



FFY13 Highway Safety and Performance Plan

OFFICE OF PROGRAMS
TRAFFIC SAFETY DIVISION

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PERFORMANCE PLAN

Traffic Safety Division Mission

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

The Division works continually to reduce motor vehicle related crashes, injuries and deaths by developing, implementing and supporting multiple traffic safety strategies. Programs include Alcohol/ Impaired Driving, Occupant Protection, Police Traffic Services, Traffic Records, Pedestrian and Bicyclist Safety, Motorcycle Safety, Driver Education and Safety. The effectiveness of these programs are measured using police crash records, traffic volume and speed monitoring data, traffic safety census and health-related data, and seatbelt use surveys.

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

Traffic Safety Planning Participants/ Partners

AAA

Administrative Office of the Courts

Bernalillo County Metro Court
Bureau of Indian Affairs and Various Tribes

Federal Highway Administration
Federal Motor Carrier Safety Administration

Metropolitan Planning Organizations
Mothers Against Drunk Driving
Motorcycle Safety Foundation

NHTSA Region 6

NM Broadcasters Association
NM Department of Finance & Administration
Local Program Division DWI Program
NM Department of Health
Scientific Lab Division
Injury Prevention and EMS Bureau
Child Fatality Review Board
Injury Surveillance Alliance

NM Department of Public Safety
State Police
Motor Transportation Division
Special Investigations Division

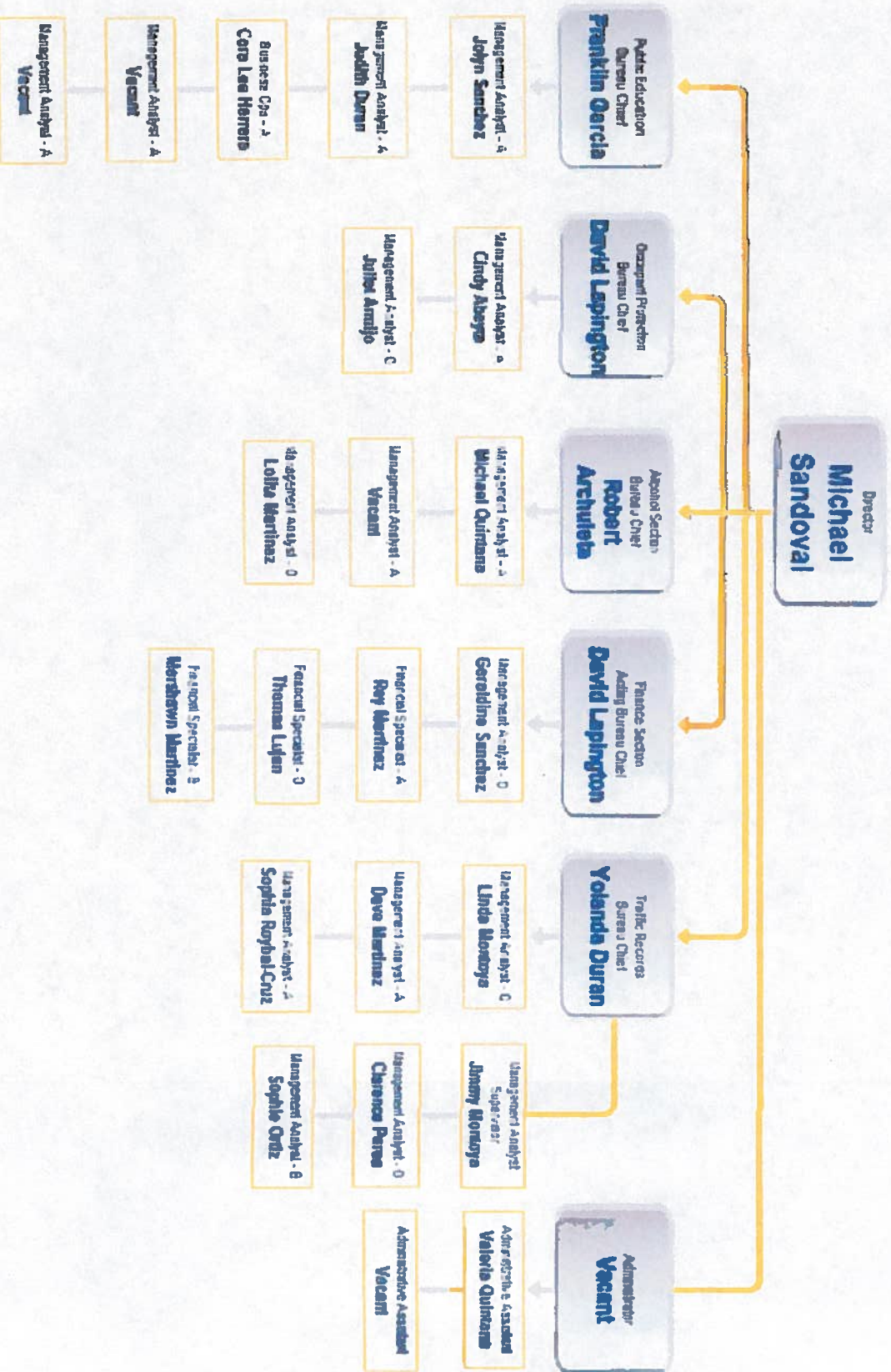
NM Department of Transportation
NM Health Policy Commission
NM Law Enforcement Agencies
NM Restaurant Association
NM Regulation & Licensing Department
Alcohol and Gaming Division
NM Taxation and Revenue Department
Motor Vehicle Division

Statewide Traffic Records Executive
Oversight Committee
Statewide Traffic Records Coordinating
Committee

University of New Mexico
Division of Government Research
Institute of Public Law/ Judicial Ed
Dept. of Emergency Medicine
Continuing Ed/ Community Services

Various City & County Governments

NMDOT - Traffic Safety Division Organizational Chart



Executive Summary

The Traffic Safety Division of the New Mexico Department of Transportation (NMDOT) has primary responsibility for managing programs designed to reduce traffic-related deaths and injuries. The Traffic Safety Division (TSD) partners with the National Highway Traffic Safety Administration (NHTSA) to develop and fund statewide and community-level projects that will have the greatest impact on saving lives and reducing injuries due to traffic crashes.

The State's FFY13 HSPP goal is to reduce the number of traffic-related crashes, fatalities and serious injuries in New Mexico.

- The State's Overall performance measures are to:
 - Reduce the total number of traffic fatalities from 346 in CY2010 to 344 by the end of CY2012 (FARS data).
 - Reduce the number of serious injuries in traffic crashes from 1,939 in CY2010 to 1,806 by the end of CY2012 (State data).
 - Reduce traffic fatalities per 100 MVM from 1.37 in CY2010 to 1.35 by the end of CY2012; reduce the rural fatality rate from 1.84 in CY2010 to 1.50 by the end of CY2012; reduce the urban fatality rate from 0.75 in CY2010 to 0.60 by the end of CY2012 (FARS data).
 - Reduce the number of drivers, age 20 or younger, involved in fatal crashes from 52 in CY2010 to 50 by the end of CY2012 (FARS data).

Alcohol/ Impaired Driving

A major focus of New Mexico's Highway Safety and Performance Plan is to reduce impaired driving crashes, fatalities and injuries. The Traffic Safety Division has adopted the theory of general deterrence as applied to enforcement programs designed to influence drinking and driving behavior. TSD supports and manages both statewide and local, community-based DWI enforcement programs involving about 75 city, county and tribal law enforcement agencies and the 12 State Police Districts. High-visibility law enforcement operations like Superblitz and 100 Days and Nights of Summer are coupled with high-visibility media and public awareness activities throughout the State, especially during holiday and special event periods, and over the summer.

In addition to enforcement, aggressive prosecution of DWI offenders and underage DWI prevention programs are the strategies most likely to impact changes in drinking and driving behavior, and thereby, reduce unnecessary deaths and injuries. The TSD provides funding for judicial education, DWI courts, a Traffic Safety Resource Prosecutor, BAC and other drugs testing, DRE training, and underage drinking enforcement and prevention programs.

The TSD administers an ignition interlock program that approves ignition interlock device manufacturers, licenses service centers, and certifies installers and service providers. They also manage the State's ignition interlock indigent fund. The TSD is actively engaged in supporting and funding the development of a statewide traffic records system, including the electronic collection and transmission of DWI citation and other traffic report information by officers in the field.

- The State's Alcohol/ Impaired Driving performance measure is to reduce the number of fatalities involving driver or motorcycle operators with a BAC of .08 or above from 111 in CY2010 to 110 by the end of CY2012 (FARS data).

Occupant Protection

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

- ❖ All motor vehicle occupants (in vehicles weighing less than 10,000 pounds) must use a seatbelt 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 seatbelt. Children, ages 13 through 17, must ride with a seatbelt.

For more than 10 years, New Mexico's approach to increasing seatbelt use has focused on Operation Buckle Down (OBD), a statewide program of high-visibility seatbelt law enforcement that is combined with an aggressive public awareness media campaign. In addition, all agencies receiving OBD funding are required to participate in the NHTSA *Click It or Ticket* National Seatbelt Enforcement Mobilization. In 2012, the number of agencies participating in Click It or Ticket increased from 22 to 66. These city, county and State Police agencies encompass more than 92% of the State's population.

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

- The State's Occupant Protection performance measure is to reduce the number of passenger vehicle unrestrained occupant fatalities in all seating positions from 106 in CY2010 to 105 by the end of CY2012 (FARS data).
- The State's Occupant Protection behavior measure is to increase the observed seatbelt use percentage for front-seat outboard occupants from 90.5% in CY2011 to 91.5% in CY2013 (State data).

Police Traffic Services

TSD manages a number of enforcement, training and prevention programs that support police traffic services. The Selective Traffic Enforcement Program (STEP) allows law enforcement to target high-risk areas in their communities with enhanced manpower and equipment. The New Mexico STEP includes enforcement activities such as 100 Days and Nights of Summer, safety corridors, saturation patrols, sobriety checkpoints, speed, distracted driving and commercial vehicle traffic safety.

TSD supports a Law Enforcement Liaison (LEL) Program that consists of three full-time individuals who are responsible for coordinating with law enforcement agencies on NHTSA and TSD initiatives related to Impaired Driving, Occupant Protection, Police Traffic Services and other related traffic safety programs. TSD also contracts to provide training for law enforcement including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, DWI checkpoints, accident

reconstruction, radar and lidar certification and Instructor courses, and public information and media workshops.

- The State's Police Traffic Services performance measure is to reduce the number of speeding-related fatalities from 131 in CY2010 to 129 by the end of CY2012 (FARS data).

Traffic Records

The Traffic Records Program uses the current five-year Statewide Traffic Records System (STRS) Strategic Plan (July 1, 2008 – December 31, 2012) to guide its annual activities and projects. TSD executive and management staff participate in the Statewide Traffic Records Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC). These committees are charged with ensuring that the goal and objectives of the multi-year STRS Strategic Plan are achieved. The goal of the Strategic Plan is to create and maintain a Statewide Traffic Records System (STRS).

- The State's Traffic Records Program performance measure is to increase the number of New Mexico commercial crash records reported within 90 days to the MCMIS from a baseline measure for the period January – May 2011 as compared to a measure for the period January – May 2012 (FMCSA data).

Pedestrian and Bicyclist Safety

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

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

- The State's Pedestrian Safety performance measure is to limit the number of pedestrian fatalities to 43* by the end of CY2012 (FARS data). **There were 33 pedestrian fatalities in CY2010, but preliminary data show that as of July 31, 2012, New Mexico already has 37 pedestrian fatalities in CY2012.*

Motorcycle Safety

The TSD administers a statutorily required motorcycle training program statewide designed to assist motorcycle riders develop skills. The program is funded by a \$2 motorcycle registration fee, in addition to training fees assessed to each student. The TSD sponsors motorcycle safety awareness events that promote safety strategies, including the Motorcycle Training Program, and emphasize the need for increased automobile driver awareness.

- The State's Motorcycle Safety performance measures are:
 - Maintain the number of motorcyclist fatalities at 39 from CY2010 to the end of CY2012 (FARS data). *CY2010 motorcyclist fatalities = 39*
 - Maintain the number of unhelmeted motorcyclist fatalities at 37 from CY2010 to the end of CY2012 (FARS data). *CY2010 unhelmeted motorcyclist fatalities = 37*

Problem Identification

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

Early in the planning process, a contracted data analyst from the Division of Government Research (DGR) at the University of New Mexico makes a data presentation to the staff. Five-year trend data (three-year rolling averages) with two years of projected data are presented on overall crashes, fatalities & serious injuries; alcohol-involved crashes and fatalities; speeding-related fatalities; motorcyclist and pedestrian fatalities, percentage of seatbelt use; and contributing factors in crashes.

During the planning process, TSD staff review the annual New Mexico Crash Report and DWI Report that provide detailed state, county and city level data, data on where and when crashes 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. In addition, Section Heads and PMs meet with traffic safety partners throughout the year to discuss local and statewide traffic safety issues at meetings, conferences and workshops. They meet with traffic safety advocates and TSD contractors in their districts to stay informed about local issues and to monitor the implementation of projects.

During subsequent HSPP planning meetings, TSD staff members continue to review and discuss the data and determine the State's most critical traffic safety problems based on the numbers and rates of crashes, fatalities and injuries, highest contributing factors and crash locations. They discuss progress of ongoing projects toward achieving the current year's performance measures and 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 FFY2013 Highway Safety and Performance Plan are based on calendar year data. All 2010 data presented in this report are final. The 2011 Seatbelt Survey data are final, but all other 2011 data are preliminary. The following are some of the Federal and State data sources used:

Federal Data – FARS, NHTSA, FMCSA and FHWA traffic-related statistics and US Census Bureau population statistics.

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

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

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

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

Review of Traffic Safety Data

Past Five Years' Data with Projections

The numbers at the bottom of the bars show the actual values or projected values for each calendar 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). 2007-2010 data are final FARS data. 2011 data are estimated using State data, except for 2012 seatbelt survey data which is final. 2012 and 2013 projections are determined using the forecast function in Excel that provides a simple regression calculation.

Performance Measure C1 - Total Traffic Fatalities

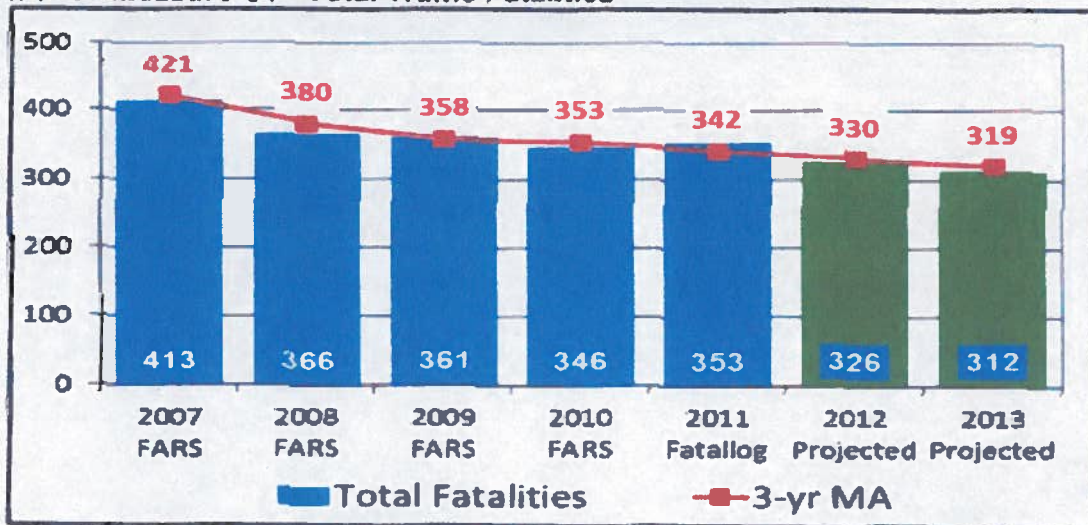


Chart C1 shows that total traffic fatalities in New Mexico decreased steadily between 2007 and 2010, but rose in 2011. The number of traffic fatalities is expected to decrease in 2012 and 2013.

Performance Measure C2 - Serious Injuries in Crashes

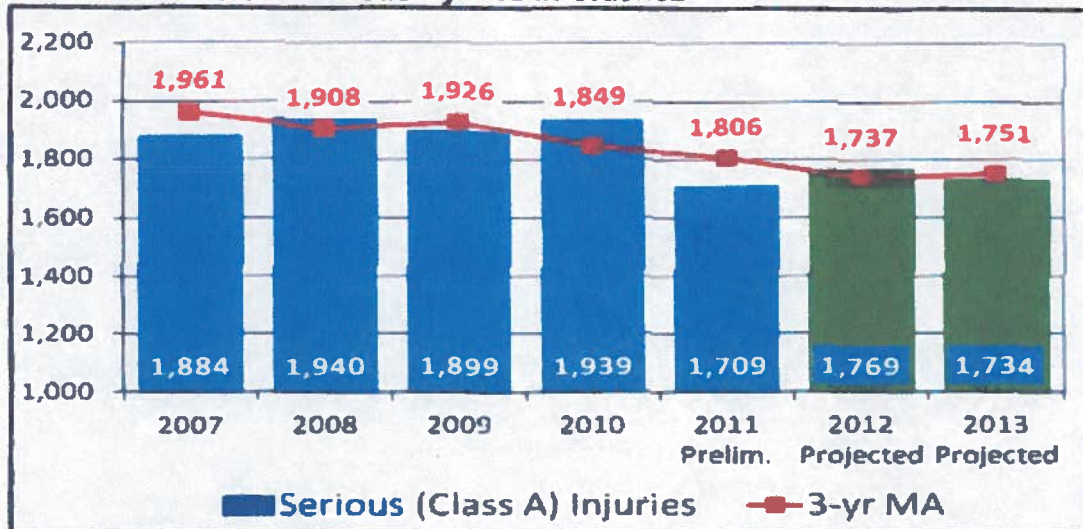
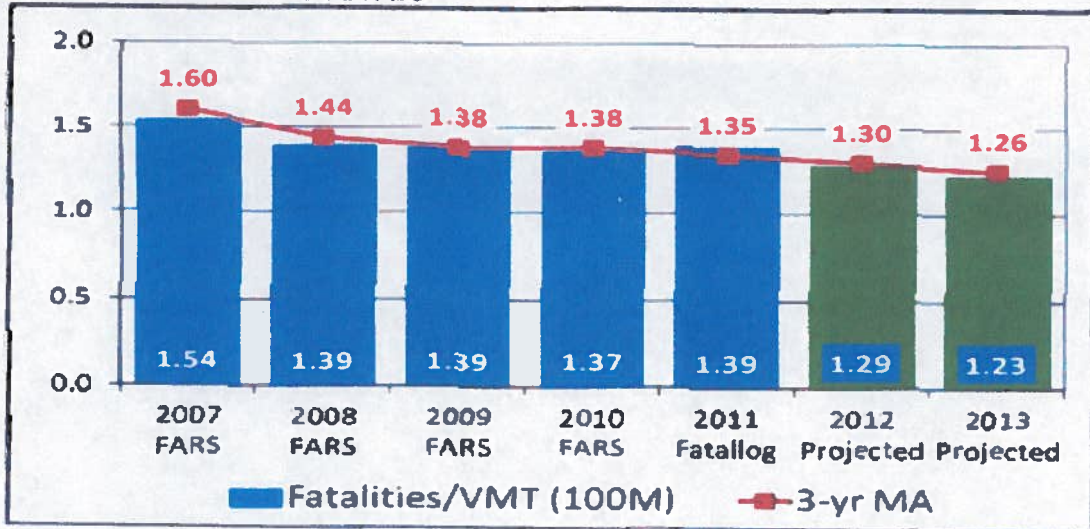


Chart C2 shows that the number of serious injuries in crashes in New Mexico rose and fell slightly between 2007 and 2010. Injuries are projected to remain lower than 2010 numbers through 2013. (NM Crash System data)

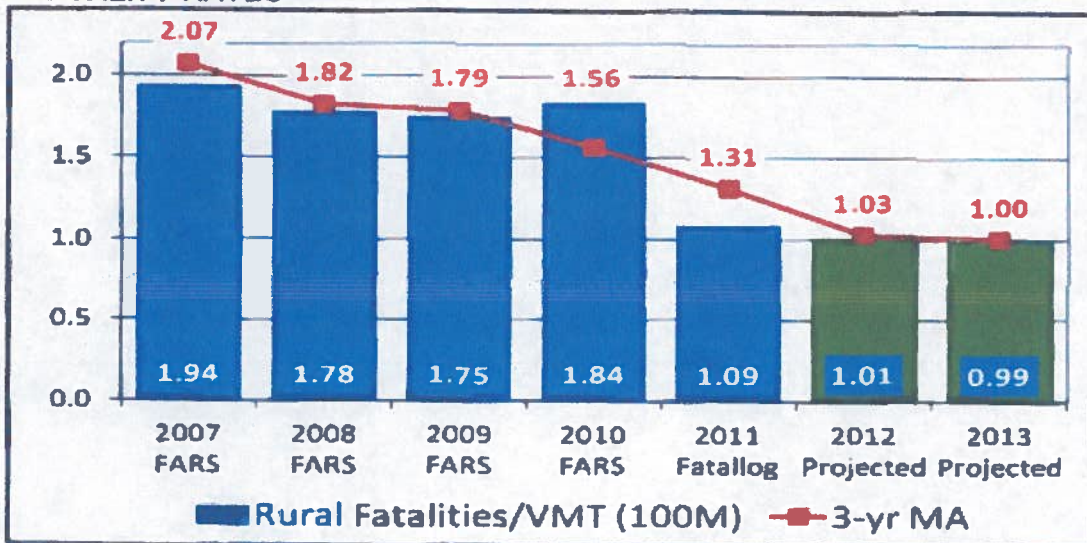
Performance Measure C3 - Fatalities per 100M Vehicle Miles Traveled (VMT); Rural Fatality Rates; Urban Fatality Rates

OVERALL STATE FATALITY RATES



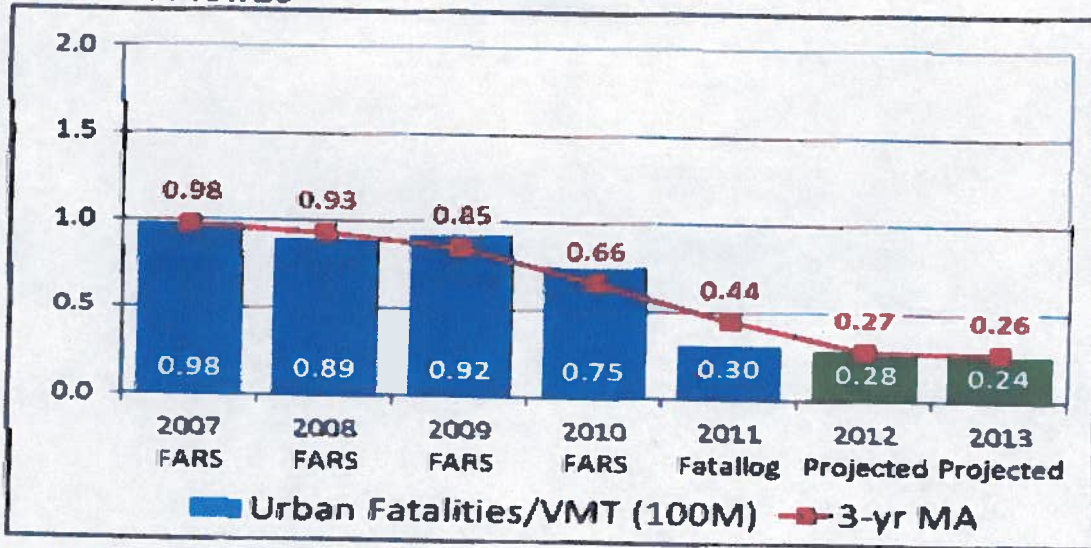
Overall State fatality rates remained steady between 2008 and 2011. This rate is expected to decrease over the next two years.

RURAL FATALITY RATES



The rural fatality rate had declined steadily between 2007 and 2009, but rose in 2010. This rate is expected to continue to decrease.

