct statewide Superblitz mobilizations, and to participate in the NHTSA's National Crackdown and the 100 Days and Nights of Summer Program;
  - b) contracting with local law enforcement agencies to conduct monthly, supplemental, high-visibility DWI enforcement activities, including checkpoints and saturation patrols;

- c) combining all enforcement efforts with local and statewide media and public information;
- d) providing SFST training so that law enforcement officers are current on all necessary certifications;
- e) working cooperatively with New Mexico law enforcement agencies to raise the awareness of traffic code enforcement and its impact on safety; and
- f) continuing to explore new public policy options to reduce death and injury due to DWI, and to strengthen existing laws.

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

- a) managing CDWI contracts and participating in LDWI contract funding decisions to ensure that ongoing DWI and underage drinking prevention efforts are sustained for adults and youth under age 21 at the local community level;
- b) developing DWI, underage drinking prevention, and other awareness programs statewide for youth under 21, and for the 21 to 34 age group;
- c) funding and coordinating underage drinking enforcement efforts with the Children, Youth, and Families Department, and law enforcement agencies;
- d) coordinating the activities and resources of DWI and youth prevention programs to help lower the number of alcohol-related fatal and serious injury crashes involving 15-24 year olds.

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

- a) continuing to fund the Ignition Interlock Database Analysis Project, and associated independent verification and validation of the project.

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

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

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

- a) providing training to the judiciary through the annual Municipal and Magistrate Court conferences;
- b) providing DWI specific training to prosecutors via the JEC and the TSRP;
- c) providing technical assistance to district attorneys to assist with the prosecution of DWI-related cases via the TSRP;
- d) making regulatory and statutory changes to reform the administrative license revocation process in New Mexico; and

- e) working cooperatively with New Mexico tribes to reduce death and injury due to DWI and to identify problems in arresting and adjudicating DWI offenders.

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

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

**Alcohol/ Impaired Driving Project Descriptions and Budget Amounts**

**Federal Funds**

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

**\$1,000,000/ 164**

*Monitored by Maria Martinez*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

<b>CODE</b>	<b>AGENCY</b>	<b>AMOUNT</b>	<b>COST CENTER</b>
AL-P1A	Bernalillo County (two officers)	\$117,647	164
AL-P1B	Dona Ana County (two officers)	\$117,647	164
AL-P1C	San Juan County (one officer)	\$ 58,825	164
AL-P1D	McKinley County (three officers)	\$176,470	164
AL-P1E	Rio Arriba County (three officers)	\$176.470	164
AL-P1F	Santa Fe County (four officers)	\$235,294	164
AL-P1G	Farmington Police Dept (San Juan Cty) (two officers)	\$117,647	164
<b>TOTAL</b>		<b>\$1,000,000</b>	

***AL-02 Underage Drinking Enforcement***

**\$200,000 / 164**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Young Driver Crashes and Driver Education*

Fund law enforcement agencies to conduct underage drinking enforcement activities such as party patrols, shoulder taps, and undercover sting operations. Activities will be coordinated with the NM

Department of Public Safety-Special Investigations Division, and will focus on NM's Fourth Degree Felony Law against providing or purchasing alcohol for minors.

**AL-03 BAC Testing**

**\$115,000/ 164**

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-04 Court Monitoring**

**\$250,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

**AL-07 Drug Recognition Expert Training**

**\$95,000/ 410**

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-08 ODWI Enforcement**

**\$1,095,000/ 164 \$1,605,000/ 410**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-10 Program Project Development**

**\$50,000/ 164PA**

*Monitored by Robert Archuleta*

Provide funding for a contractor to support the Alcohol Enforcement section of the TSB. Contractor will create and develop audit tools, and policies and procedures, per NHTSA standards, for program

development, site monitoring, and standardizing monitoring tools. These will be used by program staff to strengthen and monitor federally funded programs. The purpose of this project is to measure and document program results, identify strengths and weaknesses, produce proper program management feedback, improve management of federal dollars, and facilitate the repetition of successful projects.

**AL-11 Statewide DWI Prevention Expansion to College Campuses \$32,000/ 164**

*Monitored by Glenn Wieringa*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Young Driver Crashes and Driver Education*

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. (also see RF-03 in State Funds)

**AL-12 Ignition Interlock Database Analysis Project (Continued) \$200,000/ 164**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**AL-13 IIDA Project – Independent Verification & Validation (IV&V) \$25,000/ 164**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**AL-14 Impaired Driving Program Management \$200,000/ 164PA**

*Monitored by Michael Romero*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

prosecutors statewide regarding DWI-related case law, including updates or changes to local, state, or federal laws.

**AL-17 Impaired Driving Program Management** **\$400,000/ 164**

*Monitored by Mike Sandoval*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

Provide program management for the Impaired Driving Program. This includes data management, data analysis, monthly reports, media, and coordination with law enforcement and other state agencies.

**AL-19 Liquor Control Act Assistance** **\$80,000/ 164**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving*

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

**AL-23 Statewide DWI Training and Information for Law Enforcement** **\$200,000/ 164**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Native American Fatalities and Injuries, and Public Education and Media*

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

**AL-25 Roadside Surveys** **\$75,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-26 DWI Enforcement Task Force – McKinley County** **\$200,000/ 164**

*Monitored by Maria Martinez*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

Fund a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints and saturation patrols, and over-time

enforcement in McKinley County, including the Navajo Nation. This task force consists of State Police, Gallup PD, McKinley County SO, and Navajo Nation DPS.

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

**\$400,000/ 410**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

**\$100,000/ 164**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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 Law Enforcement Statistician**

**\$40,000/ 164**

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**AL-30 Management of Media Contracts**

**\$115,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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 DWI Enforcement Task Force – San Juan County**

**\$200,000/ 164**

*Monitored by Maria Martinez*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-32 DWI Faith-Based Initiatives**

**\$40,000/ 164**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

Fund faith-based initiatives with religious entities that are interested in conducting DWI public awareness campaigns within their parishes.



**AL-33 Evaluation of DWI Programs**

**\$50,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

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

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-35 DWI Evaluation**

**\$50,000/ 164**

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

**DE-11 100 Days and Nights of Summer Evaluation**

**\$25,000/ 402**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

Fund a contract to conduct an evaluation of the 100 Days and Nights of Summer Campaign 2008. Data will be gathered from adults visiting motor vehicle department offices before and after the campaign. The evaluation will seek to determine the public’s awareness of the campaign, and their perception of the likelihood of being stopped or arrested for DWI, speeding, or non-seat belt use during the campaign period. The evaluation will also report on the type of activities conducted by law enforcement agencies during the campaign and the number and type of citations issued.

**State Funds**

**CDWI-01 Community DWI (ALC)**

**\$600,000/ CDWI**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**DPE-01 - Comprehensive Systems Approach to Reduce UAD (ALC) \$200,000/ Fund 10**

Fund a contract to develop a statewide project focused on reducing underage drinking (UAD). The project will enlist a variety of state and local level stakeholders including, but not limited to, schools, faith-community, pediatricians, law enforcement, mayors, juvenile probation officers, and parents.

At the state level, major stakeholders will act as an advisory group to the TSB/UAD Coordinator. At the local level, smaller, more rural communities that demonstrate high levels of UAD indicators, and that show readiness to move in a data-driven, planned direction will be targeted to receive education and intensive technical assistance to prevent UAD harms.

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

**\$120,000/ Fund 10**

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

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

**\$35,000/ Fund 10**

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

**DPE-04 - Social Norms for High School Students (ALC)**

**\$180,000/ Fund 10**

Fund mini-grants to communities to conduct social norms education. Normative behavior of the student population is measured via a survey, and a campaign is initiated to communicate and correct the misperceptions of social norms that are nearly always higher than the actual illegal/ unhealthy behavior (such as consuming alcohol, etc.). This project is based on the success of similar efforts at the university and college level.

This project will be focused in high schools in NM's six high-risk counties in which efforts are already concentrated to reduce DWI.

**RF- 01 Additional Law Enforcement Officers (ALC)**

**\$139,695/ RF**

*Monitored by Maria Martinez*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Native American Fatalities and Injuries*  
Fund two full-time law enforcement officers focused on DWI operations for the Navajo Nation. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols.

**RF- 03 Statewide DWI Prevention Expansion to College Campuses (ALC) \$18,000/ RF**

*Monitored by Glenn Wieringa*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Young Driver Crashes and Driver Education*

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. (also see AL-11 in Federal Funds)

*Also see AL-06 DWI Production Services, AL-09 Special DWI Prevention Marketing Efforts, AL-16 Cultural Strategic DWI Messaging, AL-18 Superblitz Media Activities, AL-20 DWI Public Relations Creative Design, AL-21 Sustained Paid Media, and AL-22 DWI Educational and Promotional Materials in the TS Marketing and Media Program Area on page 88. See DE-06 Traffic Safety Information Clearinghouse in the Driver Education and Safety Section on page 93. See PT-06 Law Enforcement Statistician in the Police Traffic Services Program Area on page 69.*

## Alcohol: Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
AL-01	Additional Law Enforcement Officers	\$1,000,000	164
AL-02	Underage Drinking Enforcement	\$ 200,000	164
AL-03	BAC Testing	\$ 115,000	164
AL-04	Court Monitoring	\$ 250,000	164
AL-05	DWI Judicial and Prosecutor Education and Research Forums	\$ 125,000	164
AL-08	ODWI Enforcement	\$1,095,000	164
AL-11	Statewide DWI Prevention Expansion to College Campuses	\$ 32,000	164
AL-12	Ignition Interlock Database Analysis	\$ 200,000	164
AL-13	IIDA Project – IV&V	\$ 25,000	164
AL-15	Traffic Safety Resource Prosecutor	\$ 180,000	164
AL-17	Impaired Driving Program Mgt.	\$ 400,000	164
AL-19	Liquor Control Act Assistance	\$ 80,000	164
AL-23	Statewide DWI Training and Information for Law Enforcement	\$ 200,000	164
AL-24	DWI Native American Liaison	\$ 125,000	164
AL-25	Roadside Surveys	\$ 75,000	164
AL-26	DWI Enforcement Task Force – McKinley Cty	\$ 200,000	164
AL-28	Metro Court Supervised Probation Project	\$ 100,000	164
AL-29	Law Enforcement Statistician	\$ 40,000	164
AL-30	Management of Media Contracts	\$ 115,000	164
AL-31	DWI Enforcement Task Force – San Juan Cty	\$ 200,000	164
AL-32	DWI Faith-Based Initiatives	\$ 40,000	164
AL-33	Evaluation of DWI Programs	\$ 50,000	164
AL-34	Impaired Driving Overtime Enforcement-Drunk Busters Hotline	\$ 75,000	164
AL-35	DWI Evaluation	\$ 50,000	164
<b>164 Total*</b>		<b>\$4,972,000</b>	
AL-10	Program Project Development	\$ 50,000	164PA
AL-14	Impaired Driving Program Management	\$ 200,000	164PA
<b>164PA Total</b>		<b>\$ 250,000</b>	
AL-07	Drug Recognition Expert Training	\$ 95,000	410
AL-08	ODWI Enforcement	\$1,605,000	410
AL-27	DWI/ Drug Court Expansion	\$ 400,000	410
<b>410 Total*</b>		<b>\$2,100,000</b>	
DE-11	100 Days and Nights of Summer Evaluation	25,000	402
<b>402 Total</b>		<b>25,000</b>	
<b>Total All Funds</b>		<b>7,347,000</b>	

\*Additional 164 and 410 funds are shown in the TS Marketing and Media Section on page 88.

