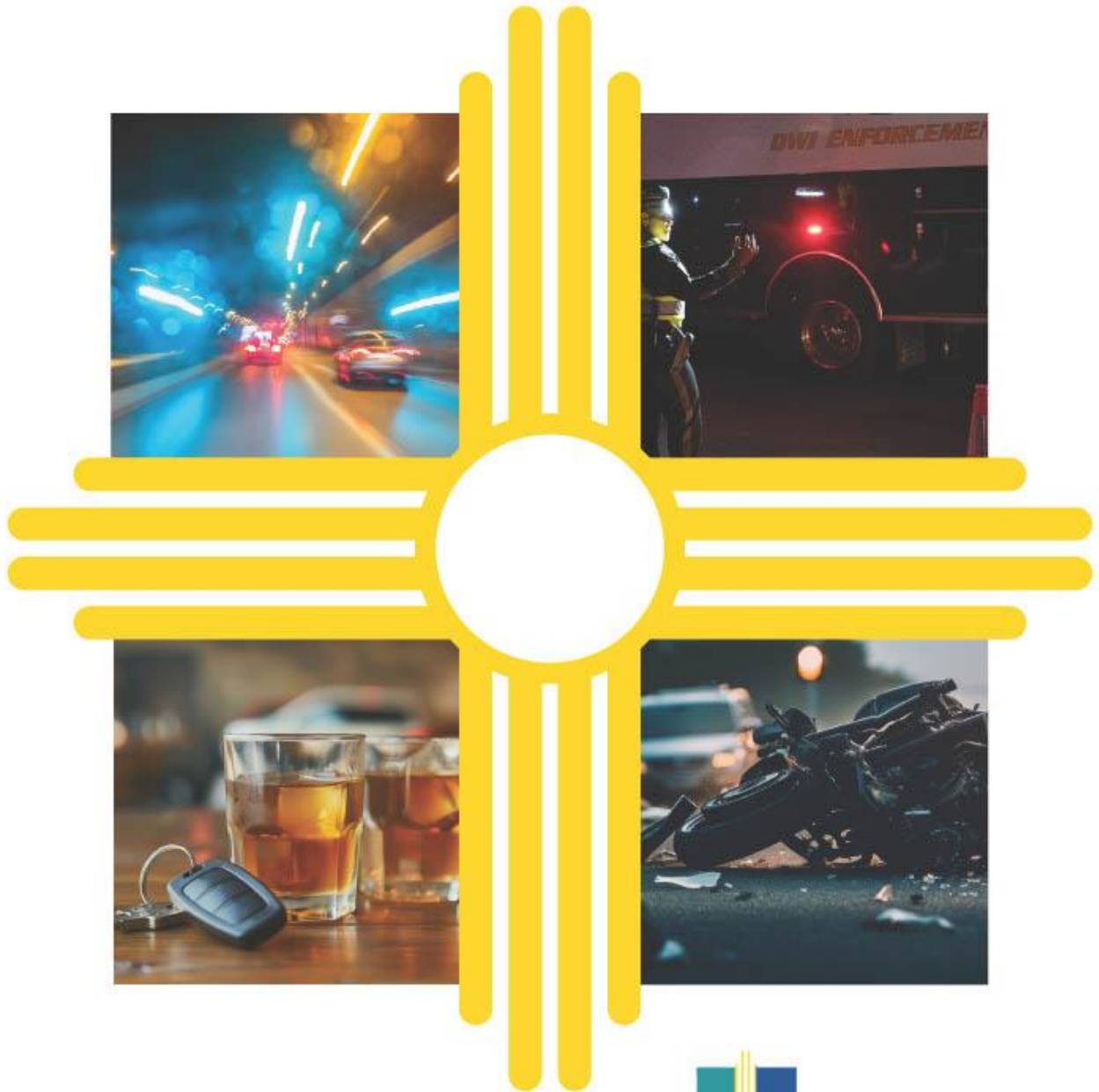


# NEW MEXICO **2025** ANNUAL GRANT APPLICATION



# **NMDOT Traffic Safety Division 2025 Annual Grant Application**

## **Project and Subrecipient Information**

### **Impaired Driving Program Plan**

**Countermeasure Strategy - Reduce Alcohol/Drug Impaired Driving**

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**Enforcement and Training Projects**

Project Number	Project Title	Fund Source	Fund Estimates
05-AL-64-P01	<b>Alcohol/Drug Impaired Driving Enforcement</b>	164AL	\$1,611,000
05-ID-05d-P01		405d	\$880,000
<b>Project Description</b>			
Funds overtime enforcement for checkpoints and DWI-directed enforcement patrols, including enforcement in support of NHTSA National Mobilizations. Funds are used to maintain, and as funding allows, expand the scope of enforcement activities to focus areas of the State identified via public participation and engagement activities. Annually, at least 60 State Police, local and tribal law enforcement agencies participate in enforcement activities, with coverage of an estimated 96% of the State's population.			
<b>Intended Subrecipient:</b> Law Enforcement Agencies (State, local and county)		Staff Oversight: Amber Sanchez	
<b>Eligible Use of Funds:</b> Alcohol-related (164AL) and Support high-visibility traffic enforcement (405d)			
<b>Estimated Match Amount:</b> 164AL: None; 405d: \$220.00		Estimated Local Benefit: 164AL: \$1,611,000	
<b>Costs Subject to 1300.41(b):</b> Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P02	<b>DWI Task Force – McKinley County</b>	164AL	\$374,415
05-ID-RF-P02		20100	\$80,500
<b>Project Description</b>			
Funds the McKinley County Task Force which consists of law enforcement agencies from McKinley County, New Mexico State Police (NMSP), Gallup PD, Ramah Navajo PD, Zuni PD and the Navajo Nation. Funding for NMSP is provided under HSP project number 04-AL-64-P01. McKinley County is the lead agency for the Task Force. DWI activities include regular time and overtime for checkpoints, directed patrols, shoulder taps, compliance checks, DWI warrant roundups, underage drinking prevention, community public participation outreach and advertising. The project funds coordinator activities and participation in the DWI/Drug Court. Under this project a rotation of officers will conduct dedicated DWI enforcement. Project also funds various trial attorneys to prosecute DWI cases. Activities will be billed to this project at regular and overtime pay as allowed under NHTSA guidance, 'Paying for Law Enforcement and Prosecutor's Activities', issued 8/19/2019. The project funds one full-time prosecution assistant dedicated exclusively to DWI prosecution.			
<b>Intended Subrecipient:</b> McKinley County DWI Task Force (County LE)		Staff Oversight: Steve Lujan	
<b>Eligible Use of Funds:</b> Alcohol-related			
<b>Estimated Match Amount:</b> None		Estimated Local Benefit: 164AL: \$374,415	
<b>Costs Subject to 1300.41(b):</b> Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P03	<b>Alcohol Sales Compliance Enforcement/DWI Warrants</b>	164AL	\$150,000
<b>Project Description</b>			
Provides overtime funds to the NM Department of Public Safety (NMDPS) for Special Investigations Unit (SIU) to conduct warrant roundups for DWI offenders who have a pending arrest warrant for DWI and who are in violation of their court order. Provides overtime funds to the SIU to conduct compliance checks at local community-level establishments serving or selling alcohol, and to conduct underage enforcement sting operations.			
<b>Intended Subrecipient:</b> NMDPS – SIU (State law enforcement)		Staff Oversight: John Vargas	
<b>Eligible Use of Funds:</b> Alcohol-related			
<b>Estimated Match Amount:</b> None		Estimated Local Benefit: \$60,000	
<b>Costs Subject to 1300.41(b):</b> Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

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Project Number	Project Title	Fund Source	Fund Estimates
05-AL-64-P08	<b>Statewide DWI Enforcement Training</b>	164AL	\$100,000
05-AI-02-P02		402	\$25,000
05-ID-05d-P09		405d	\$59,000
05-ID-RF-P03		20100	\$25,000
<b>Project Description</b>			
Provides DWI information and training to an estimated 400 law enforcement officers involved in DWI-related police traffic services. Training may include Standard Field Sobriety Testing (SFST), Managing Police Traffic Services and conducting DWI checkpoints. Also provides statewide coordination and oversight of the SFST training to ensure compliance with existing standards and procedures. Training is provided in both larger cities/communities, as well as in smaller cities/rural communities to increase access to training for all agencies.			
<b>Intended Subrecipient:</b> SW Training Consultants (LLC)		<b>Staff Oversight:</b> Amber Sanchez	
<b>Eligible Use of Funds:</b> Alcohol-related (164AL) and DWI-related training and education of LE officers (402,405d)			
<b>Estimated Match Amount:</b> 402:\$3,640; 405d:\$14,750		<b>Estimated Local Benefit:</b> 164AL: \$100,000	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P12	<b>Traffic Safety Law Enforcement Liaisons</b>	164AL	\$330,190
<b>Project Description</b>			
Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the 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 participating in site visits. LELs assist with an annual statewide law enforcement coordinators' meeting where strategies and innovative programs are shared. <i>The 164AL funds are used only for alcohol-related activities. State funds are used for promotional materials. Additional funds for this project are in PT Section: 04-PT-02-P01 (196,630) &amp; 04-PT-RF-P02 (3,180).</i>			
<b>Intended Subrecipient:</b> Safer NM Now (Nonprofit 501c)		<b>Staff Oversight:</b> John Vargas	
<b>Eligible Use of Funds:</b> Alcohol-related			
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> \$330,190	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-ID-05d-P04	<b>DRE and ARIDE Training</b>	405d	\$317,900
<b>Project Description</b>			
Provides funding for DRE (Drug Recognition Expert) trainings and re-certification, and ARIDE (Advanced Roadside Driving Impairment Enforcement) training to an estimated 200 officers statewide, using the NHTSA approved curriculum. Training is provided in urban areas (Albuquerque, Santa Fe, Las Cruces, Alamogordo), as well as outlying cities/towns (Farmington, Hobbs, Roswell, Las Vegas, Los Alamos, Gallup, Grants/Milan, Rio Rancho, Clovis, Deming, Ruidoso and Tucumcari).			
<b>Intended Subrecipient:</b> BRV Consulting (For profit LE training company)		<b>Staff Oversight:</b> Avalon Gabaldon	
<b>Eligible Use of Funds:</b> Training and education of LE officers			
<b>Estimated Match Amount:</b> \$79,475		<b>Estimated Local Benefit:</b> None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-ID-05d-P05	<b>Traffic Safety Resource Prosecutor (TSRP)</b>	405d	\$128,000
<b>Project Description</b>			
Funds a contract for a TSRP and administrative assistant to conduct training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and County DWI program managers statewide regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving			

