



# FFY14 Highway Safety Plan

Section 405 Grant Applications

TRANSPORTATION PLANNING AND SAFETY DIVISION  
TRAFFIC SAFETY

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# EXECUTIVE SUMMARY

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

Performance targets established for FFY14 are based on data reviews and discussion, as well as on statistical analysis and projections. All 2011 data are final; 2012 fatality data are preliminary; 2012 New Mexico Seatbelt Survey data are final; all other 2012 data are projections.

The State's FFY14 Highway Safety Plan (HSP) goal is to reduce the number of traffic-related crashes, fatalities and serious injuries in New Mexico.

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

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

In addition to enforcement, aggressive prosecution of DWI offenders and underage DWI prevention programs are the strategies most likely to impact changes in drinking and driving behavior, and thereby, reduce unnecessary deaths and injuries. The TSD provides funding for DWI courts, BAC and other drugs testing, Drug Recognition Expert (DRE) training, and underage drinking enforcement and prevention programs.

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

- The State's Alcohol/ Impaired Driving performance measure and target is to reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 105 in CY2011 to 104 in CY2013. (FARS data)

## ***Occupant Protection***

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

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

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

For more than 10 years, New Mexico's approach to increasing seatbelt use has focused on Operation Buckle Down (OBD), a statewide program of high-visibility seatbelt law enforcement that is combined with an aggressive public awareness media campaign. In addition, all agencies receiving OBD funding are required to participate in the NHTSA Click It or Ticket National Seatbelt Enforcement Mobilization. In 2012, 66 city, county and State Police agencies participated in OBD and the National Mobilization, providing coverage of more than 90% of the State's population.

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

- The State's Occupant Protection performance measure and target is to reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions from 109 in CY2011 to 108\* in CY2013. (FARS data) *\*Preliminary State data indicate that there were 129 unrestrained occupant fatalities in CY2012.*
- The State's Occupant Protection behavior measure and target is to increase the observed seatbelt use percentage for front-seat occupants from 91.4% in CY2012 to 91.5% in CY2013. (State survey data)

### **Police Traffic Services**

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

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

- The State's Police Traffic Services performance measures and targets are:
  - Reduce the number of traffic fatalities from 353 in CY2011 to 352\* in CY2013. (FARS data) *\*Preliminary State data indicate that there were 379 traffic fatalities in CY2012.*
  - Reduce fatalities per 100M VMT from 1.39 in CY2011 to 1.38\* in CY2013. (FARS data) *\* Preliminary State data indicate that the overall traffic fatality rate was 1.50 in CY2012.*

- Reduce the number of serious injuries in traffic crashes from 1,709 in CY2011 to 1,708 in CY2013. (State crash files)
- Reduce the number of speeding-related fatalities from 147 in CY2011 to 140 in CY2013. (FARS data)

### **Traffic Records**

The Traffic Records Program uses the current five-year Statewide Traffic Records System (STRS) Strategic Plan (FFY13 – FFY17) to guide its annual activities and projects. TSD executive and management staff participate in the Statewide Traffic Records Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC). These committees are charged with ensuring that the goal and objectives of the multi-year STRS Strategic Plan are achieved. The goal of the Strategic Plan is to create and maintain an STRS that includes the following data systems: crash, roadway inventory, traffic, driver history, injury surveillance, vehicle, citation and adjudication, Fatality Analysis Reporting System (FARS) and Federal Motor Carrier Management Information System (MCMIS).

- The States Traffic Records Program performance measures and targets are:
  - Decrease the number of days for the Las Cruces Magistrate Court to process citations (enter citations into the electronic data system) once received from the Dona Ana Sheriff's law enforcement officers from a baseline of 14 days during the period of January – March 2013 to five days for the period January-March 2014.
  - Increase the percentage of EMS Ground Services submitting at least 50 percent of their reports within 30 days of the event from 74.5 percent for the period January-March 2013 to 78 percent in the period January-March 2014.

### **Motorcycle Safety**

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

- The State's Motorcycle Safety performance measures and targets are:
  - Reduce the number of motorcyclist fatalities from 45 in CY2011 to 44\* in CY2013. (FARS data) \**Preliminary State data indicate that there were 61 motorcyclist fatalities in CY2012.*
  - Reduce the number of unhelmeted motorcyclist fatalities from 39 in CY2011 to 38\* in CY2013. (FARS data) \**Preliminary State data indicate that there were 47 unhelmeted motorcyclist fatalities in CY2012.*

### **Pedestrian and Bicyclist Safety**

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

- The State's Pedestrian Safety performance measure and target is to reduce the number of pedestrian fatalities from 41 in CY2011 to 40\* in CY2013. (FARS data) \**Preliminary State data indicate that there were 62 pedestrian fatalities in CY2012.*

### ***Driver Education and Safety***

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

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

- The State's Driver Education and Safety performance measure and target is to reduce the number of drivers age 20 or younger involved in fatal crashes from 40 in CY2011 to 38 in CY2013. (FARS data)

### **2013 Performance Measure and Target Outcomes**

New Mexico achieved three of its NHTSA/ GHSA-established performance measures in FFY13. Data on the FFY13 observed seatbelt use data measure is not yet available. Seven of the measures were not met. New Mexico established a performance measure and target for its Traffic Records Program; this performance measure was met, as were State process measures for Planning and Administration.

## **(a) HIGHWAY SAFETY PLANNING PROCESS**

The New Mexico Department of Transportation/ Traffic Safety Division (TSD) is committed to preventing injuries and saving lives by reducing the number of crashes on New Mexico's roadways. To accomplish this, the TSD develops, supports and implements a variety of traffic safety programs including Alcohol/ Impaired Driving, Occupant Protection, Police Traffic Services, Traffic Records, Motorcycle Safety, Pedestrian and Bicyclist Safety, and Driver Education and Safety. The effectiveness of these programs is measured using police crash reports, traffic volume and speed monitoring data, traffic safety, census and health-related data, and seatbelt use surveys.

### **(1) Processes, and Information and Data Sources**

#### **Planning and Goal Setting Process**

The Division staff works with NHTSA and a group of traffic safety planning participants and partners to identify highway safety needs, assist with establishing targets/ goals, and develop evidence-based countermeasure strategies and projects to address problems and to achieve the performance targets established for each of the program areas (see list of traffic safety participants/ partners on page 8).

New Mexico's HSP planning and development process begins in November and continues through June (see TSD Calendar on pages 9 & 10). Monthly meetings are conducted with the NMDOT/ TSD Director, Section Heads, Program Managers (PMs) and other staff. NHTSA Region 6, Federal Highway Administration (FHWA) and Federal Motor Carrier Safety Administration (FMCSA) representatives attend these meetings, when possible.

#### ***Data Review and Problem Identification***

TSD staff begin the planning and goal setting process by reviewing data from the fatality analysis system (FARS), the annual New Mexico Crash Report and DWI Report. These reports provide detailed state, county and city level data, data on where and when crashes and fatalities occur, contributing factors in crashes, and who is primarily involved in these incidents. High crash locations are identified by county and city intersections, and rural highway corridors. Staff also review the most current New Mexico Comprehensive Transportation Safety Plan (CTSP- 2010) and recent highway data.

In addition, TSD Section Heads and PMs meet throughout the year with traffic safety planning participants/ partners, including community partners/ advocates, program stakeholders, and government agency representatives interested or involved in traffic safety issues. Information from these discussions is presented at HSP planning meetings to help identify issues of concern and local problem areas, countermeasure strategies and potential projects.