## Occupant Protection Program Area

### Overview

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

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

### Programs

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

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

In FY09, five statewide mobilizations are planned. These statewide activities are Superblitz and Mini-Blitz mobilizations that combine OBD enforcement with DWI enforcement. The OBD enforcement component of each Superblitz is supplemented with media campaigns using the national *Click It or Ticket* theme. In addition, TSB continues to support local monthly enforcement and media activities throughout the state.

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

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

TSB participates in the NHTSA National Seat Belt High Visibility Enforcement Mobilization. This mobilization combines enhanced enforcement with a focused media campaign, using the media message of *Click It or Ticket*. In FY08, 49 NM law enforcement agencies participated in the National Mobilization. A similar number of agencies are expected to participate in the FY09 Mobilization.

### ***Media and Marketing***

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

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

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

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

### ***Occupant Protection Outreach Activities***

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

### ***Occupant Protection for Children Survey***

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

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

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

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

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

## **Problem ID**

A statewide seat belt use survey is conducted annually in New Mexico. The survey produces an overall seat belt use percentage and a use percentage for each of four regions in the state. According to preliminary results from the NM Seat Belt Survey 2008 Report, NM's overall seat belt use was at 91.1 percent.

Although NM's overall seat belt use percentage is one of the highest in the nation, 55 percent of those killed in motor vehicle crashes in FY07 were not wearing a seat belt. Fatal crash survivors are about 1.4 times as likely to be belted as those killed.

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

<b>FY07 Seat Belt Use Estimates by Age Group</b>		
<b>Age Group</b>	<b>Safety Belt Use</b>	
	<b>Male - %</b>	<b>Female - %</b>
0-4	100	97
5-8	83	87
9-13	90	90
14-17	92	95
18-24	96	97
25-34	95	97
35 +	98	98

Use in all age groups increased sharply between 2004 and 2007, especially among those aged 5-8 and 14-17. The crash report elements related to belt use changed in late 2005, which may have some impact on reported belt use.

National data show that restraint use for all children from birth to 7 years of age increased to 89% in 2007, up from 84% in 2006, a statistically significant increase. Restraint use for children driven by a belted driver was higher than for children driven by an unbelted driver; use among children driven by a belted driver was over 90%. Child restraint use is highest in the Western US (94%) compared to 85% - 88% in the other three regions of the country.

In 2008:

- observed front seat use was 91.1 percent, while driver use was 92.0 percent
- pickup truck occupant use was 87.0 percent overall, with driver use at 88.8 percent

## **Performance Measure**

- 1) Increase New Mexico's overall seat belt use from 91.1% (2008 data) to 92% by the end of FY09.

## **Strategies**

- #1** - Continue support of Operation Buckle Down (OBD) and other local activities designed to increase seat belt and other occupant protection use by:
- a) establishing agreements with law enforcement agencies to conduct OBD enforcement activities and ensuring coverage of at least 85 percent of the state;
  - b) participating in the *Click It or Ticket* National Seat Belt Enforcement Mobilization, the Regional *Buckle Up in Your Truck* Campaign, and the Regional *Teen Seat Belt Demonstration Project*; and
  - c) providing outreach to law enforcement agencies to increase focus on seat belt use in pick-up trucks.
- #2** - Promote the use of occupant protection, including booster seats, among targeted groups of non-users by:
- a) funding contracts to provide NHTSA Child Passenger Safety Certification Training Program;
  - b) funding a clearinghouse for state-wide distribution of occupant protection educational materials on seat belts, booster seats, child safety seats, and airbags;
  - c) funding contracts for working with community groups and local government entities around the state to conduct child safety seat/ booster seat clinics and to set-up permanent fittings stations;
  - d) funding a contract to conduct the annual statewide seat belt survey;
  - e) working with the schools and youth groups to increase seat belt use among teens; and
  - f) funding and participating in a number of outreach efforts to educate agency personnel and the public in the appropriate use of occupant protection.
- #3** - Conduct media campaigns that promote occupant protection use and that heighten perceived risk of enforcement consequences for non-users by:
- a) purchasing media for *Click It or Ticket*, *Buckle Up in Your Truck*, and the *Teen Seat Belt Demo Project* occupant protection campaigns to increase television, radio, and print OP media messages; and
  - b) funding occupant protection media messages on television, radio, and print, and supporting other agencies occupant protection educational/awareness efforts by providing them with sample media messages. These messages may incorporate language to support New Mexico's specific occupant protection enforcement efforts.
- #4** – Better assess TSB's efforts to increase child occupant protection use by:
- a) funding an Occupant Protection for Children Survey that assesses the use and misuses of child occupant protection (child safety seats, booster seats, and seat belts) in passenger vehicles in New Mexico.

## Occupant Protection Project Descriptions and Budget Amounts

### Federal Funds

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

**\$125,000/ 402**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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

#### **OP-02 Seatbelt Observation Protocol and Evaluation**

**\$80,000/402**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

Conduct statewide pre and post seat belt observation surveys, following the *Click It or Ticket* National Seat Belt Enforcement Mobilization to determine the annual seat belt use percentage and produce the annual NM Seat Belt Use Survey Report. NHTSA approved survey methods and processes are used for both samples. By monitoring NM's overall seat belt use percentage, TSB can implement and fund projects designed to increase occupant protection use.

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

**\$175,000/ 163 & 25,000/402**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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

#### **OP-04 Occupant Protection Program Management**

**\$175,000/ 402**

*Monitored by Michael Romero*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned 2009 NM Seat Belt Survey, the Child Occupant Protection Survey, and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, to include two staff managers and four management analyst positions. Three FTE's will be funded at 33%, and three FTEs will be funded at 25% 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 six FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.

#### **OP-06 Child Passenger Protection Education**

**\$130,000/ 405**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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



**OP-09 Occupant Protection for Children Survey****\$115,000/ 405***Monitored by David Lapington**Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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

**State Funds*****RF-05 OBD Enforcement and Coordination (OP)****Monitored by David Lapington**Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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

*Also see OP-05 OP Production Services and OP-07 Occupant Protection Safety Messages in the TS Marketing and Media Section on page 88, and DE-06 Traffic Safety Information Clearinghouse in the Driver Education and Safety Section on page 93.*

**Occupant Protection: Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
OP-01	Operation Buckle Down Enforcement	\$125,000	402
OP-02	Seatbelt Observation Protocol and Evaluation	\$ 80,000	402
OP-03	Occupant Protection/ Child Restraints	\$ 25,000	402
OP-04	Occupant Protection Program Management	\$175,000	402
<b>402 Total</b>		<b>\$405,000</b>	
OP-06	Child Passenger Protection Education	\$130,000	405
OP-09	Occupant Protection for Children Survey	\$115,000	405
<b>405 Total</b>		<b>\$245,000</b>	
OP-03	Occupant Protection/ Child Restraints	\$175,000	163
<b>163 Total</b>		<b>\$175,000</b>	
<b>Total All Funds</b>		<b>\$825,000</b>	

\*Additional 406 funds are shown in the TS Marketing and Media Section on page 88.

## **Pedestrian and Bicyclist Safety Program Area**

### **Overview**

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

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

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

### **Programs**

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

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

The Walkable Communities Initiative includes the following components:

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

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

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

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

In FY09, the Pedestrian Safety Program and collaborative groups will create a high visibility pedestrian safety media campaign that targets drivers, pedestrians, and the general public. The media campaign will include radio and television public service announcements, print ads, mail-out, flyers, and informational handout. Materials will provide safety tips, information on safe and legal pedestrian and driver behavior, in both English and Spanish.

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

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

### ***Collaborative Efforts***

The NMDOT is working toward the implementation of the Key Recommendations contained in the FY2008 Pedestrian Death Alcohol Review Report. The report was created by a multi-disciplinary working group comprised of the NMDOT, community law enforcement, medical professionals, transportation services, and concerned citizens to address pedestrian deaths related to alcohol consumption.

In addition, the Pedestrian Safety Program will work to increase driver awareness of pedestrian laws and safety, and traffic interactions between pedestrians and drivers. The program will work with driver's education instructors to provide additional safety curriculum to educate new drivers and incorporate pedestrian safety information into the defensive driving course for traffic offenders.

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

## **Problem ID**

### **FY07 Preliminary Data**

Pedestrian crashes accounted for 65 deaths and 238 injuries, while bicycle crashes accounted for 6 deaths and 170 injuries. New Mexico had an FY07 pedestrian fatality rate of 3.27, which is more than twice the national rate of 1.60. New Mexico's pedestrian fatalities rose from 63 in FY06 to 65 in FY07. Pedestrians and bicyclists accounted for 16 percent of all motor vehicle crash deaths in New Mexico.

In NM, 55% of pedestrian fatalities involved alcohol, and in 97% (35 of 36) of those cases, the pedestrian was alcohol-involved. In FY07, 16% of pedestrian injuries involved alcohol, and in 81% (30 of 37) of those cases, the pedestrian was alcohol-involved. There are likely some cases where the driver was also alcohol-involved, but these are a relatively small fraction.