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the prosecution of DWI cases. Training sessions are conducted in the southeastern, central and northern parts of the state to provide statewide access. The TSRP provides NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug impaired driving, speeding, distracted driving and other risky driving behaviors. The administrative assistant will coordinate the Courts to School program to educate youth on the dangers of DWI. <b>Additional funds for this project in PT Section: 04-PT-02-P04 (85,000).</b>			
<b>Intended Subrecipient:</b> NM Attorney General's Office (State Attorney)		<b>Staff Oversight:</b> John Vargas	
<b>Eligible Use of Funds:</b> Court support for, and training of prosecutors, law enforcement, probation officers, judges, and other court personnel in handling impaired driving cases.			
Estimated Match Amount: \$32,000		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

**Prosecution and Adjudication Projects**

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P04	<b>Supervised Probation – Bernalillo Metro Court</b>	164AL	\$200,000
<b>Project Description</b>			
Funds two full-time individuals whose time is dedicated to identifying and providing enhanced supervision and monitoring of eligible convicted high-risk first-time DWI offenders. Also, when feasible, to assist with monitoring the compliance of other DWI offenders with orders for an ignition interlock.			
<b>Intended Subrecipient:</b> Bernalillo County Metropolitan Court ( Metro Court)		<b>Staff Oversight:</b> Esteban Trujillo	
<b>Eligible Use of Funds:</b> Alcohol-related			
Estimated Match Amount: None		Estimated Local Benefit: \$200,000	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P05	<b>Supervised Probation – Santa Fe County</b>	164AL	\$60,000
<b>Project Description</b>			
Funds one full-time employee whose time is dedicated to supervising and monitoring eligible DWI offenders in Santa Fe County's DWI Compliance Monitoring/Tracking Program who are subject to ignition interlock restrictions. This project is focused on providing enhanced supervision of high-risk first-time offenders.			
<b>Intended Subrecipient:</b> Santa Fe County (County Court)		<b>Staff Oversight:</b> Esteban Trujillo	
<b>Eligible Use of Funds:</b> Alcohol-related			
Estimated Match Amount: None		Estimated Local Benefit: \$60,000	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimates
05-AL-64-P10	<b>ALR Hearing Prosecution Attorney</b>	164AL	\$50,000
05-ID-05d-P06		405d	\$20,000
<b>Project Description</b>			
Funds a contract for an administrative license revocation (ALR) prosecution attorney to assist law enforcement statewide to represent the interests of the State at ALR hearings. An ALR prosecution attorney can limit the ability of defense attorneys to use ALR hearings as an opportunity for discovery and exceeding the statutorily defined scope of the hearing. Annually, the ALR hearing office will provide a report detailing case outcomes. Outcomes will be assessed and compared with previous years to determine if the prosecutor's presence has an impact on the revocation confirmation rate. The ALR prosecution attorney will assist the NMDOT/TSD contracted TSRP with training and other efforts, as needed.			
<b>Intended Subrecipient:</b> NM Attorney General's Office (State AG)		<b>Staff Oversight:</b> John Vargas	
<b>Eligible Use of Funds:</b> Alcohol-related (164AL) Support for, and training of law enforcement in handling impaired driving cases (405d).			
Estimated Match Amount: 164AL: None; 405d: \$5,000		Estimated Local Benefit: 164AL: \$50,000	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546



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**Countermeasure Strategy(s):** Reduce Alcohol/Drug Impaired Driving

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P17	<b>Court Monitoring – MADD</b>	164AL	\$490,893
<b>Project Description</b>			
Funds a contract to gather information and provide a monitoring report to the NMDOT/TSD on a minimum of 250 impaired driving court cases during the year using a court monitoring information storage system. The cases will be primarily from courts in Bernalillo, Santa Fe, Doña Ana, McKinley San Juan and Rio Arriba counties. Information collected on each case will include basic case information, including defendant's name and location of arrest, charges, arraignment information, pretrial hearing information, sanctions, comparisons to ID sanctions in other jurisdictions in the State, and names of court, judge, district attorney and defendant's counsel.			
<b>Intended Subrecipient:</b> MADD (Non-profit corporation)		<b>Staff Oversight:</b> Jonathan Fernandez	
<b>Eligible Use of Funds:</b> Alcohol-related			
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Costs Subject to 1300.41(b) Carryover Funds That Will Expire:</b> None			<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P22	<b>2<sup>nd</sup> Judicial District DWI Prosecution Support</b>	164AL	\$350,000
05-DG-64-P23	<b>2<sup>nd</sup> Judicial District DWI Prosecution Drug Support</b>	164AL	\$10,000
<b>Project Description</b>			
This project provides funds to the Office of the Second Judicial District Attorney for four FTE paralegals whose time will be dedicated exclusively to supporting tasks necessary to prosecute DWI cases. Paralegals coordinate and schedule necessary police officer interviews (such as pre-trial); attend interviews, as needed; check and draft necessary pleadings and continuances; and perform other duties related to prosecuting DWI cases. The project agreement will allow for funds to purchase needed computer and related equipment for each FTE. No individual equipment purchase will exceed \$5,000.			
<b>Intended Subrecipient:</b> Office of 2 <sup>nd</sup> Judicial District (County Judicial DA)		<b>Staff Oversight:</b> Cora Anaya	
<b>Eligible Use of Funds:</b> Court staff support for prosecution of driving while impaired driving laws			
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> None	
<b>Costs Subject to 1300.41(b) Carryover Funds That Will Expire:</b> None			<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-ID-05d-P02	<b>DWI/ Drug Courts–Administrative Office of the Courts (AOC)</b>	405d	\$300,000
<b>Project Description</b>			
Provides funds to the State AOC to maintain the new DWI/Drug Court in McKinley County and the new DWI/Drug Court in Rio Arriba County. Funding will include personnel services and benefits, contractual services for surveillance/ compliance, and related costs, supplies and drug testing kits for the DWI/Drug Courts in McKinley and Rio Arriba County Courts. Project also funds training and travel for DWI/Drug court team members from the AOC and Bernalillo, Doña Ana, Eddy, McKinley, Rio Arriba, San Juan, San Miguel, Santa Fe, Torrance and Valencia counties and Farmington Municipal Court.			
<b>Intended Subrecipient:</b> Administrative Office of the Courts (State agency)		<b>Staff Oversight:</b> Steve Lujan	
<b>Eligible Use of Funds:</b> Court support of impaired driving prevention efforts			
<b>Estimated Match Amount:</b> \$75,000		<b>Estimated Local Benefit:</b> None	
<b>Costs Subject to 1300.41(b) Carryover Funds That Will Expire:</b> None			<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-ID-05d-P03	<b>BAC Testing Training – SLD</b>	405d	\$125,000
<b>Project Description</b>			

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Provides funding for a full-time person from the NMDOH - Scientific Labs Division to assist in providing IR 8000 intoximeter (alcohol detection) training to law enforcement personnel and to calibrate all IR 8000 intoximeters in the State. The SLD provides training and education to prosecutors, law enforcement and community groups and provides information to assist in the successful prosecution of alcohol/ impaired driving cases. Statewide training is conducted in all quadrants of the State, including Las Cruces, Farmington, Albuquerque, Santa Fe, Lovington, Las Vegas, Taos, Ruidoso, Hobbs, Grants, Santa Rosa, Clovis, and Jemez Pueblo The SLD provides data on the prevalence and trends of alcohol/ drug-impaired driving in New Mexico, data on surviving drivers in alcohol/ impaired driving crashes and monthly BAC reports on all fatal crashes.	
<b>Intended Subrecipient:</b> NMDOH Scientific Labs Division (State Lab)	<b>Staff Oversight:</b> Steve Lujan
<b>Eligible Use of Funds:</b> Improve blood alcohol and drug concentration screening and testing, and detection of potentially impairing drugs	
<b>Estimated Match Amount:</b> \$31,250	<b>Estimated Local Benefit:</b> None
<b>Costs Subject to 1300.41(b) Carryover Funds That Will Expire:</b> None	<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving	

**Communications, Planning, Outreach, and Prevention Education Projects**

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P07	<b>DWI Workgroup Meeting Facilitation</b>	164AL	\$25,000
<b>Project Description</b>			
Funds will be used to provide and facilitate services for the DWI Workgroup meetings (i.e. meeting room, copying and distribution of meeting documents, meeting minutes, etc.). The DWI Workgroup meets quarterly to review progress toward achieving the objectives of the current Impaired Driving Plan, updated in 2023.			
<b>Intended Subrecipient:</b> None		<b>Staff Oversight:</b> Amber Sanchez	
<b>Eligible Use of Funds:</b> Alcohol-related			
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> 25,000	
<b>Costs Subject to 1300.41(b) Carryover Funds That Will Expire:</b> None			<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P09	<b>Traffic Safety Clearinghouse</b>	164AL	\$295,710
<b>Project Description</b>			
Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed. Materials are available for distribution at public participation and outreach events. The contractor staffs a 1-800 toll-free service to respond to public inquiries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. <i>The 164AL funds are used only for the alcohol-related materials. Additional funds for this project in PTS Section: 04-PT-02-P09 (255,290) &amp; 04-PT-RF-P04 (64,000)</i>			
<b>Intended Subrecipient:</b> Safer NM Now (Nonprofit 501c)		<b>Staff Oversight:</b> Pierrot Bendegue & Leann Adams	
<b>Eligible Use of Funds:</b> Alcohol-related			
<b>Estimated Match Amount:</b> None		<b>Estimated Local Benefit:</b> 295,710	
<b>Costs Subject to 1300.41(b) Carryover Funds That Will Expire:</b> None			<b>P&amp;A Costs:</b> \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P15	<b>DWI Media Creative Design and Production</b>	164AL	\$1,200,000
<b>Project Description</b>			
Funds the costs to produce television, radio and other messages related to Alcohol/ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for statewide television, radio and print that include strong Alcohol/ID enforcement and deterrence messages targeting high-risk populations.			
<b>Intended Subrecipient:</b> RK Venture (Advertising agency)		<b>Staff Oversight:</b> Thomas Lujan	