URBAN FATALITY RATES



The urban fatality rate remained fairly steady from 2007 to 2009, but declined to a low of 0.75 in 2010. This rate is expected to continue to decrease over the next few years.

Performance Measure C4 - Unrestrained Occupant Fatalities



Chart C4 shows that the number of unrestrained occupant fatalities fell steadily between 2007 and 2010. Preliminary data for 2011 show a slight increase, but these fatalities are expected to decrease over the next two years.

Performance Measure C5 - Fatalities Involving Alcohol-Impaired Drivers

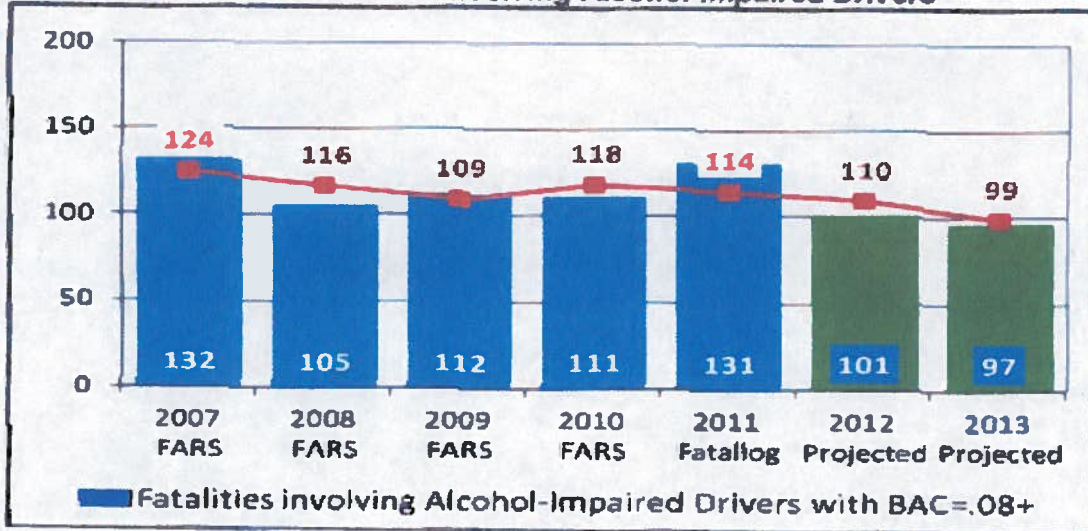


Chart C5 shows that fatalities involving alcohol-impaired drivers (vehicles and motorcycle operators) decreased between 2007 and 2008, but rose in 2009. Preliminary 2011 data show a large increase over 2010 data. Alcohol fatalities are expected to decrease over the next two years.

Performance Measure C6 - Speeding-Related Fatalities

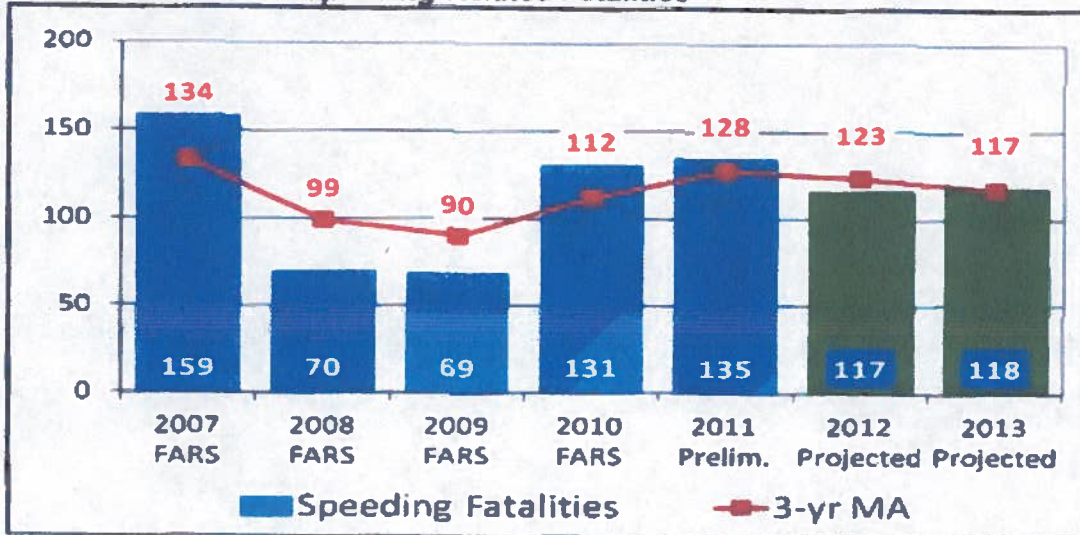


Chart C6 shows that the number of speeding-related fatalities declined between 2007 and 2009, but rose again in 2010. Preliminary 2011 data show speeding-related fatalities increasing slightly, but decreasing over the next two years.

Performance Measure C7 - Motorcyclist Fatalities

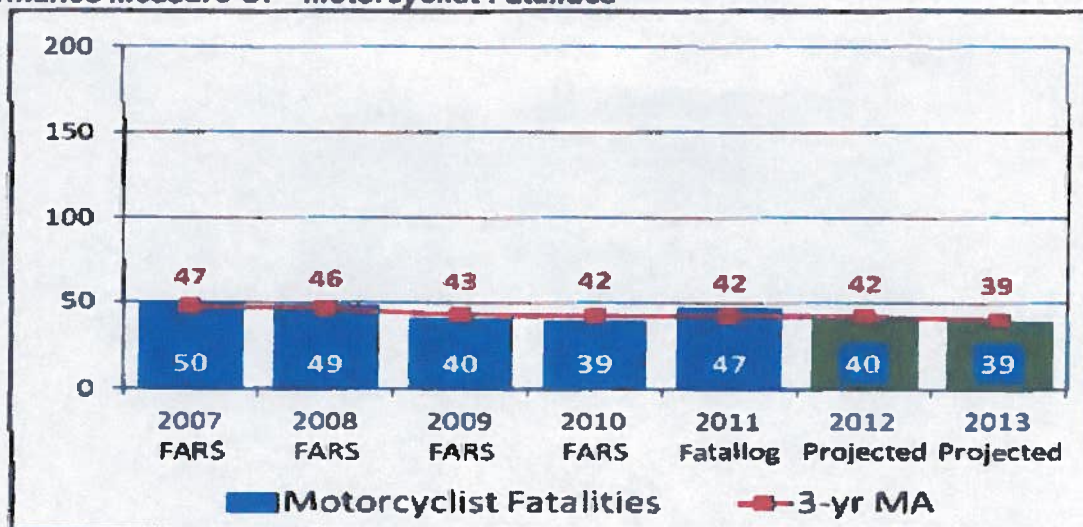


Chart C7 shows that the number of motorcyclist fatalities decreased steadily between 2007 and 2010. Preliminary 2011 data show a large increase in these fatalities.

Performance Measure C8 - Unhelmeted Motorcyclist Fatalities

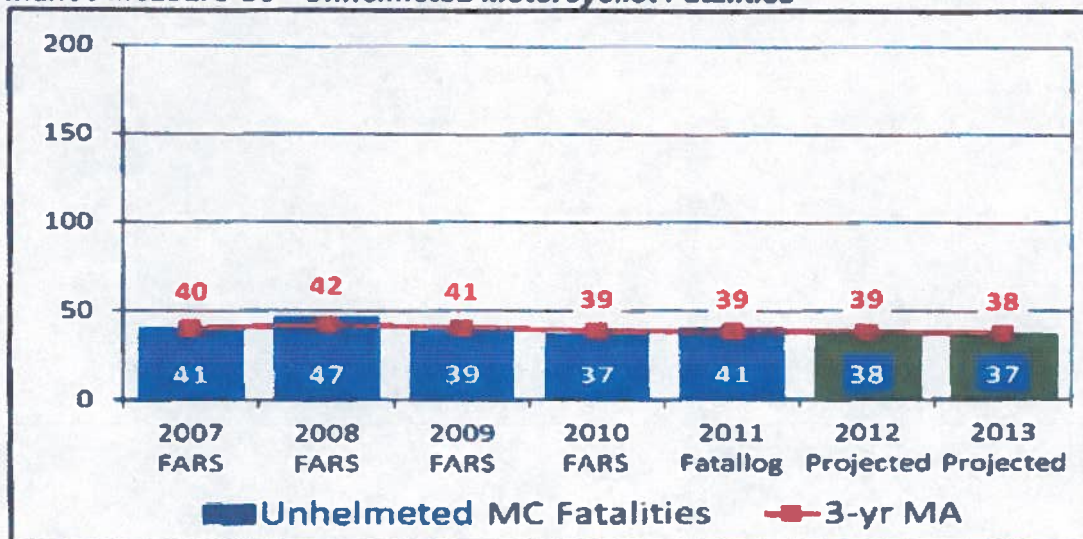


Chart C8 shows that the number of unhelmeted motorcyclist fatalities decreased in 2010, but may increase in 2011, before decreasing again.

Performance Measure C9 - Drivers under 21 in Fatal Crashes

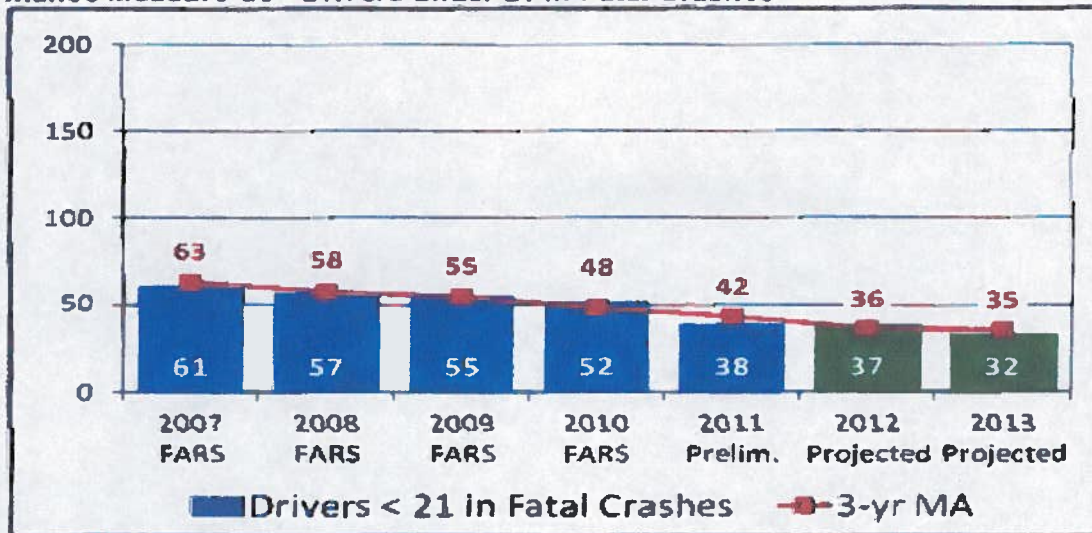


Chart C9 shows that the number of drivers under age 21 in fatal crashes has decreased steadily since 2007. These fatalities are expected to continue to decrease over the next few years.

Performance Measure C10 - Pedestrian Fatalities



Chart C10 shows that pedestrian fatalities decreased steadily between 2007 and 2010. Preliminary data show a large increase in 2011, but these fatalities are expected to decrease over the next two years.

Chart 11 - Percent Observed Seatbelt Use

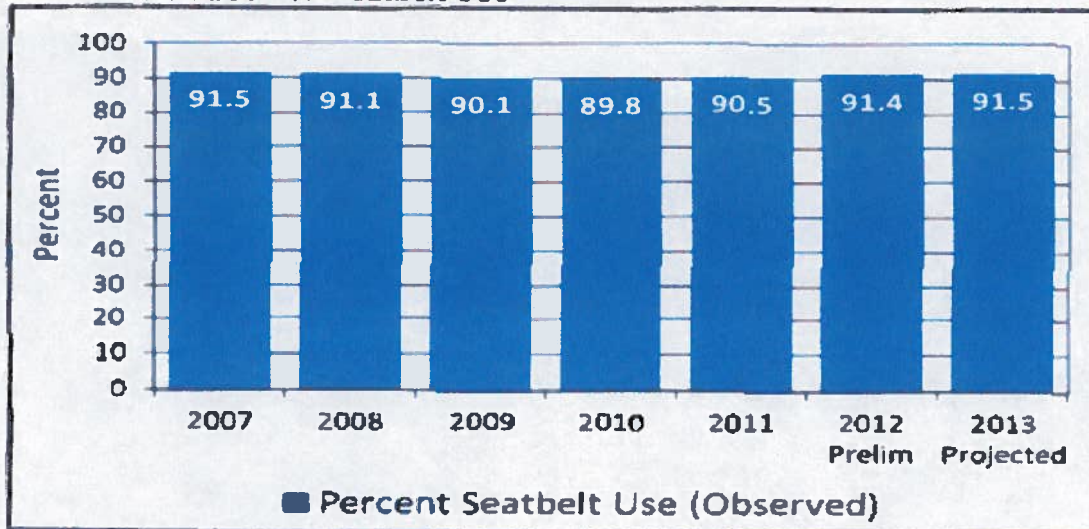


Chart C11 shows that New Mexico's observed seatbelt use percentage has remained relatively steady at around 90% since 2007. (NM Annual Seatbelt Survey data)

Activity Measures (October 1, 2010 through September 30, 2011)

Number of grant funded impaired driving arrests – FFY11 = 2,527 (A-1: From Safer NM Now)

Number of grant-funded seatbelt citations – FFY11 = 13,715 (A-2: From Safer NM Now)

Number of grant-funded speeding citations – FFY11 = 50,117 (A-3: From Safer NM Now)

2011 Preliminary Data Review - New Mexico State Data Sources

All 2010 data presented in this section are final; the 2011 data are preliminary. Crash data are based on the NMDOT State crash file. Fatality data are based on the NMDOT State fatalog file. The 2010 VMT and MC registrations are based on FARS data.

Total Traffic Crashes

- The number of fatal crashes decreased from 314 in 2010 to 311 in 2011. The fatal crash rate per 100M VMT decreased from 1.24 in 2010 to 1.23 in 2011 (using 2010 VMT in 2011).
- The number of serious injury crashes decreased from 1,497 in 2010 to 1,407 in 2011 (Class A only - incapacitating injuries).
- In 2011, fatalities among men increased by 39, increasing by 22 in non-alcohol crashes and by 17 in alcohol-involved crashes. Fatalities among women decreased by 36, decreasing by 28 in non-alcohol crashes and decreasing by 8 in alcohol-involved crashes.

Alcohol-Involved Crashes

- The alcohol-involved fatal crash rate per 100M VMT did not change from 0.52 in 2010 to 0.52 in 2011. (Alcohol-involved crashes with at least one fatality).

- The alcohol-involved injury crash rate per 100M VMT decreased from 0.86 in 2010 to 0.72 in 2011 (crashes involving at least one Class A incapacitating injury).
- Average BAC levels of those arrested for DWI remained at .16, twice the legal limit.

Non-Alcohol-Involved Crashes

- The number of non-alcohol-involved crash fatalities decreased from 205 in 2010 to 199 in 2011.
- The non-alcohol fatal crash rate per 100M VMT decreased from 0.74 in 2010 to 0.69 in 2011.
- The non-alcohol injury crash rate per 100M VMT decreased from 4.76 in 2010 to 4.60 in 2011 (crashes involving at least one Class A incapacitating injury only).

Speeding-Related Crashes

- The speeding-related crash rate per 100M VMT decreased from 22.51 in 2010 to 22.46 in 2011.

Pedestrian Crashes

- The pedestrian fatality rate per 100,000 persons increased from 1.65 in 2010 to 2.11 in 2011.
- The number of pedestrians killed in alcohol-related pedestrian crashes increased from 19 in 2010 to 23 in 2011, a 21% increase.
- The number of pedestrians killed in non-alcohol-related pedestrian crashes increased from 15 in 2010 to 21 in 2011.

Motorcyclist Crashes

- The motorcyclist fatality rate decreased from 0.75 per 1,000 registered motorcycles in 2010 to 0.88 in 2011.

High-Risk Groups – 2011 Preliminary Data – New Mexico State Data Sources

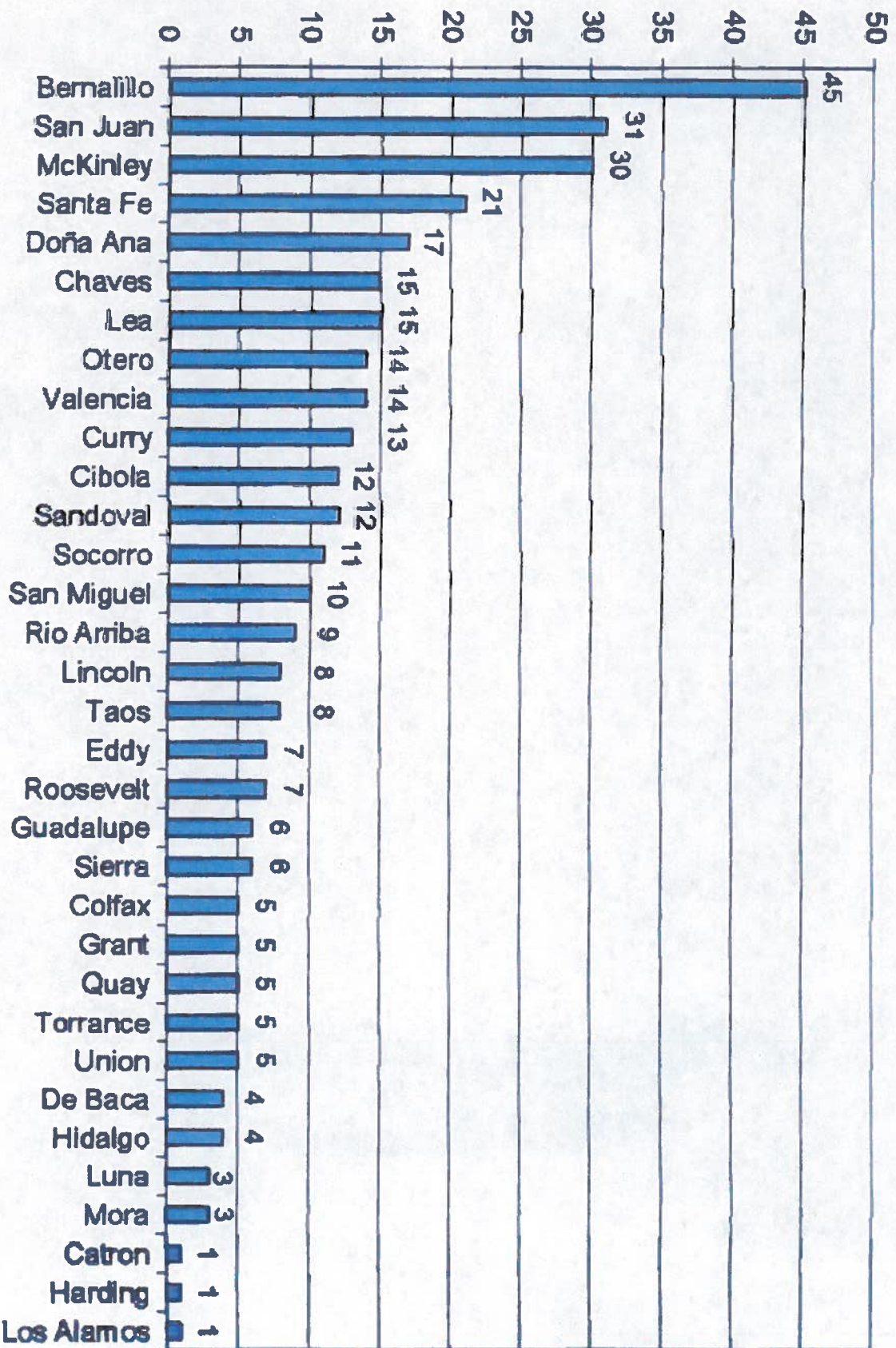
Motor vehicle crashes are a major cause of injury and death for all age groups, every ethnicity and both sexes; however certain demographic groups must be considered high-risk.

- Teens (15-19) accounted for 11.4 percent of all drivers in crashes, 6.2 percent of all traffic deaths and 11.9 percent of all injuries, although they comprise only 4.4 percent of all licensed drivers. Male teenagers died in crashes almost twice as often as female teens (1.75 males for every 1 female), and 32 percent of teen crash deaths involved alcohol (someone was drunk, but not necessarily the teen killed).
- Young adults (20-24) accounted for 14.7 percent of all drivers in crashes, but comprise only 8.4 percent of New Mexico drivers. Young adult males died in crashes three times as often as young adult females (exactly 3 males for every 1 female), and 63 percent of young adult crash deaths involved alcohol (someone was drunk, but not necessarily the young adult killed).

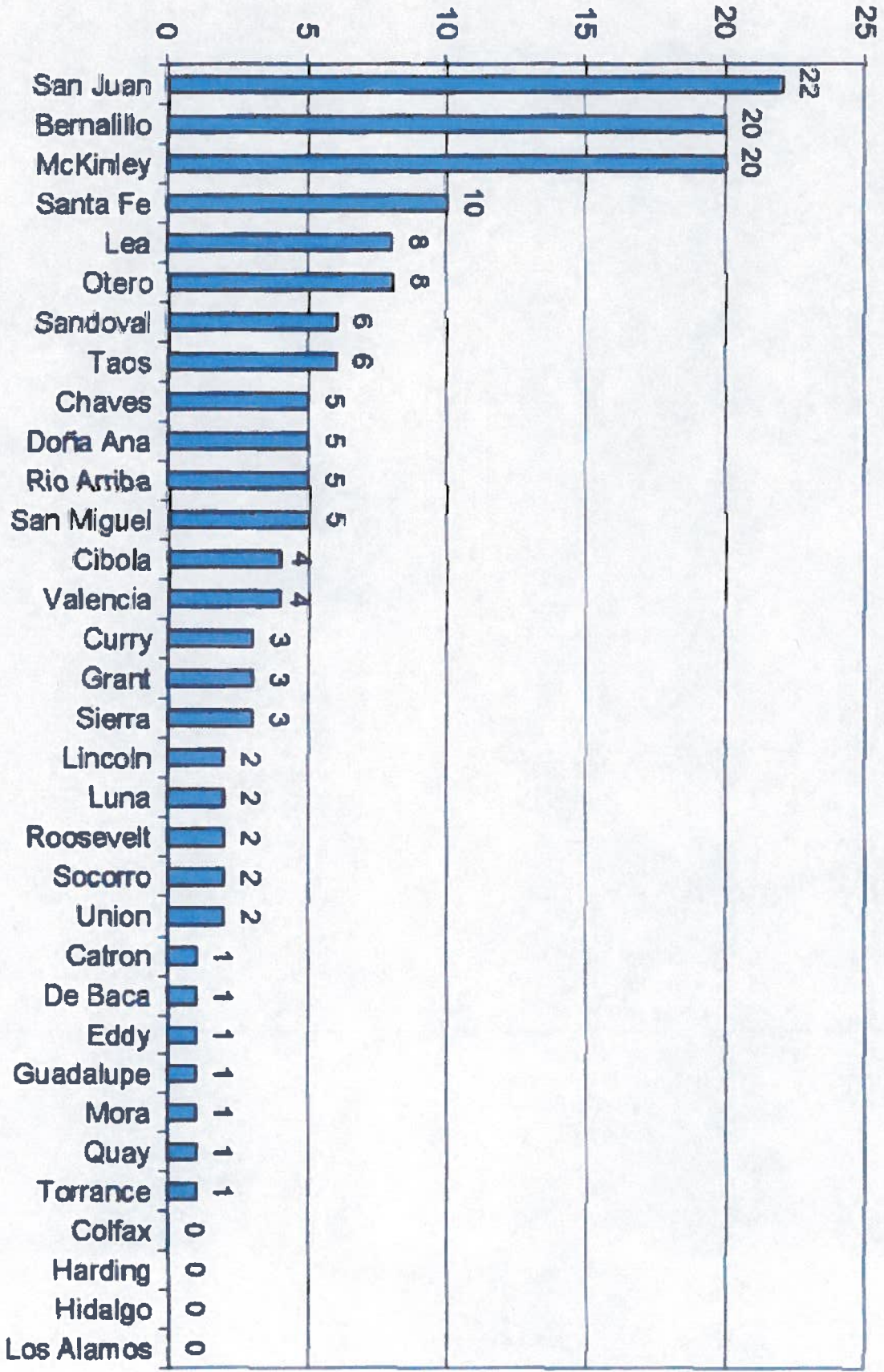
- Teen and adult males from 15-54 years of age are the highest-risk group for pedestrian deaths. In 2011, 54.5 percent of pedestrian deaths were among males ages 15-54, and 54.2 percent of these involved alcohol.
- Intoxicated pedestrians accounted for 36.4 percent of pedestrian fatalities in 2011 (16 of 44 fatalities).
- Almost twice as many New Mexicans died in traffic crashes in rural areas than in urban areas (fatalities are 69% rural, 31% urban in State crash file). In rural areas, drivers are slightly less likely to use seatbelts, and they drive at higher speeds than in urban settings. Crashes involving overturned vehicles and fatal collisions with pedestrians are more common in rural areas.