## **Data from NM's 2006 Traffic Crash Information and DWI Reports\***

### ***Pedestrians***

Males aged 40-44 and males over age 64 were most at-risk for pedestrian fatalities, followed by males aged 30-34 and 50-54. Males account for 78 percent of all pedestrian crash victims.

Among females, those ages 20-34, 40-44, 50-54, those over age 64 were most at risk.

Only 1% of crashes were pedestrian-involved, but 50% of pedestrian deaths were alcohol-involved.

Forty-one percent of pedestrian deaths involved pedestrian error.

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

### ***Bicyclists***

There were seven bicyclist deaths in FY06, as compared to two in FY05. Injuries, however, decreased from 202 in FY05 to 190 in FY06.

In FY06, there were 402 bicyclist-involved crashes, 26 of them alcohol-involved (6.5%).

*\*2006 is the most recent calendar year data available*

## **Performance Measures**

- 1) Reduce the pedestrian fatality rate of 3.27 per 100,000 population (FY07 data, most recent available) to 2.85 per 100,000 population, by the end of FY09.
- 2) Reduce the pedestrian serious injury rate of 12.0 per 100,000 population (FY07 data, most recent available) to 11.0 per 100,000 population, by the end of FY09.
- 3) Reduce the alcohol-involved pedestrian fatality rate of 1.81 per 100,000 population (FY07 data, most recent available) to 1.77 per 100,000 population, by the end of FY09.
- 4) Reduce the alcohol-involved pedestrian serious injury rate of 1.88 per 100,000 population (FY07 data, most recent available) to 1.84 per 100,000 population, by the end of FY09.
- 5) Reduce the number of pedestrian fatalities from 34 (FY07 data, most recent available) to 58, by the end of FY09.

## **Strategies**

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

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

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

- a) conducting statewide media campaigns that target drivers, pedestrians, and the general public;

- b) conducting a special community transit campaign to increase pedestrian and bicycle safety;
- c) conducting outreach activities with campus police at the University of NM and with driving instructors; and
- d) creating and distributing a NM pedestrian safety brochure.

**#3** - Support law enforcement pedestrian safety activities, including conducting surveys and monitoring, and targeted enforcement by:

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

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

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

### **Pedestrian/ Bicycle Safety Project Descriptions and Budget Amounts**

#### **Federal Funds**

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

**\$150,000/ 402**

*Monitored by Juliet Armijo-Pana*

*Aligns with 2006 CTSP Emphasis Area: Pedestrian Crashes*

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

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

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

#### **Police Traffic Services**

## **Overview**

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

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

## **Programs**

### ***Selective Traffic Enforcement Programs (STEPs)***

In FY09, TSB will 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, sustained speed enforcement, 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 FY09, TSB will use STEP s to sustain enforcement of statutes addressing DWI and driving in excess of posted speed limits.

### ***Sustained Enforcement of Speeding Statutes using NM Safety Corridors***

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

Safety corridors remain established for a three-year period, or until the Transportation Programs Division Director determines, based on crash/fatality data, that designation as a Safety Corridor is no longer necessary. Six safety corridors will be reviewed in 2008. Following the review, potential expansion of the program will be determined.

Current data show that in the 12 safety corridor areas, there has been a 39% reduction in crash fatalities between 2005 and 2007.

### Safety Corridors in NM as of 2008



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

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

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

### **Law Enforcement Liaison Program**

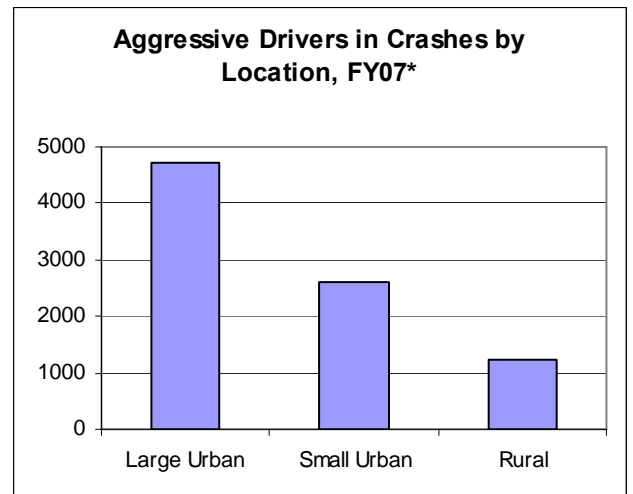
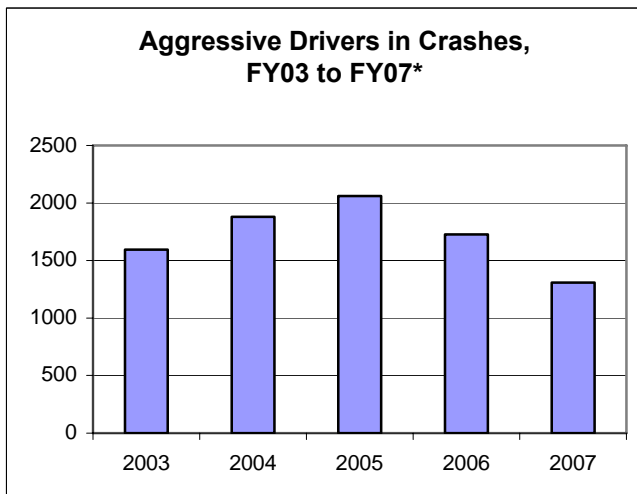
TSB supports a Law Enforcement Liaison (LEL) Program that consists of three individuals who are responsible for coordinating with law enforcement agencies on NHTSA and TSB initiatives related to Impaired Driving, Occupant Protection, Police Traffic Services, and other related traffic safety projects. The LELs contact NM law enforcement agencies to encourage their participation in Superblitz mobilizations, *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.

## **Problem ID**

### **FY07 Preliminary Data**

- Between FY03 and FY05, non-alcohol fatal crashes increased by 52% on the rural interstate highways, and remained at a high level in FY06, but have fallen sharply in FY07. The fatalities in these crashes are mostly vehicle occupants.
- Urban non-alcohol fatal crashes increased from FY03 to FY04, remained at that higher level in FY05, and increased again in FY06. The top five counties for non-alcohol fatalities between FY03 - FY07 were Bernalillo, McKinley, Dona Ana, San Juan and Santa Fe.

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





Along with the factors listed above, aggressive driving has increased steadily in recent years. Between FY02 and FY05, there was a 37 percent increase in the number of “aggressive drivers” in crashes, followed by a decrease in FY06 and FY07. “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 FY07, both speed-related and failure-to-yield fatal & serious injury crash rates decreased by about a fifth, but:

- Speed was involved in 40 percent of fatalities and 28 percent of injuries.
- Speed-involved fatal crashes occurred mostly in rural areas, but non-fatal speed-involved crashes were also prevalent in urban areas.
- Speed-related crashes were most predominant among younger males, and secondarily among younger females.
- Speed was a factor in a larger fraction of crashes between the hours of 9 p.m. and 6 a.m. than during any other hours of the day.
- Failure-to-yield was involved in 11 percent of fatalities and 28 percent of injuries.
- Failure-to-yield was most prevalent in urban areas.
- Failure-to-yield was most prevalent among older drivers.

#### **Data from NM's 2006 Traffic Crash Information and DWI Reports**

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

To identify problem areas and target enforcement resources, New Mexico uses a process in which roadway segments are identified according to character and traffic volume. Crashes are aggregated for each segment. The segments are then ranked according to the number of DWI related, speed-related and total crashes per 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 2006 NM Traffic Crash Information annual report.

In 2006, all of the seven highest fatal or injury crash intersections were in Albuquerque, the state's largest city.

<i><b>Intersection</b></i>	<i><b>City</b></i>	<i><b>Crashes</b></i>		
		<i><b>Total</b></i>	<i><b>Fatal</b></i>	<i><b>Injury</b></i>
Coors Blvd NW & Paseo Del Norte Blvd NE	Albuquerque	164	1	42
Jefferson St. NE & Paseo Del Norte Blvd NE	Albuquerque	140	0	43
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	109	0	32
Coors Blvd NW & Irving Blvd NW	Albuquerque	107	0	36
Central Ave W & Coors Blvd NW	Albuquerque	102	0	30
Pan American East Hwy NE & Paseo Del Norte Blvd NE	Albuquerque	93	0	29
Coors Blvd NW & Montano Rd. NW	Albuquerque	91	0	29

Between 2004 and 2006, the highest number of crashes on rural highway segments were in Santa Fe and Valencia counties.

<b>Highway</b>	<b>Mile Posts</b>	<b>County</b>	<b>Crashes</b>		
			<i>Total</i>	<i>Fatal</i>	<i>Injury</i>
NM 599	0.0 to 3.6	Santa Fe	83	2	40
NM 76	6.0 to 8.2	Santa Fe	66	0	34
NM 47	18.9 to 24.9	Valencia	58	1	23
NM 76	3.5 to 6.0	Santa Fe	49	2	22
1-25	455.6 to 459.0	Colfax	42	0	19
NM 502	7.1 to 8.0	Santa Fe	38	1	19
NM 244	0.0 to 6.1	Otero	15	1	7

In 2006, 15% of crashes were in rural areas and 85% were in urban areas. However, while there were many more crashes in urban areas (42,010), there were only 146 fatal crashes and 161 fatalities, compared to the 7,308 crashes in rural areas that resulted in 278 fatal crashes and 323 fatalities.

In 2006, the overall crash rate in NM was 190 per 100 million vehicle miles driven. Five counties had rates higher than this average:

<b>COUNTY</b>	<b>2005 CRASH RATE</b>
Bernalillo	355
Chaves	243
Lea	225
Curry	222
Santa Fe	195

Six of the seven cities in NM with the highest crash rates\* in 2006 are in the northwestern and northcentral parts of the state.