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Eligible Use of Funds: Alcohol-related	
Estimated Match Amount: None	Estimated Local Benefit: None
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving	

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-PM-P16	<b>DWI Media Placement</b>	164PM	\$1,800,000
<b>Project Description</b>			
Funds for paid media placement during the Superblitz Mobilizations conducted throughout the year and the NHTSA Drive Sober or Get Pulled Over National Crackdowns. Funds individual television and radio stations to air strategically placed ENDWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ENDWI traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations.			
<b>Intended Subrecipient:</b> Marketing Solutions (Consulting and Ad agency)		<b>Staff Oversight:</b> Thomas Lujan	
Eligible Use of Funds: Alcohol-related			
Estimated Match Amount: None		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimates
05-AL-64-P18	<b>UAD Prevention Creative Design &amp; Production</b>	164AL	\$100,000
05-DPE-10-P01		20700	\$200,000
<b>Project Description</b>			
Funds a statewide media campaign targeted at youths aged 10 to 18, and/or their parents, regarding 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.			
<b>Intended Subrecipient:</b> RK Venture (Advertising agency)		<b>Staff Oversight:</b> Thomas Lujan	
Eligible Use of Funds: Alcohol-related			
Estimated Match Amount: None		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P19	<b>ZeroProof Campaign</b>	164AL	\$200,000
<b>Project Description</b>			
Funds a contractor to develop and support a ZeroProof website, posters, rack cards, social videos, and multiple social media platforms and smart phone options that focus on outreach activities on: the importance of delaying onset of alcohol use and reducing binge drinking; how to talk to 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. Contractor works with NM prevention stakeholders statewide to coordinate efforts.			
<b>Intended Subrecipient:</b> RK Venture (Advertising agency)		<b>Staff Oversight:</b> Thomas Lujan	
Eligible Use of Funds: Alcohol-related			
Estimated Match Amount: None		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

Project Number	Project Title	Fund Source	Fund Estimate
05-ID-05d-P07	<b>Impaired Driving Media Creative Design</b>	405d	\$300,000
<b>Project Description</b>			
Funds the costs to produce television, radio and other messages related to ID enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong ID enforcement and deterrence messages targeting high-risk populations statewide.			

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<b>Intended Subrecipient:</b> RK Venture (Advertising agency)	<b>Staff Oversight:</b> Thomas Lujan
<b>Eligible Use of Funds:</b> Paid and earned media in support of high-visibility enforcement efforts	
Estimated Match Amount: \$75,000	Estimated Local Benefit: None
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving	

Project Number	Project Title	Fund Source	Fund Estimate
05-ID-05d-P08	<b>Impaired Driving Media Placement</b>	405d	\$500,000
<b>Project Description</b>			
Funds paid media during the statewide Superblitz Mobilizations conducted throughout the year and the NHTSA Impaired Driving National Crackdown. Funds individual television and radio stations to air strategically placed ID messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the ID traffic safety message. Activities will include strong enforcement and deterrence ads targeting high-risk populations.			
<b>Intended Subrecipient:</b> Marketing Solutions (Consulting and Ad agency)		<b>Staff Oversight:</b> Thomas Lujan	
<b>Eligible Use of Funds:</b> Paid and earned media in support of high-visibility enforcement efforts			
Estimated Match Amount: \$125,000		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None		P&A Costs: \$4,546	
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

**Highway Safety Office ID Program Management Project**

Project Number	Project Title	Fund Source	Fund Estimate
05-AL-64-P11	<b>Alcohol/Impaired Driving Program Management-FTEs</b>	164AL	\$280,000
<b>Project Description</b>			
Provides program management in the Impaired (Alcohol and Drug) Driving Program area to coordinate ENDWI, Superblitz, and other projects related to ID. Manage, conduct and provide oversight of monitoring and quality assurance initiatives related to ID 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 ID. Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year approximately 42% of all time is spent on ID-related projects. Travel, supplies, and training will 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 and PT program areas.			
<b>Intended Subrecipient:</b> None		<b>Staff Oversight:</b> Thomas Lujan	
<b>Eligible Use of Funds:</b> Alcohol-related			
Estimated Match Amount: None		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None		P&A Costs: \$4,546	
<b>Countermeasure Strategy(s):</b> Reduce Alcohol/Drug Impaired Driving			

**State Only Funded Projects**

Project Number	Project Title	Fund Source	Fund Estimate
05-CD-05-P01	<b>Community DWI (CDWI) Projects</b>	20800	\$276.899
<b>Project Description</b>			
Provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and offender projects. State funds come from a \$75.00 fee imposed on convicted drunk drivers. Funding amounts vary by fiscal year based on fees collected in the previous year.			
<b>Staff Oversight:</b> Cora Anaya			

Project Number	Project Title	Fund Source	Fund Estimate
05-DPE-10-P02	<b>Life of an Athlete</b>	20700	100,000

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<b>Project Description</b>
Funds the New Mexico Activities Association (NMAA) to conduct the 'Life of an Athlete' program. This multi-year prevention-intervention program focuses on alcohol education for student athletes, their parents, coaches and athletic directors statewide. Provides for continued on-line maintenance of the existing user-friendly website which provides education to student athletes regarding the dangers of alcohol use.
Staff Oversight: Amber Sanchez

Project Number	Project Title	Fund Source	Fund Estimate
05-DPE-10-P03	<b>UAD Community Programs</b>	20700	\$150,000
<b>Project Description</b>			
Provides funding to four counties to implement programs integrating evidence-based 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.			
Staff Oversight: Kariann Blea			

Project Number	Project Title	Fund Source	Fund Estimate
05-DPE-10-P04	<b>UAD Statewide Programs</b>	20700	\$150,000
<b>Project Description</b>			
Funds for two to three statewide programs to address 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.			
Staff Oversight: Kariann Blea			

Project Number	Project Title	Fund Source	Fund Estimate
05-DPE-10-P05	<b>UAD Prevention Coordinator</b>	20700	\$100,000
<b>Project Description</b>			
Funds a contract with a certified prevention specialist to coordinate and oversee NMDOT underage drinking prevention efforts statewide to include outreach in communities based on data driven problem identification and attendance at relevant meetings.			
Staff Oversight: Thomas Lujan			

Project Number	Project Title	Fund Source	Fund Estimate
05-II-54-P01	<b>Ignition Interlock Indigent Fund</b>	82600	\$2,600,000
<b>Project Description</b>			
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.			
Staff Oversight: Venus Howley			

Project Number	Project Title	Fund Source	Fund Estimate
05-II-54-P02	<b>Ignition Interlock Indigent Fund – FTE</b>	82600	\$90,000
<b>Project Description</b>			
Funds one FTE to administer the ignition interlock fund program. The Department, per State statute, can use up to 10% of the fund for program administration.			
Staff Oversight: Thomas Lujan			

Project Number	Project Title	Fund Source	Fund Estimate
05-II-54-P03	<b>Ignition Interlock Indigent Fund - Contractual</b>	82600	\$170,000
<b>Project Description</b>			
Provides funds to facilitate the administration of the ignition interlock fund.			
<b>Staff Oversight:</b> Pierrot Bendegue			



**ID Federal and State Budget Funds Summary**

Total Planned NHTSA Funds: 10,357,108	Total Planned State Funds: \$3,842,399
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**Occupant Protection Program Plan**

**Countermeasure Strategy - Increase Seat Belt and Child Restraint Use**

**Child Restraint Inspection Stations, CPS Training and Safety Seat Distribution Projects**

Project Number	Project Title	Fund Source	Fund Estimates
05-OP-02-P01	<b>Child Restraint Program</b>	402	\$550,000
05-OP-RF-P02	<b>OP Promotional Materials</b>	20100	\$11,000
05-OP-RF-P03	<b>Buckle Up Conference Registration Materials</b>	20100	\$3,300
05-US-05b-P01	<b>Underserved Child Passenger Safety Programs</b>	405b	\$50,000
<b>Project Description</b>			
Provides funds to maintain a statewide active network of child safety seat/ booster seat clinics, fitting and inspection stations/events to an estimated 91% of the State's population. Provides funds to train and certify child passenger safety seat/ booster seat technicians, and for support of the child safety seat/ booster seat distribution system to increase the availability of child safety seat /booster seat equipment for low-income families. Four 4-day child passenger safety technician trainings are planned for FFY24, with an estimated 80 technicians to be trained as nationally Certified Child Passenger Safety (CPS) Technicians. Materials are also made available for distribution at public participation and outreach events statewide. Project provides funds for statewide community and school- based occupant protection education and information. Annual CPS training fees estimated at \$1,500 and Buckle Up NM conference fees estimated at \$12,000 are used to offset training/conference expenses. State funds are used for promotional materials for the annual Buckle-Up Conference and other OP events.			
<b>Intended Subrecipient:</b> Safer NM Now (Nonprofit 501c)		<b>Staff Oversight:</b> Pierrot Bendegue	
<b>Eligible Use of Funds:</b> Recruit and train nationally certified CPS technicians; To educate the public on proper use and installation of child restraints, including related equipment and information systems			
Estimated Match amount: \$80,240.16		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Increase Seat Belt and Child Restraint Use			

Project Number	Project Title	Fund Source	Fund Estimate
05-OP-05dII-P01	<b>Child Safety Seats/ Booster Seats</b>	405dII	\$135,000
<b>Project Description</b>			
Provides funds to purchase and distribute child safety seats and booster seats to low income families throughout the State (estimated 91% of population) to enhance child passenger use efforts.			
<b>Intended Subrecipient:</b> Safer NM Now (Nonprofit 501c)		<b>Staff Oversight:</b> Pierrot Bendegue	
<b>Eligible Use of Funds:</b> Purchase and distribute child restraints to low-income and underserved populations			
Estimated Match amount: \$33,750		Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Increase Seat Belt and Child Restraint Use			