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

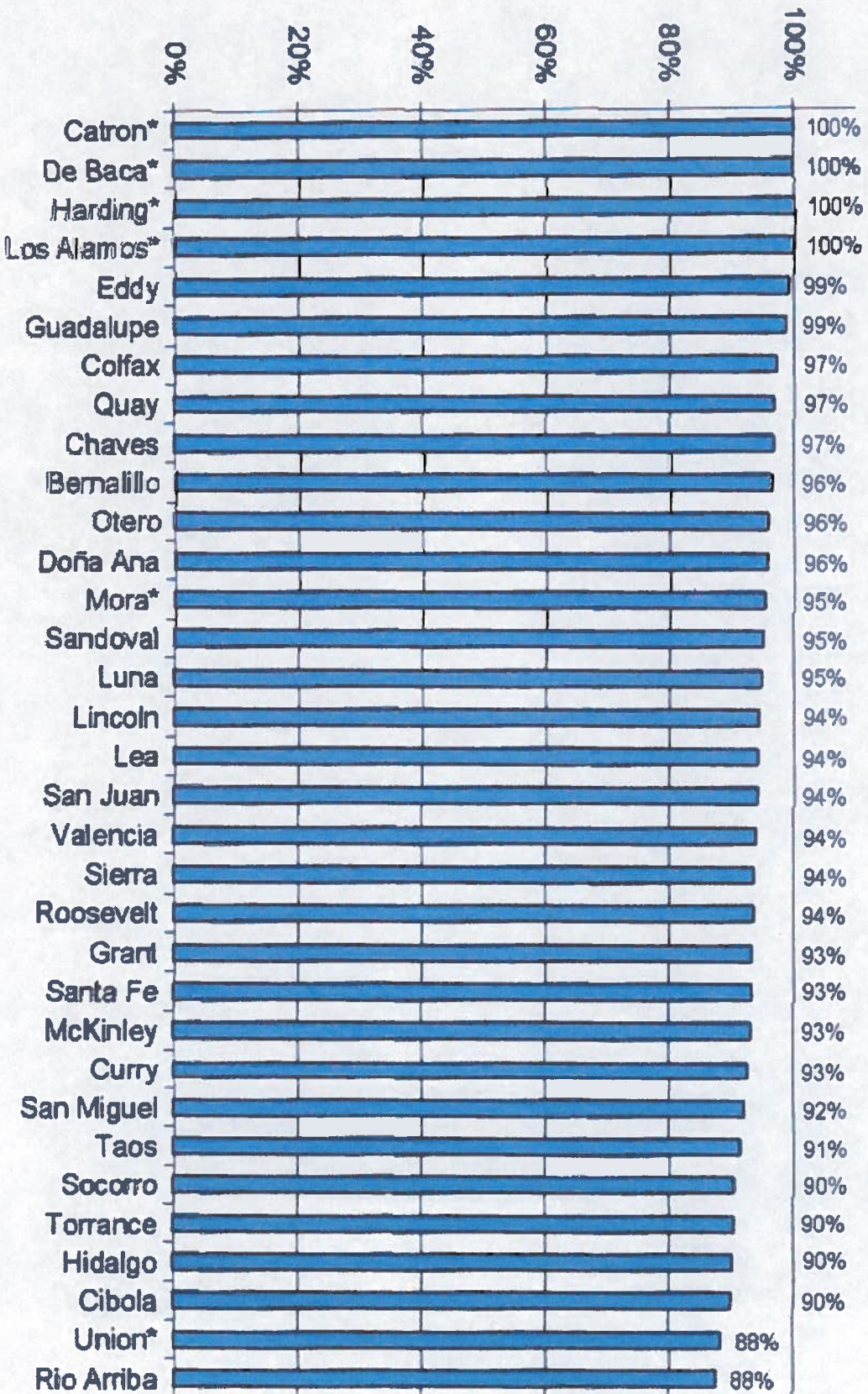
Number of Traffic Fatalities by County in New Mexico - CY2011
 In CY2011, the counties with the highest number of traffic fatalities were Bernalillo (with 1/3 of the State's population), San Juan, McKinley, Santa Fe and Doña Ana.



Number of Alcohol-Involved Traffic Fatalities by County in New Mexico – CY2011
 In CY2011, the counties with the highest number of alcohol-involved traffic fatalities were San Juan, Bernalillo and McKinley.



Proxy Percent Seatbelt Use by County in New Mexico, CY2009 - 2011
 These proxy measures are based on police reported seatbelt use among outboard front seat vehicle occupants with incapacitating or visible injuries for calendar years 2009 - 2011. Ninety-four percent of the counties have a proxy seatbelt use that rounds to 90% or higher. Rio Arriba County has the lowest proxy seatbelt use.



* Starred counties had fewer than 50 incapacitating or visible injuries.

New Mexico Demographics

At 121,298 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 109 square miles and the largest is Catron at 6,923 square miles.

New Mexico has 68,422 miles of public road, 88 percent of it rural (60,392 miles). In 2010 on NM roadways, there were 25.3 billion vehicle miles of travel, over 50 percent of them rural miles. As of the end of CY2011, New Mexico had 1,298,815 licensed drivers and 2,434,289 registered vehicles.

New Mexico has a 2010 census population of 2,059,179. The 2010 Census indicated that the largest racial/ethnic group was Hispanic (46.7%), followed by non-Hispanic, White persons (40.2%). New Mexico's American Indian population is one of the largest percentage-wise in the nation at 10.1 percent. Blacks and Asians make up about 4.1 percent of the population. In 2010, 24.9 percent of New Mexico's total population was under age 18. A language other than English is spoken at home by 36 percent of the population. High school graduates make up 82.7 percent of the population and 25.5 percent have a bachelor's degree or higher.

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

There are 12 State Police districts in the State, 33 sheriffs' offices, 63 municipal law enforcement agencies, 23 tribal agencies (including the Bureau of Indian Affairs), seven university campus agencies and three military.

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

2012 State Legislature

In 2012, no significant traffic safety-related legislation was passed.

Goal Development

New Mexico's Highway Safety and Performance Plan (HSPP) is produced annually by the Office of Programs, Traffic Safety Division (TSD). The TSD conducts monthly HSPP planning meetings from January through August. Meetings are conducted by the TSD Director and attended by TSD staff, however NHTSA Region 6, FHWA and FMCSA representatives are apprised of all meeting dates and are invited to attend, as available.

During the initial meetings, staff members review previous year comments (by partners, NHTSA, FHWA, FMCSA) 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, injuries and other problems associated with traffic safety incidents are identified. Information is provided on the most dangerous roadways, the highest crash and fatality counts and rates by county, by month, by day of the week, by time of day; contributing factors such as alcohol, speed or driver inattention; crashes and fatalities by age and gender, seatbelt use percentages; and pedestrian fatalities and injuries. The staff make presentations on their program area sections and report on any input from local traffic safety partners.

Staff review the progress that has been made toward achieving the current year's HSPP performance measures and discuss how currently funded programs have contributed toward reaching the measures. Based on these discussions, staff members determine which programs will continue to be funded and at what amount. They then establish performance measures for the upcoming year.

New Mexico HSPP Planning Process – Annual Calendar

January

- TSD Director prioritizes program areas on which the Division will focus. Set calendar for monthly meetings and send meeting dates to TSD staff, NHTSA Region 6, FHWA and FMCSA representatives. Develop agenda for initial meeting.
- Request data presentation from the Division of Government Research (DGR) for the February meeting.
- Begin monitoring projects.

February

- Begin HSPP monthly planning meetings with program staff.
- Review the previous year's traffic safety data and any comments from NHTSA, FHWA, FMCSA or traffic safety partners.
- Assign program areas and responsibilities to Program Managers and Section Heads.
- Begin gathering local data to be used in program area problem identification.

March

- Conduct HSPP monthly planning meeting with program staff.
- Review current federal regulations, certifications and compliance.

April

- Conduct HSPP monthly planning meeting.

May

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

June

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

July

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

August

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

September

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

October

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

November - December

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

FFY13 HSPP Goal and Performance Measures

Traffic Safety Goal

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

Performance Measures

Using Calendar Year Data

Projections shown in the charts presented in the Problem Identification section are based on a simple linear regression calculation and are used by staff to assist them in setting performance measures. In some cases, PMs established performance measures for 2013 based on their data review and discussion process, rather than on the projections. All 2010 data are final; 2011 New Mexico Seatbelt Survey data are final.

Overall

- Reduce the total number of traffic fatalities from 346 in CY2010 to 344 by the end of CY2012 (C-1; FARS data).
- Reduce the number of serious injuries in traffic crashes from 1,939 in CY2010 to 1,806 by the end of CY2012 (C-2; NM Crash Data System)
- Reduce traffic fatalities per 100M VMT from 1.37 in CY2010 to 1.35 by the end of CY2012; reduce the rural fatality rate from 1.84 in CY2010 to 1.50 by the end of CY2012; reduce the urban fatality rate from 0.75 in CY2010 to 0.60 by the end of CY2012 (C3; FARS data).
- Reduce the number of drivers, age 20 or younger, involved in fatal crashes from 52 in CY2010 to 50 by the end of CY2012 (C-9; FARS data).

Alcohol / Impaired Driving

- Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 111 in CY2010 to 110 by the end of CY2012 (C-5, FARS data).

Occupant Protection

- Reduce the number of unrestrained passenger vehicle occupant fatalities in all seating positions from 106 in CY2010 to 105 by the end of CY2012 (C-4; FARS data).
- Increase the observed seatbelt use percentage for front-seat outboard occupants from 90.5% in CY2011 to 91.5% in CY2013 (B-1; NM Seatbelt Survey – Behavior Measure).

Police Traffic Services

- Reduce the number of speeding-related fatalities from 131 in CY2010 to 129 by the end of CY2012 (C-6; FARS data).

Traffic Records

- Increase the number of New Mexico commercial crash records reported within 90 days to the MCMIS from a baseline measure for the period January – May 2011 as compared to a measure for the period January – May 2012. (FMCSA data - Crash Timeliness)

Pedestrian and Bicyclist Safety

- Limit the number of pedestrian fatalities to 43* by the end of CY2012 (C-10; FARS data).
**There were 33 pedestrian fatalities in CY2010, but preliminary data show that as of July 31, 2012, New Mexico already has 37 pedestrian fatalities in CY2012.*

Motorcycle Safety

- Maintain the number of motorcyclist fatalities at 39 from CY2010** to the end of CY2012 (C-7; FARS data). ** CY2010 motorcyclist fatalities = 39
- Maintain the number of unhelmeted motorcyclist fatalities at 37 from CY2010*** to the end of CY2012 (C-8; FARS data). *** CY2010 unhelmeted motorcyclist fatalities = 37

Planning and Administration

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

Table 1. FFY 2013 HSPP Goal, Strategies, Performance Measures, Current Status, and Benchmarks

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

	Performance Measures	CY2010 Status	CY2013 Benchmarks
Overall Measures	C-1) Number of total traffic fatalities	C-1) 346 (2010 Final FARS Data)	C-1) 344
	C-2) Number of serious injuries in traffic crashes	C-2) 1,939 (2010 Final NM Data)	C-2) 1,806
	C-3) Traffic fatalities per 100M VMT; rural fatality rate; urban fatality rate	C-3) 1.37, 1.84; 0.75 (2010 Final FARS Data)	C-3) 1.35; 1.50; 0.60
	C-9) Number of drivers age 20 or younger involved in fatal crashes	C-9) 52 (2010 Final FARS Data)	C-9) 50
Program Area	Strategies	CY2010 Status	CY2013 Benchmarks
Alcohol / Impaired Driving	<p>Increase law enforcement efforts to reduce death and injury due to DWI in New Mexico, and increase the capacity of law enforcement to arrest and adjudicate DWI offenders.</p> <p>Collaborate on and provide resources for new and ongoing DWI and underage drinking prevention and intervention initiatives.</p> <p>Support the development and maintenance of the Statewide Traffic Records System.</p> <p>Maintain the Ignition Interlock Program and the Ignition Interlock Indigent Fund.</p> <p>Support efforts to improve judicial outcomes, particularly in DWI cases.</p> <p>Support DWI media and public information dissemination.</p>	C-5) 111 (2010 Final FARS Data)	C-5) 110
Coordinates with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving; 7. Native Americans; and 12. Younger Driver Crashes			

Program Area	Strategies	Performance Measures	CY2010/2011 Status	CY2013 Benchmark
<p>Occupant Protection</p> <p>Coordinates with 2010 CTSP Emphasis Areas 8, Occupant Protection and 12, Younger Driver Crashes</p>	<p>Continue support of Operation Buckle Down (OBD) and other local activities designed to increase seatbelt and other occupant protection use.</p> <p>Promote the use of occupant protection, including booster seats, among targeted groups of non-users.</p> <p>Conduct media campaigns that promote occupant protection use and that heighten perceived risk of enforcement consequences for non-users.</p>	<p>C-4) Number of unrestrained occupant fatalities – all seat positions</p> <p>B-1) Percent of observed seatbelt use for front-seat outboard occupants</p>	<p>C-4) 106 (2010 Final FARS Data)</p> <p>B-1) 90.5% (2011 Final NM Seatbelt Survey Data)</p>	<p>C-4) 105</p> <p>B-1) 91.5%</p>
<p>Program Area</p> <p>Police Traffic Services</p> <p>Coordinates with 2010 CTSP Emphasis Areas:</p> <p>1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 7. Native Americans, and 10. Young Driver Crashes</p>	<p>Strategies</p> <p>Increase selective, targeted traffic enforcement activities in identified 'high crash areas' to reduce motor vehicle crashes, fatalities and injuries.</p> <p>Increase the public's awareness of the consequences of unsafe driving.</p> <p>Ensure that law enforcement and other traffic safety entities are afforded appropriate and affordable training opportunities.</p> <p>Support efforts to decrease the incidence of aggressive driving and speeding on New Mexico highways.</p>	<p>Performance Measures</p> <p>C-6) Number of speeding-related fatalities</p>	<p>CY2010 Status</p> <p>C-6) 131 (2010 Final FARS Data)</p>	<p>CY2013 Benchmark</p> <p>C-6) 129</p>

Program Area	Strategies	Performance Measures	CY2011 Status	CY2013 Benchmark
<p>Traffic Records</p> <p>Coordinates with 2010 CTSP Emphasis Areas: 11. Traffic Records, 7. Native Americans, and 3. Emergency Services Response</p>	<p>Planning, Oversight and Coordination</p> <p>Electronic Collection of Data</p> <p>Exchange and Sharing of Data</p> <p>Data Integration and Analysis</p>	<p>Increase the number of New Mexico commercial crash records reported within 90 days to the MCMIS from a baseline measure for the period January – May 2011 as compared to a measure for the period January – May 2012.</p>	<p>65% of commercial crash records were reported within 90 days to the MCMIS (FMCSA Data-Crash Timeliness)</p>	<p>70% of commercial crash records will be reported within 90 days to the MCMIS (FMCSA data-Crash Timeliness)</p>
<p>Pedestrian and Bicyclist Safety</p> <p>Coordinates with 2010 CTSP Emphasis Area: 10. Special Users</p>	<p>Organize and assist communities at risk for pedestrian injury to develop data-driven strategic plans to improve safety and walkability</p> <p>Increase pedestrian safety awareness.</p> <p>Support law enforcement pedestrian safety activities</p> <p>Provide in-depth educational opportunities for law enforcement agencies, traffic engineers and community advocacy groups to enhance the understanding of pedestrian safety and ensure the implementation of effective safety strategies.</p>	<p>C-10) Number of pedestrian fatalities</p>	<p>C-10) 33 (2010 Final FARS Data)</p>	<p>CY2013 Benchmark</p> <p>C-10) 43</p> <p>*Preliminary data show that as of July 31, 2012, New Mexico already has 37 pedestrian fatalities in CY2012.</p>

Program Area	Strategies	Performance Measures	CY2010 Status	CY2013 Benchmarks
Motorcycle Safety Coordinates with 2010 CTSP Emphasis Area: 10 Special Users	Support statewide motorcycle safety training and awareness.	C-7) Number of motorcyclist fatalities C-8) Number of unhelmeted motorcyclist fatalities	C-7) 39 (2010 Final FARS Data) C-8) 37 (2010 Final FARS Data)	C-7) 39 C-8) 37
Program Area	Strategies	Performance Measures	CY2011 Status	CY2013 Benchmarks
Planning and Administration	Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries. Support sound and fiscally responsible planning and financial management practices.	NMDOT/ TSD HSPP, the Annual Report and all grant applications Process time for reimbursement claims to contractors Process time for draw downs to NHTSA Tracking System	Accomplished. Paid within 30 days an approved and accepted invoice for payment of actual costs that have been incurred in accordance with the approved project budget & based on budget availability. Submitted draw down monthly	Submit documents per their submittal dates To be paid within 30 days an approved and accepted invoice for payment of actual costs that have been incurred in accordance with the approved project budget & based on budget availability. Submit draw down on a monthly basis

Project Selection and Development

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

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

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

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

Project Selection

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

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

Project Proposal Review Process

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

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

Assessment of Required Proposal Criteria

Each proposal is assessed using the following criteria:

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

Project Proposal Approval

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

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

Project Selection Based on Problem Identification

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

- Statewide and local problem identification
- State goals, as indicated in the HSPP
- State agency initiatives
- Community initiatives
- Key events

Project Development

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

Project development consists of the following steps:

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

Other Types of Project Agreements

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

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

Funding Sources

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

HIGHWAY SAFETY PLAN

New Mexico's Highway Safety Plan presents the State's strategies for reducing traffic-related crashes, fatalities and injuries. Strategies detailed in the following program areas are based on identified problems and relate directly to achieving the goal and performance measures established for FFY2013. The Plan includes countermeasures for five of the National Program Areas Identified by NHTSA and FHWA.

As part of the ongoing process of identifying its annual HSPP strategies, TSD staff members work with NMDOT District managers, local project managers, law enforcement and contract staff to conduct needs assessments, identify traffic safety problems and develop project proposals based upon State traffic safety goals and objectives. NMDOT/ TSD participated in the development of the 2006 NMDOT Comprehensive Transportation Safety Plan (CTSP) and the 2010 updates. The 2010 CTSP outlines strategies in 12 emphasis areas. These CTSP emphasis areas represent an umbrella program for all traffic safety goals.

Based on the review of New Mexico's traffic safety issues and the setting of the FFY13 HSPP performance measures, the TSD is proposing to continue funding projects in the following program areas:

- **Alcohol/ Impaired Driving**
- **Occupant Protection**
- **Police Traffic Services**
- **Traffic Records**
- **Pedestrian and Bicyclist Safety**
- **Motorcycle Safety**
- **Media and Marketing**
- **Driver Education and Safety**
- **Planning and Administration**

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

Alcohol/ Impaired Driving Program Area

Overview

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



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

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

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

Given New Mexico's powerful DWI laws and the substantial funding dedicated to DWI for enforcement, media and prevention, the TSD is focused 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.

In 2012, NMDOT/ TSD applied for and received Section 410 Alcohol-Impaired Driving Prevention Programs funds.

Programs/ Projects

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

TSD administers the Operation DWI Program, a statewide sobriety checkpoint program. When combined with TSD's Operation Buckle Down Program (for occupant protection), the campaigns are termed 'Superblitz.' In FFY13, the TSD will provide funds to law enforcement agencies to conduct a variety of statewide activities, including an extended winter/ holiday 7-week Superblitz and three holiday Miniblitzes - each lasting for five days. Superblitz/ Miniblitz enforcement activities are paired with high-visibility media campaigns using the messages: 'ENDWI,' 'DWI? Game Over!,' 'DWI is Embarrassing' and 'Click It or Ticket.' The ENDWI campaign was launched in June 2012 by New Mexico's Governor Susana Martinez, along with officials from New Mexico MADD, the Department of Public Safety, local law enforcement agencies from throughout the State and the NMDOT. The

ENDWI campaign includes television commercials running statewide, billboards, a Smartphone application, and other media efforts to combat drunk and impaired driving.

New Mexico also participates annually in the National Impaired Driving Crackdown using the message: *'Drive Sober or Get Pulled Over.'* During the National Crackdown, law enforcement agencies conduct statewide checkpoints and saturation patrols. In addition to these statewide operations, local checkpoints and saturation patrols are conducted monthly around the State. Law enforcement activities are paired with an intense, high-visibility media campaign.

Since the summer months are typically the deadliest time on New Mexico's roadways, the NMDOT/ TSD conducts an annual '100 Days and Nights of Summer' campaign. Using ODWI, STEP and 100 Days funding, this campaign focuses on increasing the number of DWI operations conducted over the summer months to reduce impaired driving during this period. The New Mexico State Police and county, city and tribal law enforcement agencies conduct significantly more checkpoints and saturation patrols in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division increases the number of underage drinking sting operations and alcohol compliance checks targeting sales to minors or intoxicated persons.

In New Mexico, typically about 75 individual law enforcement agencies and the 12 State Police districts participate in checkpoint, saturation patrols and sustained enforcement activities throughout the year, resulting in 15,000+ DWI arrests.

Community Driving While Impaired (CDWI)

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

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

Total funds available for each county's projects 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 communities from which they were generated.

DWI/ Drug Courts

In New Mexico there are six magistrate DWI/ Drug Courts, one metropolitan DWI Drug Court and 37 State District Drug Courts. The State's DWI/ Drug Courts are in the following courts: Bernalillo County Metropolitan, Doña Ana County Magistrate, Eddy County Magistrate, Santa Fe County Magistrate, Torrance County Magistrate, Valencia County Magistrate and San Miguel County Magistrate. TSD assists with funding for some of these DWI Courts.

The Administrative Office of the Courts has hired a statewide program manager to provide oversight to the existing magistrate DWI/ Drug Courts. In addition to oversight, the supervisor provides technical assistance to ensure fidelity to the DWI/ Drug Court Model. The program manager works with the courts in need of improvement, and with the development and expansion of the overall program.

A process and outcome evaluation of the DWI/ Drug Courts Program is being conducted by a contract agency. The process evaluation examined the extent to which the DWI/ Drug courts are implementing the ten guiding principles of DWI courts, the ten key components of drug courts and the best practices

related to positive outcomes. Activities included administration of an online assessment, site visits to three New Mexico DWI/ Drug Courts, in-person or telephone interviews with court program coordinators and other team members, and meetings to review recommendations. Recommendations from the first year report will be addressed in FFY13.

Standardized Field Sobriety Testing (SFST)

The TSD supports a designated statewide SFST coordinator to oversee the training needs of New Mexico law enforcement agencies. The SFST coordinator works with the New Mexico Law Enforcement Academy to implement standardized 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 for DWI offenders.

Judicial Training

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

In addition, the JEC offers numerous web-based DWI resources. An interactive DWI scenario offers instruction, hypothetical situations and feedback on questions. The full text of the DWI Bench Book is available and searchable online.

Traffic Safety Resource Prosecutor

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

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

Administration of Ignition Interlock Program and Indigent Fund

The TSD is legislatively mandated to administer New Mexico's Ignition Interlock (II) Program and the Ignition Interlock Indigent Fund. As part of the II Program administration, TSD approves ignition interlock device manufacturers and the use of certified ignition interlock devices. They also license manufacturers, service centers, installers and technicians.