<b>CITY</b>	<b>2005 CRASH RATE</b>
Taos	65.1
Espanola	61.9
Los Lunas	50.7
Silver City	50.0
Gallup	47.9
Bernalillo	44.0
Albuquerque	41.4

\*rate is per 1,000 residents

## ***How were crashes in NM most frequently classified?***

The top classification of crashes in 2006 were as follows:

<b>Classification</b>	<b>Percent of Total</b>	<b>Percent Fatal Crashes</b>	<b>Number of People Killed</b>
Overturn	4	39	167
Other Vehicle	72	26	112
Pedestrian	1	17	71
Fixed Object	10	11	47

*"Overturning" accounts for four percent of all crashes, but 39% of all fatal crashes*

## **Performance Measures**

- 1) Decrease the number of crashes in the combined safety corridor areas by 20 percent, by the end of FY09 (FY07 crashes in combined safety corridors areas, 696).
- 2) Reduce speed involved fatal and serious injury crashes from 4.68 per 100M VMT (FY07 most recent data available) to 4.55 per 100M VMT, by the end of FY09.
- 3) Reduce failure to yield\* fatal and serious injury crashes from 4.44 per 100M VMT (FY07 most recent data available) to 4.25 per 100M VMT, by the end of FY09.

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

## **Strategies**

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

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

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

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

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

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

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

- a) increasing aggressive driving and speed media and public information messages;
- b) conducting a detailed evaluation of aggressive driving in NM;
- c) reviewing legislation to enact a state law restricting aggressive driving, increase fines for speeding violations, and to raise the traffic safety enforcement and education fee;
- d) increasing funding for innovative law enforcement programs, including automated enforcement for speed violations; and
- e) coordinating speed and aggressive driving prevention and sustained enforcement efforts with the Navajo Nation and other tribal nations.

## **Police Traffic Services Project Descriptions and Budget Amounts**

### **Federal Funds**

***PT-01 Police Traffic Services Program Management*** **\$150,000/ 402**

*Monitored by Michael Romero*

*Aligns with 2006 CTSP Emphasis Area: Aggressive Driving and Speed-Related Crashes*

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

***PT-02 Selective Traffic Enforcement Program (STEP)*** **\$443,696/ 163**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

***PT-03 Statewide Police Traffic Services Training and Information*** **\$150,000/ 402**

*Monitored by Franklin Garcia*

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**

**\$250,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

**PT-05 100 Days and Nights of Summer Program**

**\$420,000/ 163**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

**PT-06 Law Enforcement Statistician**

**\$40,000/ 406**

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**State Funds**

**EE-01 Traffic Safety Education and Enforcement (PTS)**

**\$550,000/ TSE&E**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

### Police Traffic Services: Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PT-01	Police Traffic Services Program Management	\$150,000	402
PT-03	Statewide PTS Training and Information	\$150,000	402
PT-04	Traffic Safety Enforcement Coordination	\$250,000	402
PT-06	Law Enforcement Statistician	\$ 40,000	402
<b>402 Total</b>		<b>\$590,000</b>	
PT-02	Selective Traffic Enforcement Program (STEP)	\$443,696	163
PT-05	100 Days and Nights of Summer Program	\$420,000	163
<b>163 Total</b>		<b>\$863,696</b>	
<b>Total All Funds</b>		<b>\$1,453,696</b>	

## Traffic Records Program Area

### Overview

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

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

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

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

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

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

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

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

## **Programs**

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

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

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

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

In FY09, major projects under the STRS include the following:

#### **STRS Data Center**

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

#### **TraCS Phase One – Continuation of Statewide Rollout**

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

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

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

#### **Crash System Improvement Project**

Updates will be made to the current NMDOT Crash System to improve the timeliness, accuracy, completeness, and consistency of all crash data in the system, and to facilitate its use as part of the Statewide Traffic Records System. Crash system improvements will include: 1) a TraCS crash report re-write to NM data standards; 2) form and business process training; 3) development of a TraCS Location Tool; 4) a database build to replace the outdated Accident Records Capture System; and 5) data collection for non-TraCS users through the STRS Data Center.



New Mexico is now rated as a “red” state in terms of the FMCSA “State Safety Data Quality – State Rating of Crash and Inspection Reporting.” As part of NMDOT/ TSB’s efforts to improve the overall crash system, TSB has requested funds from FMCSA to improve the timeliness, accuracy, completeness and consistency of the fatal and non-fatal commercial motor vehicle (CMV) crash records in NM. The project will improve commercial crash report identification, ensure complete and accurate reporting, and decrease upload time to SafetyNet. This process seeks to improve the State’s Safety Data Quality rating from “poor” to “good.”

#### Continuation of the Ignition Interlock Database Analysis (IIDA) Project

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

#### Law Enforcement Activity Reporting Project

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

#### EMS Pre-hospital Data Collection Project

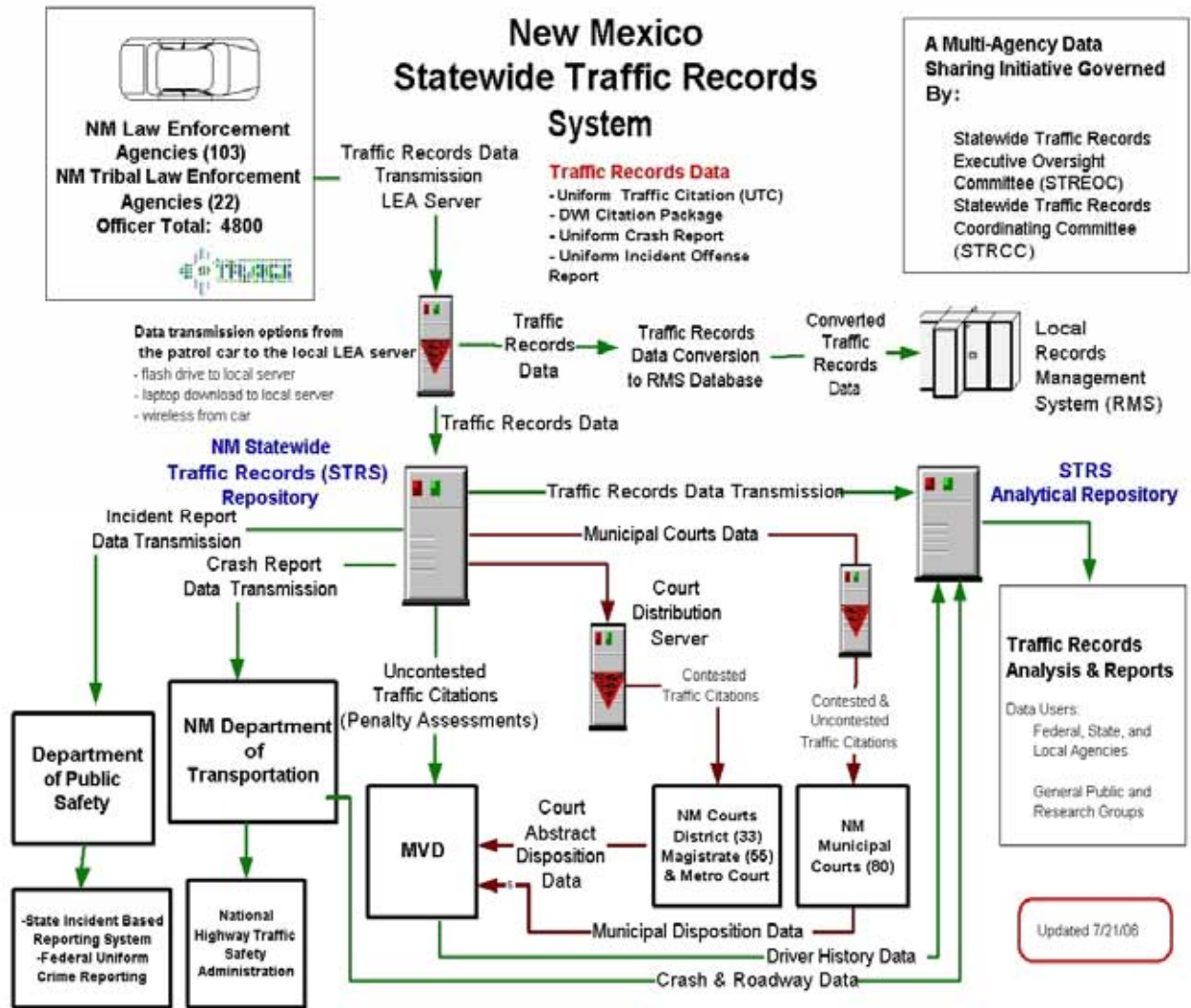
The NM Department of Health/ EMS Bureau maintains a contract with a company to provide NM with software licenses for web based pre-hospital data collection. The package includes software licenses, support and hosting of the data repository, and training for system administrators and users. The new system software is NEMSIS Gold-level compliant. Currently, over 45 NM ambulance services are participating in the statewide EMS data collection project, with additional services being added on a regular basis. The goal is to have all NM ambulance services compliant and submitting data by 2009.

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

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

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

# NM STRS Design Model



## **Problem ID**

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

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

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

## **Performance Measures**

- 1) Maintain and support the STRS Office and staff for the coordination of traffic-related records capture, processing, and dissemination, throughout FY09.
- 2) Develop and implement the STRS Data Center, by the end of FY09.
- 3) Complete the TraCS Phase One Statewide Rollout, by the end of FY09.
- 4) Implement the TraCS Phase Two Statewide Rollout, by the end of FY09.
- 5) Complete the Crash System Database Redesign, by the end of FY09.
- 6) Decrease the average time between the date of crashes and the appearance of the crashes on the NMDOT Crash File Database from the baseline measure of 107 days for the period October-December 2007 to 90 days for the period October-December 2008.

## **Strategies**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Traffic Records Project Descriptions and Budget Amounts**

### **Federal Funds - NHTSA**

#### ***HE-01 STRS/ Traffic Records Improvement and Development*     **\$100,000/ 164HE****

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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, will include administrative costs related to the activities of the STREOC and STRCC, including implementing and updating the Strategic Plan.

#### ***HE-02 STRS Office Resource Expansion***

**\$1,000,000/ HE164**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

#### ***HE-03 STRS Data Center***

**\$1,000,000/ 164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

#### ***HE-04 TraCS Phase One – Statewide Rollout (Continued)***

**\$2,000,000/ 164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

The TraCS Statewide Rollout will provide law enforcement officers the ability to electronically create, print, and transmit traffic records data from their patrol vehicles to their local agency systems. TraCS Phase One was certified in June 2007 with two major components: (1) to establish and implement a

TraCS statewide training and support organization (TraCS Project Office); and (2) to train, equip, and roll out TraCS to officers from the six TraCS Pilot law enforcement agencies, the Tesuque Tribal Police Department and to officers from the Enhanced DWI enforcement program. Funds will be used for equipment such as servers, laptops, printers, scanners, magnetic-stripe readers software, and other Information technology peripherals.