As part of the problem identification process, a contracted data analyst from the University of New Mexico (UNM) Traffic Research Unit (TRU) makes a data presentation to the staff. Five-year trend data (three-year rolling averages) with two years of projected data are presented on overall crashes, fatalities & serious injuries; alcohol-involved crashes and fatalities; speeding-related fatalities; motorcyclist and pedestrian fatalities, percentage of seatbelt use; contributing factors in crashes; and high risk areas of the State. TRU staff members discuss any caveats or weaknesses to the available data, and discuss how this can impact problem identification.

#### ***Goal Setting - Establishing Performance Measures and Targets***

Based on the data presented and discussion conducted during the data review and problem identification process, HSP planning participants establish targets for the performance measures developed by NHTSA and GHSA in the Traffic Safety Performance Measures for States and Federal



Agencies report, and for additional State-developed measures (see detailed information in Performance Plan beginning on page 13).

**Project Selection**

To determine strategies and projects for the upcoming year, staff members make presentations on their programs, describing the previous year’s strategies and projects, the status of current projects, any issues from the past year, and if or how current projects contributed to achieving the current year’s performance targets. They review evidence-based countermeasure strategies (*NHTSA Countermeasures That Work, 7<sup>th</sup> Edition, 2013*), any local or statewide assessments, and discuss which projects have been successfully implemented and should be continued. Staff also propose any new evidenced-based strategies and projects that should be implemented to address the problems identified through the data review and discussion process, and to meet the newly-established performance targets. Additional information on project selection is presented in (c) Highway Safety Strategies and Projects: Process for Countermeasure Strategy Development/ Project Selection on page 20.

**Traffic Safety Planning Participants/ Partners**

TSD’s traffic safety partners, listed below, include representatives from government agencies involved in safety issues; law enforcement; education, research and analysis; media; program stakeholders; and community and constituent groups. These partners participate in the planning process in various ways including serving on committees, providing information and input regarding traffic safety issues and needs, and providing feedback on strategies and projects.

<p><b>AAA</b>  <b>Administrative Office of the Courts</b>  <b>Attorney General’s Office</b></p> <p><b>Bernalillo County Metro Court</b>  <b>Bureau of Indian Affairs and Various Tribes</b></p> <p><b>Federal Highway Administration</b>  <b>Federal Motor Carrier Safety Administration</b></p> <p><b>Metropolitan Planning Organizations</b>  <b>Mothers Against Drunk Driving</b>  <b>Motorcycle Safety Foundation</b></p> <p><b>NHTSA Region 6</b>  <b>NM Broadcasters Association</b>  <b>NM Department of Finance &amp; Administration</b>      <b>Local Program Division DWI Program</b>  <b>NM Department of Health</b>      <b>Scientific Lab Division</b>      <b>Injury Prevention and EMS Bureau</b>      <b>Child Fatality Review Board</b>      <b>Injury Surveillance Alliance</b></p> <p><b>NM Department of Public Safety</b>      <b>State Police</b>      <b>Motor Transportation Division</b>      <b>Special Investigations Division</b></p>	<p><b>NM Department of Transportation</b>  <b>NM Health Policy Commission</b>  <b>NM Law Enforcement Agencies</b>  <b>NM Restaurant Association</b>  <b>NM Regulation &amp; Licensing Department</b>      <b>Alcohol and Gaming Division</b>  <b>NM Taxation and Revenue Department</b>      <b>Motor Vehicle Division</b>  <b>NM Transportation Safety Management Team</b></p> <p><b>Safer NM Now</b>  <b>Statewide Traffic Records Executive Oversight Committee</b>  <b>Statewide Traffic Records Coordinating Committee</b></p> <p><b>University of New Mexico</b>      <b>Traffic Research Unit</b>      <b>Institute of Public Law/ Judicial Ed</b>      <b>Dept. of Emergency Medicine</b>      <b>Continuing Ed/ Community Services</b>      <b>Center for Injury Prevention Research and Education</b></p> <p><b>Various City &amp; County Governments</b>  <b>Vaughn-Wedeen Creative, Inc.</b></p>
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## Information and Data Sources

The majority of the data presented in the FFY2014 Highway Safety Plan are based on calendar year data. Below are some of the Federal, State or local information and data sources reviewed and used:

**Federal** : Fatality Analysis Reporting System (FARS); NHTSA Countermeasures That Work, 7<sup>th</sup> Edition, 2013; NHTSA Traffic Safety Performance Measures for States and Federal Agencies; GHSA Guidance for Developing Highway Safety Plans, May 2013; FMCSA and FHWA traffic-related statistics; and US Census Bureau population statistics.

**New Mexico Crash Data System:** A new data entry system was developed and implemented in the latter part of 2012 replacing the old data repository that had been in place since 1978. Data is derived from police reports submitted on the uniform crash report (UCR) form used by all New Mexico law enforcement agencies. Plans are in place to further develop the new data system to accept electronic data.

**Motor Vehicle Database:** This comprehensive driver database is maintained by the Motor Vehicle Division, NM Tax and Revenue Department. It includes DWI offenses and case outcomes.

**University of New Mexico (UNM) – Traffic Research Unit (TRU):** Using data analysis and data linkage techniques, the TRU combines crash records, highway tabulations, driver records, geographic information and census data to produce statewide and community profiles and reports.

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

**Other Information/ Data Sources:** Program/project specific reports, AAA, NM State Police, statewide or local assessments.

***Data analyses and identified problem areas are detailed in the Performance Plan starting on page 13 and in each of the Program Areas.***

## TSD Calendar

- November -** TSD Director prioritizes program areas on which the Division will focus. Set calendar for HSP planning and development meetings and send meeting dates to TSD staff, NMDOT Highway Safety staff, NHTSA Region 6, FHWA and FMCSA representatives.
- December -** Begin HSP meetings. Review the most recent traffic and highway safety data and any comments from NHTSA, FHWA, FMCSA or traffic safety partners. Assign program areas and responsibilities to Program Managers and Section Heads. Begin gathering local data to be used in program area problem identification. Conduct project closeouts, carry forward prior year funds and submit final vouchers. Develop and submit the NMDOT Annual Report to NHTSA.

- January -** Conduct HSP meeting.  
Review current federal regulations, certifications and compliance.  
Identify legislative priorities.  
Begin monitoring projects.
- February -** Conduct HSP meeting.  
Section Heads and Program Managers make presentations on problem identification and status of each program area. Estimate budget needs.  
Request data presentation by UNM TRU for April meeting.  
Begin Map-21 grant applications planning and development.
- March -** Conduct HSP meeting.  
Section Heads and Program Managers make presentations on problem identification and status of each program area. Estimate budget needs.  
Program Managers report on any input from local traffic safety partners.
- April -** Conduct HSP meeting.  
Data presentation by the UNM TRU.  
Set performance measures and targets for upcoming year.
- May -** Conduct HSP meeting.  
Discuss preliminary budget projections and any changes to strategies/ projects.
- June -** Conduct HSP meeting.  
Project available funding (new and carry forward) and finalize project funding.  
Modify project descriptions based on available funding.  
Review the draft HSP and Map-21 grant applications, and make any needed changes.  
Submit draft HSP and Map-21 grant applications to NHTSA Region 6 for comments and modify, as necessary.  
Submit final HSP and Map-21 grant applications to NHTSA.
- July-Aug -** Conduct project monitoring site visits with grantees and contractors.
- Sept-Oct -** Implement project agreements/ contracts for current year.  
Carry forward partial funds for operations until next year's funds are available.