TSD monitors and oversees the interlock providers, investigates and resolves complaints, and responds to calls for information about ignition interlock requirements from the public, service providers and other government agencies nationally and internationally. Program staff members provide continuing education on the interlock program to the courts, compliance offices, probation and parole, law enforcement, DWI program facilitators, State agencies and tribal entities.

TSD has developed a web-based Ignition Interlock database (IIDA) that allows for the electronic transmission of data from approved manufacturers and compiles all the recorded interlock data. The

aim of the IIDA Project is to house all aspects of TSD's administration of the Ignition Interlock Program in one database. In FFY13, the database will be evaluated for needed programming changes and upgrades.

Ignition Interlock Indigent Fund Program (IFP) staff track and process indigent fund applications and the subsequent claims for reimbursement from the interlock providers. They monitor the collection of fees from service centers and the MVD, and process refunds of State fees.

The TSD has managed the IFP since March 2006. The IFP receives monies from a State DWI excise tax, non-indigent DWI fees and late licensing fees from interlock vendors. These funds allow for one vehicle per offender, up to fifty (\$50.00) for the cost of installation; up to fifty dollars (\$50.00) for the cost of removal; and up to thirty dollars (\$30.00) monthly for verified active use of the interlock device. Additionally, Indigent Individuals are not required to pay the Indigent Fund fee to the MVD.

Other State-Funded DWI Programs

Local Government Division – DWI Grant Program

The DWI Grant Program supports county-driven, local initiatives to prevent or reduce the incidence of DWI, alcoholism and alcohol abuse. Planned allocations for SFY13 include \$2.15 million in competitive grants, \$2.8 million in alcohol detoxification and treatment grants and \$12.3 million through distribution funds to counties.

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

Drunkbusters Hotline - #DWI

The State provides funding for a toll-free number for citizens to call in to report drivers suspected of being intoxicated. The public can call 1-877-DWI HALT (877-394-4258) or # 394 (#DWI) from a cell phone. The Drunkbusters hotline is answered 24 hours a day by Department of Public Safety dispatchers who then contact law enforcement officers to investigate. The Albuquerque Police Department assists DPS by responding to calls within the city of Albuquerque.

Juveniles

Laws, Enforcement and Prevention

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

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

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

NMDOT/ TSD has a full-time underage drinking (UAD) Prevention Coordinator to oversee underage drinking/ DWI prevention within the NMDOT, coordinate with other agencies and to assist with the coordination of activities statewide. The Prevention Coordinator works to ensure that evidence-based

underage prevention activities are conducted all across the State and that high-problem areas are given adequate resources.

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

This project funds training for community prevention contractors to deliver the Alcohol Literacy Challenge curriculum to entry-level middle and high school students (grades 6 and 9) - teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. Media literacy enables young people to understand the techniques used by advertisers to encourage the use of their product. In understanding these techniques, youth will be better able to resist messages that show only the social aspects of drinking, not the possible consequences. In FFY13, focus will be placed on communities where the curriculum has not been implemented, including tribal areas.

Social Host Ordinance Awareness

This project funds training for communities to develop and conduct an intervention with parents and other homeowners to educate them about their liability as social hosts when serving alcohol. Communities are also provided assistance to propose and pass Social Host ordinances.

Life of an Athlete

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

Parent Initiative

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

Community Programs

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

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

Other Statewide UAD Prevention Programs

UNM Campus Office of Substance Abuse Prevention

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

conducts an annual Student Lifestyles Survey to better assess students' drinking, drinking driving behavior and use of a designated driver.

Media and Marketing

Information on New Mexico's Impaired Driving media and marketing activities, including UAD media can be found in the Media and Marketing Program Area on page 77.

DWI Sanctions

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

- Mandates ignition interlock on vehicles of convicted first and subsequent DWI offenders; mandatory ignition interlock required for drivers from other states, convicted of DWI, that receive a New Mexico driver's license; and vehicle operators who disconnect or otherwise tamper with an interlock, when it's required by law, are subject to the same penalties as those for driving while revoked for DWI.
- All convicted first-time DWI offenders have their licenses revoked for a year; two years for a second conviction; three years for a third conviction; and revoked for life for a fourth or subsequent conviction, subject to a five year review in the District Court.
- Administrative license revocation is six months to one year for drivers aged 21 and over; and one year for all under-21 drivers, regardless of whether or not they have been previously convicted.
- Automatic one-year license revocation for refusing to take a BAC test.
- Several cities have vehicle forfeiture programs. Typically, vehicles are seized upon a second DWI conviction.
- Mandatory screening for all convicted offenders.
- Treatment mandated for all second and subsequent offenders based on screening results.
- Mandatory jail time of 7 days, with a maximum of 364 days for driving with a revoked driver's license.
- Mandatory jail time for 2nd and subsequent convictions.

Problem ID

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

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

Data from 2010 New Mexico Crash Book

- ❖ In 2010, there were 145 fatalities involving alcohol-impaired drivers, compared to 152 in 2009.
- ❖ The alcohol-involved fatality rate per 100M VMT was 0.59 in 2010, compared to 0.62 in 2009.
- ❖ The top contributing factor in crash fatalities was alcohol or drug involvement (42%).
- ❖ In 2010, a larger percentage of all crashes were alcohol-involved fatal crashes (5.9%) than in 2009 (4.9%).

- ❖ Males were three times more likely than females to be the driver in an alcohol-involved crash.
- ❖ Among both male and female drivers in an alcohol-involved crash, 52 percent were between the ages of 20 and 34.
- ❖ The largest number of alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe in 2010.
- ❖ Alcohol-involved crashes in Albuquerque have decreased from 801 in 2009 to 558 in 2010. In Las Cruces, alcohol-involved crashes have decreased from 151 in 2009 to 130 in 2010. Alcohol-involved crashes in Santa Fe have decreased each year since 2006.
- ❖ In 2010, in cities with more than 25 alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 1,000 city residents) were in Taos (4.9), Gallup (2.5), Española (2.5) and Farmington (1.7).
- ❖ Taos reported a steadily increasing number of alcohol-involved crashes from 18 crashes in 2006 to 28 crashes in 2010, and had the highest 2010 alcohol-involved crash rate (4.9 alcohol-involved crashes per 1,000 residents).

2011 Preliminary Data from State Crash File

- ❖ In 2011, there were 154 fatalities involving alcohol-impaired drivers, up from 145 in 2010.
- ❖ The alcohol-involved fatality rate per 100,000 persons was 7.40 in 2011, compared to 7.02 in 2010.
- ❖ The percentage of alcohol-involved fatalities in 2011 was 43.6%, up from 42% in 2010.

Performance Measure

- 1) Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 111 in CY2010 to 110 by the end of CY2012.

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 their awareness of traffic code enforcement and its impact on safety; and
 - f) continuing to explore new public policy options to reduce death and injury due to DWI and to strengthen existing laws.

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

- a) managing CDWI contracts and participating in Local DWI Grant Program contract funding decisions to ensure that ongoing DWI and underage drinking prevention efforts are sustained for adults and youth under age 21 at the local community level;
- b) developing DWI, underage drinking prevention and other awareness programs statewide for youth under 21 and for adults ages 21 to 44;
- c) funding and coordinating underage drinking enforcement efforts with 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 – Maintain the Ignition Interlock Program and the Ignition Interlock Indigent Fund by:

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

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

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

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

- a) purchasing media for the NHTSA National anti-DWI media campaigns;
- b) increasing the perception of risk of DWI enforcement consequences among targeted high-risk groups through an extensive media campaign conducted in conjunction with statewide Superblitz, Miniblitz and 100 Days mobilizations;
- c) funding a clearinghouse to provide statewide distribution of DWI information and prevention materials;
- d) using community and public information/education strategies to reach targeted high-risk groups; and
- e) funding creative design for media development.

Alcohol/ Impaired Driving Project Descriptions and Budget Amounts

Federal Funds

AL-01	<p>FTE Law Enforcement Officers <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education</i></p> <p>Funds nine full-time law enforcement officers in three high-risk counties. These officers in the Farmington Police Department, McKinley SO and Rio Arriba SO are focused exclusively on DWI enforcement. This project provides funding for salaries and benefits, training, travel, supplies and DWI-related equipment specifically aimed at increasing high-visibility enforcement through checkpoints and saturation patrols. Law enforcement officers will partner with other law enforcement agencies within their geographic areas for high-visibility DWI mobilizations.</p> <p>NMDOT/ TSD will evaluate the impact of this project in each of the counties to assess where the support has had the greatest impact and where need still exists. NMDOT and law enforcement agencies will work to develop plans to provide ongoing support of these positions, as warranted.</p>	164AL	600,000
AL-02	<p>Operation DWI <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans</i></p> <p>Funds overtime enforcement and alcohol countermeasure equipment for the Operation DWI checkpoint and DWI saturation patrol program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 60 agencies statewide (minimum 85% of the State's population). This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.</p>	164AL 410	1,800,000 500,000
AL-03	<p>Expanded DWI Enforcement - State Police <i>Monitored by Mike Quintana</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i></p> <p>Provides funds to the State Police for expanded enforcement efforts, including overtime for DWI saturation patrols, DWI court appearances and for specialized equipment to assist with DWI arrests. This project does not fund non-alcohol/ impaired driving activities and equipment such as radar.</p>	164AL	300,000
AL-04	<p>DWI Task Force - McKinley County <i>Monitored by Judith Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans</i></p> <p>Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints, saturation patrols and overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, McKinley County SO and Navajo Nation Department of Public Safety. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project.</p>	164AL	300,000

AL-05	Alcohol Compliance Enforcement and Warrant Roundups <i>Monitored by Mike Quintana</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides funds to the NM Department of Public Safety for Special Investigations Division to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order.	164AL	100,000
	Provides funds to the NM Department of Public Safety-Special Investigations Division to conduct compliance checks at establishments serving or selling alcohol and to conduct underage enforcement sting operations. The Special Investigations Division will focus on enforcing New Mexico's fourth-degree felony law against providing or purchasing alcohol for minors. In New Mexico, on a third offense of sale of liquor to a minor, the liquor establishment is fined \$10,000, and the liquor license is revoked.		
AL-07	Liquor Control Act Compliance <i>Monitored by Dave Lapington</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving</i> Funds two FTEs with the Regulation and Licensing Department to assist with processing Liquor Control Act citations issued for serving to intoxicated persons and serving or selling to minors. In CY2011, the Regulation and Licensing Department issued 232 citations to licensees and 158 to servers.	164AL	90,000
AL-08	DWI Drug Courts - AOC <i>Monitored by Lolita Martinez</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides funds to assist New Mexico courts to maintain their DWI-specific Drug Courts, to include: support for DWI/ Drug Court Coordinator(s), part-time staff, travel and related costs, drug testing kits and drug confirmation tests. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.	410	300,000
AL-09	Supervised Probation Expansion - Metro Court <i>Monitored by Franklin Garcia</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds two full-time individuals whose time is dedicated to providing supervision and monitoring eligible first-time DWI offenders convicted in the Bernalillo County Metropolitan Court and to assist, as available, monitoring the compliance of other DWI offenders with orders for an ignition interlock. This project is focused on high-risk first time offenders that are currently placed on unsupervised probation.	164AL	117,000
AL-10	#DWI Drunkbusters Hotline - APD <i>Monitored by Cindy Abeyta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides overtime enforcement patrol funding to the Albuquerque Police Department (APD) to respond to Drunk Busters hotline calls in all four quadrants of the city. Results of the activity are reported back to the State. The Albuquerque area receives the majority of the Drunkbusters Hotline calls.	164AL	75,000

AL-11	Vehicle Seizure Expansion - City of Santa Fe <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides seed money to fund a prosecutor and a paralegal at the City of Santa Fe to focus on DWI vehicle seizure cases. This funding is to assist with the implementation of the new vehicle seizure ordinance. It is expected that by next year, this funding will be reduced and/or eliminated, and the program will be self-supporting based upon auction of seized vehicles.	164AL	120,000
AL-21	Training on BAC Testing - Scientific Labs Division <i>Monitored by Cindy Abeyta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides funding for a full-time person from the NM Department of Health - Scientific Labs Division (SLD) to provide IR 8000 intoximeter (alcohol detection) training to law enforcement. The SLD provides a cooperative, comprehensive, multi-strategy program for the prevention, education, enforcement and successful prosecution of alcohol/ impaired driving at the local, district and State levels with prosecution, law enforcement and community groups. They provide statistical data on alcohol/ drug-impaired driving in New Mexico in terms of overall prevalence and trends. In addition, they produce data on surviving drivers in alcohol/ impaired driving crashes and bi-weekly BAC reports on all fatal accidents. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.	410	77,500
AL-22	Judiciary Coordination <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> This project will go through the formal Request for Proposal process. The project will include deliverables focused on working with the judiciary to improve court processes as they relate to minimum mandatory sanctions, ignition interlock and other sentencing guidelines. This includes improving processes to aid law enforcement and district attorneys in the prosecution of DWI-related cases.	164AL	200,000
AL-23	Drug Recognition Expert Training <i>Monitored by Cindy Abeyta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> This funding provides training and re-certification of all DRE (Drug Recognition Expert) and ARIDE (Advanced Roadside Driving Impairment Enforcement) officers, using the NHTSA approved curriculum, to increase the number of ARIDE and DRE experts statewide.	410	85,000
AL-24	Traffic Safety Resource Prosecutor <i>Monitored by Lolita Martinez</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, state or federal laws. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application. <i>Additional funds:</i> DE-04 402 Federal funds \$50,000 Total funding for this project = \$116,500	164AL	66,500

AL-25	<p>Statewide DWI Enforcement Training <i>Monitored by Franklin Garcia</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans</i> Provides DWI information, coordination and training to law enforcement involved in DWI-related police traffic services. Provides statewide coordination and oversight of the Standard Field Sobriety Training to ensure compliance with existing training standards and procedures. Training may include SFST, conducting DWI checkpoints and electronic DWI citation data entry.</p>	164AL	270,000
AL-26	<p>Traffic Safety Information Clearinghouse <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides Traffic Safety information clearinghouse services statewide. Distributes traffic safety materials to support programs. Staffs a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project. Additional funds: <i>DE-03 402 Federal funds \$130,000</i> <i>OP-03 402 Federal funds \$140,000</i> Total funding for this project = \$470,000</p>	164AL	200,000
AL-27	<p>DWI Prosecution Training <i>Monitored by Lolita Martinez</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, and 9. Public Information and Education</i> Provides funding to train third year law students on how to properly and efficiently prosecute DWI cases. As DWI cases become increasingly complex, it is important to provide training as early as possible. This overall training program will become institutionalized within the University of New Mexico law school within one year and future funding from the Department will not be necessary.</p>	164AL	128,000
AL-30	<p>Ignition Interlock Database Fund <i>Monitored by Cora Herrera</i> Provides application implementation and integration services for the New Mexico Ignition Interlock Fund program. The funding will allow for the development of a web-based application to facilitate payment and reimbursement processing. Database development will allow for automation of the indigent determinations and migration of existing indigent fund data into the database. Database will provide automatic validation of interlock services of claims against information received from interlock providers.</p>	164AL	98,000
AL-31	<p>Law Enforcement Electronic Reporting <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area 11. Traffic Records</i> To expand and support an existing web-enabled reporting application that allows law enforcement officers to submit aggregated data on their DWI activities such as checkpoints, saturation patrols, high-visibility media campaigns and prevention initiatives. Data is reported to the NMDOT/Traffic Safety Division.</p>	164AL	50,000

AL-32	<p>Ignition Interlock Data Collection Project <i>Monitored by Jolyn Sanchez</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides for the necessary programming for the web application to accept automated data submissions from all manufacturers to be integrated into the Ignition Interlock Data Analysis Project (IIDA) database. This would allow TSD stakeholders and customers the ability to monitor ignition interlock offender compliance with court-ordered and administrative-ordered installation of an ignition interlock device in vehicles and would enable statistical analysis on the data. The project is to be implemented with procedures, staffing and resources that ensure stable continuous operation. This is not a State-mandated project.</p>	164AL	50,000
AL-35	<p>Impaired Driving Program Management - FTEs <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides program management in the impaired driving program area to coordinate Operation DWI, Superblitzes, and other projects related to impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired-driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets, however based on past year data, approximately 39% of all time is spent on alcohol related projects. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP (OP-04), PT (PT-03), and PA (PA-01) program areas.</p>	164AL	250,000
AL-36	<p>Traffic Safety Law Enforcement Coordination <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued and Distracted Drivers, 8. Occupant Protection, 10. Special Users and 12. Young Driver Crashes</i> Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, state and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project. Additional funds: PT-02 402 Federal funds \$260,000 Total funding for this project = \$500,000</p>	164AL	240,000

Also see AL-16 DWI Creative Design and Production, AL-17 DWI Media Placement and AL18 DWI Media Placement Management in the Media and Marketing Program Area on page 77.

State Funds

CDWI-01	Community DWI (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and offender programs. State funds come from a \$75.00 fee imposed on convicted drunk drivers, as allowed by Section 31-12-7(B) and Regulation 18.20.6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous year.	COWI	470,000
DPE-02	Alcohol Literacy Challenge (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds training for community prevention contractors to deliver the Alcohol Literacy Challenge curriculum to entry-level middle and high school students (grades 6 and 9) - teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. Media literacy enables young people to understand the techniques used by advertisers to encourage the use of their product. In understanding these techniques, youth will be better able to resist messages that show only the social aspects of drinking, not the possible consequences. NMDOT/ TSD will contract with a literacy expert and curriculum designer to work with local community prevention contractors.	Fund 10	50,000
DPE-03	Social Host Ordinance Awareness (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds training for communities to develop and conduct an intervention with parents and other homeowners to educate them about their liability as social hosts when serving alcohol. Assessing community readiness will be important for this project. Nationally, close to 80% of UAD occurs in homes, and this approach is an emerging 'best practices' environmental strategy to prevent UAD.	Fund 10	35,000
DPE-04	Life of an Athlete (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches, and athletic directors statewide. A user-friendly web site will be developed to provide education to student athletes regarding the dangers of alcohol use. An on-line test will be part of this effort. In FFY13, there will be expansion and improvements in website responsiveness, targeting of parents and middle school students, in tracking progress at school district level and trainings on code of conduct/ alcohol school policy.	Fund 10	100,000
DPE-05	Life of an Athlete - Santa Fe County (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program more comprehensively in Santa Fe County. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches, and athletic directors statewide. A user-friendly web site will be developed to provide education to student athletes regarding the dangers of alcohol use. An on-line test will be part of this effort. In FFY13, there will be	Fund 10	15,000

improvements in website responsiveness, the ability to track progress at school district level and code of conduct/ alcohol school policy.

DPE-06	<p>High Risk Education Program (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds a contract to provide the SMART Choices program for youth ages 9-15 in organizations statewide. Each program would serve between 7 and 35 youth each depending on the size of the organization. The 12-week program to provide SMART Moves services will serve 310 young people. This includes an evaluation and final report.</p>	Fund 10	50,000
DPE-07	<p>Community Programs (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds community-based agencies to implement programs, practices and policies that postpone the age of first use (i.e., onset) among middle school/pre-teen youth, reduce binge drinking among middle or high school youth and reduce social access to alcohol. Local DWI Planning Councils will be encouraged to apply for these funds.</p>	Fund 10	400,000
DPE-08	<p>Parent Initiative (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds activities designed to educate parents on the dangers and consequences of underage alcohol use, and New Mexico's fourth-degree felony law. Work with New Mexico stakeholders (e.g., NM MADD, NM PTA, etc.) to coordinate efforts. Focal areas will include: the importance of delaying onset and reducing binge drinking; how to talk to your kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age. An educational insert is distributed through the State's top ten newspapers.</p>	Fund 10	100,000
DPE-09	<p>Underage Drinking TSD Initiative (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> The Department will go through the formal Request for Proposal process to fund up to five statewide programs to address the prevention of underage drinking in the areas of: reducing binge drinking; delaying the early onset of drinking; education to schools and parents; and education on how alcohol affects of the brain. Teen drinking can program the brain for alcoholism. However, brain damage is the most compelling reason people move toward action.</p>	Fund 10	200,000
DPE-10	<p>Underage Drinking Prevention Guidelines (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds a contract to develop best practice guidelines for community DWI programs focused on raising parental awareness, changing community attitudes, changing intentions, addressing early onset of alcohol use and reducing binge drinking. Contractor will provide technical assistance to DWI prevention specialists in developing universal guidelines for prevention efforts and develop guidelines for the executive, legislature, and judiciary.</p>	Fund 10	50,000

II-01	Ignition Interlock Indigent Fund (AL) <i>Monitored by Cora Herrera</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> A fund to reimburse interlock service providers for services provided, pursuant to State statute 66-8-102 NMSA 1978. Recurring revenues are statutorily generated and deposited into the fund through fees collected by MVD from non-indigent drivers for every year interlocked and from a portion of the local liquor excise tax.	Fund 54	1,200,000
II-02	Ignition Interlock Indigent Fund - FTE (AL) <i>Monitored by Cora Herrera</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds one FTE to administer the ignition interlock fund program. The Department by State statute can use up to 10% of the fund (approximately \$100K) for the overall administration.	IIF	60,000
II-03	Ignition Interlock Indigent Fund Contractual (AL) <i>Monitored by Cora Herrera</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds additional administrative staff as needed to support the administration of the ignition interlock fund.	IIF	40,000

Alcohol: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
AL-01	FTE Law Enforcement Officers	600,000	164AL
AL-02	Operation DWI	1,800,000	164AL
AL-03	Expanded DWI Enforcement - State Police	300,000	164AL
AL-04	DWI Task Force - McKinley County	300,000	164AL
AL-05	Alc Sales Compliance Enforcement/ Warrants	100,000	164AL
AL-07	Liquor Control Act Compliance	90,000	164AL
AL-09	Supervised Probation Expansion - Metro Court	117,000	164AL
AL-10	#DWI/ Drunkbusters Hotline - APD	75,000	164AL
AL-11	Vehicle Seizure Expansion - City of Santa Fe	120,000	164AL
AL-22	Judiciary Coordination	200,000	164AL
AL-24	Traffic Safety Resource Prosecutor	66,500	164AL
AL-25	Statewide DWI Enforcement Training	270,000	164AL
AL-26	Traffic Safety Information Clearinghouse	200,000	164AL
AL-27	DWI Prosecution Training	128,000	164AL
AL-30	Ignition Interlock Database Fund	98,000	164AL
AL-31	Law Enforcement Electronic Reporting	50,000	164AL
AL-32	Ignition Interlock Data Collection Project	50,000	164AL
AL-35	Impaired Driving Program Management - FTEs	250,000	164AL
AL-36	Traffic Safety Law Enforcement Coordination	240,000	164AL
164AL Total		5,054,500	
AL-02	Operation DWI	500,000	410
AL-08	DWI/ Drug Court Expansion - AOC	300,000	410
AL-21	Training on BAC Testing - SLD	77,500	410
AL-23	Drug Recognition Expert Training	85,000	410
410 Total		962,500	
Total NHTSA Funds		6,017,000	

Occupant Protection Program Area

Overview

New Mexico's primary seatbelt, 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 seatbelt 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 seatbelt. Children, ages 13 through 17, must ride with a seatbelt.
- 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 seatbelts properly receive a \$25 fine, plus court fees, and receive a two-point penalty assessment on their driver's license for each conviction.

Programs/ Projects

Operation Buckle Down, Superblitzes, 100 Days and Nights of Summer

New Mexico's primary approach to increasing seatbelt and child safety seat use is Operation Buckle Down (OBD), an intense statewide program of seatbelt and child safety seat enforcement that is combined with a public awareness media campaign. Law enforcement officers from 66 agencies (state, city, county and tribal) annually participate in OBD activities resulting in more than 92% of the State's population being reached by these activities.

In FFY13, New Mexico will conduct an extended winter/ holiday 7-week Superblitz and three holiday Miniblitzes - each lasting for five days. These activities combine OBD enforcement with DWI enforcement. The OBD enforcement component of each Superblitz is supplemented with media campaigns using the National Click It or Ticket theme. In addition, TSD continues to support local monthly enforcement and media activities throughout the State.

Annually, New Mexico conducts the 100 Days and Nights of Summer Campaign that includes increased seatbelt use and child safety seat enforcement activity and a high-visibility media campaign. This project is conducted for 100 days between June and September.