**HE-05 TraCS Phase One – Independent Verification & Validation (IV&V) \$25,000/ 164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-06 TraCS Phase Two – Statewide Rollout**

**\$310,000/164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-07 TraCS Phase Two – IV&V**

**\$12,000/164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-08 TraCS Software Licensing & Location Tool**

**\$35,000/164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-09 Crash System Database Redesign**

**\$250,000/164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

Fund resources, software and hardware for the redesign of the Crash System Database to include: TraCS Crash report re-write to NM data standards, form and business process training, TraCS location Tool Development, database build (Replace Arcs), and electronic data collection through the Statewide Traffic Records System (STRS) Data Center (DC). (also see RF-08 Crash System Database Redesign, under State Funds)

**HE-10 Crash System Database Redesign–IV&V**

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

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

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

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

**HE-12 Law Enforcement Activity Reporting Project – IV&V** **\$25,000/ 164HE**

Provide funding for required IV&V services, per the Project Management Plan (PMP). This service includes the process of detailed review and reporting on the Law Enforcement Activity Reporting project.

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

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**TR-02 Traffic Safety IT Applications Developer** **\$100,000/ 402**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

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

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

Provide IT services and data analysis for the State Traffic Records Program. These personnel will assist in the implementation, support, and maintenance of the Statewide Traffic Records System (STRS). Personnel services will include salaries and benefits for two FTEs, including an Applications Developer and a Statistician. Each FTE will be funded at 100%. The Applications Developer FTE will provide data improvement for traffic records. The position will support TSB initiatives, TraCS, Ignition Interlock, and Enhanced enforcement. The Statistical FTE will compile and analysis statistical data. Travel, supplies, and training will also be included in the project at the same percentages.

*Also see AL-12 Ignition Interlock Database Analysis Project and AL-13 IIDB Project IV&V in the Alcohol/ Impaired Driving Section on page 41.*

## **Federal Funds - FMCSA**

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

**\$180,000/FMCSA**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

## **State Funds**

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

**\$100,000/ RF**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

### ***RF-08 Crash System Database Redesign (TR)***

**\$100,000/ RF**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

*(also see HE-08 Crash System Database Redesign, in Federal Funds listing)*

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

**\$44,000/ RF**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

*(also see FMCSA-Commercial Vehicle Crash Data Improvement, in Federal Funds listing)*

### Traffic Records: NHTSA Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-02	Traffic Safety IT Applications Developer	\$ 100,000	402
<b>402 Total</b>		<b>\$ 100,000</b>	
TR-01	Traffic Safety Problem Identification and Information	\$ 450,000	408
TR-03	Traffic Records Data Improvement	\$ 50,000	408
<b>408 Total</b>		<b>\$ 500,000</b>	
HE-01	STRS/ Traffic Records Improvement and Development	\$ 100,000	164HE
HE-02	STRS Office Resource Expansion	\$1,000,000	164HE
HE-03	STRS Data Center	\$1,000,000	164HE
HE-04	TraCS Phase One- Statewide Rollout	\$2,000,000	164HE
HE-05	TraCS Phase One – IV&V	\$ 25,000	164HE
HE-06	TraCS Phase Two – Statewide Rollout	\$ 310,000	164HE
HE-07	TraCS Phase Two – IV&V	\$ 12,000	164HE
HE-08	TraCS Software Licensing & Location Tool	\$ 35,000	164HE
HE-09	Crash System Database Redesign	\$ 250,000	164HE
HE-10	Crash System Database Redesign – IV&V	\$ 25,000	164HE
HE-11	Law Enforcement Activity Reporting Project	\$ 100,000	164HE
HE-12	Law Enforcement Activity Reporting Project - IV&V	\$ 25,000	164HE
<b>164HE Total</b>		<b>\$4,882,000</b>	
<b>Total All Funds</b>		<b>\$5,482,000</b>	



## **TS Programs Marketing and Media Program Area**

### **Overview – Problem ID**

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

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

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

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

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

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

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

The NMDOT/ TSB funds a DWI Roadside survey to help determine the effectiveness of both media messages and high visibility enforcement activities. This is being accomplished by tracking changes in the average blood alcohol content of motorists by comparing 2007, 2008, 2009, and 2010 results with baseline survey results secured in 2005.

In addition, an evaluation of the 100 Days and Nights of Summer Campaign 2008 will be conducted in FY09. The survey will assess public perception and awareness of the campaign, and will document law enforcement activity and arrests/ citations.

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

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

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

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

**#5** - Evaluate the effectiveness of TSB marketing and media efforts through telephone survey and DMV surveys.

### **TS Programs Marketing & Media Project Descriptions and Budget Amounts**

#### **Federal Funds**

##### ***AL-06 DWI Production Services (Media)***

**\$200,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

##### ***AL-09 Special DWI Prevention Marketing Efforts (Media)***

**\$200,000/ 164PM**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving and Public Education and Media*

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

##### ***AL-16 Cultural Strategic DWI Messaging (Media)***

**\$50,000/164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Native American Fatalities and Injuries, and Public Education and Media.*

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

##### ***AL-18 Superblitz Media Activities (Media)***

**320,000/ 410 PM**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

**AL-20 DWI Public Relations Creative Design (Media) \$300,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Native American Fatalities and Injuries, and Public Education and Media*

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

**AL-21 Sustained Paid Media (Media) \$500,000/ 164 PM**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

**AL-22 DWI Educational and Promotional Materials (Media) \$100,000/ 164**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

**DE-09 Public Relations Creative Designs (Media) \$125,000/ 402**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Aggressive Driving and Speed-Related Crashes, and Public Education and Media*

Fund a public relations agency to develop creative messages for television, radio, and print that will include strong traffic safety enforcement messages, including speeding.

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

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Aggressive Driving and Speed-Related Crashes, and Public Education and Media*

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

**OP-05 OP Production Services (Media) \$129,000/ 405**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Occupant Protection, and Public Education and Media*

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

**State Funds**

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

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Public Education and 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 Traffic Safety-Related Production Services (Media)                      \$200,000/ TSE&E**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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

**EE-06 Traffic Safety Media Messages (Media)    \$330,000/ Fund 5**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Aggressive Driving and Speed-Related Crashes, Occupant Protection, and Public Education and Media*

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

**EE-07 Occupant Protection Safety Messages (Media)    \$100,000/ Fund 5**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Occupant Protection and Public Education and Media*

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

## Traffic Safety Programs Marketing & Media: Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
AL-09	Special DWI Prevention Marketing	\$ 200,000	164PM
AL-21	Sustained Paid Media	\$ 500,000	164 PM
<b>164 PM Total</b>		<b>\$ 700,000</b>	
AL-06	DWI Production Services	\$ 200,000	164
AL-16	Cultural Strategic DWI Messaging	\$ 50,000	164
AL-20	DWI Public Relations Creative Design	\$ 300,000	164
AL-22	DWI Educational and Promotional Materials	\$ 100,000	164
<b>164 Total</b>		<b>\$ 650,000</b>	
DE-09	Public Relations Creative Designs	\$ 125,000	402
DE-10	Traffic Safety Media Production Svs.	\$ 25,000	402
<b>402 Total</b>		<b>\$ 150,000</b>	
OP-05	Occupant Protection Production Svs.	\$ 129,000	405
<b>405 Total</b>		<b>\$ 129,000</b>	
AL-18	Superblitz Media Activities	\$ 320,000	410PM
<b>410 PM Total</b>		<b>\$ 320,000</b>	
<b>Total All Funds</b>		<b>\$1,949,000</b>	

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

### **Overview**

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

TSB supports media activities designed to promote and publicize traffic safety issues and events, and to influence safe driving behaviors. Public information and educational campaigns, primarily 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 2007, the results from 534 anonymous student course evaluations were as follows:

- ⊗ 91% rated the program as good or excellent
- ⊗ 83% said they learned a lot from the course
- ⊗ 81% said what they learned in the course would be useful to them in the future
- ⊗ 97% rated their instructor as good or excellent
- ⊗ 97% felt the program helped them make a change in their behavior
- ⊗ 95% felt the program helped them make a change in their drinking and driving behavior

### ***Estimated Number of Individuals Trained 2007***

<b>PROGRAM</b>	<b>NUMBER OF STUDENTS</b>
Novice Driver Education	18,718
DWI Awareness	13,767
Driver Improvement	10,408
DWI School	6,987

## **Problem ID**

### **Data from NM's 2006 Traffic Crash Information and DWI Reports**

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

National and local statistics confirm that novice drivers are more likely to be involved in crashes compared to all other drivers. In New Mexico in 2006, teens 15-19 had the highest crash involvement rate of all drivers. Although, teens comprise only nine percent of licensed drivers in NM, 14.6 percent of drivers in crashes were teens. Forty-seven percent of all teen crash deaths involved alcohol.

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

Of NM's 12,853 DWI convictions in FY07, 64% (8,250) were first-time DWI convictions. In NM, all first-time DWI offenders are required to attend DWI School.

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

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

## **Strategies**

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

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

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

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



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

## **Driver Education Project Descriptions and Budget Amounts**

### **Federal Funds**

#### ***DE-01 Activist Information and Training***

**\$40,000/ 402**

*Monitored by Michael Romero*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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***

**\$160,000/ 402**

*Monitored by Juliet Armijo-Pana*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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

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

**\$100,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Public Information and Media*

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

#### ***DE-04 Traffic Safety Quality Improvement Workshop***

**\$30,000/ 402**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Public Information and Media*

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

#### ***DE-05 Traffic Safety Facilitation Services***

**\$25,000/ 402**

*Monitored by Tammy Lujan*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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

**DE-06 Traffic Safety Information Clearinghouse**

**\$310,000/ 163**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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 Chiefs' Challenge/ Officer Incentives**

**\$20,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Aggressive Driving and Speed-Related Crashes*

Funding to support law enforcement officers that demonstrate an increase in law enforcement efforts in target focus areas, such as DWI, speeding, occupant protection, or other traffic safety-related issues. Criteria will be developed by the TSB and its partners.