## **New Mexico Demographics**

At 121,298 square miles, New Mexico is the fifth largest state in the country in land area. It has 33 counties; Los Alamos County is the smallest at 109 square miles and the largest is Catron at 6,923 square miles.

New Mexico has 68,378 miles of public road, 88 percent of it rural (60,469 miles). In 2010 on NM roadways, there were 25.3 billion vehicle miles of travel, over 50 percent of them rural miles. In 2011, New Mexico had 1,455,481 licensed drivers and 1,707,128 registered vehicles.

New Mexico has a 2012 census population of 2,085,538 (2,082,224 in 2011). In 2011, the US Census indicated that the largest racial/ethnic group was Hispanic (46.7%), followed by non-Hispanic, White persons (40.2%). New Mexico's American Indian population is one of the largest percentage-wise in the nation at 10.1 percent. Blacks and Asians make up about 4.1 percent of the population. In 2011, 24.9 percent of New Mexico's total population was under age 18. A language other than English is spoken at

home by 36.2 percent of the population. High school graduates make up 83.1 percent of the population and 25.4 percent have a bachelor's degree or higher.

Roughly 2/3 of the population lives in the NW quadrant of the State (includes Bernalillo County with 1/3 of the State's population); another 1/4 live in the SE quadrant, and the remaining live in the NE and SW quadrants of the State. In 2012, five counties accounted for 62 percent of the State's population (Bernalillo, Doña Ana, Sandoval, San Juan and Santa Fe).

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

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

## **2013 State Legislative Summary**

### **Senate Bill 190 – DWI Interlock Leasing**

Senate Bill 190 removes an existing discrepancy between two statutes related to use of funds for ignition interlocks. The bill allows funds appropriated from the Local DWI (LDWI) Grant Fund to the Interlock Device Fund (IDF), managed by the Traffic Safety Division, to be used for *leasing* interlock devices, as well as for installing and removing interlocks. Previously, the statute relating to use of LDWI funds did not allow for leasing of interlock devices, thereby necessitating segregation of funds within the IDF. *Amends NMSA 1978, Section 11-6A-3(E).*

### **Senate Bill 248 – Driver Education Instructor Requirement**

Senate Bill 248 modifies one of the four requirements to qualify as a driver education instructor in New Mexico. The bill removes the New Mexico jurisdictional requirement that a person hold a valid New Mexico operator or chauffeur license and only requires a person to hold a valid operator or chauffeur license regardless of issuing jurisdiction.

This legislation allows qualified individuals with a valid license from border state areas such as El Paso, Texas; Durango, Colorado; and Window Rock, Arizona to teach driver education in New Mexico high schools and in for-profit driver education schools certified by the NMDOT Traffic Safety Division. *Amends NMSA 1978, Section 66-10-4.*

### **Senate Bill 345 – Eliminate Some Open Container Exceptions**

Senate Bill 345 eliminates exceptions to the New Mexico's open container law that exempts (1) persons who, upon the recommendation of a doctor, carry alcoholic beverages in that person's motor vehicle for medicinal purposes; and (2) any clergyman or his agent who carries alcoholic beverages for religious purposes in the clergyman's or agent's motor vehicle.

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), signed in 2012, included specific provisions related to open container legislation. States that fail to enact or enforce compliant open container laws by October 1 of each fiscal year will have a penalty transfer of an amount equal to 2.5 percent (2.5%) of Federal-aid funds apportioned under 23 U.S.C. § 104(b)(1) from the National Highway Performance Program (NHPP) and Surface Transportation Program (STP). This measure will prevent NMDOT from losing approximately seven million dollars (\$7,000,000) per year of Federal funding. *Amends NMSA 1978, Section 66-8-138.*

## **(2) Coordination with State Strategic Highway Safety Plan**

As part of the ongoing process coordinate the HSP with the State strategic highway safety plan, TSD staff participated in the initial development of the 2006 NMDOT Comprehensive Transportation Safety Plan (CTSP) and in the updates to the 2010 CTSP. The CTSP outlines 12 emphasis areas with strategies in each area. These CTSP emphasis areas represent an umbrella program for all of the State's traffic safety goals. Strategies and projects in each HSP program area align with emphasis areas detailed in the 2010 CTSP.

Development and implementation of the CTSP has been an iterative process involving extensive consultation and participation among state, local and Federal agencies, Native American Pueblos and Nations, Metropolitan Planning Organizations, and safety stakeholders involved in all aspects of transportation safety in New Mexico. A memorandum of understanding among the CTSP partner agencies was undertaken immediately after finalizing the CTSP. The CTSP Leadership Council was convened as an interagency steering committee comprised of senior leadership from the partner agencies. The Leadership Council initially met quarterly to ensure a continued commitment to the CTSP goals and objectives. The Transportation Safety Management Team meets monthly to review progress in achieving CTSP goals and objectives, identify gaps in performance, identify additional strategies and programs, coordinate safety plans and data collection/ information systems, and address challenges.

In FFY14, the Transportation Safety Management Team will continue to meet monthly to develop and implement a new CTSP per MAP-21 requirements. The goals, objectives and strategies developed through this process will be coordinated with the New Mexico's Highway Safety Plan.

Membership in the Transportation Safety Management Team includes representatives from the New Mexico Department of Transportation, including the Deputy Secretary, the State Traffic Engineer, Transportation Safety and Planning, Transit Rail, Research, Information Technology, Traffic Safety and Risk Management. Other members represent Metropolitan Planning Organizations, State Police, Department of Health, Federal Motor Carrier Safety Administration, Federal Highway Administration, and the National Highway Traffic Safety Administration – Region 6.

## (b) PERFORMANCE PLAN

### (1) Performance Measures and Targets – CY Data

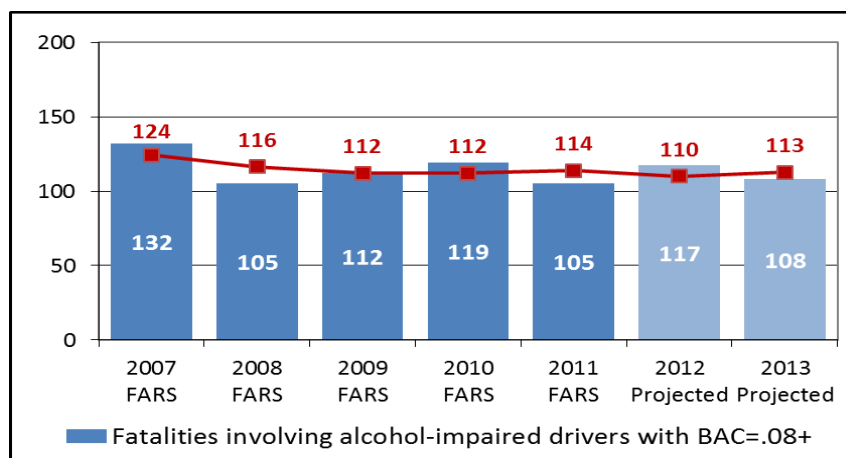
NHTSA/ GHSA PERFORMANCE MEASURES	2014 HSP TARGET
Number of traffic fatalities	352
Fatalities per 100M VMT	1.38
Number of drivers, age 20 or younger, involved in fatal crashes	38
Number of serious injuries in traffic crashes	1,708
Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above	104
Number of unrestrained passenger vehicle occupant fatalities, all seat positions	108
Observed seatbelt use for passenger vehicles, front seat outboard occupants	91.5 percent
Number of speeding-related fatalities	140
Number of pedestrian fatalities	40
Number of motorcyclist fatalities	44
Number of unhelmeted motorcyclist fatalities	38
ADDITIONAL STATE PERFORMANCE MEASURES	2014 HSP TARGET
TR – Number of days to enter citations into electronic data system	Reduce to five days
TR – Percent of EMS Ground Services submitting at least 50 percent of response reports to State EMS database within 30 days of the event	Increase to 78 percent

### (2) Data Analysis - Current Safety Levels, Annual Targets, Justifications

Projections shown in the charts below are based on a simple linear regression calculation. In some cases, program staff may establish targets for 2013 based on their data review and discussion process, rather than on the projections. All 2011 data are final; 2012 fatality (fatalog) data are preliminary; 2012 NM Seatbelt Survey data are final; all other 2012 data are projections.