**Planned FFY24 NM Child Restraint Inspection Stations**

(All inspection stations/events are staffed with at least one current Nationally Certified Child Passenger Safety Technician)

City	Community Population	Urban/ Rural	County	County Population	Serves At-Risk Populations
<b>Albuquerque*</b>	545,852	Urban	Bernalillo	684,520	Yes
<b>Isleta Pueblo</b>	491	Rural	Bernalillo		Yes
<b>Roswell</b>	48,366	Rural	Chaves	64,445	Yes
<b>Grants</b>	9,182	Rural	Cibola	26,604	Yes
<b>Zuni Pueblo</b>	2,089	Rural	Cibola		Yes
<b>Raton</b>	6,885	Rural	Colfax	11,799	Yes
<b>Clovis</b>	37,775	Rural	Curry	49,843	Yes
<b>Las Cruces*</b>	97,618	Urban	Doña Ana	222,105	Yes
<b>Anthony</b>	9,360	Rural	Doña Ana		Yes
<b>Hatch</b>	1,648	Rural	Doña Ana		Yes
<b>Artesia</b>	11,301	Rural	Eddy	58,567	Yes
<b>Carlsbad*</b>	26,138	Rural	Eddy		Yes
<b>Silver City</b>	10,315	Rural	Grant	28,026	Yes
<b>Anton Chico</b>	188	Rural	Guadalupe	4,413	Yes
<b>Lordsburg</b>	2,797	Rural	Hidalgo	4,153	Yes
<b>Ruidoso</b>	8,029	Rural	Lincoln	20,152	Yes
<b>Los Alamos</b>	12,019	Rural	Los Alamos	18,967	Yes
<b>Deming*</b>	14,855	Rural	Luna	24,732	Yes
<b>Zuni Pueblo</b>	6,302	Rural	McKinley	69,746	Yes
<b>Crownpoint</b>	2,278	Rural	McKinley		Yes
<b>Gallup</b>	21,678	Rural	McKinley		Yes
<b>Alamogordo*</b>	30,403	Rural	Otero	68,363	Yes
<b>Tucumcari</b>	5,363	Rural	Quay	8,335	Yes
<b>Logan</b>	1,042	Rural	Quay		Yes
<b>Espanola</b>	6,966	Rural	Rio Arriba	38,540	Yes
<b>Tierra Amarilla</b>	382	Rural	Rio Arriba		Yes
<b>Portales</b>	12,280	Rural	Roosevelt	19,848	Yes
<b>Farmington*</b>	45,877	Rural	San Juan	125,727	Yes
<b>Shiprock</b>	8,295	Rural	San Juan		Yes
<b>Rio Rancho*</b>	87,391	Urban	Sandoval	148,884	Yes
<b>Bernalillo</b>	8,320	Rural	Sandoval		Yes
<b>Santo Domingo Pueblo</b>	2,456	Rural	Sandoval		Yes
<b>San Felipe Pueblo</b>	2,404	Rural	Sandoval		Yes
<b>Las Vegas</b>	13,166	Rural	San Miguel	27,201	Yes
<b>Santa Fe*</b>	67,947	Urban	Santa Fe	151,184	Yes
<b>T or C</b>	6,475	Rural	Sierra	11,102	Yes
<b>Socorro</b>	9,051	Rural	Socorro	17,164	Yes
<b>Taos</b>	5,716	Rural	Taos	32,490	Yes
<b>Moriarty</b>	1,910	Rural	Torrance	16,016	Yes

**PLANNED CPST TRAINING CLASSES:**

Albuquerque – October 2024, Las Cruces – January 2025, Albuquerque – April 2025, Northern NM – 2025.

Total number of technicians trained – 80.

BUNM Recertification Training – March 2025. Total number of technicians – 180

CPST Renewal Training – Estimated number of technicians – 10

Permanent monthly inspection stations (fitting stations) – Held at the same time each month.

Albuquerque – 3 locations

Rio Rancho – 1 location

Santa Fe – 1 location

Las Cruces – 1 location

Farmington – 1 location

Carlsbad – 1 location

**Occupant Protection Communications and Outreach Projects**

Project Number	Project Title	Fund Source	Fund Estimate
05-OP-05b-P01	<b>Seat Belt Observation Surveys</b>	405b	\$243,100
<b>Project Description</b>			
Conduct statewide pre-and-post seat belt observation surveys prior to and following the Click It or Ticket National Seat Belt Enforcement Mobilization to produce an annual seat belt use report and determine the statewide seat belt use percentage. The State's observation study uses NHTSA approved survey design and sampling methodology.			
<b>Intended Subrecipient:</b> Preusser Research Group, Inc. (For-profit corporation)		<b>Staff Oversight:</b> Undetermined	
<b>Eligible Use of Funds:</b> Conduct Occupant Protection Surveys			
Estimated Match Amount: \$60,775		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Increase Seat Belt and Child Restraint Use			

Project Number	Project Title	Fund Source	Fund Estimate
05-OP-PM-P02	<b>Click It or Ticket Paid Media Placement</b>	405b	\$100,000
<b>Project Description</b>			
Funds paid media including statewide television, radio, print, and billboard ads on occupant protection issues during the Click It or Ticket National Seat Belt Mobilization.			
<b>Intended Subrecipient:</b> Marketing Solutions (Consulting and Ad agency)		<b>Staff Oversight:</b> Thomas Lujan	
<b>Eligible Use of Funds:</b> Paid Media to Support HV Enforcement Mobilizations			
Estimated Match amount: \$25,000		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Increase Seat Belt and Child Restraint Use			

**Highway Safety Office OP Program Management Project**

Project Number	Project Title	Fund Source	Fund Estimate
05-OP-02-P02	<b>OP Program Management – FTEs</b>	402	\$208,000
<b>Project Description</b>			
Provides program management in the Occupant Protection Program area to coordinate statewide local law enforcement efforts related to BKLUP, Superblitz or other OP enforcement 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 annual NM Seat Belt Survey and the Click It or Ticket National Seat Belt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics.			
Personnel services include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly time sheets; however, based on the past year, approximately 25% of all time is spent on OP-related projects Travel, supplies, and training will 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 AL and PT program areas.			
<b>Subrecipient:</b> None		<b>Staff Oversight:</b> TBD	
<b>Eligible Use of Funds:</b> P&A			



Estimated Match amount: \$30,284.80	Estimated Local Benefit: None
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Increase Seat Belt and Child Restraint Use	

**STATE'S PLANNED PARTICIPATION IN 2025 OCCUPANT PROTECTION AND CLICK IT OR TICKET NATIONAL MOBILIZATION**

New Mexico's primary occupant protection enforcement approach is BKLUP, an intense statewide program of sustained seat belt and child safety seat enforcement combined with a public awareness media campaign. New Mexico plans to provide funds for overtime enforcement for an estimated 78 law enforcement agencies to conduct seat belt and child safety seat enforcement operations statewide. These agencies also participate in the May Click It or Ticket (CIOT) National Enforcement Mobilization. A list of participating agencies was included on page 56 of the 2024 Triennial Highway Safety Plan. Below is a revised list detailing the agencies that plan to participate in BKLUP and CIOT in FFY 2025.

	BKLUP & CIOT Planned Agencies	County	Unbelted Passenger Vehicle Occupants 2022			2022 County Population*
			Fatalities	Suspected Serious Injuries	Total	
		Bernalillo County	35	9	44	672,508
1	Albuquerque PD					
2	Bernalillo County SO					
3	Bernalillo (Town) PD					
		Catron County	3	1	4	3,827
		Chaves County	8	8	16	63,894
4	Chaves County SO					
5	Dexter OD					
6	Hagerman PD					
7	Roswell PD					
		Cibola County	7	4	11	26,850
8	Cibola County SO					
9	Grants PD					
		Colfax County	0	5	5	12,246
10	Colfax County SO					
11	Angel Fire PD					
		Curry County	3	6	9	47,532
12	Clovis PD					
		De Baca County	0	0	0	1,693

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		Doña Ana County	5	13	18	223,337
13	Anthony PD					
14	Doña Ana County					
15	Las Cruces PD					
16	Sunland Park PD					
		Eddy County	10	3	13	60,400
17	Artesia PD					
18	Carlsbad PD					
19	Eddy County SO					
20	Loving PD					
		Grant County	0	4	4	27,686
21	Santa Clara (Village) PD					
22	Silver City PD					
		Guadalupe County	4	3	7	4,310
23	Guadalupe County SO					
24	Santa Rosa PD					
		Harding County	0	0	0	628
		Hidalgo County	1	1	2	4,003
25	Hidalgo County SO					
26	Lordsburg PD					
		Lea County	6	6	12	72,452
27	Eunice PD					
28	Hobbs PD					
29	Jal PD					
30	Lea County SO					
31	Lovington PD					
		Lincoln County	0	0	0	20,411
32	Ruidoso PD					
		Los Alamos County	0	0	0	19,187
33	Los Alamos PD					
		Luna County	6	3	9	25,749
34	Deming PD					
35	Luna County SO					

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		McKinley County	12	18	30	69,830
36	Gallup PD					
37	McKinley County SO					
38	Zuni Pueblo PD					
		Mora County	5	0	5	4,169
39	Mora County SO					
		Otero County	8	2	10	68,823
40	Alamogordo PD					
41	Otero County SO					
		Quay County	3	2	5	8,546
42	Logan PD					
43	Quay County SO					
44	Tucumcari PD					
		Rio Arriba County	8	4	12	40,048
45	Espanola PD					
46	Ohkay Owingeh Pueblo PD					
47	Rio Arriba County SO					
48	Santa Clara Pueblo PD					
		Roosevelt County	7	2	9	18,934
49	Portales PD					
50	Roosevelt County SO					
		San Juan County	4	9	13	120,418
51	Aztec PD					
52	Bloomfield PD					
53	Farmington PD					
54	San Juan County SO					
		San Miguel County	2	2	4	26,953
55	Las Vegas PD					
56	San Miguel County SO					
		Sandoval County	14	11	25	153,501