**DE-12 Traffic Safety Summit**

**\$50,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

Provide funding to support the planning and implementation of a Traffic Safety Summit to increase awareness on traffic safety-related issues such as DWI, Occupant Protection, Aggressive Driving, Speeding, and Pedestrian Safety. The Summit will support the objectives in the NMDOT Comprehensive Transportation Safety Plan and the HSPP, and will provide information on best practices and model programs.

**State Funds**

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

**\$475,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Young Driver Crashes and Driver Education*

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

**DI-03 Interpretation Services (DE)**

**\$20,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Young Driver Crashes and Driver Education*

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

**DI-04 Instructor Training (DE)**

**\$300,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Young Driver Crashes and Driver Education*

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

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

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Young Driver Crashes and Driver Education*

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

**DI-06 DWI Prevention Newsletter for Schools (DE)**

Monitored by Glenn Wieringa

Aligns with 2006 CTSP Emphasis Areas: Young Driver Crashes and Driver Education, and Alcohol/ Impaired Driving

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

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

Monitored by Robert Archuleta

Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection

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

**EE-05 Web Site Redesign**

**\$50,000/ TSE&E**

Monitored by Sandra Martinez

Aligns with 2006 CTSP Emphasis Area: Public Education and Media

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

**PE-01 Public Education Event Sponsorship (DE)**

Monitored by Juliet Armijo-Pana

Aligns with 2006 CTSP Emphasis Area: Public Education and Media

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

**Driver Education: Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
DE-01	Activist Information and Training	\$ 40,000	402
DE-02	Public Information Broadcasting	\$160,000	402
DE-03	Traffic Safety Reporting	\$100,000	402
DE-04	Traffic Safety Quality Improvement Workshop	\$ 30,000	402
DE-05	Traffic Safety Facilitation Services	\$ 25,000	402
DE-07	Chiefs' Challenge/ Officer Incentives	\$ 20,000	402
DE-12	Traffic Safety Summit	\$ 50,000	402
<b>402 Total</b>		<b>\$425,000</b>	
DE-06	Traffic Safety Information Clearinghouse	\$310,000	163
<b>163 Total</b>		<b>\$310,000</b>	
<b>Total All Funds</b>		<b>\$735,000</b>	

## Motorcycle Safety Program Area

### Programs

#### ***Motorcycle Training Program***

To help riders develop skills, the TSB administers statutorily required motorcycle training programs statewide. In CY2007, motorcycle training was offered to 3,576 individuals, with 3,092 completing training. The New Mexico Motorcycle Safety Program (NMMSP) is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

<b>Year</b>	<b>Students Scheduled Annually</b>	<b>% Change from Previous Year</b>	<b>Students Trained Annually</b>	<b>% Change from Previous Year</b>	<b>Active Sites</b>	<b>Active Rider Coaches</b>
2004	3547	-6%	2831	-7.6%	9	70
2005	3756	6%	2971	5%	12	89
2006	3867	3%	3193	7.5%	13	77
2007	<b>3576</b>	<b>-7.5%</b>	<b>3092</b>	<b>-3%</b>	<b>14</b>	<b>73</b>

The 3% drop in students trained, from 2006 to 2007, is likely due to one of the major training sites (Las Cruces) not being available for training for most of 2007. The Las Cruces site typically accounts for approximately 10% of the total training numbers for the State.

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

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

The TSB sponsored the sixth annual "New Mexico Motorcycle Safety Awareness Day" in September of 2007. 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. Motorcycle safety education is essential for reducing risky driving behavior and increasing use of safety equipment.

### **Problem ID**

#### **FY07 Preliminary Data**

In FY07, there were 1,214 motorcycles in crashes, down from 1,267 in FY06. Sixty motorcycles were involved in fatal crashes, with 55 riders killed and 657 riders injured. Twenty-eight of the 55 fatalities were alcohol-involved (46.6%).

In FY07, the fatality rate per 1,000 motorcycles registered was 1.31, up from 1.21 in FY06, however the injury rate in FY07 was 15.67, down from 19.49 in FY06.

In FY07, among motorcycle fatalities, only 24% of riders were wearing helmets.

### **Data from NM's 2006 Traffic Crash Information and DWI Reports**

In NM, most motorcycle crashes result in injury, rather than death. Deaths due to motorcycle crashes increased 43 in 2005 to 49 in 2006. The number of riders sustaining incapacitating injuries due to a motorcycle crash decreased from 247 in 2005 to 243 in 2006.

Over the past five years, the number of motorcyclists in crashes has increased by 24.7 percent, going from 1,136 in 2002 to 1,417 in 2006.

In NM, motorcyclists are predominantly male, and those most often involved in a motorcycle crash are those aged 20-24 and 45-49. The highest number of fatalities occurred among those aged 45-49.

In 2006, the most common crash classes for motorcycle crashes were involvement with another vehicle (51%), overturns (20%), hitting a fixed object (12%) and other non-collision (11%).

In 2006, only about 7 percent of motorcycle crashes were alcohol-involved, but 40 percent of fatal crashes were alcohol-involved.

Not wearing a helmet remains a primary factor in the number of NM's motorcycle deaths and injuries. Of the 49 motorcyclists killed in 2006, none were wearing a helmet. Eighty-seven percent of those receiving serious injuries (visible or incapacitating) were not wearing a helmet. The current helmet law applies only to persons under the age of 18.

### **Performance Measures**

Reduce the number of motorcycle crashes from 1,214 (FY07 data, most recent available) to 1,190, by the end of FY09.

Reduce the number of motorcycle fatalities from 55 (FY07 data, most recent available) to 50, by the end of FY09.

### **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**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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

### State Funds

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

**\$170,000/ Fund 8**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Areas: Public Education and Media, and Young Driver Crashes and Driver Education*

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

### Motorcycle Safety: Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
MC- 02	Motorcycle Funds	\$100,000	2010
<b>Total Funds</b>		<b>\$100,000</b>	<b>2010</b>

# FY09 PROJECT DESCRIPTIONS

## **NHTSA FEDERAL FUNDS**

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

**\$1,000,000/ 164**

*Monitored by Maria Martinez*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

<b>CODE</b>	<b>AGENCY</b>	<b>AMOUNT</b>	<b>COST CENTER</b>
AL-P1A	Bernalillo County (two officers)	\$117,647	164
AL-P1B	Dona Ana County (two officers)	\$117,647	164
AL-P1C	San Juan County (one officer)	\$ 58,825	164
AL-P1D	McKinley County (three officers)	\$176,470	164
AL-P1E	Rio Arriba County (three officers)	\$176,470	164
AL-P1F	Santa Fe County (four officers)	\$235,294	164
AL-P1G	Farmington Police Dept (San Juan Cty) (two officers)	\$117,647	164
<b>TOTAL</b>		<b>\$1,000,000</b>	

### **AL-02 Underage Drinking Enforcement**

**\$200,000 / 164**

*Monitored by Robert Archuleta and Glenn Wieringa*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Young Driver Crashes and Driver Education*

Fund law enforcement agencies to conduct underage drinking enforcement activities such as party patrols, shoulder taps, and undercover sting operations. Activities will be coordinated with the NM Department of Public Safety-Special Investigations Division, and will focus on NM's Fourth Degree Felony Law against providing or purchasing alcohol for minors.

### **AL-03 BAC Testing**

**\$115,000/ 164**

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

### **AL-04 Court Monitoring**

**\$250,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

**AL-06 DWI Production Services (Media)**

**\$200,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

**AL-07 Drug Recognition Expert Training**

**\$95,000/ 410**

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-08 ODWI Enforcement**

**\$1,095,000/ 164 \$1,605,000/ 410**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-09 Special DWI Prevention Marketing Efforts (Media)**

**\$200,000/ 164PM**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving and Public Education and Media*

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

**AL-10 Program Project Development**

**\$50,000/ 164PA**

*Monitored by Robert Archuleta*

Provide funding for a contractor to support the Alcohol Enforcement section of the TSB. Contractor will create and develop audit tools, and policies and procedures, per NHTSA standards, for program development, site monitoring, and standardizing monitoring tools. These will be used by program staff to strengthen and monitor federally funded programs. The purpose of this project is to measure and document program results, identify strengths and weaknesses, produce proper program management feedback, improve management of federal dollars, and facilitate the repetition of successful projects.



**AL-11 Statewide DWI Prevention Expansion to College Campuses**      **\$32,000/ 164**

*Monitored by Glenn Wieringa*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Young Driver Crashes and Driver Education*

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. (also see RF-03 in State Funds)

**AL-12 Ignition Interlock Database Analysis Project (Continued)**      **\$200,000/ 164**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**AL-13 IIDA Project – Independent Verification & Validation (IV&V)**      **\$25,000/164**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**AL-14 Impaired Driving Program Management**      **\$200,000/ 164PA**

*Monitored by Michael Romero*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-16 Cultural Strategic DWI Messaging (Media)** **\$50,000/164**  
*Monitored by Janet Dewey-Kollen*  
*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Native American Fatalities and Injuries, and Public Education and Media.*  
Develop strategic DWI messaging and outreach avenues to effectively communicate with cultural sub-groups throughout the state.

**AL-17 Impaired Driving Demo Project Program Management** **\$400,000/ 164**  
*Monitored by Michael Sandoval*  
*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*  
Provide program management for the Impaired Driving Program. This includes data management, monthly reports, coordination with law enforcement and other state agencies.

**AL-18 Superblitz Media Activities (Media)** **\$320,000/ 410 PM**  
*Monitored by Janet Dewey-Kollen*  
*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*  
Fund paid media during the five DWI *Superblitz* Mobilizations conducted throughout the year. These activities are outlined in the Statewide Media and Marketing Communication Plan. This includes placement and monitoring of the *Superblitz* paid media.

**AL-19 Liquor Control Act Assistance** **\$80,000/ 164**  
*Monitored by Robert Archuleta*  
*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving*  
Fund two FTE's with the Regulation and Licensing Department to assist with the Liquor Control Act citations. This will include processing additional citations issued for serving to intoxicated persons, and serving or selling to minors.

**AL-20 DWI Public Relations Creative Design (Media)** **\$300,000/ 164**  
*Monitored by Janet Dewey-Kollen*  
*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Native American Fatalities and Injuries, and Public Education and Media*  
Fund a public relations agency to develop creative messages for television, radio, and print that will include a strong DWI enforcement message, targeting the high-risk populations including Hispanics and American Indians.