#### Alcohol / Impaired Driving

***Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 105 in CY2011 to 104 in CY2013. (FARS data)***



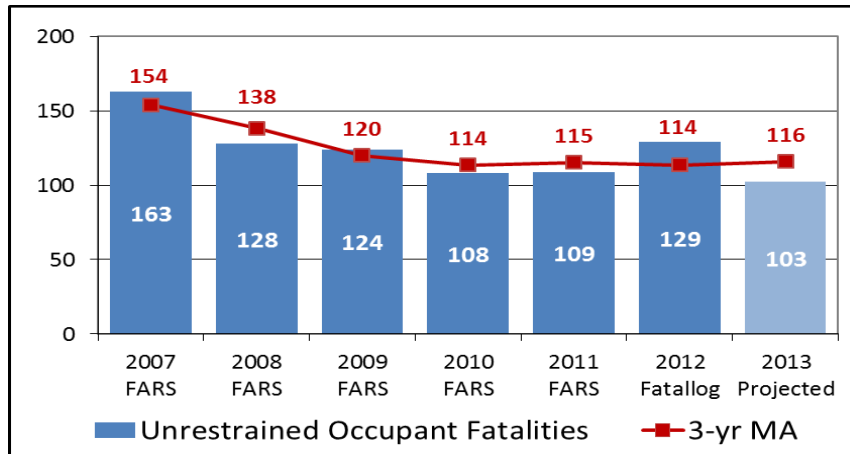
Justification: The number of alcohol-involved fatalities increased in 2009 and 2010 from a low figure of 105 in 2008, and then decreased to 105 again in 2011. Preliminary 2012 State data show that alcohol-

involved fatalities rose in 2012. Based on preliminary State data showing that January-April 2013 alcohol-involved fatalities are down by 83 percent from the same period in 2012 and projections are indicating fewer alcohol-involved fatalities in 2013, the State has selected a target of reducing alcohol-involved fatalities to 104 in 2013.

**Occupant Protection**

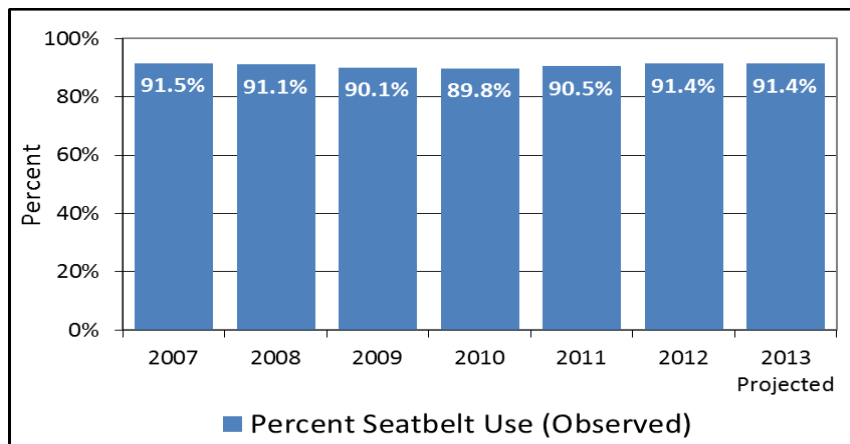
***Decrease number of unrestrained passenger vehicle occupant fatalities, all seat positions from 109 in CY2011 to 108 in CY2013. (FARS data)***

*\*Preliminary State data show that there were 129 unrestrained occupant fatalities in CY2012.*



Justification: The number of unrestrained occupant fatalities in New Mexico fell dramatically between 2007 and 2008, and has continued to decline. Preliminary 2012 State fatality data show an increase in these fatalities, but projections indicate a decline in 2013. TSD has prioritized the enforcement of seatbelt and child restraint laws statewide with increased funding to the New Mexico Department of Public Safety (DPS), who augment our core law enforcement agencies. The DPS has enacted a zero-tolerance policy for unrestrained occupant violations, meaning that violators will no longer receive warnings, but will be ticketed. Based on the projected decrease in these fatalities in 2013, and planned enforcement activities, the State has selected a target of 108 unrestrained OP fatalities in 2013.

***Increase the observed seatbelt use percentage for front-seat occupants from 91.4% in CY2012 to 91.5% in CY2013. (NM Seatbelt Survey)***



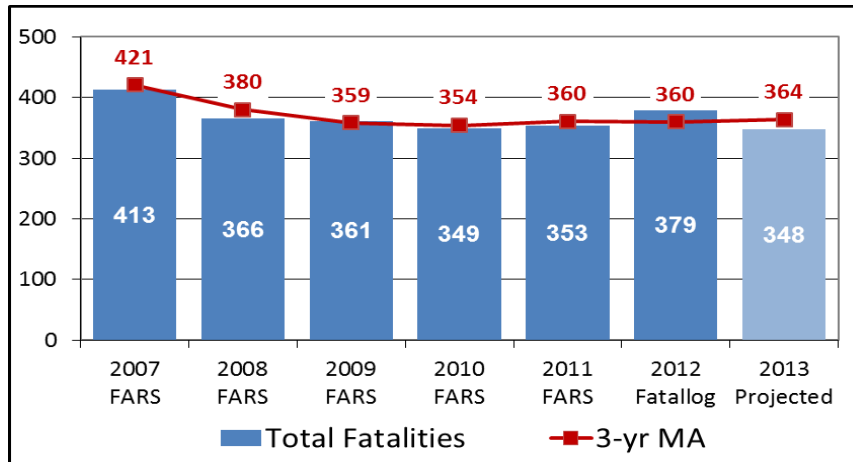
Justification: New Mexico’s observed seatbelt use percentage has remained steady over the past five

years, and is anticipated to remain close to the 2012 level in 2013. Based on New Mexico's continued high-visibility occupant protection enforcement efforts and planned increased funding to the State Police for the enforcement of seatbelt and child restraint laws statewide in 2013, the State has selected a target of increasing observed seatbelt use to 91.5 percent in 2013.