Click It or Ticket National Seatbelt Mobilization

New Mexico participates in the NHTSA National Seatbelt High-Visibility Enforcement Mobilization. This mobilization combines enhanced enforcement with a focused media campaign using the media message of Click It or Ticket. In 2012, the number of agencies participating in Click It or Ticket increased from 22 to 66. These city, county and State Police agencies encompass more than 92% of the State's population.

Media and Marketing

TSD funds paid media for the Click It or Ticket National Seatbelt Mobilization, Superblitzes, 100 Days and Nights of Summer and other special occupant protection campaigns. A media contractor develops television and radio spots in both English and Spanish. NMDOT coordinates the distribution and running of the spots in all the major media markets. A press conference is conducted to kick-off each statewide event. In addition, earned media is obtained for these events and for monthly local enforcement activities.

Child Occupant Protection Training and Education

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

TSD maintains a contract to provide child passenger safety certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. Currently, New Mexico has approximately 348 Certified Child Passenger Safety Technicians and 10 instructors.

Occupant Protection Outreach Activities

TSD sponsors and supports a variety of outreach activities to promote the use of occupant protection for all ages. Presentations are made to injury prevention groups, EMS, parents, day-care providers and health care providers. Occupant protection and other safety materials are distributed at schools, wellness fairs and at the annual New Mexico State Fair. TSD provides technical assistance to local community projects promoting child occupant protection.

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

Statewide Seatbelt Use Survey and Occupant Protection for Children Survey

New Mexico conducts an annual statewide seatbelt use survey, an observation survey required of all states by the National Highway Traffic Safety Administration (NHTSA).

The TSD maintains a contract to conduct this survey to assess motor vehicle seatbelt 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 law (a citation can be issued for non-belt use even if no other violation occurs).

In FFY13, New Mexico will contract to conduct both pre- and post statewide seatbelt use surveys in observation sites based on the new NHTSA criteria. Also in FFY13, TSD will contract to conduct an occupant protection for children survey.

Problem ID

A statewide seatbelt use survey is conducted annually in New Mexico. The survey produces an overall seatbelt use percentage and a use percentage for each of four regions in the State. According to preliminary results from New Mexico's Seatbelt Survey 2012 Report, the State's overall seatbelt use was 91.4 percent. Driver use was 92.2 percent, while passenger use was 89 percent. Pickup truck overall use was 88.8 percent, up from 88.3 percent in 2011. Pickup truck driver use was 89.5 percent, while passenger use was 86.5 percent.

Data from 2010 New Mexico Crash Book

- ❖ Over the past five years, *unbelted* passenger vehicle fatalities have ranged from 33% to 38% of all passenger vehicle fatalities.
- ❖ Males killed in passenger vehicles were 1.4 times more likely to not be wearing a seatbelt compared to females.
- ❖ Vehicle occupants age 15-24 account for 57% of all unbelted fatalities.
- ❖ For unbelted children under age 13 in a crash, 3% were killed, 23% received incapacitating injuries, and 20% received visible injuries. In comparison, for *belted* children under age 13 in a crash, only 0.04% were killed, 0.8% received an incapacitating injury and 3% received a visible injury.

2011 Preliminary Data from State Crash File

Although New Mexico's overall seatbelt use percentage is one of the highest in the Nation, 43 percent of those killed in motor vehicle crashes in New Mexico in 2011 were not wearing a seatbelt. Belted occupants are about 1/3rd as likely to be killed as unbelted occupants (37% vs. 63%). These numbers exclude those with unknown belt use.

Low use of seatbelts and other forms of occupant protection by high-risk groups result in high rates of traffic-related deaths and severe injuries. New Mexico uses data from police reported seatbelt use for occupants in a motor vehicle crash with visible and incapacitating injuries to estimate seatbelt use for specific age groups. Data indicate the highest risk group is males aged 14-17.

2011 Seatbelt Use Estimates by Age Group		
Age Group	Seatbelt Use	
	Male - %	Female - %
0-4	94	96
5-8	93	91
9-13	89	86
14-17	80	88
18-24	88	91
25-34	90	92
35 +	93	96

NHTSA Data – 2010 Occupant Protection Use Survey

The most recent National data is from 2010. It shows that restraint use for all children from birth to 7 years of age increased to 89 percent in 2010, up from 88 percent in 2009. Restraint use for children driven by a belted driver was higher than for children driven by an unbelted driver; use among children driven by a belted driver was over 90 percent, but 64% when driven by an unbelted driver. Child restraint use is highest in the Western US (93%) compared to 82 percent – 91 percent in the other three regions of the country.

Performance Measures

- 1) Reduce the number of unrestrained passenger vehicle occupant fatalities in all seating positions from 106 in CY2010 to 105 by the end of CY2012.
- 2) Increase the observed seat belt use percentage for front-seat outboard occupants from 90.5% in CY2011 to 91.5% in CY2013.

Strategies

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

- a) establishing agreements with law enforcement agencies to conduct OBD enforcement activities and ensuring coverage of at least 65 percent of the State; and
- b) participating in the Click It or Ticket National Seatbelt Enforcement Mobilization.

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

- a) funding contracts to provide the NHTSA Child Passenger Safety Certification Training Program;
- b) funding a clearinghouse for statewide distribution of occupant protection educational materials on seatbelts, booster seats, child safety seats and airbags;
- c) funding contracts for working with community groups and local government entities around the State to conduct child safety seat/ booster seat clinics and to set-up permanent fitting stations;
- d) funding a contract to conduct the annual statewide seatbelt survey and an occupant protection for children survey; and
- e) funding and participating in a number of outreach efforts to educate relevant agency personnel and the public in the appropriate use of occupant protection.

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

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

Occupant Protection Project Descriptions and Budget Amounts

Federal Funds

OP-01	Seatbelt Observation and Protocol/ Child Protection Survey <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Conduct statewide pre-and post-seatbelt observation surveys prior to and following the Click It or Ticket National Seatbelt Enforcement Mobilization to determine the annual seatbelt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for both samples. In FFY13, TSD will conduct an occupant protection for children survey. TSD will follow NHTSA guidelines in conducting this survey. This project is part of the qualifying criteria for the Section 2010 Motorcycle Programs grant application.	405	200,000
OP-02	Child Restraint Program <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians; increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. Additional funds: <i>RF-05 State Road funds \$140,000</i> Total funding for this project = \$380,000	402	240,000
OP-03	Traffic Safety Information Clearinghouse <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Provides for clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speeding, graduated licensing and other traffic safety programs and issues. Additional funds: <i>AL-26 164AL Federal funds \$200,000</i> <i>DE-03 402 Federal funds \$130,000</i> Total funding for this project = \$470,000	402	140,000
OP-04	Occupant Protection Program Management - FTEs <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Provides program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned 2013 NM Seatbelt Survey, the Occupant Protection for Children Survey and the Click It or Ticket National Seatbelt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets, however based on past year data, approximately 20% of all time is spent on Occupant Protection related projects. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages.	402	125,000

Remainder of funding for the six FTEs can be found in the PT (PT-03), AL (AL-35), and PA (PA-01) program areas.

State Funds

RF-01	OBD Enforcement (OP) <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Funds overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities. This activity has been successful in producing a steady increase in occupant protection use in New Mexico. Conduct nighttime seatbelt enforcement, as research shows that seatbelt use is less during nighttime hours.	RF	400,000
RF-05	Child Restraint Program (OP) <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians, increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. Additional funds: <i>OP-02 402 Federal funds \$240,000</i> Total funding for this project = \$380,000	RF	140,000

Occupant Protection: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
OP-01	Seatbelt Observation and Protocol	200,000	405
405 Total		200,000	
OP-02	Child Restraint Program	240,000	402
OP-03	Traffic Safety Information Clearinghouse	140,000	402
OP-04	Occupant Protection Program Management	125,000	402
402 Total		505,000	
Total NHTSA Funds		705,000	

Remainder of funding for the six FTEs can be found in the PT (PT-03), AL (AL-35), and PA (PA-01) program areas.

State Funds

RF-01	OBD Enforcement (OP) <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Funds overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities. This activity has been successful in producing a steady increase in occupant protection use in New Mexico. Conduct nighttime seatbelt enforcement, as research shows that seatbelt use is less during nighttime hours.	RF	400,000
 RF-05	 Child Restraint Program (OP) <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians, increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. Additional funds: <i>OP-02 402 Federal funds \$240,000</i> <i>Total funding for this project = \$380,000</i>	 RF	 140,000

Occupant Protection: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
OP-01	Seatbelt Observation and Protocol	200,000	405
405 Total		200,000	
 OP-02	 Child Restraint Program	 240,000	 402
OP-03	Traffic Safety Information Clearinghouse	140,000	402
OP-04	Occupant Protection Program Management	150,000	402
402 Total		530,000	
 Total NHTSA Funds		 730,000	

Police Traffic Services Program Area

Overview

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

To assist with prevention and enforcement activities, TSD manages and distributes a TS Education and Enforcement Fund. One-half of a \$3.00 fee collected for each penalty assessment and/or traffic conviction goes into the fund, and these monies are then made available to the law enforcement agency issuing the citations. To receive these monies, the agency submits to TSD its plans for how the funds will be used for traffic safety education and enforcement. More than 70 law enforcement agencies throughout the State participate in this program using State law or local ordinances.

Programs/ Projects

Selective Traffic Enforcement Program (STEP)

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

New Mexico STEP projects can include enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, sustained speed enforcement and commercial vehicle traffic safety. During FFY2013, TSD will encourage STEP projects that sustain enforcement of DWI, speeding and distracted driving laws.

Law Enforcement and STEP Training

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

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

New Mexico maintains 12 safety corridors, two in each of the six NMDOT Districts. Safety corridors are designated sections of roadway where fines for speeding are doubled and high-visibility enforcement is increased. The location of a safety corridor is based on high numbers of fatal and serious injury crashes. The first safety corridor was implemented in July 2002, but it wasn't until SFY2006 that all 12 safety corridors were in place in all six Districts.

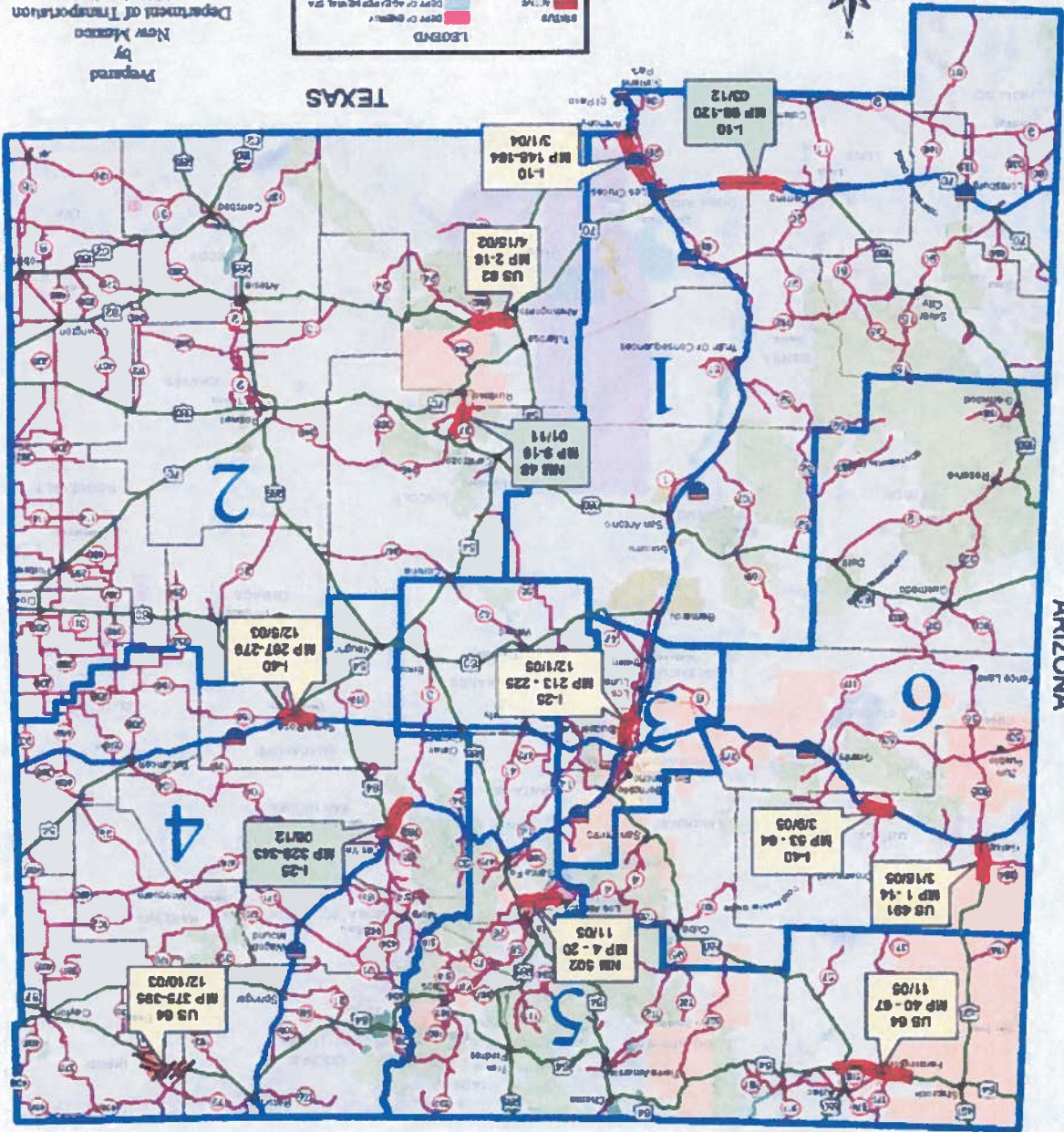
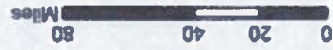
Corridors are funded for a three-year period. During that period, speed limits are highlighted and enforcement is increased. Crashes are tracked in the safety corridor during the three-year period to assess if crashes are being reduced. Many of the original corridors have completed the three-year period and are in the review and assessment process to determine if the corridor should be kept in place or relocated to a different area that has a high number of crashes.

The Safety Corridor project has been very beneficial to the State as it has provided information to the NMDOT on the necessity of making changes in high crash road areas. Roadway engineering changes have had a major impact in some of the safety corridor areas, resulting in decreases in the high incidence of crashes.



LEGEND

State	State Boundary
County	County Boundary
City	City Boundary
Interstate	Interstate
Major Road	Major Road
Minor Road	Minor Road
Water	Water
Unimproved Area	Unimproved Area
Other	Other



NMDOT's Safety Corridors

Law Enforcement Liaison Program

TSD supports a Law Enforcement Liaison (LEL) Program that consists of three individuals who are responsible for coordinating with law enforcement agencies on NHTSA and TSD initiatives related to impaired driving, occupant protection, police traffic services and other related traffic safety projects. The LELs encourage law enforcement agencies to participate in Superblitz mobilizations, the National Crackdown, Operation DWI, 100 Days and Nights of Summer, Operation Buckle Down and the Click It or Ticket National campaign, whether or not they receive funding.

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

Problem ID

Data from 2010 New Mexico Crash Book

- ❖ The largest number of crashes occurred in Albuquerque, Las Cruces and Santa Fe in 2010.
- ❖ In the top 10 cities for total crashes, the highest crash rates (crashes per 1,000 city residents) were in Gallup (35.1), Las Cruces (33.3) and Santa Fe (32.9).
- ❖ In cities with more than 25 alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 1,000 city residents) were in Taos (4.9), Gallup (2.5), Española (2.5) and Farmington (1.7).
- ❖ Over the past five years, males are consistently only 1.1 times more likely than females to be in a crash. This ratio holds true across all age groups even though people aged 15-29 from both sexes constitute a significantly higher *number of people in crashes*.
- ❖ For fatalities in crashes, males were overall approximately twice as likely as females to be *killed* in a crash although this ratio has been decreasing (becoming closer to 1:1) in recent years.
- ❖ The number of people in crashes ages 60-69 has increased by over 10% compared to 2006, while the number of people in crashes ages 15-19 has decreased by 21%.
- ❖ In 2010, 10% of crashes were due to excessive speed or driving too fast for conditions; while 14% of *fatal* crashes were due to excessive speed or driving too fast for conditions.
- ❖ The top ten contributing factors to crashes were driver inattention (24%), failure to yield (14%) and following too closely (12%).
- ❖ The top ten contributing factors in fatal crashes were alcohol/ drug involved (42%), driver inattention (13%) and excessive speed (12%).

2011 Preliminary Data from State Crash File

- ❖ There were 43,114 traffic crashes in New Mexico in 2011, with 353 persons killed and 1,709 with incapacitating injuries.
- ❖ There were over 5,687 speeding-related crashes in 2011. Impaired driving, driver inattention, failure to yield, speeding and red light running were the primary causes of crash deaths and incapacitating injuries.

- ❖ Non-alcohol fatalities on rural highways were down slightly compared to 2010 (51 to 50) and have come down by 26 percent since 2007. Urban highway, non-alcohol fatalities decreased from 2010 (54 to 43) and have declined by 22 percent since 2007.

Performance Measure

- 1) Reduce the number of speeding-related fatalities from 131 in CY2010 to 129 by the end of CY2012.

Strategies

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

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

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

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

#3 - Ensure that law enforcement and other traffic safety entities can receive appropriate and affordable training by:

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

#4 - Support efforts to decrease the incidence of speeding and other unsafe driving on New Mexico roadways by:

- a) funding speeding and other unsafe driving media and public information messages;
- b) reviewing legislation to enact State laws to increase fines for speeding violations and to raise the traffic safety enforcement and education fee; and
- c) coordinating speed and other unsafe driving prevention and sustained enforcement efforts with New Mexico tribes and the Navajo Nation.

Police Traffic Services Project Descriptions and Budget Amounts

Federal Funds

PT-01	<p>General Law Enforcement Training <i>Monitored by Franklin Garcia</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides traffic safety information and training to all involved in police traffic services. Training may include STEP, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses.</p>	402	90,000
PT-02	<p>Traffic Safety Law Enforcement Liaisons <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes</i> Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, state and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. Additional funds: AL-36 164AL Federal funds \$240,000 Total funding for this project = \$500,000</p>	402	260,000
PT-03	<p>Police Traffic Services Program Management - FTEs <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes</i> Provides program management in the areas of police traffic services, traffic enforcement and speed, and coordinates a statewide program of training, development and quality assurance for police traffic services. Provides for management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversees law enforcement efforts in speed control, aggressive driving and other traffic enforcement programs. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets, however based on past year data, approximately 20% of all time is spent on police traffic services related projects. Travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP (OP-04), AL (AL-35), and PA (PA-01) program areas.</p>	402	125,000
PT-04	<p>100 Days and Nights of Summer Program <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection</i> Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The New Mexico State Police and county, city and tribal law enforcement agencies conduct significantly more checkpoints and saturation patrols in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division increases the number of underage drinking sting operations and alcohol compliance checks targeting sales to minors or intoxicated persons. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and</p>	402	200,000

to target speeding and distracted driving.
Additional funds:
 EE-05 State E&E funds \$200,000
 RF-03 State Road funds \$100,000
 Total funding for this project = \$500,000

State Funds

EE-01	Education and Enforcement Funds to LEAs (PTS) <i>Monitored by Mike Quintana</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection</i> 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.	E&E	310,000
EE-05	100 Days and Nights of Summer (PTS) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection</i> Provides funds for the 100 Days and Nights of Summer Program to be conducted throughout the State. The New Mexico State Police and county, city and tribal law enforcement agencies conduct significantly more checkpoints and saturation patrols in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division increases the number of underage drinking sting operations and alcohol compliance checks targeting sales to minors or intoxicated persons. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. Additional funds: RF-03 State Road funds \$100,000 PT-04 402 Federal funds \$200,000 Total funding for this project = \$500,000	E&E	200,000
RF-02	Selective Traffic Enforcement Program (PTS) <i>Monitored by Mike Quintana</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes</i> Provides funding for a statewide sustained enforcement program to target specific traffic problems such as speed, DWI, road rage, distracted and reckless driving, fatigue/ drowsy driving, occupant protection, and crashes involving pedestrians, primarily through the use of Safety Corridors. Participating agencies include State Police, Motor Transportation, and local law enforcement. STEP projects include media coverage for public information and coordination with other agencies.	RF	220,000
RF-03	100 Days and Nights of Summer (PTS) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection</i> Provides funds for the 100 Days and Nights of Summer Program to be conducted throughout the State. The New Mexico State Police and county, city and tribal law enforcement agencies conduct significantly more checkpoints and saturation patrols in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division increases the number of underage drinking sting operations and alcohol compliance checks targeting sales to minors or intoxicated persons. Law enforcement agencies statewide will also be funded to	RF	100,000

conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving.

Additional funds:

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

PT-04 402 Federal funds \$200,000

Total funding for this project = \$500,000

Police Traffic Services: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
PT-01	General Law Enforcement Training	90,000	402
PT-02	Traffic Safety Law Enforcement Liaisons	260,000	402
PT-03	PTS Program Management - FTEs	125,000	402
PT-04	100 Days and Nights of Summer Program	200,000	402
Total NHTSA Funds		675,000	

Traffic Records Program Area

Overview

The TSD Traffic Records Program manages the Statewide Traffic Records System and the State Crash Data System. A contract with NHTSA supports program staff to supply data on New Mexico fatal crashes to the Fatality Analysis Reporting System. The Program actively works with the FHWA and FMCSA on Data Improvement Projects.

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

The STREOC provides policy direction to the STRCC and facilitates the establishment of a long-range strategic plan for traffic records 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 data about traffic-related activity to all who need such information.

The Traffic Records Program uses the July 1, 2008-December 31, 2012 STRS Strategic Plan to guide its projects and activities. A new five-year strategic plan will be developed in 2012 for implementation January 2013.

The NMDOT/ TSD uses State and Federal funds to accomplish the strategies/ initiatives outlined in the STRS Strategic Plan and has received NHTSA Section 408 funding since 2006.

Programs/ Projects

Statewide Traffic Records System (STRS)

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

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

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

In FFY2013, major projects under the STRS will include the following:

TraCS Maintenance and Support

Maintenance and support will be provided to law enforcement agencies currently using TraCS including assistance with software and hardware issues and helpdesk services. The agencies

will receive assistance with the transition from TraCS v7.3 to V10, which includes a corresponding location tool.

TraCS Citation/ Adjudication Data Transfer

This project will continue a data exchange pilot project between the Dona Ana County Sheriff's records management system and the Dona Ana County Magistrate Court's Odyssey (court records management) system. Architecture from the Dona Ana pilot project will be used to develop a data exchange project between the Albuquerque Police Department's records management system and the Bernalillo County Metro Court's Odyssey system.

Statewide Traffic Records System Data Center

This project will continue the development of the Statewide Traffic Records System Data Center which will serve as a data repository/distribution center to capture, store, transmit and analyze relevant traffic records data from law enforcement, the courts and MVD, as well as roadway and location data.

Crash System Improvement

This project continues the redesign of the State crash database to include: an update to the NM uniform crash report, re-write of the TraCS crash report to NM data standards, form and business process training. TraCS location tool development, database build (replace current ARCS), electronic data collection through the Statewide Traffic Records System Data Center, and the development of a data analysis tool to conduct ad hoc queries and produce standard reports.

Vehicle Registration Bar Code Project

This joint project between NMDOT and NM Taxation and Revenue Department, Motor Vehicle Division will facilitate the inclusion of a bar code on the New Mexico vehicle registration document. This will allow for electronic capture of vehicle registration data on crash reports, traffic citations and other reports generated by law enforcement agencies via use of a bar code scanner.

Traffic Safety Problem Identification and Information

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

Problem ID

The lack of a timely, comprehensive, accessible automated traffic records system impedes the planning, management and evaluation of traffic safety programs. New Mexico law enforcement agencies must deal with approximately 45,000 traffic crashes every year, and they produce over one million uniform traffic citations and 15,000 DWI citations annually. A TraCS program was initiated in the State in 2007 that continues to increase the number of electronically collected, stored and transferred traffic records data.