57	Bernalillo PD					
58	Corrales PD					
59	Rio Rancho PD					
60	Sania Pueblo PD					
61	Sandoval County SO					
62	Santa Ana Pueblo PD					
		Santa Fe County	6	7	13	155,664
63	Edgewood PD					
64	Santa Fe County SO					
65	Santa Fe PD					
66	Tesuque Pueblo PD					
		Sierra County	1	2	3	11,436
67	T or C PD					
		Socorro County	7	2	9	16,115
68	Socorro County SO					
		Taos County	6	7	13	34,580
69	Taos County SO					
70	Taos PD					
		Torrance County	4	0	4	15,454
71	Moriarty PD					
72	Torrance County SO					
		Union County	1	0	1	3,980
73	Union County SO					
		Valencia County	4	3	7	78,080
74	Belen PD					
75	Bosque Farms PD					
76	Los Lunas PD					
77	Valencia County SO					
		Statewide				
78	DPS Statewide					
		<b>Total</b>	180	137	317	2,113,344

100% of state coverage with DPS

\*Counties and State Populations Based on Population Estimates on the Annual Crash Report 2022 Appendix Table F-5: New Mexico Population by County, 2018 - 2022. Belt usage of people in only passenger vehicles (i.e. passenger cars, pickups, and vans/4WD/SUVs).  
2022 New Mexico Traffic Crash Annual Report (unm.edu)

The 2022 Annual Crash report shows fatalities and serious injuries among unbelted occupants were highest among persons aged: 20-24 (16.1%); 25-29 (13.2%); 30-34 (12.3%); and 15-19 (11.7%). Males continue to be a higher proportion of unbelted fatalities (male to female ratio of 2.2).

In 2022, the top counties for unbelted passenger vehicle occupants with fatal or serious injuries were Bernalillo (44; down from 54 in 2021), McKinley (30; up from 21), Sandoval (25; up from 12), Doña Ana (18; down from 37), Chaves (16; up from 14), Eddy (13; up from 8), San Juan (13; down from 29), Santa Fe (13; down from 21) and Taos (13; up from 10).

Unbelted fatalities and serious injury crashes primarily occurred on rural non-interstate roads (51.7%) and urban roads (35.3%).

**Problem Identified Focus Areas**

**High-Risk Locations:** Bernalillo, McKinley, Sandoval, Doña Ana, Chaves, Eddy, San Juan, Santa Fe and Taos counties; rural non-interstates and urban roads; Hot-spot local communities, identified streets and neighborhoods are identified via updated law enforcement operational plans. **High-Risk Persons:** All children aged 13 and younger; Primary - males and females aged 20-29; Secondary - 30-34, primarily males; and both males and females aged 15-19

Focusing on the identified high-risk areas and issues helps the State achieve the greatest impact on reducing unrestrained occupant protection crashes, fatalities and injuries. Along with use of State-generated occupant protection data, the NMDOT uses geospatial data generated via the annual seat belt observation surveys to identify higher-risk road segments, times of day (daytime vs. nighttime), vehicle types, and to assess differences between occupant protection use by drivers and passengers by vehicle type. The NMDOT/TSD Annual Report also provides valuable location specific crash, fatality and serious injury data, and law enforcement agencies operational plans identify high-risk areas for enforcement activities.

**State Only Funded Project**

Project Number	Project Title	Fund Source	Fund Estimate
05-OP-RF-P01	<b>BKLUP &amp; CIOT Occupant Protection Enforcement</b>	20100	\$308,000
<b>Project Description</b>			
Funds overtime for law enforcement agencies to conduct safety belt and child restraint/ booster seat use enforcement activities, to include participation in the Click It or Ticket National Seat Belt Mobilization in 2024. Both paid and earned media will run during the Mobilization period.			
Staff Oversight: Thomas Lujan			

**OP Federal and State Budget Funds Summary**

Total Planned NHTSA Funds: \$1,286,100	Total Planned State Funds: \$322,300
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**Police Traffic Services Program Plan**

**Countermeasure Strategy – Support High-Visibility (HV) Traffic Enforcement, and Officer Training to Reduce Dangerous Driving (DD) Behaviors**

**PTS Enforcement and Training Projects**

Project Number	Project Title	Fund Source	Fund Estimates
05-PT-02-P01	<b>Traffic Safety Law Enforcement Liaisons</b>	402	\$196,630
05-PT-RF-P02		20100	\$3,180
<b>Project Description</b>			
Funds three full-time law enforcement liaisons (LELs) to provide statewide coordination of State and National traffic safety enforcement initiatives between the TSD and local, county, State and tribal law enforcement (LE) agencies. Their duties include, but are not limited to, negotiating funding on behalf of the TSD, project agreement preparation and			

tracking, and participating in site visits. LELs assist with an annual statewide LE coordinators' meeting where strategies and innovative programs are shared. State funds are used for promotional materials for the annual LEL Conference. <b>Additional funds for this project in AL Section: 04-AL-64-P12 (330,190)</b>	
<b>Intended Subrecipient:</b> Safer NM Now (Nonprofit 501c)	<b>Staff Oversight:</b> Cora Anaya
<b>Eligible Use of Funds:</b> Reduce drug and alcohol-impaired driving	
Estimated Match Amount: \$28,629.33	Estimated Local Benefit: 196,630
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors	

Project Number	Project Title	Fund Source	Fund Estimates
05-PT-02-P03	<b>State Judicial Outreach Liaison</b>	402	\$50,000
<b>Project Description</b>			
Funds part of a two year contract with the Administrative Office of the Courts to provide a State Judicial Outreach Liaison (SJOL) to increase judicial education statewide on DWI and other traffic safety topics. Activities include corresponding with the Judiciary and stakeholders to identify training needs, developing and disseminating training materials, conducting training and participating in state and federal task force and stakeholder meetings. The project will include funding for travel, training, and to coordinate and implement training, information sharing, tracking and reporting.			
<b>Intended Subrecipient:</b> Administrative Office of the Courts(State agency)		<b>Staff Oversight:</b> Steve Lujan	
<b>Eligible Use of Funds:</b> Improve enforcement of traffic safety laws			
Estimated Match Amount: \$7,280	Estimated Local Benefit: 50,000		
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546		
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors			

Project Number	Project Title	Fund Source	Fund Estimates
05-PT-02-P04	<b>Traffic Safety Resource Prosecutor</b>	402	\$85,000
<b>Project Description</b>			
Funds a contract for a Traffic Safety Resource Prosecutor and administrative assistant to conduct training for other prosecutors, law enforcement officers, probation officers/DWI compliance officers and County DWI program managers regarding DWI-related case law, including updates or changes to local, State or Federal laws, with the aim of improving the prosecution of DWI cases. Training sessions are conducted in the southeastern, central and northern parts of the State to provide statewide access. The TSRP provides NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding alcohol and drug-impaired driving, speeding, distracted driving and other risky driving behaviors. The administrative assistant coordinates the courts to school program to educate youth on the dangers of DWI. <b>Additional funds for this project in AL Section – 04-ID-05d-P05 (128,000).</b>			
<b>Intended Subrecipient:</b> Safer NM Now (Nonprofit 501c)		<b>Staff Oversight:</b> John Vargas	
<b>Eligible Use of Funds:</b> Improve enforcement of traffic safety laws			
Estimated Match Amount: \$28,610.40	Estimated Local Benefit: \$196,500		
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546		
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors			

Project Number	Project Title	Fund Source	Fund Estimates
05-PT-02-P05	<b>Selective Traffic Enforcement</b>	402	\$404,000
05-PT-RF-P01		20100	\$640,000
<b>Project Description</b>			
Provides funding for a statewide sustained enforcement project to target traffic safety problems and enforce traffic laws. Annually, State Police, local and tribal law enforcement agencies participate in enforcement activities, with estimated coverage of 99.8% of the State's population.			
<b>Intended Subrecipient:</b> Law Enforcement Agencies (Law enforcement)		<b>Staff Oversight:</b> Thomas Lujan	
<b>Eligible Use of Funds:</b> Reduce crashes from unsafe driving behavior			
Estimated Match Amount: \$58,822.40	Estimated Local Benefit: \$404,000		
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546		
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors			

Project Number	Project Title	Fund Source	Fund Estimates
05-PT-02-P06	<b>General Law Enforcement (LE) Training</b>	402	\$196,500
<b>Project Description</b>			
Provides NM Law Enforcement Academy-approved general LE traffic safety training to all involved in police traffic enforcement services. Training may include STEP, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses. Trainings are provided in at least 60 counties and municipalities across the State.			
<b>Intended Subrecipient:</b> Safer NM Now (Nonprofit 501c)		<b>Staff Oversight:</b> Amber Sanchez	
<b>Eligible Use of Funds:</b> Improve enforcement of traffic safety laws			
Estimated Match Amount: \$28,610.40		Estimated Local Benefit: \$196,500	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors			

**PTS Communications and Outreach Projects**

Project Number	Project Title	Fund Source	Fund Estimate
05-PT-02-P07	<b>Traffic Safety (TS) Awareness Survey</b>	402	\$60,000
<b>Project Description</b>			
Provides funds for a GHSA/NHTSA TS awareness survey to assess TS safety issues and driving habits of licensed drivers in NM. Surveys are weighted so each region of the State receives a proportional share of the sample, based on the most recent census data.			
<b>Intended Subrecipient:</b> Marketing Solutions (Consulting and Ad agency)		<b>Staff Oversight:</b> Leann Adams	
<b>Eligible Use of Funds:</b> Reduce crashes from unsafe driving behavior			
Estimated Match Amount: \$8,736		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors			

Project Number	Project Title	Fund Source	Fund Estimates
05-PT-02-P08	<b>NCSAs/ Media Training</b>	402	\$235,000
05-PT-RF-P02		20100	\$80,000
<b>Project Description</b>			
Provides statewide non-paid media (non-commercial sustaining announcements - NCSAs) developed and implemented by broadcasters and broadcasters-in-training on statewide traffic safety awareness and education to reduce fatal and serious injury crashes. NCSAs will focus on problem identified issues including distracted driving, pedestrian safety, motorcyclist safety and underage drinking. Provides training for law enforcement agencies, including how to write press releases and handle interviews and media inquiries. This training is based on the NHTSA Administration Law Enforcement Public Information Workshop and is accredited by the New Mexico Law Enforcement Academy.			
<b>Intended Subrecipient:</b> NM Broadcasters Association (Nonprofit Corp)		<b>Staff Oversight:</b> Pierrot Bendegue	
<b>Eligible Use of Funds:</b> Reduce crashes from unsafe driving behavior			
Estimated Match Amount: 402: \$34,216		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors			