**Police Traffic Services**

**Reduce the number of traffic fatalities from 353 in CY2011 to 352\* in CY2013. (FARS data)**

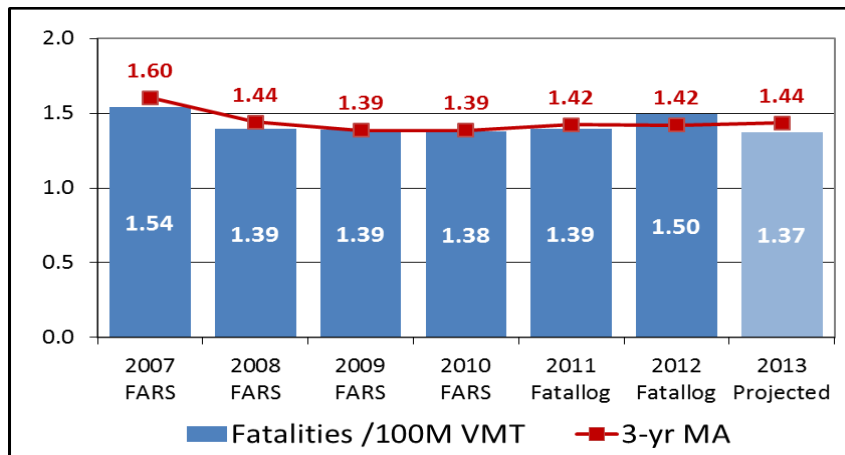
*\*Preliminary State data show that there were 379 traffic fatalities in CY2012.*



Justification: In New Mexico, overall traffic fatalities showed a downward trend between 2007 and 2010. However, fatalities rose by two percent in 2011, and preliminary 2012 State data show a 7.6 percent increase over 2011. Preliminary data show January – April 2013 fatalities down by 69 percent from the same period in 2012, indicating that fatalities for 2013 may be expected to remain closer to the 2011 figure. Based on this data and projections indicating a decrease in overall traffic fatalities, the State has selected a target of reducing traffic fatalities to 352 in 2013.

**Reduce fatalities per 100M VMT from 1.39 in CY2011 to 1.38 in CY2013. (FARS data)**

*\* Preliminary State data show that the overall traffic fatality rate was 1.50 in CY2012.*

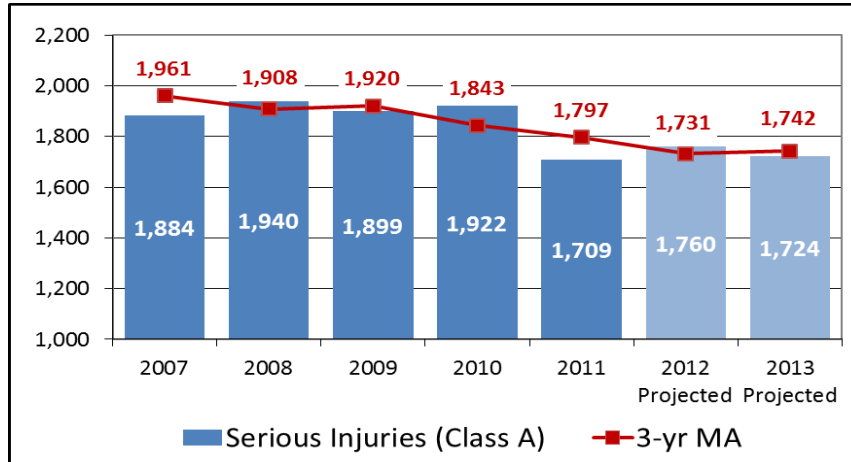


Justification: New Mexico's traffic fatality rate remained steady between 2008 and 2011. Based on projections indicating a decrease in the traffic fatality rate in 2013, and as vehicle miles traveled in New



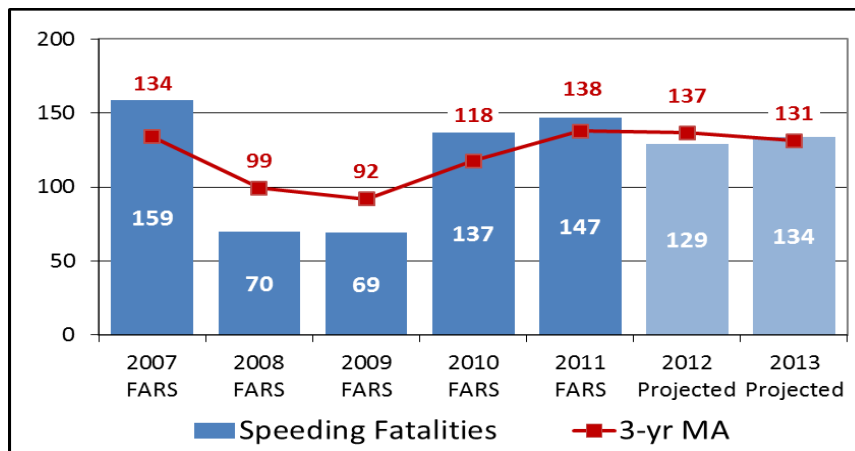
Mexico are not expected to rise, the State has selected a reduction in the fatality rate from 1.39 in 2011 to 1.38 in 2013.

**Reduce the number of serious injuries in traffic crashes from 1,709 in CY2011 to 1,708 in CY2013 (NM Crash Data System).**



Justification: The number of serious injuries remained relatively steady between 2007 and 2010, but 2011 final State crash data show that these injuries were reduced by 11 percent and projections indicate that they will remain at lower levels through 2013. With the State's high levels of enforcement of impaired driving, occupant protection and speeding laws, serious injuries in crashes have come down and should remain lower than 2010 levels over the next few years. Based on the trend-line and projections indicating that serious injuries may rise from the 2011 level, the State has selected a target of reducing serious injuries in crashes from 1,709 in 2011 to 1,708 in 2013.

**Decrease the number of speeding-related fatalities from 147 in CY2011 to 140 in CY2013. (FARS data)**

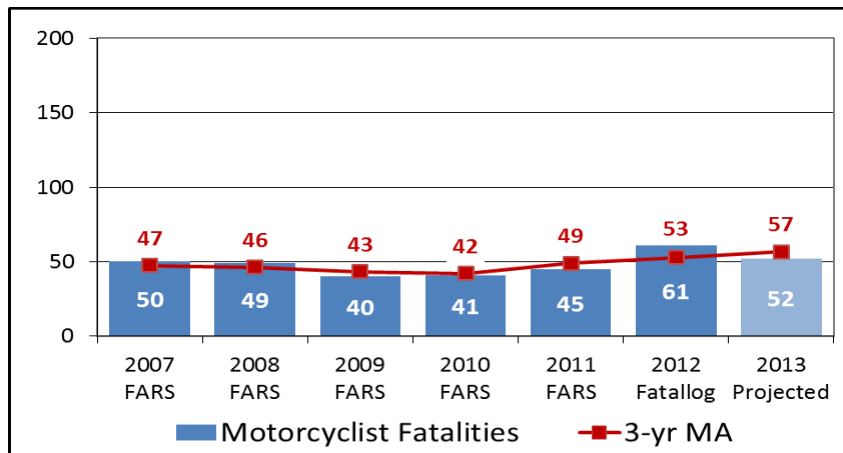


Justification: Speeding-related fatalities increased between 2010 and 2011, but are expected to decrease over the next two years. Based on preliminary State data showing January-April 2013 overall fatalities are down by 69 percent compared to January-April 2012, and planned increased enforcement of speeding laws statewide by the State Police, the State has selected a target of reducing speeding-related fatalities from 147 in 2011 to 140 in 2013.