A Traffic Records Assessment was conducted in 2011 by a NHTSA technical assessment team. Among the major recommendations were to:

- ✓ Establish a comprehensive, formal quality control program for crash data

- ✓ Establish a new data entry contract with the ability of the contractor to accept electronic data
- ✓ Establish data sharing with law enforcement agencies' records management systems
- ✓ Pursue the planned interface for court acceptance of electronic citations
- ✓ Provide a barcode on the registration document to assist with electronic crash and citation reporting
- ✓ Form STRCC subcommittees to work on specific projects

Traffic Records Projects in this FFY13 are designed to address these and other recommendations from the Assessment.

Performance Measures

- 1) Increase the number of New Mexico commercial crash records reported within 90 days to the MCMIS from a baseline measure for the period January – May 2011 as compared to a measure for the period January – May 2012. (FMCSA data; Crash Timeliness)

Strategies

The following strategies/ initiatives, and objectives are detailed in the STRS July 1, 2008 – December 31, 2012 Strategic Plan

#1 – Planning, Oversight, and Coordination

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

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

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

#2 – Electronic Collection of Data

Objective II.1: Support Statewide Rollout of the TraCS software.

Objective II.2: Establish a TraCS Tribal Rollout.

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

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

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

#3 - Exchange and Sharing of Data

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

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

#4 - Data Integration and Analysis

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

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

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

Traffic Records Project Descriptions and Budget Amounts

Federal Funds - NHTSA

HE-01	<p>TraCS Maintenance and Support Southern NM (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds a contract to provide maintenance and support to the southern NM law enforcement agencies currently using TraCS, to include assistance with the transition from TraCS V7.3 to V10 and the use of the corresponding location tool. This project will provide assistance to law enforcement agencies with other TraCS-related software and hardware issues and provide helpdesk services.</p>	164HE	200,000
HE-02	<p>STRS Project Management (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds a contract for project management services to support the Statewide Traffic Record System to establish data integration and exchange initiatives to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of crash records for the courts, MVD, law enforcement, State agencies, other government entities and the general public. This also includes technical assistance in the development of a new crash collection and analysis system for the Department. <i>This project is part of the qualifying criteria for the Section 408 Traffic Safety Information System Improvement grant application.</i></p>	164HE	200,000
HE-03	<p>TraCS Maintenance and Support - Central/ Northern NM (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds a contract to provide maintenance and support to the central and northern NM law enforcement agencies currently using TraCS, to include assistance with the transition from TraCS V7.3 to V10 and the use of the corresponding location tool. This project will provide assistance to law enforcement agencies with other TraCS-related software and hardware issues and provide helpdesk services.</p>	164HE	200,000
HE-04	<p>TraCS Citation/ Adjudication Data Transfer (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds for a data exchange pilot project between the Dona Ana County Sheriff's records management system and the Dona Ana County Magistrate Court's Odyssey (court records management) system. Architecture from the Dona Ana pilot project will be used in the development of a data exchange project between the Albuquerque Police Department's records management system and the Bernalillo County Metro Court's Odyssey system.</p>	164HE	250,000
HE-05	<p>Statewide Traffic Records System Data Center (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funding for the full development of the Statewide Traffic Records System Data Center which will serve as a data repository/distribution center to capture, store, transmit and analyze relevant traffic records data from law enforcement, the courts and MVD, as well as roadway and location data.</p>	164HE	500,000
HE-06	<p>TraCS Upgrade Software (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds to purchase TraCS Version 10 to upgrade software for all current TraCS users. This also includes providing the upgrades to all law enforcement that are currently utilizing TraCS. Other law enforcement agencies may be added as time and resources permit.</p>	164HE	200,000

HE-07	Crash System Improvement (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds resources, software and hardware for the redesign of the State crash database to include: an update to the NM uniform crash report, re-write of the TraCS Crash report to NM data standards, form and business process training, TraCS location tool development, database build (replace current ARCS), electronic data collection through the Statewide Traffic Records System Data Center, and the development of a data analysis tool to conduct ad hoc queries and produce standard reports.	164HE	300,000
HE-08	TraCS Equipment (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds to law enforcement and other partner agencies for equipment necessary to implement their use of TraCS.	164HE	200,000
HE-09	EMS Data Quality Improvements (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> In collaboration with the New Mexico EMS Bureau, develop mechanisms to improve the quality, timeliness, accuracy, completeness and consistency of EMS data. Develop a plan to link EMS data, trauma registry data and hospital inpatient discharge data with the NMDOT crash data, per NHSTA recommendations.	164HE	65,000
HE-10	Traffic Safety Project Management -FTE (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds to provide IT support to develop, implement and integrate traffic safety-related information technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training are included.	164HE	75,000
HE-11	TR Coordinating Committee Meetings and Administration (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds for administrative support to organize and maintain relevant documentation of the Traffic Records Coordinating Committee and the Executive Oversight Committee meetings, and any traffic records subcommittee meetings.	164HE	20,000
HE-12	AASHTO Safety Manual (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds to purchase current versions of relevant highway safety manuals. Manuals will be used as references for the design and development of traffic records strategic initiatives.	164HE	1,000
HE-13	TR Strategic Plan Development (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds for a contractor to assist in the development of New Mexico's Traffic Records Strategic Plan. The contractor will provide expert guidance on best-practices and help develop plans that incorporate recommendations from State assessments conducted by NHTSA, Federal Highway Administration and Federal Motor Carrier Safety Administration State assessments into the Strategic Plan.	164HE	40,000

HE-14	Out-of-State Travel (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds travel for federally mandated trainings, as well as training necessary for efficient management of traffic records projects.	164HE	15,000
HE-15	Vehicle Registration Bar Code Project (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds a project with the NM Taxation and Revenue Department, Motor Vehicle Division to include a bar code on the New Mexico vehicle registration document. This will allow for electronic capture of vehicle registration data on crash reports, traffic citations and other reports generated by law enforcement agencies via use of a bar code scanner.	164HE	50,000
HE-16	Crash Fatality Electronic File System <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Create and maintain an electronic file for the State's crash fatality reports, to include the crash report, OMI report, State Lab toxicology report, and the death certificate. All reports for each crash fatality case will be scanned into the system from 2009 forward.	164HE	10,000
TR-01	Traffic Safety Problem Identification and Information <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds a contract with UNM/ DGR to provide advanced data analysis using data merging techniques to identify problem locations and conditions. This information is disseminated through a series of reports aimed at informing traffic safety partners, leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and assists the department in updating its traffic crash database capabilities. DGR provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.	408	450,000
TR-02	Data Entry Project - UNM <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds to provide IT Application Development (Programmer) for traffic safety related information technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training are included. <i>Additional Funds:</i> <i>RF-06 State Road funds \$210,000</i> <i>Total funding for this project = \$260,000</i>	408	50,000

State Funds

RF-06 Data Entry Project - UNM (TR) **RF 210,000**
Monitored by Yolanda Duran
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records
 Funds to provide IT Application Development (Programmer) for traffic safety related information technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training are included.
Additional Funds:
TR-02 408 Federal funds \$50,000
Total funding for this project - \$260,000

Traffic Records: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
TR-01	TS Problem Identification and Information	450,000	408
TR-02	Data Entry Project	50,000	408
408 Total		500,000	
HE-01	TraCS Maintenance and Support-Southern NM	200,000	164HE
HE-02	STRS Project Management	200,000	164HE
HE-03	TraCS Maintenance and Support-Northern NM	200,000	164HE
HE-04	TraCS Citation/ Adjudication Data Transfer	250,000	164HE
HE-05	Distribution Center Full Development	500,000	164HE
HE-06	TraCS Upgrade Software	200,000	164HE
HE-07	Crash System Improvement	300,000	164HE
HE-08	TraCS Equipment	200,000	164HE
HE-09	EMS Data Quality Improvements	65,000	164HE
HE-10	TS Project Management-FTE	75,000	164HE
HE-11	TR Coordination Committee Meetings-Admin	20,000	164HE
HE-12	AASHTO Safety Manual	1,000	164HE
HE-13	TR Strategic Plan Development	40,000	164HE
HE-14	Out-of-State Travel	15,000	164HE
HE-15	Vehicle Registration Bar Code Project	50,000	164HE
HE-16	Crash Fatality Electronic File System	10,000	164HE
164HE Total		2,326,000	
Total NHTSA Funds		2,826,000	

Pedestrian and Bicyclist Safety Program Area

Overview

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

The Pedestrian and Bicyclist Safety Program addresses the need to reduce the number of pedestrian crashes in New Mexico, and to encourage walking and biking as comfortable, accessible, safe and efficient modes of transportation. This is accomplished through community-based interventions that are guided by pedestrian injury data specific to individual communities.

Pedestrian safety community-based projects 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 implement 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/ Projects

Urban Pedestrian Law Enforcement Operations

Administered by the UNM Emergency Medicine Center for Injury Prevention Research and Education (CIPRE) and funded by TSD, this one year project will target communities that have high pedestrian fatalities and crashes.

The law enforcement operation will be conducted in the city of Albuquerque, Gallup, Santa Fe and Las Cruces during the fall, spring and summer season. The operation consists of a uniform or undercover officer attempting to cross the street at a marked crosswalk and observing motorist compliance. If the motorist does not comply (stop/yield to the pedestrian), the uniform or undercover officer notifies other law enforcement officers located down the street to stop the motorist and issue an appropriate citation. The operations are high-visibility enforcement campaigns aimed at reducing the number of turn-conflict related pedestrian crashes. The UNM CIPRE will provide information and educational handouts to the officers to distribute to pedestrians and motorists during the operations.

Community-based Projects/ Public Awareness Campaigns

With the help of stakeholder agencies, public awareness of pedestrian safety is created via news conferences, pedestrian and driver safety tip brochures, pedestrian safety education videos, letters to the editor, public meetings, and response to media requests for information and interviews. Safer New Mexico Now maintains a clearinghouse for information and education regarding pedestrian safety. In addition, the UNM CIPRE provides pedestrian safety information through its website.

In FFY13, TSD and its Pedestrian Safety contractors will work with pedestrian safety advocates to accomplish the following:

- Work with middle schools in San Juan and McKinley counties to conduct a pedestrian safety poster contest. The winner's poster will be printed and distributed to elementary, middle and high schools, and charter schools and throughout local communities.
- Continue to run PSAs in English and Navajo language on railway/ pedestrian safety in San Juan and McKinley counties.
- Continue to run 'Look For Me' PSAs statewide.
- Continue to provide 'Look For Me' bookmarks to driver education instructors to distribute to students.
- Provide funding for 'Look For Me' bus wraps in Albuquerque, Santa Fe, Gallup and Las Cruces.

Walk to School Day

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

Problem ID

Data from 2010 New Mexico Crash Book

- ❖ Pedestrian crashes accounted for 33 pedestrian deaths and 338 injured persons in 2010. New Mexico had a 2010 pedestrian fatality rate per 100,000 persons of 1.65, compared to the National rate of 1.30. New Mexico's pedestrian fatalities decreased from 39 in 2009 to 33 in 2010. Pedestrians and bicyclists accounted for 12 percent of all motor vehicle crash deaths in New Mexico.
- ❖ In New Mexico, 56 percent of pedestrian fatalities involved alcohol, and in 100 percent (19 of 19) of those cases, the pedestrian was alcohol-involved. In 2010, 12 percent of pedestrian injuries involved alcohol, and in 83 percent (39 of 47) of those cases, the pedestrian was alcohol-involved. There are likely some cases where the driver was also alcohol-involved, but these are a relatively small number.
- ❖ There were 9 bicyclist deaths in 2010, compared to 3 in 2009 and 7 in 2008. The number of injured persons decreased from 281 in 2009 to 280 in 2010.
- ❖ Pedalcyclists in crashes were five times more likely to be male than female.

2011 Preliminary Data from State Crash File

- ❖ Pedestrian crashes accounted for 44 pedestrian fatalities and 333 injured persons in 2011. New Mexico had a 2011 pedestrian fatality rate per 100,000 persons of 2.11, compared to the National rate of 1.38.
- ❖ In New Mexico, 52.3 percent of pedestrian fatalities involved alcohol, and in 36.4 percent (16 of 44) of those cases, the pedestrian was alcohol-involved. In 2011, 13.2 percent (44 of 333) of pedestrian injuries (ABC) involved alcohol, and in 80 percent (35 of 44) of those cases, the pedestrian was alcohol-involved. There are likely some cases where the driver was also alcohol-involved, but these are a relatively small number.

- ❖ Teen and adult males from 15-54 years of age are the highest-risk group for pedestrian deaths. In 2011, 54.5 percent of pedestrian deaths were among males ages 15-54, and 54.2 percent of these involved alcohol.
- ❖ There were 4 bicyclist deaths in 2011, compared to 9 in 2010 and 3 in 2009. The number of persons injured decreased from 281 in 2010 to 271 in 2011.

Performance Measure

- 1) Limit the number of pedestrian fatalities to 43* by the end of CY2012. *There were 33 pedestrian fatalities in CY2010, but preliminary data show that as of July 31, 2012, New Mexico already has 37 pedestrian fatalities in CY2012.

Strategies

- #1 - Support law enforcement pedestrian safety activities by:
 - a) providing funds to conduct law enforcement blitzes at or near marked intersections in Albuquerque, Gallup, Las Cruces and Santa Fe.
- #2 - Create a high-visibility pedestrian safety awareness campaign that targets drivers, pedestrians and the general public by:
 - a) funding the cost of bus wraps on transit buses in Albuquerque, Gallup, Las Cruces and Santa Fe; and
 - b) running public service announcements (PSAs) on pedestrian safety statewide.
- #3 - Increase pedestrian safety awareness by:
 - a) running a pedestrian safety PSA in McKinley and San Juan counties;
 - b) working with middle schools in the McKinley and San Juan counties on a pedestrian safety and awareness poster contest;
 - c) continuing to update the UNM CIPRE website on pedestrian safety awareness, activities and events; and
 - d) distributing pedestrian awareness bookmarks to driver education classes statewide.

Pedestrian/ Bicyclist Safety Project Descriptions and Budget Amounts

Federal Funds

PS-01	Pedestrian Safety	402	130,000
	<i>Monitored by Juliet Armijo</i>		
	<i>Aligns with 2010 CTSP Emphasis Area: 10. Special Users</i>		
	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 through PSAs, bookmarks and bus wraps. Provides funding to law enforcement to conduct blitzes at or near marked intersections where police will only warn or cite drivers if a pedestrian has completely entered the crosswalk.		
	Additional funds:		
	<i>RF-07 State Road funds \$20,000</i>		
	<i>Total funding for this project = \$150,000</i>		

State Funds

RF-07	Pedestrian Safety (PS)	RF	20,000
	<i>Monitored by Juliet Armijo</i>		
	<i>Aligns with 2010 CTSP Emphasis Area: 10. Special Users</i>		
	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 through PSAs, bookmarks and bus wraps. Provides funding to law enforcement to conduct blitzes at or near marked intersections where police will only warn or cite drivers if a pedestrian has completely entered the crosswalk.		
	Additional funds:		
	<i>PS-01 402 Federal funds \$130,000</i>		
	<i>Total funding for this project = \$150,000</i>		

Pedestrian/ Bicyclist Safety: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Budget Amt	Source
PS-01	Pedestrian Safety	130,000	402
Total NHTSA Funds		130,000	

Motorcycle Safety Program Area

Programs/ Projects

Motorcycle Training Program

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

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

In CY2011, motorcycle training was offered to 2,381 individuals, with 1,926 completing training. The slight increase in training numbers, both scheduled and attended, most likely reflects the somewhat positive upturn in the economy in 2011. Although still below our highest attendance in 2008, there is a slight overall improvement over the last calendar year. Planned improvements for the upcoming year include the purchase of new training motorcycles, motorcycle storage facilities and other site improvements for the program.

Year	Students Scheduled Annually	% Change from Previous Year	Students Trained Annually	% Change from Previous Year	Active Sites	Active Rider Coaches
2007	3,576	-7.5%	3,092	-3%	14	73
2008	4,688	+23%	3,509	+12%	13	72
2009	3,173	-32.3%	2,879	-18%	13	68
2010	2,103	-33.7%	1,789	-37.9%	13	60
2011	2,381	+13.2	1,926	+7.6%	12	60

Motorcycle Safety Awareness

In May 2012, NMDOT and the New Mexico Motorcyclist Rights Organization sponsored a 'Sharing the Road' motorcycle safety awareness event in Albuquerque's Balloon Fiesta Park. Materials were distributed including posters, brochures, key chains and bags.

The New Mexico Broadcasters Association ran 'I Never Saw Him' radio and television spots throughout the State from January through September 2012. NMBA provides a 2-to-1 return on investment.

Problem ID

Data from 2010 New Mexico Crash Book

- ❖ In 2010, 77 percent of motorcyclists in crashes were either killed or injured.
- ❖ The highest contributing factors in fatal motorcycle crashes were alcohol/ drug involvement (38.5%) and excessive speed (28.2%). These two factors accounted for 67% of fatal crashes.
- ❖ Among males, drivers or riders aged 20-29 were most likely to be involved in a motorcycle crash (26%), followed by those 45-54 (19%). Among females, 37 percent were between the ages of 15 and 29.
- ❖ Males are 4.4 times more likely to be involved in a motorcycle crash than females and 3.5 times more likely to die in a motorcycle crash than females.
- ❖ In 2010, 98% of motorcyclists (drivers/ riders) in crashes were not wearing a helmet, up from 90 percent in 2009. Among those killed in crashes, none were wearing a helmet.

2011 Preliminary Data from State Crash File

- ❖ In 2011, there were 1,350 motorcycles in crashes, up from 1,258 in 2010; 53 motorcycles were involved in fatal crashes, with 48 riders (drivers and passengers) killed and 1,078 riders injured; 23 of the 48 fatalities were alcohol-involved (48%).
- ❖ In 2011, among motorcyclist fatalities, only 12.5 percent of riders were wearing helmets (from NM fatallog).
- ❖ In 2011, the fatality rate per 1,000 motorcycles registered was 0.88, up from 0.75 in 2010. The injury rate in 2011 was 20.2 up from 19.6 in 2010.*
**the number of registered motorcycles for 2011 is estimated*

Performance Measures

- 1) Maintain the number of motorcyclist fatalities at 39 from CY2010** to the end of CY2012.
*** CY2010 motorcyclist fatalities = 39*
- 2) Maintain the number of unhelmeted motorcyclist fatalities at 37 from CY2010*** to the end of CY2012. **** CY2010 unhelmeted motorcyclist fatalities = 37*

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-01	Motorcycle Safety Information and Education <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users</i> Funds used to enhance the existing Motorcycle Safety Training Program (Share the Ride Program) by providing increased training, education, public awareness and training materials. Funds will also be used for motorcycle safety media messages. This project is part of the qualifying criteria for the Section 2010 Motorcycle Programs grant application.	2010	100,000
MC-02	Motorcycle Safety Equipment <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users</i> Funds used to purchase up to 15 motorcycles and three storage units for the New Mexico Motorcycle Safety Program. The motorcycles and the storage units are part of improving the quality of the overall training program and will replace outdated and unsafe motorcycles utilizing a replacement schedule.	2010	50,000

State Funds

MC-03	Motorcycle Safety Training Program (MC) <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 12. Young Driver Crashes</i> Funds to administer a quality motorcycle safety training program through a contract with the Motorcycle Safety Foundation.	Fund 8	139,000
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Motorcycle Safety: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
MC-01	Motorcycle Safety Information and Education	100,000	2010
MC-02	Motorcycle Safety Equipment	50,000	2010
Total NHTSA Funds		150,000	

Media and Marketing Program Area

Overview – Problem ID

New Mexico is committed to providing high levels of media and public information to correspond with its programs in the areas of alcohol/ impaired driving and other traffic enforcement activities, occupant protection, pedestrian/ bicyclist safety, motorcyclist safety and driver education. Media and public information efforts have been very effective, particularly in areas such as impaired driving, occupant protection, and pedestrian/ bicyclist safety. NMDOT will continue to provide media messaging and public information on speeding and distracted driving.

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

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

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

Assessment and Tracking of Paid Media

164 Funds - Alcohol/ Impaired Driving Media Campaigns

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

Strategies

- #1** - Develop and disseminate alcohol-impaired, occupant protection, motorcycle safety, speeding, distracted driving and underage drinking prevention media messages.
- #2** - Develop and coordinate earned media (news) initiatives to maximize paid media and enforcement campaigns.
- #3** - Develop and/or implement strategies to decrease Navajo and tribal member fatalities and injuries through media and public information.
- #4** - Continue dissemination of collateral and earned media information through advocacy groups and county safety agencies.

Media and Marketing Project Descriptions and Budget Amounts

Federal Funds

AL-16	<p>DWI Creative Design and Production (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education</i> Funds the costs to produce television, radio and other messages related to DWI/ Impaired driving enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong DWI enforcement and deterrence messages targeting the high-risk populations including Hispanics and American Indians. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.</p>	164AL	700,000
AL-17	<p>DWI Media Placement (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education</i> Funds paid media during the DWI Superblitz Mobilizations conducted throughout the year and the NHTSA National DWI Crackdown. Funds individual television and radio stations to air strategically placed DWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the DWI traffic safety message. Activities will include strong enforcement and deterrence ads and messages targeting the high-risk populations, including Hispanics and American Indians. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.</p>	164PM	1,200,000
AL-18	<p>DWI Media Placement Management (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Funds a contractor to facilitate development of media contracts and review invoices prior to having TSD financial personnel process them. This person will work with a marketing firm to place and monitor all alcohol-related paid media and sustained media to ensure that the alcohol/ DWI-related portion of NMDOT's media plan is executed and that TSD receives the alcohol/ DWI-related ad placement as outlined in relevant media contract specifications. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.</p>	164AL	230,000
OP-05	<p>Click It or Ticket Paid Media <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education</i> Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the national Click it or Ticket Campaign.</p>	405	100,000

State Funds

<p>DPE-01 UAD Prevention Creative Design and Production (AL) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i></p>	<p>Funds a statewide media campaign targeted at youth from ages 10 to 18, and/or their parents, to discuss the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.</p>	<p>Fund 10</p>	<p>300,000</p>
<p>EE-02 General Creative and Production (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i></p>	<p>Develop informational and educational pro-active marketing and media campaigns that achieve high public awareness of enforcement and education efforts statewide. Use marketing and media strategies to target effective messages to those who are most likely to drink and drive, not use occupant restraints and engage in other risky driving behavior. Funds the costs to create and produce television, radio and other messages related to traffic safety issues.</p>	<p>E&E</p>	<p>200,000</p>
<p>EE-03 General Paid Media (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i></p>	<p>Funds paid media during a major summer traffic safety effort, to include messages that pertain to increasing seatbelt use, child restraint use, speeding and distracted driving.</p>	<p>E&E</p>	<p>350,000</p>

Media & Marketing: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
AL-16	DWI Creative Design and Production Media	700,000	164AL
AL-18	DWI Media Placement Management	230,000	164AL
164AL Total		930,000	
AL-17	DWI Media Placement	1,200,000	164PM
164PM Total		1,200,000	
OP-05	Click It or Ticket Paid Media	100,000	405
405 Total		100,000	
Total NHTSA Funds		2,230,000	

Driver Education and Safety Program Area

Overview

The Traffic Safety Division strives to influence the behavior of drivers on New Mexico's roadways through information dissemination and educational efforts. TSD sponsors and participates in traffic safety forums, conferences, task forces, seminars and training events to help coordinate public and private sector involvement in traffic safety issues. Media activities, public information and educational campaigns, primarily focused on occupant protection and DWI, coincide with National and local events and enforcement operations. Additional public awareness and educational activities are developed for pedestrian, safety corridor, speeding, distracted driving and other selective traffic enforcement programs.

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

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

Programs/ Projects

Driver Education Schools

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

New Mexico's Graduated Driver's License (GDL) law has been in effect since 2000. Driver education schools start the GDL three-stage system. Teens are issued an instructional permit and must hold the permit for six months before applying for a provisional license. These youth are required to have supervised driving practice to progress to the next licensing stage. Instructional permit holders advance to a provisional permit, which must be held for 12 months. Passenger and nighttime restrictions during this provisional stage lowers 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.