Project Number	Project Title	Fund Source	Fund Estimates
05-PT-02-P09	<b>Traffic Safety Clearinghouse</b>	402	\$255,290
05-PT-RF-P04		20100	\$64,000
05-HS-02-P01	Heatstroke and Unattended Passengers Materials	402	\$5,000
<b>Project Description</b>			
Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials directly related to supporting planned strategies and projects. Some materials will be enforcement-related and some will focus on social norms behavior. The Clearinghouse contracted agency staff prepares, prints and distributes traffic safety materials, reports and newsletters used for public information and education, or promotion of program activities; conducts research for TSD upon request; and updates materials as needed. Materials are also made available for distribution at public participation and outreach events. This project also provides funds for Injury Prevention Resource Center (IPRC) promotional materials for NMDOT/TSD programs including Impaired Driving, Occupant Protection, Pedestrian and Bicyclist Safety, Motorcycle Safety and Driver Education and Safety.			
Additional funds for this project in AL Section: 04-AL-64-P09 (295,710).			
<b>Intended Subrecipient:</b> Safer NM Now (Nonprofit 501c)		<b>Staff Oversight:</b> Leann Adams & Pierrot Bendegue	



<b>Eligible Use of Funds:</b> Improve driver performance	
Estimated Match Amount: \$37,170.22	Estimated Local Benefit: None
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors	

**Highway Safety Office PTS Program Management Project**

Project Number	Project Title	Fund Source	Fund Estimate
05-PT-02-P02	<b>Police Traffic Services Program Management</b>	402	\$215,000
<b>Project Description</b>			
Provides program management in the Police Traffic Services Program area to coordinate projects related to police traffic services, traffic enforcement, and the statewide program of training, development and quality assurance for police traffic services. Oversees law enforcement efforts in general traffic law enforcement such as speed, driver inattention, restraint use and alcohol/impaired driving. Provides for management of the State Traffic Safety Education and Enforcement funds supplied to local law enforcement agencies. Personnel services include salaries and benefits for six FTEs (one staff manager & five management analyst positions). Funding percentages will be based on hourly time sheets. Travel, supplies and training are included for monitoring, workshops, seminars and program management. Remainder of funding for the six FTEs can be found in the OP and AL program areas.			
Intended Subrecipient: None		Staff Oversight: Thomas Lujan	
Eligible Use of Funds: P&A			
Estimated Match Amount: \$31,304.00		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None		P&A Costs: \$4,546	
<b>Countermeasure Strategy(s):</b> Support HV Traffic Enforcement and Officer Training to Reduce DD Behaviors			

**State Only Funded Project**

Project Number	Project Title	Fund Source	Fund Estimates
05-EE-05-P01	<b>Education and Enforcement (E&amp;E) Funds to LEAs</b>	20800	\$184,724
<b>Project Description</b>			
E&E 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 TS programs. Funds are used for LE overtime, commodities, education, training and program administration. Funding varies by fiscal year based on fees collected in the previous year.			
Staff Oversight: Cora Anaya			

**PTS Federal and State Budget Funds Summary**

Total Planned NHTSA Funds: \$1,797,420	Total Planned State Funds: \$921,904
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**Motorcycle Safety Program Plan**

**Countermeasure Strategy - Improve Motorcyclist Safety**

Project Number	Project Title	Fund Source	Fund Estimates
05-MC-05f-P01	<b>Motorcycle Safety</b>	405f	\$42,200*
05-MC-08-P01		20600	\$926,461*
<b>Project Description</b>			
Provides funds to administer a quality motorcycle safety training program utilizing Motorcycle Safety Foundation curricula. The formal program of instruction provides training in crash avoidance and other safety-oriented skills to motorcyclists, via E-learning or online learning, as well as on the motorcycle. Training is provided in seven of the State's largest counties, including Bernalillo, San Juan, Otero, Santa Fe, Chaves, McKinley and Dona Ana, accounting for over 62 percent of the State's population. With access via 17 adjoining counties, coverage increases to 96 percent of the State's population. Should additional funds become available in 2024, the NMDOT/TSD will seek to replace aging motorcycles and purchase other training equipment, commodities, training, media, and other efforts to support the program's needs.			
*Because the funding will be higher than FY23, due to legislative action, we will need reports to project a more accurate funding estimate for FY25. This number will remain as a placeholder.			
<b>Intended Subrecipient:</b> NM MC Safety Program (Non-profit corporation)		<b>Staff Oversight:</b> Cora Anaya	
<b>Eligible Use of Funds:</b> Motorcycle safety training and enhance driver awareness of motorcyclists			



Estimated Match Amount: \$10,550	Estimated Local Benefit: None
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None	P&A Costs: \$4,546
Countermeasure Strategy(s): Improve Motorcyclist Safety	

**405f Motorcyclist Safety  
Reduction Of Fatalities and Crashes Involving Motorcycles**

New Mexico	2019	2020	2019 – 2020	
	FARS DATA	FARS DATA	Difference	
MC Fatalities	55	44	-11	

New Mexico	2019	2019	2019	2020	2020	2020	2019 -2020
	FARS DATA	Registered MC (FHWA)	Rate per 10,000 registered MC	FARS DATA	Registered MC (FHWA)	Rate per 10,000 registered MC	Difference
MC Crashes	56	60,466	204.27	46	54,496	180.62	-10

**Crash Data Collection**

State crash data collection is via police reported crashes that occur on public roadways and involve injuries or property damage in excess of \$500. Crash reports are completed on a standardized form statewide and are required to be submitted to the NMDOT Crash Records Unit within 24 hours of completion of the crash investigation. The NMDOT processes the paper-based or electronic reports and sends them to the University of New Mexico Geospatial and Population Studies Traffic Research Unit (TRU) for entry into the crash database using a quality control process. Vehicle type coding and seat position coding from the crash file are used to identify motorcycles in the crash database. ATVs are excluded as a motorcycle type.

**Crash Data Analysis and Reporting**

The TRU conducts analyses of traffic crash data, including motorcycle crash data, for the NMDOT. TRU maintains a website where reports generated from the data analyses can be accessed: <https://gps.unm.edu/data>. Reports are available to law enforcement, traffic safety partners and the general public via the TRU website.

The New Mexico Traffic Crash Annual Report and the New Mexico DWI Report include detailed analyses on motorcycle crash and crash fatality data. These reports provide motorcycle data on total crashes, fatal crashes, rates of crashes, crashes by severity, helmet use, severity of injury by helmet use, light conditions, motorcycle drivers and passengers in crashes by age & sex, motorcyclist fatalities by age & sex, top factors in crashes, alcohol-involved, alcohol-involved MC driver in crashes, alcohol-involved crash severity, alcohol-involved crashes by age & sex, and top five counties for motorcycle crashes and alcohol-involved motorcycle crashes. In addition, motorcycle crash fatality data are analyzed and reported out monthly. The reports include current month and year-to-date totals on motorcyclist fatalities, fatalities by helmet use, and alcohol-involved motorcyclist fatalities. TRU also provides specific data analyses to the NMDOT by request, as needed.

**Crash Data Completeness Efforts**

Efforts to ensure completeness in reporting include regular monitoring of the number of crash reports submitted by law enforcement agencies. If the number of reports submitted is substantially lower compared to previous years, the NMDOT Crash Records Unit will contact the agency to determine if there are problems/issues in submitting the reports on a timely basis.

As part of data entry process, the TRU conducts regular quality control processes to ensure that crash reports are complete and contain all critical variables. Critical variables include, but are not limited to, crash report number, date, location, time of day, sex and age of individuals involved, injury code, helmet use, vehicle type. TRU tracks report errors by agency and notifies the Crash Records Unit of any significant issues so the Unit can follow-up with the agency to obtain the needed data and resolve the issues.

## Pedestrian and Bicyclist Safety Program Plan

### Countermeasure Strategy: Improve Pedestrian and Bicyclist Safety

Project Number	Project Title	Fund Source	Fund Estimates
05-PS-05h-P01	<b>Pedestrian &amp; Bicyclist Safety</b>	405h	\$240,000
05-PS-RF-P01		20100	\$60,000
<b>Project Description</b>			
<p>Provides funds for a contract with the University of New Mexico Center for Injury Prevention Research and Education (CIPRE) to conduct community outreach, education and training with a focus on drivers, pedestrians, bicyclists and the general public. Staff works on pedestrian and bicyclist safety issues with Mid-Region Council of Governments, City of Albuquerque Vision Zero, Safe Routes to School coordinators statewide, local community pedestrian safety advocates and municipal planning organizations to design and implement pedestrian safety education campaigns with a focus on communities at higher risk of pedestrian fatalities and injuries identified via public participation and engagement activities.</p> <p>Contractor will 1) partner with law enforcement, shelters and clinics in high-pedestrian fatality/injury communities to increase awareness of pedestrian and bicyclist laws, and highlight ways to increase ped/bike safety among high-risk populations; 2) work with NMDOT Bicycle/Pedestrian/Equestrian partners and Driver Education instructors on pedestrian and bicyclist safety issues, including pedestrian and bicyclist State statutes; 3) partner with Safe Routes to School programs to provide pedestrian and bicyclist safety education for elementary school age children; and 4) encourage increased awareness of pedestrians and bicyclists through the statewide 'Look for Me' media campaign. Contractual costs include personnel and benefits, educational materials, training or meeting venue costs, and travel. <i>State funds are used for educational materials and promotional items for pedestrian and bicyclist safety activities and events.</i></p>			
<b>Intended Subrecipient:</b> UNM CIPRE (University of NM Injury Prevention program)		<b>Staff Oversight:</b> Jonathan Fernandez	
<b>Eligible Use of Funds:</b> Public education and awareness			
Estimated Match Amount: \$60,000		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Improve Pedestrian and Bicyclist Safety			