## **Motorcycle Safety**

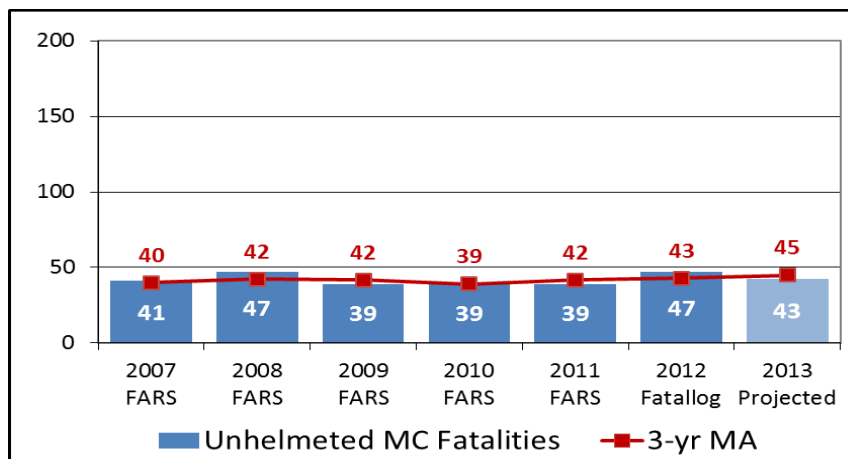
**Decrease the number of motorcyclist fatalities from 45 in CY2011 to 44 in CY2013. (FARS data)**

*\*Preliminary State data show there were 61 motorcyclist fatalities in CY2012.*



Justification: After decreasing from 2007 through 2009, motorcyclist fatalities have been increasing since 2010. Preliminary data from New Mexico's 2012 fatality database show that these fatalities increased by 48 percent between 2010 and 2012, however January-April 2013 motorcyclist fatalities are now half what they were for the same period in 2012. Based on the trend-line indicating a decline in motorcyclist fatalities from 2012 to 2013 and the preliminary January-April 2013 data, the State has selected a target of reducing these fatalities to 44 in 2013.

**Decrease the number of unhelmeted motorcyclist fatalities from 39 in CY2011 to 38 in CY2013. (FARS data)**

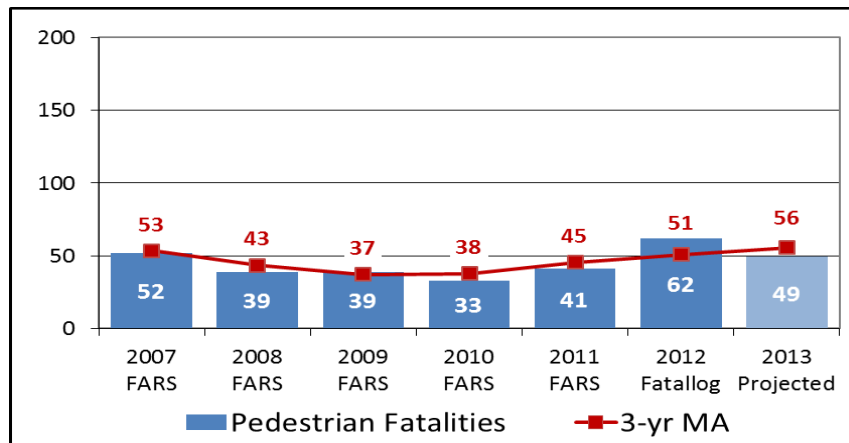


Justification: After remaining steady between 2009 and 2011, preliminary data indicate that the number of unhelmeted motorcyclist fatalities will rise in 2012, but are projected to decline again in 2013. New Mexico's Motorcycle Safety Training Program will continue to strongly emphasize the use of protective gear, including helmets, when riding a motorcycle. Based on the trend-line indicating a decline in unhelmeted motorcyclist fatalities from 2012 to 2013 and the preliminary January-April 2013 data showing a decrease in overall motorcyclist fatalities, the State has selected a target of reducing these fatalities to 38 in 2013.

## Pedestrian and Bicyclist Safety

**Decrease the number of pedestrian fatalities from 41 in 2011 to 40 in CY2013. (FARS data)**

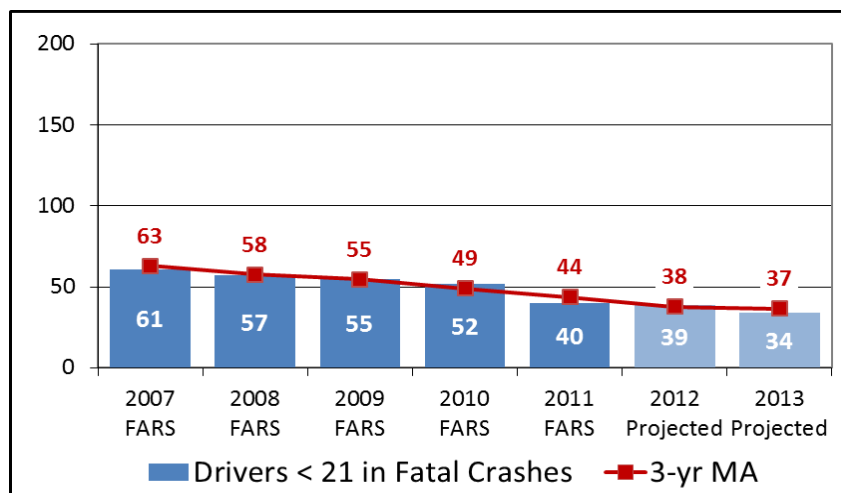
*\*Preliminary State data show there were 62 pedestrian fatalities in CY2012.*



Justification: Pedestrian fatalities decreased dramatically between 2007 and 2010, but increased in 2011. Preliminary data from New Mexico's fatality database show a large increase in these fatalities in 2012. However, January-April 2013 preliminary State data show that pedestrian fatalities are down by 47 percent compared to the same period in 2012, and projections indicate pedestrian fatalities will decrease in 2013 from 2012 figures. Based on this preliminary data and projections the State has selected a target of reducing pedestrian fatalities to 40 in 2013.

## Driver Education and Safety

**Reduce the number of drivers age 20 or younger involved in fatal crashes from 40 in CY2011 to 38 in CY2013. (FARS data)**



Justification: Although the number of fatal crashes among under age 21 drivers declined dramatically between 2007 and 2011, this number is expected to remain steady or show slight decreases over the next two years. New Mexico's underage drinking prevention projects are focused on providing awareness to youth and parents, coordinating activities statewide, and funding enforcement efforts in this area. Based on these prevention efforts and the trend-line and projections, the State has selected a target of 38 for this measure in 2013.

## **Activity Core Measures**

### **Activity Measures (FFY12 – most recent Federal fiscal year available)**

Number of grant-funded impaired driving arrests – **FFY12 = 2,479** (A-1; From Safer NM Now)

Number of grant-funded seatbelt citations – **FFY12 = 16,483** (A-2; From Safer NM Now)

Number of grant-funded speeding citations – **FFY12 = 56,849** (A-3; From Safer NM Now)

## **(3) Additional State Measures**

### **Traffic Records Performance Measures and Targets**

#### ***Citation and Adjudication Database - Citation Timeliness***

Decrease the number of days for the Las Cruces Magistrate Court to process citations (enter citations into the electronic data system) once received from the Dona Ana Sheriff's law enforcement officers from a baseline of 14 days during the period of January – March 2013 to five days for the period January-March 2014.