In 2011, updates to the GDL law came into effect. For those under age 18 with an instructional permit or provisional license, the legislation added 30 days of driving for each traffic violation the driver incurs, before they can receive a driver's license. Traffic violations include not using a seatbelt, using a cell phone and alcohol infractions.

DWI Awareness Classes

The TSD is responsible for ensuring that adult learning techniques are incorporated into a curriculum designed to raise awareness about the dangers of drinking and driving. All first-time licensees in New Mexico between the ages of 18 and 24 are required to take a DWI Awareness class.

DWI Awareness classes are offered as an independent study course and are available by mail or may be completed on-line at www.nonefortheroad.org. Class materials include a student manual and a video, available in both English and Spanish. Individuals who successfully complete the DWI Awareness class receive a completion certificate that allows them to apply for a New Mexico driver's license.

Driving Safety Schools

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

DWI Schools

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

TSD funds a contractor to annually revise and update the statewide DWI School curriculum. The contractor also conducts an anonymous survey to determine student learning and satisfaction with the school. In 2011, the results from anonymous student evaluations were as follows:

- 88% rated the program as good or excellent
- 74% said they learned a lot from the course
- 98% said what they learned in the course would be useful to them in the future
- 96% rated their instructor as good or excellent
- 99% felt the program helped them make a change in their behavior
- 89% felt the program helped them make a change in their drinking and driving behavior

Number of Individuals Trained CY2011

PROGRAM	NUMBER OF STUDENTS
Novice Driver Education	9,015
DWI Awareness	10,826
Driver Safety/ Defensive Driving	8,485
DWI School	5,940

Problem ID

Data from 2010 New Mexico Crash Book

Many drivers engage in risky behaviors that can lead to motor vehicle crashes, fatalities and injuries. Risky behaviors include driving while under the influence of alcohol or drugs, speeding or inattention/distracted driving. Some people lack appropriate driving skills or do not know the 'rules of the road.' The top contributing factors for crashes in New Mexico were driver inattention (24%), failure to yield (14%) and following too closely (12%). The top contributing factors for fatalities were alcohol/ drug-involved (42%), driver inattention (13%) and excessive speed (12%). National and local statistics confirm that novice drivers are more likely to be involved in crashes compared to all other drivers.

TEENS, AGED 15-19

- ❖ In 2010, there were 44 teens (15-19) killed in crashes compared to 34 in 2009. The number of males killed in crashes increased by 42 percent, while the number of females killed increased by only 0.08 percent.
- ❖ Thirty-five percent of teens (15-19) killed in crashes were not wearing a seatbelt.
- ❖ Teen drivers (15-19) are most often in crashes between the hours of 2 p.m. and 5 p.m.
- ❖ Teen drivers (15-19) were significantly more likely to be in a crash compared to other age groups – There were 177 drivers aged 15-19 in crashes per 1,000 licensed drivers aged 15-19. In comparison, overall there were 42 drivers in crashes per 1,000 licensed drivers in New Mexico.
- ❖ Teen males are more than twice as likely as teen females to be killed in a crash.

YOUNG ADULTS, AGED 20-24

- ❖ In 2010, there were 38 young adults (20-24) killed in crashes compared to 46 in 2009. The number of males killed in crashes decreased by 26 percent, while the number of females killed increased by 0.09 percent.
- ❖ Forty-seven percent of young adults (20-24) killed in crashes were not wearing a seatbelt.
- ❖ Young adult drivers (20-24) are most often in crashes between the hours 12 p.m. and 6 p.m.
- ❖ Twenty-two percent of all alcohol-involved drivers in crashes were young adults (20-24). The number of alcohol-involved young adult drivers in crashes decreased by 19.2 percent in 2010 from 2009.

Of New Mexico's 11,614 DWI convictions in 2010, 65 percent were first-time DWI convictions. In New Mexico, all first-time DWI convicted offenders are required to attend DWI School.

Of the approximately 265,132 traffic conviction violations recorded in 2010,* 45 percent were for speeding. Another 22 percent were for no seatbelt use, no license, DWI, not stopping/ yielding, driving on suspended or revoked license or open container. In New Mexico, courts may require a driver to attend Driving Safety School based on a conviction for a penalty assessment misdemeanor or any other misdemeanor committed while driving.

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

2011 Preliminary Data from State Crash File

- ❖ Teens (15-19) accounted for 11.4 percent of all drivers in crashes, 6.2 percent of all traffic deaths and 11.9 percent of all injuries, although they comprise only 4.4 percent of all licensed

drivers. Male teenagers died in crashes almost twice as often as female teens (1.75 males for every 1 female), and 32 percent of teen crash deaths involved alcohol (someone was drunk, but not necessarily the teen killed).

- ❖ Young adults (20-24) accounted for 14.7 percent of all drivers in crashes, but comprise only 8.4 percent of New Mexico drivers. Young adult males died in crashes three times as often as young adult females (exactly 3 males for every 1 female), and 63 percent of young adult crash deaths involved alcohol (someone was drunk, but not necessarily the young adult killed).

Strategies

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

- a) providing funds for the Safer Injury Prevention Resource Center to produce and distribute brochures, posters and promotional items on driver education, DWI prevention and motorcycle safety; and
- b) assisting with the development and implementation of a NMDOT media and marketing plan.

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

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

Driver Education Project Descriptions and Budget Amounts

Federal Funds

DE-01	Partner Information and Training <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides for participation by New Mexico traffic safety partners in training events, conferences, task forces and seminars to develop their skills and knowledge in traffic safety program issues.	402	25,000
DE-02	Research and Material Development <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Prepare, print, and distribute traffic safety materials and reports used for public information and education, or promotion of program activities. Conduct research for TSD and update materials as needed.	402	60,000
DE-03	Traffic Safety Information Clearinghouse <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides for clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speeding, graduated licensing and other traffic safety programs and issues. Additional funds: AL-26 164AL Federal funds \$200,000 OP-03 402 Federal funds \$140,000 Total funding for this project = \$470,000	402	130,000
DE-04	Traffic Safety Resource Prosecutor <i>Monitored by Lolita Martinez</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law and other traffic safety issues, including updates or changes to local, state or Federal laws. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application. Additional funds: AL-24 164AL Federal funds \$66,500 Total funding for this project = \$116,500	402	50,000
DE-05	TSD Employee Out-of-State Travel <i>Monitored by Michael Sandoval</i> Provides funds for TSD and other NMDOT employees to attend out-of-state training or seminars.	402	35,000
DE-06	Non-Commercial Sustaining Announcements/ Media Training <i>Monitored by Juliet Armijo</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides for non-paid media (non-commercial sustaining announcements - NCSAs) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities. Additional funds: RF-08 State Road funds \$30,000 Total funding for this project = \$200,000	402	170,000

DE-07 Traffic Safety Awareness Survey 402 50,000
Monitored by Michael Sandoval
 This is part of the GHSA/NHTSA agreement to conduct an annual survey nationwide, with standard questions. Provides funds for an attitude survey to be conducted in accordance with this NHTSA/ GHSA agreement

State Funds

DI-01 State-Mandated Programs – UNM DCE (DE) Fund 9 285,000
Monitored by Franklin Garcia
Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes
 Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Division policies and procedures. Provides funding to assist with updates to existing Department regulations, as necessary.
Additional funds:
RF-04 State Road funds \$315,000
Total funding for this project = \$600,000

D1-02 DWI School Curriculum (DE) Fund 9 60,000
Monitored by Franklin Garcia
 Funding provides for a standardized curriculum for the State-mandated DWI Education Program.

RF-04 State-Mandated Programs - UNM DCE (DE) RF 315,000
Monitored by Franklin Garcia
Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes
 Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Division policies and procedures. Provides funding to assist with updates to existing Department regulations, as necessary.
Additional funds:
DI-01 State Fund 9 \$285,000
Total funding for this project = \$600,000

RF-08 Non-Commercial Sustaining Announcements/ Media Training (DE) RF 30,000
Monitored by Juliet Amijo
Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education
 Provides for non-paid media (non-commercial sustaining announcements - NCSAs) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities.
Additional funds:
DE-06 402 Federal funds \$170,000
Total funding for this project = \$260,000

Driver Education: NHTSA Federal Budget Summary

Project Number	Project Title	Budget Amt	Budget Source
DE-01	Partner Information and Training	25,000	402
DE-02	Research and Material Development	60,000	402
DE-03	Traffic Safety Information Clearinghouse	130,000	402
DE-04	Traffic Safety Resource Prosecutor	50,000	402
DE-05	Out-of-State Travel - TSD Employees	35,000	402
DE-06	NCSAs - Media Training	170,000	402
DE-07	Traffic Safety Awareness Survey	50,000	402
402 Total		520,000	
Total NHTSA Funds		520,000	

Planning and Administration

Problem ID

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

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

Performance Measures

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

Strategies

- #1** - Increase communication and cooperation among agencies in order to prevent and reduce traffic related deaths and injuries by:
- a) involving traffic safety partners and advocates in the HSPP development process;
 - b) maintaining partnerships with traffic safety advocate agencies, including: Administrative Office of the Courts, Department of Public Safety, local law enforcement, AAA, Safer New Mexico Now, Mothers Against Drunk Drivers, DGR/ UNM, Department of Health, Department of Finance and Administration/ Local Government Division, Motor Transportation, Motor Vehicle Division, NHTSA, FHWA and FMCSA;
 - c) developing and distributing the HSPP and the Annual Report; and
 - d) coordinating HSPP strategies with CTSP strategies.
- #2** - Support sound and fiscally responsible planning and financial management practices by:
- a) developing and implementing well documented procedures and processes for compliance with all applicable laws, regulations and management policies;
 - b) submitting grant applications to support TSD programs;
 - c) updating the TSD procedures and financial processes manuals, as necessary;
 - d) processing contractor reimbursements and contractor invoices within 30 days of receipt;
 - e) submitting draw-downs through the NHTSA grants tracking system on a monthly basis; and
 - f) providing traffic safety contractors technical assistance in program management and financial accountability of their contracts.

Planning and Administration Project Descriptions and Budget Amounts

Federal Funds

PA-01	Financial Management - FTE <i>Monitored by Michael Sandoval</i> Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all functions related to managing NHTSA funding through the Grant Tracking System (GTS).	402	100,000
PA-02	HSPP, Grant and Technical Writing Services <i>Monitored by Michael Sandoval</i> A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, the annual report, and provide technical writing assistance, as necessary. Additional funds: <i>EE-04 State E&E funds \$30,000</i> Total funding for this project = \$90,000	402	60,000

State Funds

EE-04	HSPP, Grant and Technical Writing Services (P&A) <i>Monitored by Michael Sandoval</i> A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications and provide technical writing assistance, as necessary. Additional funds: <i>PA-02 402 Federal funds \$60,000</i> Total funding for this project = \$90,000	E&E	30,000
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Also see AL-35 Impaired Driving Program Management in the Alcohol/ Impaired Driving Program Area on page 33; OP-04 Occupant Protection Program Management in the Occupant Protection Program Area on page 50; and PT-03 Police Traffic Services Program Management in the Police Traffic Services Program Area on page 56.

Planning and Administration: NHTSA Federal Budget Summary

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

FFY2013 PROJECT DESCRIPTIONS

NHTSA FEDERAL FUNDS

AL-01	<p>FTE Law Enforcement Officers <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education</i> Funds nine full-time law enforcement officers in three high-risk counties. These officers in the Farmington Police Department, McKinley SO and Rio Arriba SO are focused exclusively on DWI enforcement. This project provides funding for salaries and benefits, training, travel, supplies and DWI-related equipment specifically aimed at increasing high-visibility enforcement through checkpoints and saturation patrols. Law enforcement officers will partner with other law enforcement agencies within their geographic areas for high-visibility DWI mobilizations.</p> <p>NMDOT/ TSD will evaluate the impact of this project in each of the counties to assess where the support has had the greatest impact and where need still exists. NMDOT and law enforcement agencies will work to develop plans to provide ongoing support of these positions, as warranted.</p>	164AL	600,000
AL-02	<p>Operation DWI <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans</i> Funds overtime enforcement and alcohol countermeasure equipment for the Operation DWI checkpoint and DWI saturation patrol program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 60 agencies statewide (minimum 85% of the State's population). This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.</p>	164AL 410	1,800,000 500,000
AL-03	<p>Expanded DWI Enforcement - State Police <i>Monitored by Mike Quintana</i> <i>Aligns with 2010 CTSP Emphasis Area 2 Alcohol/ Impaired Driving</i> Provides funds to the State Police for expanded enforcement efforts, including overtime for DWI saturation patrols, DWI court appearances and for specialized equipment to assist with DWI arrests. This project does not fund non-alcohol/ impaired driving activities and equipment such as radar.</p>	164AL	300,000
AL-04	<p>DWI Task Force - McKinley County <i>Monitored by Judith Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans</i> Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints, saturation patrols and overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, McKinley County SO and Navajo Nation Department of Public Safety. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project.</p>	164AL	300,000

AL-05	<p>Alcohol Compliance Enforcement and Warrant Roundups <i>Monitored by Mike Quintana</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides funds to the NM Department of Public Safety for Special Investigations Division to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order.</p> <p>Provides funds to the NM Department of Public Safety-Special Investigations Division to conduct compliance checks at establishments serving or selling alcohol and to conduct underage enforcement sting operations. The Special Investigations Division will focus on enforcing New Mexico's fourth-degree felony law against providing or purchasing alcohol for minors. In New Mexico, on a third offense of sale of liquor to a minor, the liquor establishment is fined \$10,000, and the liquor license is revoked.</p>	164AL	100,000
AL-07	<p>Liquor Control Act Compliance <i>Monitored by Dave Lapington</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving</i> Funds two FTEs with the Regulation and Licensing Department to assist with processing Liquor Control Act citations issued for serving to intoxicated persons and serving or selling to minors. In CY2011, the Regulation and Licensing Department issued 232 citations to licensees and 158 to servers. Data on the citations is provided to TSD.</p>	164AL	90,000
AL-08	<p>DWI/ Drug Courts - AOC <i>Monitored by Lolita Martinez</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides funds to assist New Mexico courts to maintain their DWI-specific Drug Courts, to include: support for DWI/ Drug Court Coordinator(s), part-time staff, travel and related costs, drug testing kits and drug confirmation tests. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.</p>	410	300,000
AL-09	<p>Supervised Probation Expansion - Metro Court <i>Monitored by Franklin Garcia</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds two full-time individuals whose time is dedicated to providing supervision and monitoring eligible first-time DWI offenders convicted in the Bernalillo County Metropolitan Court and to assist, as available, monitoring the compliance of other DWI offenders with orders for an ignition interlock. This project is focused on high-risk first time offenders that are currently placed on unsupervised probation.</p>	164AL	117,000
AL-10	<p>#DWI/ Drunkbusters Hotline - APD <i>Monitored by Cindy Abeyta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides overtime enforcement patrol funding to the Albuquerque Police Department (APD) to respond to Drunk Busters hotline calls in all four quadrants of the city. Results of the activity are reported back to the State. The Albuquerque area receives the majority of the Drunkbusters Hotline calls.</p>	164AL	75,000

AL-11	Vehicle Seizure Expansion - City of Santa Fe <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides seed money to fund a prosecutor and a paralegal at the City of Santa Fe to focus on DWI vehicle seizure cases. This funding is to assist with the implementation of the new vehicle seizure ordinance. It is expected that by next year, this funding will be reduced and/or eliminated, and the program will be self-supporting based upon auction of seized vehicles.	164AL	120,000
AL-16	DWI Creative Design and Production (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education</i> Funds the costs to produce television, radio and other messages related to DWI/ impaired driving enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong DWI enforcement and deterrence messages targeting the high-risk populations including Hispanics and American Indians. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.	164AL	700,000
AL-17	DWI Media Placement (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 7. Native Americans, and 9. Public Information and Education</i> Funds paid media during the DWI Superblitz Mobilizations conducted throughout the year and the NHTSA National DWI Crackdown. Funds individual television and radio stations to air strategically placed DWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the DWI traffic safety message. Activities will include strong enforcement and deterrence ads and messages targeting the high-risk populations, including Hispanics and American Indians. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.	164PM	1,200,000
AL-18	DWI Media Placement Management (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Funds a contractor to facilitate development of media contracts and review invoices prior to having TSD financial personnel process them. This person will work with a marketing firm to place and monitor all alcohol-related paid media and sustained media to ensure that the alcohol/ DWI-related portion of NMDOT's media plan is executed and that TSD receives the alcohol/ DWI-related ad placement as outlined in relevant media contract specifications. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.	164AL	230,000
AL-21	Training on BAC Testing - Scientific Labs Division <i>Monitored by Cindy Abeyta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides funding for a full-time person from the NM Department of Health - Scientific Labs Division (SLD) to provide IR 8000 intoximeter (alcohol detection) training to law enforcement. The SLD provides a cooperative, comprehensive, multi-strategy program for the prevention, education, enforcement and successful prosecution of alcohol/ impaired driving at the local, district and state levels with prosecution, law enforcement and	410	77,500

community groups. They provide statistical data on alcohol/ drug-impaired driving in New Mexico in terms of overall prevalence and trends. In addition, they produce data on surviving drivers in alcohol/ impaired driving crashes and bi-weekly BAC reports on all fatal accidents. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application.

AL-22	<p>Judiciary Coordination <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> This project will go through the formal Request for Proposal process. The project will include deliverables focused on working with the judiciary to improve court processes as they relate to minimum mandatory sanctions, ignition interlock and other sentencing guidelines. This includes improving processes to aid law enforcement and district attorneys in the prosecution of DWI-related cases.</p>	164AL	200,000
AL-23	<p>Drug Recognition Expert Training <i>Monitored by Cindy Abeyta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> This funding provides training and re-certification of all DRE (Drug Recognition Expert) and ARIDE (Advanced Roadside Driving Impairment Enforcement) officers, using the NHTSA approved curriculum, to increase the number of ARIDE and DRE experts statewide.</p>	410	85,000
AL-24	<p>Traffic Safety Resource Prosecutor <i>Monitored by Lolita Martinez</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws. This project is part of the qualifying criteria for the Section 410 Alcohol Incentive grant application. <i>Additional funds:</i> <i>DE-04 402 Federal funds \$50,000</i> <i>Total funding for this project = \$116,500</i></p>	164AL	66,500
AL-25	<p>Statewide DWI Enforcement Training <i>Monitored by Franklin Garcia</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving and 7. Native Americans</i> Provides DWI information, coordination and training to law enforcement involved in DWI-related police traffic services. Provides statewide coordination and oversight of the Standard Field Sobriety Training to ensure compliance with existing training standards and procedures. Training may include SFST, conducting DWI checkpoints and electronic DWI citation data entry.</p>	164AL	270,000
AL-26	<p>Traffic Safety Information Clearinghouse <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides Traffic Safety information clearinghouse services statewide. Distributes traffic safety materials to support programs. Staffs a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project. <i>Additional funds:</i> <i>DE-03 402 Federal funds \$130,000</i></p>	164AL	200,000

OP-03 402 Federal funds \$140,000
 Total funding for this project = \$470,000

AL-27	DWI Prosecution Training <i>Monitored by Lolita Martinez</i> <i>Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, and 9. Public Information and Education</i> Provides funding to train third year law students on how to properly and efficiently prosecute DWI cases. As DWI cases become increasing complex, it is important to provide training as early as possible. This overall training program will become institutionalized within the University of New Mexico law school within one year and future funding from the Department will not be necessary.	164AL	128,000
AL-30	Ignition Interlock Database Fund <i>Monitored by Cora Herrera</i> Provides application implementation and integration services for the New Mexico Ignition Interlock Fund program. The funding will allow for the development of a web-based application to facilitate payment and reimbursement processing. Database development will allow for automation of the indigent determinations and migration of existing indigent fund data into the database. Database will provide automatic validation of interlock services of claims against information received from interlock providers.	164AL	98,000
AL-31	Law Enforcement Electronic Reporting <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area 11. Traffic Records</i> To expand and support an existing web-enabled reporting application that allows law enforcement officers to submit aggregated data on their DWI activities such as checkpoints, saturation patrols, high-visibility media campaigns and prevention initiatives. Data is reported to the NMDOT/Traffic Safety Division.	164AL	50,000
AL-32	Ignition Interlock Data Collection Project <i>Monitored by Jolyn Sanchez</i> <i>Aligns with 2010 CTSP Emphasis Area 11. Traffic Records</i> Provides for the necessary programming for the web application to accept automated data submissions from all manufacturers to be integrated into the Ignition Interlock Data Analysis Project (IIDA) database. This would allow TSD stakeholders and customers the ability to monitor ignition interlock offender compliance with court-ordered and administrative-ordered installation of an ignition interlock device in vehicles and would enable statistical analysis on the data. The project is to be implemented with procedures, staffing and resources that ensure stable continuous operation. This is not a State-mandated project.	164AL	50,000
AL-35	Impaired Driving Program Management - FTEs <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area 2. Alcohol/ Impaired Driving</i> Provides program management in the impaired driving program area to coordinate Operation DWI, Superblitzes, and other projects related to impaired driving. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to impaired-driving projects. Collaborate with the State's law enforcement liaisons and NM law enforcement agencies to increase the effectiveness and efficiency of law enforcement efforts to reduce DWI. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on	164AL	250,000

hourly timesheets, however based on past year data, approximately 42% of all time is spent on alcohol related projects. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP (OP-04), PT (PT-03), and PA (PA-01) program areas.

AL-36	Traffic Safety Law Enforcement Coordination <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued and Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes</i> Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, state and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project. <i>Additional funds:</i> <i>PT-02 402 Federal funds \$260,000</i> <i>Total funding for this project = \$500,000</i>	164AL	240,000
DE-01	Partner Information and Training <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides for participation by New Mexico traffic safety partners in training events, conferences, task forces and seminars to develop their skills and knowledge in traffic safety program issues.	402	25,000
DE-02	Research and Material Development <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Prepare, print, and distribute traffic safety materials and reports used for public information and education, or promotion of program activities. Conduct research for TSD and update materials as needed.	402	60,000
DE-03	Traffic Safety Information Clearinghouse <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides for clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speeding, graduated licensing and other traffic safety programs and issues. <i>Additional funds:</i> <i>AL-26 164AL Federal funds \$200,000</i> <i>OP-03 402 Federal funds \$140,000</i> <i>Total funding for this project = \$470,000</i>	402	130,000
DE-04	Traffic Safety Resource Prosecutor <i>Monitored by Lolita Martinez</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds a Traffic Safety Resource Prosecutor and administrative support. This includes salary, benefits, travel, administrative staff, and resources to conduct regional training to assist other prosecutors statewide regarding DWI-related case law, including updates or changes to local, state or	402	50,000

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

Additional funds:

AL-24 184AL Federal funds \$66,500

Total funding for this project = \$118,500

DE-05	<p>TSD Employee Out-of-State Travel <i>Monitored by Michael Sandoval</i> Provides funds for TSD and other NMDOT employees to attend out-of-state training or seminars.</p>	402	35,000
DE-06	<p>Non-Commercial Sustaining Announcements/ Media Training <i>Monitored by Juliet Armijo</i> Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education Provides for non-paid media (non-commercial sustaining announcements - NCSAs) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities Additional funds: RF-08 State Road funds \$30,000 Total funding for this project = \$200,000</p>	402	170,000
DE-07	<p>Traffic Safety Awareness Survey <i>Monitored by Michael Sandoval</i> This is part of the GHSA/NHTSA agreement to conduct an annual survey nationwide, with standard questions. Provides funds for an attitude survey to be conducted in accordance with this NHTSA/ GHSA agreement</p>	402	50,000
HE-01	<p>TraCS Maintenance and Support Southern NM (TR) <i>Monitored by Yolanda Duran</i> Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records Funds a contract to provide maintenance and support to the southern NM law enforcement agencies currently using TraCS. to include assistance with the transition from TraCS V7.3 to V10 and the use of the corresponding location tool. This project will provide assistance to law enforcement agencies with other TraCS-related software and hardware issues and provide helpdesk services</p>	164HE	200,000
HE-02	<p>STRS Project Management (TR) <i>Monitored by Yolanda Duran</i> Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records Funds a contract for project management services to support the Statewide Traffic Record System to establish data integration and exchange initiatives to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of crash records for the courts, MVD, law enforcement State agencies, other government entities and the general public. This also includes technical assistance in the development of a new crash collection and analysis system for the Department. This project is part of the qualifying criteria for the Section 408 Traffic Safety Information System Improvement grant application.</p>	164HE	200,000
HE-03	<p>TraCS Maintenance and Support - Central/ Northern NM (TR) <i>Monitored by Yolanda Duran</i> Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records Funds a contract to provide maintenance and support to the central and northern NM law enforcement agencies currently using TraCS. to include assistance with the transition from TraCS V7.3 to V10 and the use of the corresponding location tool. This project will provide assistance to law</p>	164HE	200,000

enforcement agencies with other TraCS-related software and hardware issues and provide helpdesk services.