**AL-21 Sustained Paid Media (Media)** **\$500,000/ 164 PM**  
*Monitored by Janet Dewey-Kollen*  
*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*  
Fund individual television and radio stations to air DWI messages statewide during non-*Superblitz* Mobilization periods. These activities will include a strong enforcement message, targeting the high-risk populations including Hispanics and American Indians. These activities are outlined in the Impaired Driving Communication Plan.

**AL-22 DWI Educational and Promotional Materials (Media)** **\$100,000/ 164**  
*Monitored by David Lapington*  
*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*  
Produce and purchase educational and promotional materials to be distributed statewide around special events such as the Balloon Fiesta and the State Fair. Some materials will be distributed to the courts and to liquor establishments.

**AL-23 Statewide DWI Training and Information for Law Enforcement \$200,000/ 164**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Native American Fatalities and Injuries, and Public Education and Media*

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

**AL-25 Roadside Surveys \$75,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-26 DWI Enforcement Task Force – McKinley County \$200,000/ 164**

*Monitored by Maria Martinez*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-28 Metro Court Supervised Probation Project \$100,000/ 164**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

Through this pilot project, fund seven full-time individuals as probation officers and judicial specialists, whose time is totally dedicated to the supervising and monitoring of eligible first-time DWI

offenders convicted in the Bernalillo County Metropolitan Court. This project is focused on high-risk first time offenders that currently are placed on unsupervised probation.

**AL-29 Law Enforcement Statistician**

**\$40,000/ 164**

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**AL-30 Management of Media Contracts**

**\$115,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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 DWI Enforcement Task Force – San Juan County**

**\$200,000/ 164**

*Monitored by Maria Martinez*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-32 DWI Faith-Based Initiatives**

**\$40,000/ 164**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

Fund faith-based initiatives with religious entities that are interested in conducting DWI public awareness campaigns within their parishes.

**AL-33 Evaluation of DWI Programs**

**\$50,000/ 164**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Public Education and Media*

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

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

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

**AL-35 DWI Evaluation**

**\$50,000/ 164**

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

**DE-01 Activist Information and Training**

**\$40,000/ 402**

*Monitored by Michael Romero*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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**

**\$160,000/ 402**

*Monitored by Juliet Armijo-Pana*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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

**DE-03 Traffic Safety Reporting**

**\$100,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Public Information and Media*

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

**DE-04 Traffic Safety Quality Improvement Workshop**

**\$30,000/ 402**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Public Information and Media*

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

**DE-05 Traffic Safety Facilitation Services**

**\$25,000/ 402**

*Monitored by Tammy Lujan*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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

**DE-06 Traffic Safety Information Clearinghouse**

**\$310,000/ 163**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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 Chiefs' Challenge/ Officer Incentives**

**\$20,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Aggressive Driving and Speed-Related Crashes*

Funding to support law enforcement officers that demonstrate an increase in law enforcement efforts in target focus areas, such as DWI, speeding, occupant protection, or other traffic safety-related issues. Criteria will be developed by the TSB and its partners.

**DE-09 Public Relations Creative Designs (Media)**

**\$125,000/ 402**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Aggressive Driving and Speed-Related Crashes, and Public Education and Media*

Fund a public relations agency to develop creative messages for television, radio, and print that will include strong traffic safety enforcement messages, including speeding.

**DE-10 Traffic Safety Media Production Services (Media)**

**\$25,000/ 402**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Aggressive Driving and Speed-Related Crashes, and Public Education and Media*

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

**DE-11 100 Days and Nights of Summer Evaluation**

**\$25,000/ 402**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

Fund a contract to conduct an evaluation of the 100 Days and Nights of Summer Campaign 2008. Data will be gathered from adults visiting motor vehicle department offices before and after the campaign. The evaluation will seek to determine the public's awareness of the campaign, and their perception of the likelihood of being stopped or arrested for DWI, speeding, or non-seat belt use during the campaign period. The evaluation will also report on the type of activities conducted by law enforcement agencies during the campaign and the number and type of citations issued.

**DE-12 Traffic Safety Summit**

**\$50,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

Provide funding to support the planning and implementation of a Traffic Safety Summit to increase awareness on traffic safety-related issues such as DWI, Occupant Protection, Aggressive Driving, Speeding, and Pedestrian Safety. The Summit will support the objectives in the NMDOT Comprehensive Transportation Safety Plan and the HSPP, and will provide information on best practices and model programs.

**HE-01 STRS/ Traffic Records Improvement and Development**    **\$100,000/ 164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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 proof of concept and pilots for data integration between law enforcement, the courts and MVD. Also, this will include administrative costs related to the activities of the STREOC and STRCC, including implementing and updating the Strategic Plan.

**HE-02 STRS Office Resource Expansion**

**\$1,000,000/ HE164**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-03 STRS Data Center**

**\$1,000,000/ 164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-04 TraCS Phase One – Statewide Rollout (Continued)**

**\$2,000,000/ 164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-05 TraCS Phase One – IV&V**

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

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-06 TraCS Phase Two – Statewide Rollout**

**\$310,000/164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-07 TraCS Phase Two – IV&V**

**\$12,000/164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-08 TraCS Software Licensing & Location Tool**

**\$35,000/164HE**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**HE-09 Crash System Database Redesign** **\$250,000/164HE**  
*Monitored by Sandra Martinez*  
*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*  
Fund resources, software and hardware for the redesign of the Crash System Database to include: TraCS Crash report re-write to NM data standards, form and business process training, TraCS location Tool Development, database build (Replace Arcs), and electronic data collection through the Statewide Traffic Records System (STRS) Data Center (DC). (also see RF-08 Crash System Database Redesign, under State Funds)

**HE-10 Crash System Database Redesign–IV&V** **\$25,000/164 HE**  
*Monitored by Sandra Martinez*  
*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*  
Provide funding for required independent verification and validation services, per the Project Management Plan (PMP). This service includes the process of detailed review and reporting on the Crash Database Redesign project.

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

**HE-12 Law Enforcement Activity Reporting Project – IV&V** **\$25,000/ 164 HE**  
Provide funding for required independent verification and validation services, per the Project Management Plan (PMP). This service includes the process of detailed review and reporting on the Law Enforcement Activity Reporting Project.

**MC-02 Motorcycle Funds** **\$100,000/ 2010**  
*Monitored by David Lapington*  
*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*  
Enhance the existing motorcycle program by providing increased training, education, public awareness, and training materials. The 2010 funding will be used for media placement to run the motorcycle spot, "Think! Look Twice for Motorcyclists!" The spot is designed to inform drivers to be aware of motorcyclists on the roadway, specifically at intersections. It also reminds the rider that there are dangers near intersections when interacting with other traffic.

**OP-01 Operation Buckle Down Enforcement** **\$125,000/ 402**  
*Monitored by David Lapington*  
*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*  
Continue overtime funding to law enforcement agencies to conduct seat belt and child safety seat/ booster seat use activities, to include Operation Buckle Down operations and the National *Click It or Ticket / Buckle Up in Your Truck* campaigns. These activities have been successful in producing a steady increase in occupant protection use in New Mexico. These operations encompass at least 60 agencies statewide (a minimum 75% of the State's population).

**OP-02 Seatbelt Observation Protocol and Evaluation** **\$80,000/402**  
*Monitored by David Lapington*  
*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*  
Conduct statewide pre-and post-seat belt observation surveys, following the *Click It or Ticket* National Seat Belt Enforcement Mobilization to determine the annual seat belt use percentage and



produce an annual report. NHTSA approved survey methods and processes are used for both samples. By monitoring NM's overall seat belt use percentage, TSB can implement and fund projects designed to increase occupant protection use.

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

**\$175,000/ 163 & \$25,000/ 402**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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

**OP-04 Occupant Protection Program Management**

**\$175,000/ 402**

*Monitored by Michael Romero*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned 2009 NM Seat Belt Survey, the Child Occupant Protection Survey, and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, to include two staff managers and four management analyst positions. Three FTE's will be funded at 33%, and three FTEs will be funded at 25% 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 six FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.

**OP-05 OP Production Services (Media)**

**\$129,000/ 405**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Occupant Protection, and Public Education and Media*

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

**OP-06 Child Passenger Protection Education**

**\$130,000/ 405**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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

**OP-09 Occupant Protection for Children Survey**

**\$115,000/ 405**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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

**PA-01 Financial Systems Management**

**\$125,000/ 402**

*(Management Analyst Operational, Financial Specialist)*

*Monitored by Michael Romero*

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

**PA-02 Financial Project Management Services**

**\$60,000/ 402**

*Monitored by Michael Romero*

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

**PA-03 HSPP, Grant, and Technical Writing Services**

**\$20,000/ 402**

*Monitored by Michael Romero*

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

**PS-01 Pedestrian Safety**

**\$150,000/ 402**

*Monitored by Juliet Armijo-Pana*

*Aligns with 2006 CTSP Emphasis Area: Pedestrian Crashes*

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

**PT-01 Police Traffic Services Program Management**

**\$150,000/ 402**

*Monitored by Michael Romero*

*Aligns with 2006 CTSP Emphasis Area: Aggressive Driving and Speed-Related Crashes*

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

**PT-02 Selective Traffic Enforcement Program (STEP)**

**\$443,696/ 163**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

**PT-03 Statewide Police Traffic Services Training and Information**

**\$150,000/ 402**

*Monitored by Franklin Garcia*

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**

**\$250,000/ 402**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

**PT-05 100 Days and Nights of Summer Program**

**\$420,000/ 163**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

**PT-06 Law Enforcement Statistician**

**\$40,000/ 402**

*Monitored by Cindy Abeyta*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

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

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**TR-02 Traffic Safety IT Applications Developer** **\$100,000/ 402**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

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

*Monitored by Sandra Martinez*

Provide IT services and data analysis for the State Traffic Records Program. These personnel will assist in the implementation, support, and maintenance of the Statewide Traffic Records System (STRS). Personnel services will include salaries and benefits for two FTEs, including an Applications Developer and a Statistician. Each FTE will be funded at 100%. The Applications Developer FTE will provide data improvement for traffic records. The position will support TSB initiatives, TraCS, Ignition Interlock, and Enhanced enforcement. The Statistical FTE will compile and analysis statistical data. Travel, supplies, and training will also be included in the project at the same percentages.