Justification: NMDOT/ TSD is funding a pilot project to implement electronic data exchange between the Dona Ana Sheriff's law enforcement officers and the Las Cruces Magistrate Court records management system. This project is expected to dramatically reduce the time for the court to enter citations into their electronic data system.

#### ***EMS and Injury Surveillance Database - Report Timeliness***

Increase the percentage of EMS ground services submitting at least 50 percent of their response reports to the NM EMS Tracking and Reporting System (NMSTARS) within 30 days of the event from 74.5 percent for the period January-March 2013 to 78 percent for the period January-March 2014.

Justification: The NMDOT/ TSD is collaborating with the New Mexico Department of Health EMS Bureau to develop mechanisms to improve the timeliness of EMS data. Between 2009 and 2013, the percentage of ground services that have submitted their reports on a timely basis has increased from 30.7 to 74.5. With continued efforts, the agencies expect this percentage to rise above 80 percent over the next couple of years.

### **Planning and Administration - State Process Measures**

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

Ensure that reimbursement claims to contractors are paid within 30 days of an approved and accepted invoice for payment of actual costs that have been incurred in accordance with the approved project budget and based on budget availability.

Submit a draw-down through the NHTSA grants tracking on a monthly basis.

## **(c) HIGHWAY SAFETY STRATEGIES AND PROJECTS**

### **Process for Countermeasure Strategy Development/ Project Selection**

New Mexico's Highway Safety Plan (HSP) presents the State's strategies for reducing traffic-related crashes, fatalities and injuries. Strategies detailed in the following program areas are based on identified problems and relate directly to achieving the project goal and performance measure targets established for FFY2014. The Plan includes strategies and countermeasures for six of the National Program Areas identified by NHTSA and FHWA.

- Alcohol/ Impaired Driving
- Occupant Protection
- Police Traffic Services
- Traffic Records
- Motorcycle Safety
- Pedestrian and Bicyclist Safety

In addition, TSD provides funding for and management of Media, and Driver Education and Safety projects.

As part of the ongoing process of developing HSP strategies and countermeasures, TSD staff members work with NMDOT District managers, local project managers, law enforcement and contract staff to conduct needs assessments, identify traffic safety problems and develop project proposals based upon State traffic safety goals and objectives. The TSD develops strategies based on problem identification, statistical analysis, review of literature on evidence-based countermeasures and input from traffic safety partners. TSD encourages all entities to be proactive in identifying traffic safety problems and developing evidence-based solutions for their communities.

NMDOT/ TSD participated in the development of the 2006 NMDOT Comprehensive Transportation Safety Plan (CTSP) and the 2010 updates. The 2010 CTSP outlines strategies to address issues in 12 emphasis areas including the six National Program Areas included in the HSP. These CTSP emphasis areas represent an umbrella program for all traffic safety initiatives, and CTSP strategies are integrated into each HSP program area.

TSD requires project solicitors to follow a proposal format that includes:

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

Under SAFETEA-LU, State agencies and other organizations interested in traffic safety issues submitted project proposals to TSD by July 1 of each year. Proposals, if received after July 1, were used by the TSD in the development of the State HSP for the following fiscal year. If after July 1, a project proposal was submitted with a request that it be funded in the current fiscal year, the TSD would consider the request based on project merit, and available time and budget. Under Map-21, the project submission schedule will be modified to comply with the required submission timeline of the HSP. Each project proposal must be submitted to TSD with all pertinent information and supporting documentation.

State laws, rules and regulations, and the federal grant requirements outlined in MAP-21 Interim Final Rule guided the development of the countermeasure strategies and projects proposed in this FFY14 Highway Safety Plan.

# Alcohol/ Impaired Driving Program

## Overview

A major focus of New Mexico's Highway Safety Plan is to reduce impaired driving crashes, fatalities and injuries. The Traffic Safety Division (TSD) has adopted the theory of general deterrence as applied to enforcement programs designed to influence alcohol/ impaired driving behavior. Statewide and local community-based DWI enforcement activities involve state, city, county and tribal law enforcement agencies. Enforcement mobilizations are coordinated with high-visibility media and public awareness activities.



In addition to high-visibility law enforcement and media, aggressive prosecution and adjudication of DWI offenders, and a comprehensive ignition interlock program are the strategies most likely to impact changes in impaired driving behavior, and thereby, reduce unnecessary deaths and injuries. Training of law enforcement officers improves their ability to identify and arrest impaired drivers. Training of prosecutors improves their knowledge about impaired driving laws, including minimum mandatory sanctions, ignition interlock use and other sentencing guidelines.

Underage DWI prevention projects and statewide and community focused education/ public information and outreach strategies are essential for reaching high-risk population groups.

In addition, TSD provides funding for training for BAC and other drug testing, DRE, ARIDE and SFST trainings and enforcement of underage drinking laws.

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

## ***Impaired Driving Sanctions***

New Mexico has some of the toughest and most diverse DWI laws of any state in the Nation:

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

## Problem Identification

### Data from 2010 New Mexico Crash Book

Alcohol-involved crashes account for almost half (41.5%) of all crash-related fatalities. 'Alcohol/Drug Involved' was the #1 contributing factor in crash fatalities (45%).

An alcohol-involved crash occurred every four hours. A person was killed or injured in an alcohol-involved crash every five hours.

Alcohol-involved drivers in crashes were three times more likely to be male than female. Male drivers account for 76 percent of all alcohol-involved drivers in crashes. Males age 20-29 account for 39 percent of all alcohol-involved drivers.

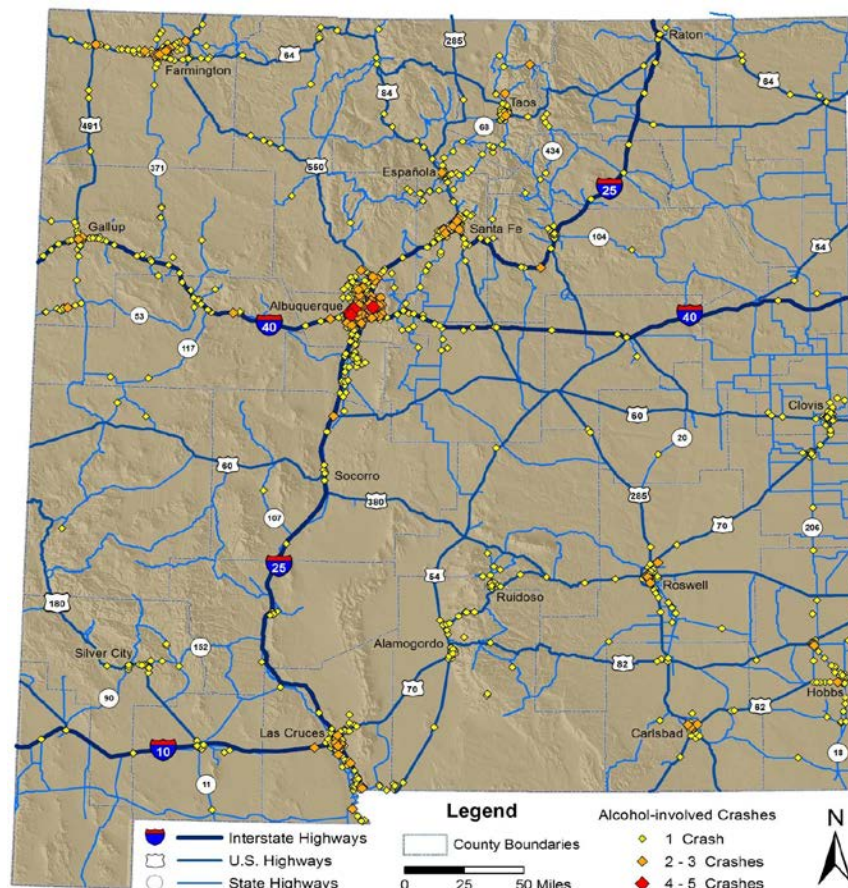
Counties with a significant increase in alcohol-involved crashes since 2006 include San Miguel (19 to 41, a 116% increase), Taos (42 to 69, a 64% increase), and Lea (64 to 98, a 53% increase).