### Pedestrian and Bicyclist Safety Federal and State Budget Funds Summary

Total Planned NHTSA Funds: \$240,000	Total Planned State Funds: \$60,000
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## Traffic Records Program Plan

### State Strategies: Improve Availability, Quality and Utility of Crash Data Facilitate Crash Data Entry and Maintenance of Crash Database

Project Number	Project Title	Fund Source	Fund Estimate
05-TR-02-P02	<b>Traffic Records Committee and Strategic Plan Coordination</b>	402	\$225,777.22
<b>Project Description</b>			
<p>Funds a contract to improve and support the Traffic Records Program by providing support for the State Traffic Records Coordinating Committee activities, including: organizing and facilitating TRCC meetings; developing and updating the annual TR Strategic Plan, to include updates from State Traffic Records assessments; coordinating with traffic records entities to identify and document traffic records projects to improve and support the TR System; track status of projects and document in the Strategic Plan annual updates; develop and monitor TR project performance measures; and provide status reports to the TR committees. <b>Total Project Funds = \$225,777.32</b></p>			
<b>Intended Subrecipient:</b> MA Strategies (LLC)		<b>Staff Oversight:</b> Christian Quintana	
<b>Eligible Use of Funds:</b> Improve Traffic Records			
Estimated Match Amount: \$31,990.94		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546
<b>Countermeasure Strategy(s):</b> Improve Availability and Utility of Crash Data			

**State or FHWA Only Funded Projects**

Project Number	Project Title	Fund Source	Fund Estimate
05-TR-RF-01	<b>Crash Records Data Entry/ QA</b>	20100	\$464,751
Project Description			
Funds for data entry and front-end quality control of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or other electronic transfer methods. Crash database maintenance will be provided. Personnel services will cover salary and benefits for a full-time data entry supervisor and student data entry clerks. Travel, supplies and training are included to support data maintenance and quality improvement efforts.			
<b>Staff Oversight:</b> Christian Quintana			

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900881	<b>EZ Street Software License for TraCS</b>	FHWA	\$15,000
Project Description			
Provides funds for purchase of EZ Street Draw Software License for TraCS. <b>Total Project Funds = \$15,000</b>			
<b>Staff Oversight:</b> Christian Quintana			

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900882	<b>TraCS Maintenance and Support</b>	FHWA	\$60,000
Project Description			
Provides funds for Technology Enterprise Group for technical and helpdesk support; forms creation; general maintenance; maintain NM TraCS package			
<b>Staff Oversight:</b> Christian Quintana			

Project Number	Project Title	Fund Source	Fund Estimates
HWA9900883	<b>Crash Data Statistical and Analytical Reporting</b>	FHWA	\$640,224
Project Description			
Funds a contract with the University of NM (UNM) to provide advanced data analyses using data merging techniques to more easily and accurately identify problem locations and conditions used for generating timely crash-related community and statewide reports to traffic safety partners, State and community leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and increase its traffic crash database quality improvement capabilities. These efforts result in more timely access to and availability of high quality crash-related data. UNM provides geographic-based safety information to State and community traffic safety program managers to improve the targeting of scarce resources.			
<b>Staff Oversight:</b> Christian Quintana			

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900884	<b>Traffic Records Statistician</b>	FHWA	\$60,000
Project Description			
Statistician will conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers; apply appropriate statistical techniques in the analysis of data and provide interpretation of analysis outcomes. Statistician will work under the direction of the Traffic Records Bureau.			
<b>Staff Oversight:</b> Christian Quintana			

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900561	<b>TraCS Rollout and Maintenance and Support</b>	FHWA	\$509,887
Project Description			
Provides funds for continued TraCS rollout, maintenance and support from Department of Public Safety (DPS)			
<b>Staff Oversight:</b> Kariann Blea/Christian Quintana			

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900562	<b>TraCS Rollout and Maintenance and Support</b>	FHWA	\$340,000
Project Description			
Provides funds for continued TraCS rollout, maintenance and support from Dona Ana County Sheriff. (DASO).			
<b>Staff Oversight:</b> Kariann Blea/Christian Quintana			

Project Number	Project Title	Fund Source	Fund Estimate
HWA9900567	<b>TraCS License Renewal</b>	FHWA	\$105,000
Project Description			
Provides funds for renewal of TraCS unlimited software license			
<b>Staff Oversight:</b> Christian Quintana			

**NMDOT Qualifying Criteria for FFY2024-2026 NHTSA 405c State Data Systems Improvement Grant  
2024-2026 Anticipated Improvements in the State's Crash Database  
Traffic Records Program**

**Crash Database – Completeness, Accuracy and Timeliness**

Increase the number of law enforcement agencies using TraCS for crash reporting by at least one agency each year from 3/31/23 to 3/31/26.

Baseline Years	Baseline Value	Baseline Years	Baseline Value	Baseline Years	Baseline Value
4/1/22 – 3/31/23	50	4/1/23 – 3/31/24	51	4/1/24 – 3/31/25	52
<b>Target Years</b>	<b>Target Value</b>	<b>Target Years</b>	<b>Target Value</b>	<b>Target Years</b>	<b>Target Value</b>
4/1/23 – 3/31/24	51	4/1/24 – 3/31/25	52	4/1/25 – 3/31/26	53
<b>Target Years</b>			<b>State Value</b>		
4/1/23 – 3/31/24			63 (prelim.)		

**Outcome**

**Exceeded Target**

**Justification:** Increasing the number of LE agencies using TraCS will result in more electronic data transfer of crash reports. This will increase the completeness and accuracy of crash data as TraCS has validation checks that help the officer fill out the form with valid values, and requires that officers complete critical data elements in the form. Timeliness is also improved as crash reports sent via TraCS are received by NMDOT sooner than hardcopy (paper) forms. Barriers to completing this performance measure include funding for on-boarding of new agencies, lack of computer hardware, and the need for officer training.

**Crash Database – Accuracy**

Increase the percentage of reportable crash reports received using a recent uniform crash report form vs. older uniform crash report forms from estimated 75% from the period 4/1/2022 to 3/31/2023 to 81% from the period 4/1/2025 to 3/31/2026.

Baseline Years	Baseline Value	Baseline Years	Baseline Value	Baseline Years	Baseline Value
4/1/22- 3/31/23	75%	4/1/23/ - 3/31/24	77%	4/1/24 – 3/31/25	79%
<b>Target Years</b>	<b>Target Value</b>	<b>Target Years</b>	<b>Target Value</b>	<b>Target Years</b>	<b>Target Value</b>
4/1/23 – 3/31/24	77%	4/1/24 – 3/31/25	79%	4/1/25 – 3/31/26	81%
<b>Target Years</b>			<b>State Value</b>		
4/1/23 – 3/31/24			86% (prelim.)		
<b>Outcome</b>			<b>Exceeded Target</b>		

**Justification:** The older uniform crash report forms are less MMUCC compliant, do not collect all the necessary data elements, and contain obsolete codes. As the State increases the number of reportable crashes submitted using a newer version of the form, it will result in more accurate, MMUCC-compliant data. The term “recent uniform crash report” refers to versions of the form released in 2020 or after.

**Traffic Records Federal and State Budget Funds Summary**

Total Planned NHTSA Funds: \$225,777.22	Total Planned State/FHWA Funds: \$2,194,862
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**Driver Education and Driving Safety Program Plan**

**State-Funded**

Project Number	Project Title	Fund Source	Fund Estimates
05-DI-09-P01	<b>DE Programs – State Mandated</b>	10020	\$204,766
05-DE-RF-P01		20100	\$204,766
<b>Project Description</b>			
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 TSD policies and procedures. Provides funding to assist with updates to existing Department regulations, as necessary. Additional State funds for this project in AL Section: 04-II-54-P03 (\$170,000).			
<b>Staff Oversight:</b> Pierrot Bendegue			

Project Number	Project Title	Funds	Amount
05-DI-09-P02	<b>DWI School Curriculum</b>	10020	\$60,000
<b>Project Description</b>			
Funding provides for a standardized curriculum for the State-mandated DWI Education Program.			
<b>Staff Oversight:</b> Jonathan Fernandez			

**DE State Budget Funds Summary**

Total Planned State Funds	\$469,532
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**Media and Marketing Plan to Support TS Programs**

**State-Funded**

Project Number	Project Title	Fund Source	Fund Estimates
05-EE-05-P02	<b>General Media Creative and Production</b>	20800	\$200,000
05-CP-RF-P01		20100	\$150,000
<b>Project Description</b>			
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.			
Staff Oversight: Thomas Lujan			

Project Number	Project Title	Fund Source	Fund Estimate
05-EE-PM-P03	<b>General Paid Media</b>	20800	\$275,000
05-PM-RF-P02		20100	\$150,000
<b>Project Description</b>			
Funds paid media for general traffic safety efforts including messaging on increasing seat belt and child restraint use, deterring speeding and distracted driving, and increasing construction zone safety awareness.			
Staff Oversight: Thomas Lujan			

**Media and Marketing State Budget Funds Summary**

Total Planned State Funds	\$775,000
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**Planning and Administration**

**State Strategy: Support Sound and Fiscally Responsible Planning and Financial Management Practices**

Project Number	Project Title	Fund Source	Fund Estimate
05-PA-02-P01	<b>Financial Systems Management – FTEs</b>	402	\$200,000
<b>Project Description</b>			
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 the NHTSA funding through the Grant Tracking System (GTS).			
Intended Subrecipient: None		Staff Oversight: Thomas Lujan	
Eligible Use of Funds: P&A			
Estimated Match Amount: \$29,120		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546

Project Number	Project Title	Fund Source	Fund Estimates
05-PA-02-P02	<b>HSP, Grant and Technical Writing Services</b>	402	\$70,000
05-EE-05-P04		20800	\$30,000
<b>Project Description</b>			
Funds a contract to develop and prepare New Mexico's Highway Safety Plan, develop and prepare Federal grant applications and the Annual Report, and provide technical writing assistance, as necessary.			
Intended Subrecipient: TBD		Staff Oversight: Thomas Lujan	
Eligible Use of Funds: P&A			
Estimated Match Amount: \$10,192		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546