**FMCSA FUNDS**

**FMCSA - Commercial Vehicle Crash Data Improvement** **\$180,000/FMCSA**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

**STATE FUNDS**

**CDWI-01 Community DWI (ALC)** **\$600,000/ CDWI**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Area: Alcohol/ Impaired Driving*

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

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

**\$475,000/ Fund 9**

**Monitored by Franklin Garcia**

*Aligns with 2006 CTSP Emphasis Area: Young Driver Crashes and Driver Education*

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

**DI-03 Interpretation Services (DE)**

**\$20,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Young Driver Crashes and Driver Education*

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

**DI-04 Instructor Training (DE)**

**\$300,000/ Fund 9**

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Area: Young Driver Crashes and Driver Education*

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

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

*Monitored by Franklin Garcia*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Young Driver Crashes and Driver Education*

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

**DI-06 DWI Prevention Newsletter for Schools (DE)**

*Monitored by Glenn Wieringa*

*Aligns with 2006 CTSP Emphasis Areas: Young Driver Crashes and Driver Education, and Alcohol/ Impaired Driving*

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

**DPE-01 - Comprehensive Systems Approach to Reduce UAD (ALC) \$200,000/Fund 10**

Fund a contract to develop a statewide project focused on reducing underage drinking (UAD). The project will enlist a variety of state and local level stakeholders including, but not limited to, schools, faith-community, pediatricians, law enforcement, mayors, juvenile probation officers, and parents.

At the state level, major stakeholders will act as an advisory group to the TSB/UAD Coordinator. At the local level, smaller, more rural communities that demonstrate high levels of UAD indicators, and that show readiness to move in a data-driven, planned direction will be targeted to receive education and intensive technical assistance to prevent UAD harms.

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

**\$120,000/ Fund 10**

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

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

**\$35,000/ Fund 10**

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

**DPE-04 - Social Norms for High School Students (ALC)**

**\$180,000/ Fund 10**

Fund mini-grants to communities to conduct social norms education. Normative behavior of the student population is measured via a survey, and a campaign is initiated to communicate and correct the misperceptions of social norms that are nearly always higher than the actual illegal/ unhealthy behavior (such as consuming alcohol, etc.). This project is based on the success of similar efforts at the university and college level.

This project will be focused in high schools in NM's six high-risk counties in which efforts are already concentrated to reduce DWI.

**EE-01 Traffic Safety Education and Enforcement (PTS)**

**\$550,000/ TSE&E**

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

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

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Public Education and 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 Traffic Safety-Related Production Services (Media)**

**\$200,000/ TSE&E**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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

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

*Monitored by Robert Archuleta*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, Aggressive Driving and Speed-Related Crashes, and Occupant Protection*

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

**EE-05 Web Site Redesign**

**\$50,000/ TSE&E**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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

**EE-06 Traffic Safety Media Messages (Media)**

**\$330,000/ Fund 5**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Aggressive Driving and Speed-Related Crashes, Occupant Protection, and Public Education and Media*

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

**EE-07 Occupant Protection Safety Messages (Media)**

**\$100,000/ Fund 5**

*Monitored by Janet Dewey-Kollen*

*Aligns with 2006 CTSP Emphasis Areas: Occupant Protection and Public Education and Media*

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

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

**\$170,000/ Fund 8**

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Areas: Public Education and Media, and Young Driver Crashes and Driver Education*

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

**PE-01 Public Education Event Sponsorship (DE)**

*Monitored by Juliet Armijo-Pana*

*Aligns with 2006 CTSP Emphasis Area: Public Education and Media*

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.

**RF- 01 Additional Law Enforcement Officers (ALC)**

**\$139,695/ RF**

*Monitored by Maria Martinez*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Native American Fatalities and Injuries*

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

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

**\$100,000/ RF**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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- 03 Statewide DWI Prevention Expansion to College Campuses (ALC) \$18,000/ RF**

*Monitored by Glenn Wieringa*

*Aligns with 2006 CTSP Emphasis Areas: Alcohol/ Impaired Driving, and Young Driver Crashes and Driver Education*

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. (also see AL-11 in Federal Funds)

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

*Monitored by David Lapington*

*Aligns with 2006 CTSP Emphasis Area: Occupant Protection*

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

**RF-07 Financial Management (P&A)**

**\$135,000/ RF**

*Monitored by Michael Romero*

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

**RF-08 Crash System Database Redesign (TR)**

**\$100,000/ RF**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

*(also see HE-08 Crash System Database Redesign, in Federal Funds listing)*

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

**\$44,000/ RF**

*Monitored by Sandra Martinez*

*Aligns with 2006 CTSP Emphasis Area: Traffic Records Collection and Adjudication*

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

*(also see FMCSA-Commercial Vehicle Crash Data Improvement, in Federal Funds listing)*

**RF-10 HSPP, Grant, and Technical Writing Services**

**\$70,000/ RF**

*Monitored by Michael Romero*

A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, and provide technical writing assistance, as necessary (also see PA-03 in Federal Funds).



## ACRONYMS

<p><b>100M VMT</b> - 100 million vehicle miles traveled</p> <p><b>AAA</b> – American Automobile Association</p> <p><b>APD</b> – Albuquerque Police Department</p> <p><b>ARCS</b> – Accident Records Capture System</p> <p><b>BAC</b> - Blood/ Breath alcohol content</p> <p><b>BRC</b> – Basic RiderCourse</p> <p><b>CDWI</b> - Community DWI Program (TSB)</p> <p><b>CIPRE</b> – Center for Injury Prevention, Research, and Education</p> <p><b>CMV</b> – <b>Commercial Motor Vehicle</b></p> <p><b>COSAP</b> - Campus Office of Substance Abuse Prevention (University of NM)</p> <p><b>CSA</b> – Comprehensive Systems Approach</p> <p><b>CTSP</b> – Comprehensive Transportation Safety Plan</p> <p><b>CYFD</b> – Children, Youth, and Families Department</p> <p><b>DC</b> – <b>Data Center (STRS)</b></p> <p><b>DCAC</b> – Drug Court Advisory Committee</p> <p><b>DFA</b> - Department of Finance and Administration</p> <p><b>DGR</b> - Division of Government Research (University of NM)</p> <p><b>DPS</b> – Department of Public Safety</p> <p><b>DRE</b> – Drug recognition education</p> <p><b>DUI</b> - Driving under the influence</p> <p><b>DWI</b> - Driving while intoxicated</p> <p><b>EMS</b> - Emergency Medical Services</p> <p><b>FARS</b> – Fatality Analysis Reporting System</p> <p><b>FHWA</b> - Federal Highway Administration</p> <p><b>FMCSA</b> – Federal Motor Carrier Safety Association</p> <p><b>FTE</b> – Full-time equivalent</p> <p><b>GDL</b> – Graduated driver's license</p> <p><b>GRP</b> – Gross rating percentage</p> <p><b>HSPP</b> - Highway Safety &amp; Performance Plan</p> <p><b>IIDA</b> - Ignition interlock Data Analysis</p> <p><b>IPL</b> - Institute for Public Law (University of NM)</p> <p><b>IPRC</b> – Injury Prevention Resource Center</p> <p><b>IV&amp;V</b> – <b>Independent Verification and Validation</b></p> <p><b>JEC</b> - Judicial Education Center</p> <p><b>LDWI</b> - Local DWI Program (Dept. of Finance &amp; Administration)</p> <p><b>LEL</b> - Law Enforcement Liaison</p>	<p><b>MVD</b> - Motor Vehicle Division</p> <p><b>NEMESIS</b> – National Emergency Medical Services Information System</p> <p><b>NHTSA</b> - National Highway Traffic Safety Administration</p> <p><b>NM</b> - New Mexico</p> <p><b>NMCSSEP</b> – New Mexico Child Safety Seat Distribution Program</p> <p><b>NMDOH</b> - New Mexico Department of Health</p> <p><b>NMDOT</b> - New Mexico Department of Transportation</p> <p><b>OBD</b> - Operation Buckle Down</p> <p><b>ODWI</b> - Operation DWI</p> <p><b>OP</b> – Occupant protection</p> <p><b>PMs</b> - Program managers (at TSB)</p> <p><b>PMP</b> – <b>Project Management Plan</b></p> <p><b>SAFETEA-LU</b> – Safe. Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users - authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009</p> <p><b>SFST</b> - Standard field sobriety testing</p> <p><b>SID</b> - Special Investigations Division (Dept. of Public Safety)</p> <p><b>SLD</b> - Scientific Laboratory Division (University of NM)</p> <p><b>STEPS</b> - Selective Traffic Enforcement Programs</p> <p><b>STRCC</b> - Statewide Traffic Records Coordinating Committee</p> <p><b>STREOC</b> - Statewide Traffic Records Oversight Committee</p> <p><b>STRS</b> - Statewide Traffic Records System</p> <p><b>SWAG</b> - Statewide Walkability Advocacy Group</p> <p><b>TraCS</b> - Traffic and Criminal Software</p> <p><b>TSB</b> - Traffic Safety Bureau (NMDOT)</p> <p><b>TSRP</b> – Traffic Safety Resource Prosecutor</p> <p><b>UAD</b> – <b>Underage Drinking</b></p> <p><b>UNM</b> - University of New Mexico</p> <p><b>VMT</b> – Vehicle Miles Traveled</p> <p><b>WAG</b> - Walkability Advocacy Group (community-based)</p> <p><b>YDYDYDYL</b> – You Drink. You Drive. You Lose.</p>
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# STATE CERTIFICATIONS AND ASSURANCES

## State Certifications

Revised 8/25/05

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

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

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

### **Certifications and Assurances**

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

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

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

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

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

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

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

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

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits

discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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

- 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

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

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

### **POLITICAL ACTIVITY (HATCH ACT).**

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the

certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Instructions for Lower Tier Certification**

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



2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

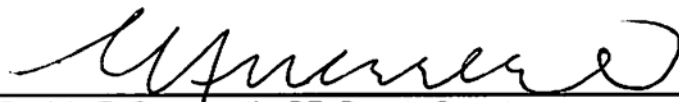
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



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Patricio E. Guerrero, PE, Deputy Secretary  
Designee for Rhonda Faught  
Secretary, NM DOT  
Governor's Highway Safety Representative

8-28-08

**Date**