HE-04	<p>TraCS Citation/ Adjudication Data Transfer (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds for a data exchange pilot project between the Dona Ana County Sheriff's records management system and the Dona Ana County Magistrate Court's Odyssey (court records management) system. Architecture from the Dona Ana pilot project will be used in the development of a data exchange project between the Albuquerque Police Department's records management system and the Bernalillo County Metro Court's Odyssey system.</p>	164HE	250,000
HE-05	<p>Statewide Traffic Records System Data Center (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funding for the full development of the Statewide Traffic Records System Data Center which will serve as a data repository/distribution center to capture, store, transmit and analyze relevant traffic records data from law enforcement, the courts and MVD, as well as roadway and location data.</p>	164HE	500,000
HE-06	<p>TraCS Upgrade Software (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds to purchase TraCS Version 10 to upgrade software for all current TraCS users. This also includes providing the upgrades to all law enforcement that are currently utilizing TraCs. Other law enforcement agencies may be added as time and resources permit.</p>	164HE	200,000
HE-07	<p>Crash System Improvement (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds resources, software and hardware for the redesign of the State crash database to include: an update to the NM uniform crash report, re-write of the TraCS Crash report to NM data standards, form and business process training, TraCS location tool development, database build (replace current ARCS), electronic data collection through the Statewide Traffic Records System Data Center, and the development of a data analysis tool to conduct ad hoc queries and produce standard reports.</p>	164HE	300,000
HE-08	<p>TraCS Equipment (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds to law enforcement and other partner agencies for equipment necessary to implement their use of TraCS.</p>	164HE	200,000
HE-09	<p>EMS Data Quality Improvements (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> In collaboration with the New Mexico EMS Bureau, develop mechanisms to improve the quality, timeliness, accuracy, completeness and consistency of EMS data. Develop a plan to link EMS data, trauma registry data and hospital inpatient discharge data with the NMDOT crash data, per NHSTA recommendations.</p>	164HE	65,000

HE-10	<p>Traffic Safety Project Management -FTE (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds to provide IT support to develop, implement and integrate traffic safety-related information technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training are included.</p>	164HE	75,000
HE-11	<p>TR Coordinating Committee Meetings and Administration (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds for administrative support to organize and maintain relevant documentation of the Traffic Records Coordinating Committee meetings, the Executive Oversight Committee meetings and any traffic records subcommittee meetings.</p>	164HE	20,000
HE-12	<p>AASHTO Safety Manual (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds to purchase current versions of relevant highway safety manuals. Manuals will be used as references for the design and development of traffic records strategic initiatives.</p>	164HE	1,000
HE-13	<p>TR Strategic Plan Development (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Provides funds for a contractor to assist in the development of New Mexico's Traffic Records Strategic Plan. The contractor will provide expert guidance on best-practices and help develop plans that incorporate recommendations from State assessments conducted by NHTSA, Federal Highway Administration and Federal Motor Carrier Safety Administration State assessments into the Strategic Plan.</p>	164HE	40,000
HE-14	<p>Out-of-State Travel (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds travel for federally mandated trainings, as well as training necessary for efficient management of traffic records projects.</p>	164HE	15,000
HE-15	<p>Vehicle Registration Bar Code Project (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds a project with the NM Taxation and Revenue Department, Motor Vehicle Division to include a bar code on the New Mexico vehicle registration document. This will allow for electronic capture of vehicle registration data on crash reports, traffic citations and other reports generated by law enforcement agencies via use of a bar code scanner.</p>	164HE	50,000
HE-16	<p>Crash Fatality Electronic File System <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Create and maintain an electronic file for the State's crash fatality reports, to include the crash report, OMI report, State Lab toxicology report, and the death certificate. All reports for each crash fatality case will be scanned into the system from 2009 forward.</p>	164HE	10,000

MC-01	<p>Motorcycle Safety Information and Education <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users</i> Funds used to enhance the existing Motorcycle Safety Training Program (Share the Ride Program) by providing increased training, education, public awareness and training materials. Funds will also be used for motorcycle safety media messages. This project is part of the qualifying criteria for the Section 2010 Motorcycle Programs grant application.</p>	2010	100,000
MC-02	<p>Motorcycle Safety Equipment <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users</i> Funds used to purchase up to 15 motorcycles and three storage units for the New Mexico Motorcycle Safety Program. The motorcycles and the storage units are part of improving the quality of the overall training program and will replace outdated and unsafe motorcycles utilizing a replacement schedule</p>	2010	50,000
OP-01	<p>Seatbelt Observation and Protocol/ Child Protection Survey <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Conduct statewide pre-and post-seatbelt observation surveys prior to and following the Click It or Ticket National Seatbelt Enforcement Mobilization to determine the annual seatbelt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for both samples. In FFY13, TSD will conduct an occupant protection for children survey. TSD will follow NHTSA guidelines in conducting this survey. This project is part of the qualifying criteria for the Section 2010 Motorcycle Programs grant application.</p>	405	200,000
OP-02	<p>Child Restraint Program <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> 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. <i>Additional funds:</i> RF-05 State Road funds \$140,000 Total funding for this project = \$380,000</p>	402	240,000
OP-03	<p>Traffic Safety Information Clearinghouse <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Provides for clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speeding, graduated licensing and other traffic safety programs and issues. <i>Additional funds:</i> AL-26 164AL Federal funds \$200,000 DE-03 402 Federal funds \$130,000 Total funding for this project = \$470,000</p>	402	140,000

OP-04	Occupant Protection Program Management - FTEs	402	150,000
	<p><i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Provides program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned 2013 NM Seatbelt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seatbelt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets, however based on past year data, approximately 30% of all time is spent on Occupant Protection related projects. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the PT (PT-03), AL (AL-35), and PA (PA-01) program areas.</p>		
OP-05	Click It or Ticket Paid Media	405	100,000
	<p><i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 8. Occupant Protection and 9. Public Information and Education</i> Funds paid media including television, radio, print, and billboard ads on occupant protection issues during the national Click it or Ticket Campaign.</p>		
PA-01	Financial Management - FTE	402	100,000
	<p><i>Monitored by Michael Sandoval</i> Funds up to three positions in the finance area up to 100% to assist with TSD's project agreements and contracts, and to assist with conducting an annual financial training for contractors. This also includes all functions related to managing NHTSA funding through the Grant Tracking System (GTS).</p>		
PA-02	HSPP, Grant and Technical Writing Services	402	60,000
	<p><i>Monitored by Michael Sandoval</i> A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications, the annual report, and provide technical writing assistance, as necessary. <i>Additional funds:</i> <i>EE-04 State E&E funds \$30,000</i> <i>Total funding for this project = \$90,000</i></p>		
PS-01	Pedestrian Safety	402	130,000
	<p><i>Monitored by Juliet Armijo</i> <i>Aligns with 2010 CTSP Emphasis Area 10 Special Users</i> 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 through PSAs, bookmarks and bus wraps. Provides funding to law enforcement to conduct blitzes at or near marked intersections where police will only warn or cite drivers if a pedestrian has completely</p>		

entered the crosswalk.

Additional funds:

RF-07 State Road funds \$20,000

Total funding for this project = \$150,000

PT-01	General Law Enforcement Training <i>Monitored by Franklin Garcia</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides traffic safety information and training to all involved in police traffic services. Training may include STEP, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses.	402	90,000
PT-02	Traffic Safety Law Enforcement Liaisons <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes</i> Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, state and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. Additional funds: AL-36 164AL Federal funds \$240,000 Total funding for this project = \$500,000	402	260,000
PT-03	Police Traffic Services Program Management - FTEs <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes</i> Provides program management in the areas of police traffic services, traffic enforcement and speed, and coordinates a statewide program of training, development and quality assurance for police traffic services. Provides for management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies. Oversees law enforcement efforts in speed control, aggressive driving and other traffic enforcement programs. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets, however based on past year data, approximately 20% of all time is spent on police traffic services related projects. Travel, supplies and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the OP (OP-04), AL (AL-35), and PA (PA-01) program areas.	402	125,000
PT-04	100 Days and Nights of Summer Program <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection</i> Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The New Mexico State Police and county, city and tribal law enforcement agencies conduct significantly more checkpoints and saturation patrols in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division increases the number of underage drinking sting	402	200,000

operations and alcohol compliance checks targeting sales to minors or intoxicated persons. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving.

Additional funds:

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

RF-03 State Road funds \$100,000

Total funding for this project = \$300,000

TR-01	Traffic Safety Problem Identification and Information	408	450,000
	<p><i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds a contract with UNM/ DGR to provide advanced data analysis using data merging techniques to identify problem locations and conditions. This information is disseminated through a series of reports aimed at informing traffic safety partners, leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and assists the department in updating its traffic crash database capabilities. DGR provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.</p>		
TR-02	Data Entry Project - UNM	408	50,000
	<p><i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds to provide IT Application Development (Programmer) for traffic safety related information technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training are included. Additional Funds: RF-06 State Road funds \$210,000 Total funding for this project = \$260,000</p>		

STATE FUNDS

CDWI-01	<p>Community DWI (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and offender programs. State funds come from a \$75.00 fee imposed on convicted drunk drivers, as allowed by Section 31-12-7(B) and Regulation 18 20 6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous year.</p>	CDWI	470,000
DI-01	<p>State-Mandated Programs - UNM DCE (DE) <i>Monitored by Franklin Garcia</i> <i>Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes</i> Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Division policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary. <i>Additional funds:</i> <i>RF-04 State Road funds \$315,000</i> <i>Total funding for this project = \$600,000</i></p>	Fund 9	285,000
D1-02	<p>DWI School Curriculum (DE) <i>Monitored by Franklin Garcia</i> Funding provides for a standardized curriculum for the State-mandated DWI Education Program.</p>	Fund 9	60,000
DPE-01	<p>UAD Prevention Creative Design and Production (AL) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds a statewide media campaign targeted at youth from ages 10 to 18, and/or their parents to discuss the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.</p>	Fund 10	300,000
DPE-02	<p>Alcohol Literacy Challenge (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i> Funds training for community prevention contractors to deliver the Alcohol Literacy Challenge curriculum to entry-level middle and high school students (grades 6 and 9) - teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. Media literacy enables young people to understand the techniques used by advertisers to encourage the use of their product. In understanding these techniques, youth will be better able to resist messages that show only the social aspects of drinking, not the possible consequences. NMDOT/ TSD will contract with a literacy expert and curriculum designer to work with local community prevention contractors.</p>	Fund 10	50,000

DPE-03	<p>Social Host Ordinance Awareness (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i></p> <p>Funds training for communities to develop and conduct an intervention with parents and other homeowners to educate them about their liability as social hosts when serving alcohol. Assessing community readiness will be important for this project. Nationally, close to 80% of UAD occurs in homes, and this approach is an emerging 'best practices' environmental strategy to prevent UAD.</p>	Fund 10	35,000
DPE-04	<p>Life of an Athlete (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i></p> <p>Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches, and athletic directors statewide. A user-friendly web site will be developed to provide education to student athletes regarding the dangers of alcohol use. An on-line test will be part of this effort. In FFY13, there will be expansion and improvements in website responsiveness, targeting of parents and middle school students, in tracking progress at school district level and trainings on code of conduct/ alcohol school policy.</p>	Fund 10	100,000
DPE-05	<p>Life of an Athlete - Santa Fe County (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i></p> <p>Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program more comprehensively in Santa Fe County. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches, and athletic directors statewide. A user-friendly web site will be developed to provide education to student athletes regarding the dangers of alcohol use. An on-line test will be part of this effort. In FFY13, there will be improvements in website responsiveness, the ability to track progress at school district level and code of conduct/ alcohol school policy.</p>	Fund 10	15,000
DPE-06	<p>High Risk Education Program (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i></p> <p>Funds a contract to provide the SMART Choices program for youth ages 9-15 in organizations statewide. Each program would serve between 7 and 35 youth each depending on the size of the organization. The 12-week program to provide SMART Moves services will serve 310 young people. This includes an evaluation and final report.</p>	Fund 10	50,000
DPE-07	<p>Community Programs (AL) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving</i></p> <p>Funds community-based agencies to implement programs, practices and policies that postpone the age of first use (i.e., onset) among middle school/pre-teen youth, reduce binge drinking among middle or high school youth and reduce social access to alcohol. Local DWI Planning Councils will be encouraged to apply for these funds.</p>	Fund 10	400,000

DPE-08 Parent Initiative (AL) Fund 10 100,000
Monitored by Robert Archuleta
Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving
 Funds activities designed to educate parents on the dangers and consequences of underage alcohol use and New Mexico's fourth-degree felony law. Work with New Mexico stakeholders (e.g., NM MADD, NM PTA, etc.) to coordinate efforts. Focal areas will include: the importance of delaying onset and reducing binge drinking; how to talk to your kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age. An educational Insert is distributed through the State's top ten newspapers.

DPE-09 Underage Drinking TSD Initiative (AL) Fund 10 200,000
Monitored by Robert Archuleta
Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving
 The Department will go through the formal Request for Proposal process to fund up to five statewide programs to address the prevention of underage drinking in the areas of: reducing binge drinking; delaying the early onset of drinking; education to schools and parents; and education on how alcohol affects of the brain. Teen drinking can program the brain for alcoholism. However, brain damage is the most compelling reason people move toward action.

DPE-10 Underage Drinking Prevention Guidelines (AL) Fund 10 50,000
Monitored by Robert Archuleta
Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving
 Funds a contract to develop best practice guidelines for community DWI programs focused on raising parental awareness, changing community attitudes, changing intentions, addressing early onset of alcohol use and reducing binge drinking. Contractor will provide technical assistance to DWI prevention specialists in developing universal guidelines for prevention efforts and develop guidelines for the executive, legislature, and judiciary.

EE-01 Education and Enforcement Funds to LEAs (PTS) E&E 310,000
Monitored by Mike Quintana
Aligns with 2010 CTSP Emphasis Areas: 2. Alcohol/ Impaired Driving, 1. Aggressive Driving and Speeding, and 8. Occupant Protection
 Education and Enforcement funds are State funds authorized by State Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, commodities, education, training and program administration. Funding amounts vary by fiscal year based on fees collected in the previous year.

EE-02 General Creative and Production (Media) E&E 200,000
Monitored by Michael Sandoval
Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education
 Develop informational and educational pro-active marketing and media campaigns that achieve high public awareness of enforcement and education efforts statewide. Use marketing and media strategies to target effective messages to those who are most likely to drink and drive, not use occupant restraints and engage in other risky driving behavior. Funds the costs to create and produce television, radio and other messages related to traffic

	safety issues		
EE-03	<p>General Paid Media (Media) <i>Monitored by Michael Sandoval</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Funds paid media during a major summer traffic safety effort, to include messages that pertain to increasing seatbelt use, child restraint use, speeding and distracted driving.</p>	E&E	350,000
EE-04	<p>HSPP, Grant and Technical Writing Services (P&A) <i>Monitored by Michael Sandoval</i> A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, develop and prepare federal grant applications and provide technical writing assistance, as necessary. Additional funds: <i>PA-02 402 Federal funds \$60,000</i> <i>Total funding for this project = \$80,000</i></p>	E&E	30,000
EE-05	<p>100 Days and Nights of Summer (PTS) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection</i> Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The New Mexico State Police and county, city and tribal law enforcement agencies conduct significantly more checkpoints and saturation patrols in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division increases the number of underage drinking sting operations and alcohol compliance checks targeting sales to minors or intoxicated persons. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. Additional funds: <i>RF-03 State Road funds \$100,000</i> <i>PT-04 402 Federal funds \$200,000</i> <i>Total funding for this project = \$300,000</i></p>	E&E	200,000
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II-01	<p>Ignition Interlock Indigent Fund (AL) <i>Monitored by Cora Herrera</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> A fund to reimburse interlock service providers for services provided, pursuant to State Statute 66-8-102 NMSA 1978. Recurring revenues are statutorily generated and deposited into the fund through fees collected by MVD from non-indigent drivers for every year interlocked and from a portion of the local liquor excise tax.</p>	Fund 54	1,200,000
II-02	<p>Ignition Interlock Indigent Fund - FTE (AL) <i>Monitored by Cora Herrera</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds one FTE to administer the ignition interlock fund program. The Department by State statute can use up to 10% of the fund (approximately \$100K) for the overall administration.</p>	IIF	60,000
II-03	<p>Ignition Interlock Indigent Fund Contractual (AL) <i>Monitored by Cora Herrera</i> <i>Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving</i> Funds additional administrative staff as needed to support the administration of the ignition interlock fund.</p>	IIF	40,000

MC-03	<p>Motorcycle Safety Training Program (MC) <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 12. Young Driver Crashes</i> Funds to administer a quality motorcycle safety training program through a contract with the Motorcycle Safety Foundation.</p>	Fund 8	139,000
RF-01	<p>OBD Enforcement (OP) <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Funds overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use activities. This activity has been successful in producing a steady increase in occupant protection use in New Mexico. Conduct nighttime seatbelt enforcement, as research shows that seatbelt use is less during nighttime hours.</p>	RF	400,000
RF-02	<p>Selective Traffic Enforcement Program (PTS) <i>Monitored by Mike Quintana</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes</i> Provides funding for a statewide sustained enforcement program to target specific traffic problems such as speed, DWI, road rage, distracted and reckless driving, fatigue/ drowsy driving, occupant protection, and crashes involving pedestrians, primarily through the use of Safety Corridors. Participating agencies include State Police, Motor Transportation, and local law enforcement. STEP projects include media coverage for public information and coordination with other agencies</p>	RF	220,000
RF-03	<p>100 Days and Nights of Summer (PTS) <i>Monitored by Robert Archuleta</i> <i>Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, and 8. Occupant Protection</i> Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The New Mexico State Police and county, city and tribal law enforcement agencies conduct significantly more checkpoints and saturation patrols in the 100-day period between June and September. In addition, the Department of Public Safety/ Special Investigations Division increases the number of underage drinking sting operations and alcohol compliance checks targeting sales to minors or intoxicated persons. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. <i>Additional funds:</i> EE-05 State E&E funds \$200,000 PT-04 402 Federal funds \$200,000 Total funding for this project = \$500,000</p>	RF	100,000
RF-04	<p>State-Mandated Programs - UNM DCE (DE) <i>Monitored by Franklin Garcia</i> <i>Aligns with 2010 CTSP Emphasis Area: 12. Young Driver Crashes</i> Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Division policies and procedures. Provide funding to assist with updates to</p>	RF	316,000

existing Department regulations, as necessary.

Additional funds:

DI-01 State Fund 9 \$285,000

Total funding for this project = \$600,000

RF-05	<p>Child Restraint Program (OP) <i>Monitored by David Lapington</i> <i>Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection</i> Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians, increase child safety seat/ booster seat clinics and fitting stations throughout the State, expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. Additional funds: OP-02 402 Federal funds \$240,000 Total funding for this project = \$380,000</p>	RF	140,000
RF-06	<p>Data Entry Project - UNM (TR) <i>Monitored by Yolanda Duran</i> <i>Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records</i> Funds to provide IT Application Development (Programmer) for traffic safety related information technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training are included. Additional Funds: TR-02 408 Federal funds \$50,000 Total funding for this project - \$260,000</p>	RF	210,000
RF-07	<p>Pedestrian Safety (PS) <i>Monitored by Juliet Armijo</i> <i>Aligns with 2010 CTSP Emphasis Area: 10. Special Users</i> 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 through PSAs, bookmarks and bus wraps. Provides funding to law enforcement to conduct blitzes at or near marked intersections where police will only warn or cite drivers if a pedestrian has completely entered the crosswalk. Additional funds: PS-01 402 Federal funds \$130,000 Total funding for this project = \$150,000</p>	RF	20,000
RF-08	<p>Non-Commercial Sustaining Announcements/ Media Training (DE) <i>Monitored by Juliet Armijo</i> <i>Aligns with 2010 CTSP Emphasis Area: 9. Public Information and Education</i> Provides for non-paid media (non-commercial sustaining announcements - NCSAs) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities. Additional funds: DE-08 402 Federal funds \$170,000 Total funding for this project = \$200,000</p>	RF	30,000

ACRONYMS

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

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

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

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

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

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

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

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

- National law enforcement mobilizations and high-visibility 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,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a).

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; . and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as

amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL. 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse (Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made: The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702):

The State will provide a drug-free workplace by:

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

- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its

principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

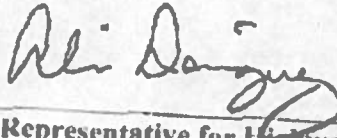
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

- b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

New Mexico
State or Commonwealth

2013
For Fiscal Year

8/27/12
Date



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 6
Louisiana, Mississippi
New Mexico, Oklahoma
Texas, Indian Nations

819 Taylor Street Room 8A38
Fort Worth, Texas 76102-6177

September 25, 2012

Mr. Alvin Dominguez, Cabinet Secretary
Governor's Highway Safety Representative
New Mexico Department of Transportation
Post Office Box 1149
Santa Fe, New Mexico 87504-1149

Dear Mr. Dominguez:

We have reviewed New Mexico's fiscal year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS217) received on August 27, 2012. Based on these submissions and the subsequent revisions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) will be available for immediate use by the State on October 1, 2012. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirement of 23 CFR §1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We acknowledge the State's progress in implementing the required and recommended actions resulting from the FY 2010 Management Review of the New Mexico traffic safety program. However there are remaining actions to be accomplished including those for Finding C-13, concerning the Traffic Safety Division's (TSD) compliance with NM DOT directives and TSD Procedures Manual related to equipment inventory. Prior to the purchase of motorcycles and storage units as noted in the HSP, Project MC-02, please update the TSD Procedures to address equipment inventory.

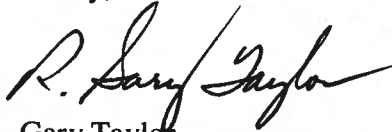
No requests for equipment purchases over \$5000 were found in our review of the documents submitted, therefore no approvals are provided for purchase of such equipment with federal funds.

The efforts of the personnel of the TSD in the development of the FY 2013 Highway Safety Plan are appreciated and we look forward to its implementation. We also appreciate New Mexico's efforts to



reduce traffic deaths, injuries, and economic costs by implementing *Click It or Ticket*, and by participating in the national *Drive Sober or Get Pulled Over* campaign. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,



R. Gary Taylor
Acting Regional Administrator

cc: Michael Sandoval, NM TSD
Don Martinez, FHWA



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region 6
Louisiana, Mississippi
New Mexico, Oklahoma
Texas, Indian Nations

819 Taylor Street Room 8A38
Fort Worth, Texas 76102-6177

September 25, 2012

The Honorable Susana Martinez
Governor of New Mexico
State Capitol Building
Santa Fe, New Mexico 87503

Dear Governor Martinez:

We have reviewed New Mexico's fiscal year 2013 Performance Plan, Highway Safety Plan, Certification Statement, and Cost Summary (HS217) received on August 27, 2012. Based on these submissions and the subsequent revisions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 program. Details regarding funding will be provided to your Highway Safety Representative, Mr. Alvin Dominguez.

We would like to thank the New Mexico Traffic Safety Division for their cooperation and efforts devoted to the development of the State's FY 2013 Highway Safety Plan. We also appreciate the State's efforts to reduce traffic deaths, injuries, and economic costs by implementing *Click It or Ticket*, and participating in the national *Drive Sober or Get Pulled Over* campaign.

Thank you for your support. If NHTSA may be of assistance to you, please do not hesitate to contact me.

Sincerely,

R. Gary Taylor
Acting Regional Administrator

cc: Alvin Dominguez, NM DOT
J. Don Martinez, FHWA