Project Number	Project Title	Fund Source	Fund Estimates
05-PA-64-P13	<b>E-Grants – Phase Two</b>	164	\$75,090
05-PA-02-P03		402	\$50,000
05-PA-RF-P01		20100	\$100,000
<b>Project Description</b>			
Funds to continue development and further enhancements to the E-grants system to include contracts, and Community DWI and Education & Enforcement projects. Funds will also be used for the annual maintenance fee, system hosting and technical support. <i>The 164AL funds are used for alcohol-related activities.</i>			
<b>Intended Subrecipient:</b> Agate Software (For-profit company)		Staff Oversight: Thomas Lujan	
Eligible Use of Funds: P&A			
Estimated Match Amount: \$7,280.00		Estimated Local Benefit: None	
Costs Subject to 1300.41(b) Carryover Funds That Will Expire: None			P&A Costs: \$4,546

**P&A Federal and State Budget Funds Summary**

Total Planned NHTSA Funds	\$395,000
Total Planned State Funds	\$130,000

## Additional Tables and Information

### 405e DISTRACTED DRIVING

#### New Mexico's DD Questions on Driver License Written Exam

<b>Question ID:</b>	1366
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	While driving you should only use your cell phone:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	In an emergency
<b>Answer (b):</b>	When you are in a residential area
<b>Answer (c):</b>	When you are in a school zone
<b>Answer (d):</b>	While driving on the interstate.
<b>Correct Answer:</b>	A
<b>Driver's Guide Reference:</b>	

<b>Question ID:</b>	1363
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	What should you do if you must use your cell phone to make a call:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Speed up to get off the road
<b>Answer (b):</b>	Pull safely off the road and stop
<b>Answer (c):</b>	Keep driving and make the call
<b>Answer (d):</b>	All of the above
<b>Correct Answer:</b>	B
<b>Driver's Guide Reference:</b>	

<b>Question ID:</b>	1360
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	It is legal for _____ to text while driving.
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Everyone
<b>Answer (b):</b>	Drivers over 18
<b>Answer (c):</b>	No one
<b>Answer (d):</b>	Drivers with a Commercial Driver's License
<b>Correct Answer:</b>	C
<b>Driver's Guide Reference:</b>	

<b>Question ID:</b>	1358
<b>Category:</b>	Class D/E
<b>Subcategory:</b>	Driver Behavior - Driver Distraction
<b>Question:</b>	A driver distraction is:
<b>Image Name:</b>	
<b>Image:</b>	
<b>Answer (a):</b>	Anything that causes evasive action while driving



<b>Answer (b):</b>	Anything that takes your attention away from driving
<b>Answer (c):</b>	Anything that causes you to pay more attention to driving
<b>Answer (d):</b>	Anything except for talking on a cell phone
<b>Correct Answer:</b>	B
<b>Driver's Guide Reference:</b>	



March 26, 2024

New Mexico Department of Transportation  
Accounting Services  
PO Box 1149  
Santa Fe, NM 87504-1149  
Rm 131

Maggi Gunnels  
Region 6 Regional Administrator  
National Highway Traffic Safety Administration  
South Central Region  
819 Taylor St., RM 8A38  
Fort Worth, TX 76102

RE: Fund 20600 – Motorcycle Training Fund

This letter serves as certification that according to our financial system (SHARE) for the State Fiscal Year 23, the fund received \$116,625.09 in revenue and the fund expended \$28,990.00 for services performed during FY23. No funding was reverted for FY23.

Please contact me at 505-231-5282 if you have any questions.

Respectfully,

Kristen Dorland  
New Mexico Department of Transportation  
Accounting Services Director & CFO

**Michelle Lujan Grisham**  
Governor

**Ricky Serna**  
Cabinet Secretary

**Commissioners**

**Chandelle Sineros**  
Commissioner  
District 1

**Gary Tonjes**  
Commissioner  
District 2

**Hilma E. Chynoweth**  
Commissioner, Vice Chairman  
District 3

**Walter G. Adams**  
Commissioner, Chairman  
District 4

**Thomas C. Taylor**  
Commissioner  
District 5

**Charles Lundstrom**  
Commissioner, Secretary  
District 6

General Office | P.O. Box 1149 | Santa Fe, NM 87504

NMS\_AP\_JRNL\_DETAIL\_FUND1-FY23 20600\_Exp Only.xlsx  
NMS\_AP\_JRNL\_DETAIL\_FUND1-155542

GL Unit	Voucher	Type	Invoice	Supplier	Supplier	Fund	Dept	Account	Amount	Journal ID	Date	PO No.	Bud Ref	Class	Sub Acct	PC	Bus Unit	Project
80500	962510	REG	006172 CLM 2 11/1-11/30/22	19526	MOTORCYCLE SAFETY FOUNDATION, INC.	20600	5300000000	535300	14,040.00	AP00243856	2/8/2023	368177	123	00000	55301	80500	TSDDMCRP01	
80500	962515	REG	006172 CLM 1 10/1-10/31/22	19526	MOTORCYCLE SAFETY FOUNDATION, INC.	20600	5300000000	535300	14,950.00	AP00243856	2/8/2023	368177	123	00000	55301	80500	TSDDMCRP01	

**Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: New Mexico

Fiscal Year: 2025

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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).

**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](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;
  - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (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.

**NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

**THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))**

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;
5. 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);
- c. 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;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(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;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

**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-awards 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**

**(applies to subrecipients as well as States)**

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**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
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 primary tier 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 tier 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 tier 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 or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). 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 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 entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “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 and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
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 the transaction for cause or default.

## **CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
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 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, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). 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 “Instructions for Lower Tier Participant Certification” including the “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 and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
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 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 participating in covered transactions 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.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

**PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**  
**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

**POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ( [www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.



## **POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

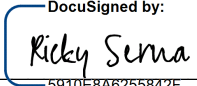
### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that 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 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The 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 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. 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:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will 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 U.S.C. 402(j))
  8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**[Click here to validate form fields and permit signature](#)**

DocuSigned by:  
  
 5910E8A6255842F...

7/31/24  
 07/31/24

Signature Governor's Representative for Highway Safety

Date

Ricky Serna  
 Ricky Serna

Printed name of Governor's Representative for Highway Safety



**Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants**

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: New Mexico

Fiscal Year: 2025

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*Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.*

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**PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at \_\_\_\_\_ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 1/1/86 (date) and last amended on 6/15/01 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*  
NMSA 66-7-372 Safety belt use required & NMSA 66-7-369 Child passenger restraint enforcement

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on 1/1/86 (date) and last amended on 6/15/21 (date) and is in effect and will be enforced during the fiscal year of the grant.

- o *Legal citation(s):*
  - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;  
NMSA 66-7-372 and NMSA 66-7-369
  - Coverage of all passenger motor vehicles;  
NMSA 66-7-372 and NMSA 66-7-369
  - Minimum fine of at least \$25;  
NMSA 66-8-116
  - Exemptions from restraint requirements.  
NMSA 66-7-372

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at PAGE 11, with more detail in the NM\_FY24\_HSP on pages 30, 56 and 57 (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
- o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 9/13/22 (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ *Fill in the blank below.* ] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at Int hdmn\_FY24\_HSP, pages 5& 60 (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
In the NM\_FY24\_HSP, pages 26 & 27 describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location)  
In the NM\_FY24\_HSP, pages 26 & 27 contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location)  
See NM\_FY24\_405d\_Approved 2023 Statewide Impaired Driving Plan contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 7/26/2023 (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).

Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at \_\_\_\_\_ (location)  
addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at \_\_\_\_\_ (location)  
contains the projects, in detail, for spending grant funds;



- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

- The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 6/17/05 (date) and last amended on 7/1/16 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;  
NMSA 66-8-102
- Identify all alcohol-ignition interlock use exceptions.  
NMSA 66-8-102

- The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- 
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- 
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;

- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

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*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

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- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).
- 

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most



recent crash report with distracted driving data element(s) within 30 days after notification of award.

**DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).  
In the NM\_FY24\_HSP, pages 61 & 62

**DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 1/1/14 (date) and last amended on 1/1/14 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;  
NMSA 66-7-374
- Definition of covered wireless communication devices;  
NMSA 66-7-374
- Fine for an offense;  
NMSA 66-8-116: see Texting while driving
- Exemptions from texting ban.  
NMSA 66-7-374

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 1/1/14 (date) and last amended on 1/1/14 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;  
NMSA 66-7-374
- Definition of covered wireless communication devices;  
NMSA 66-7-374
- Fine for an offense;  
NMSA 66-8-116: see Texting while driving
- Exemptions from handheld phone use ban.  
NMSA 66-7-374

- Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on youth cell phone use while driving;

- \_\_\_\_\_  
Definition of covered wireless communication devices;

- \_\_\_\_\_  
Fine for an offense;

- \_\_\_\_\_  
Exemptions from youth cell phone use ban

**Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 1/1/14 (date) and last amended on 1/1/14 (date), is in effect, and will be enforced during the fiscal year of the grant

o *Legal citations:*

- Prohibition on viewing devices while driving;

NMSA 66-7-374

- Definition of covered wireless communication devices;

NMSA 66-7-374

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

**Motorcycle Rider Training Course**

- o The name and organization of the head of the designated State authority over motorcyclist safety issues is Jeff Barela, Director, NMDOT Traffic Safety Division

- o The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*

- Motorcycle Safety Foundation Basic Rider Course;

- TEAM OREGON Basic Rider Training;

- Idaho STAR Basic I;

- California Motorcyclist Safety Program Motorcyclist Training Course;

- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- o In the annual grant application at In the NM\_FY24\_HSP, page 39 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the



grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

**Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at \_\_\_\_\_ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

**Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):* \_\_\_\_\_

**Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).  
PAGE 15
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).  
PAGES 15 & 16

**Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- o Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- o Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

\_\_\_\_\_.

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at See: NM\_FY24\_405f\_State MC fee data documentation (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]



The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).  
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**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* \_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*  
\_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).



*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

[Click here to validate form fields and permit signature](#)

DocuSigned by:  
*Ricky Serna*  
5910E8A6255842F...

8/29/2024

Signature Governor's Representative for Highway Safety

Date

Ricky Serna, Cabinet Secretary

Printed name of Governor's Representative for Highway Safety