The largest number of total crashes and alcohol-involved crashes occurred in Albuquerque, Las Cruces and Santa Fe in 2010.

Alcohol-involved fatalities by road system were 49 percent rural non-interstate, 39 percent urban, and 12 percent rural interstate.

The peak of alcohol-involved crashes occurs between 6 p.m. and 7 p.m. but there is a dramatic increase by 5 p.m. that is sustained at high levels until 2 a.m.

**Alcohol-Involved Crashes, New Mexico 2010**



## **FFY14 Performance Measure and Target**

**1) Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above from 105 in CY2011 to 104 in CY2013. (FARS data)**

### **Countermeasure Strategies**

Alcohol/ Impaired Driving Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are either shown to be effective or are proven countermeasures, including: high-visibility sobriety checkpoints and saturation patrols, paired with mass media support; community programs focused on under age 21 enforcement; vendor compliance checks for under age- 21 enforcement; zero-tolerance enforcement; ignition interlocks; DWI Courts; and vehicle seizure.

New Mexico also has a graduated licensing system, including night driving and passenger restrictions, screening for all convicted offenders and treatment for second and subsequent offenders, and license revocation sanctions.

In FFY12, New Mexico's Operation DWI enforcement activities and participation in the National Impaired Driving Crackdown resulted in over 1,970 DWI arrests, over 20,500 citations for speeding, over 10,600 for no insurance, over 2,800 for no or improper use of seatbelts or child restraints, over 2,200 for driving with a suspended or revoked license and over 27,800 citations for other traffic violations. Officers apprehended almost 700 fugitives, and made over 500 felony or drug arrests.

To increase the likelihood that arrests will lead to prosecution and convictions, law enforcement officers received training in Standardized Field Sobriety Testing, DWI Checkpoints, Drug Recognition Expert (DRE), Advanced Roadside Driving Impairment Enforcement (ARIDE) and other impaired driving courses, including courses regarding DWI prosecution, BAC testing and other legal issues. Training was also provided to District attorneys and judges.

NMDOT uses a full-time underage drinking projects coordinator to oversee a variety of prevention and intervention efforts aimed at both the underage individual and to parents and other community advocates. These information, education and outreach, and media are used to support projects at local and statewide levels.

The NMDOT supports DWI/ Drug Courts and a supervised probation project, two strategies which have been shown to decrease impaired driving recidivism.

### ***Strategy #1 – Enforcement***

Enforcement of DWI laws is essential to reducing crashes, fatalities and injuries due to impaired driving. Research has shown that sobriety checkpoints can reduce alcohol-involved crashes by about 20 percent and fatalities by between 11 and 20 percent.

Under NMDOT contracts, law enforcement agencies participate in statewide mobilizations like Superblitz (DWI and OP enforcement), the National Impaired Driving Crackdown, 100 Days and Nights of Summer, and in local sustained enforcement activities throughout the year. These activities are paired with high-visibility media campaigns using the messages: '**ENDWI**,' '*Drive Sober or Get Pulled Over*,' '*DWI is Embarrassing*,' '*DWI? Game Over!*' and '*Click It or Ticket*.'



A press conference is conducted prior to the statewide mobilizations with participation by State, county and local officials.

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

Focusing on reducing drinking and driving by underage persons, the Department of Public Safety/ Special Investigations Division conducts underage drinking sting operations and alcohol compliance checks targeting sales to minors or intoxicated persons. In FFY12, 311 citations were issued to businesses that served alcohol to intoxicated persons or that served or sold alcohol to minors.

Law enforcement liaisons work with over 75 individual law enforcement agencies to provide technical assistance and ensure their participation in TSD enforcement operations. Law enforcement officers maintain their training in Standard Field Sobriety Testing procedures, checkpoint and saturation patrol procedures, drug recognition expert training, and other DWI issues to increase the effectiveness of their enforcement operations.

In FFY14, New Mexico will increase law enforcement efforts to reduce death and injury due to alcohol/ impaired driving in New Mexico, especially in areas of the State with the highest incidence, and to increase the capacity of law enforcement to arrest and detain DWI offenders by:

- a) contracting with law enforcement agencies to conduct statewide Superblitz mobilizations, and to participate in the NHTSA's National Crackdown and the 100 Days and Nights of Summer Program;
- b) contracting with local law enforcement agencies to conduct monthly, supplemental high-visibility DWI enforcement activities, including checkpoints and saturation patrols;
- c) combining all enforcement efforts with local and statewide media and public information;
- d) providing SFST training so that law enforcement officers are current on all necessary certifications;
- e) working cooperatively with New Mexico tribes and the Navajo Nation to reduce death and injury due to DWI, and to identify problems in arresting and adjudicating DWI offenders; and
- f) continuing to explore new public policy options to reduce death and injury due to DWI and to strengthen existing laws.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Sections 2.1 Publicized Sobriety Checkpoint Programs, 2.2 Publicized Saturation Patrol Programs, 2.3 Preliminary Breath Test Devices, 2.4 Passive Alcohol Sensors, 7.1 Enforcement of Drugged Driving. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #2 – Prosecution and Adjudication**

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

DWI/ Drug courts are grounded in evidence-based practices and are less expensive than prison.

Conservative estimates by researchers show that for every \$1 invested in Drug Court, the justice system saves \$3.36. The community saves up to \$12 (per \$1 investment) on reduced emergency room visits and other medical care, foster care and property loss.

Other programs shown to help reduce DWI recidivism include supervised probation, license revocation and vehicle seizure.

In FFY14, New Mexico will support efforts to improve judicial outcomes, particularly in DWI cases by:

- a) funding DWI/ Drug Courts
- b) providing DWI specific training to prosecutors-in-training;
- c) providing short-term support of vehicle seizure programs (seed funds);
- d) funding a supervised probation program for high-risk DWI offenders; and
- e) supporting regulatory and statutory changes to reform the administrative license revocation process in New Mexico.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Sections 3.1 DWI Courts; 3.4 Sanctions; 4.3 Vehicle and License Plate Sanctions; 4.4 DWI Offender Monitoring. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #3 – Prevention Education, Communications and Outreach**

Communications and outreach strategies are essential components of programs seeking to inform the public of the dangers of drunk driving. Prevention and educational messages communicated through a variety of venues are especially important in reaching youth under age 21.

In FFY13, New Mexico developed a new comprehensive campaign addressing underage drinking. As part of this campaign, a website was developed – [myinstead.com](http://myinstead.com) – to promote choosing alternative activities to drinking. The website features an interactive video choice where kids (and parents) can choose the outcome of a video portraying a group of ten and eleven year olds who deal with making this choice. The website offers pertinent information for kids and their parents, important links to appropriate organizations, and the opportunity for kids to submit their own 'instead' as a story or video.

In New Mexico, all statewide enforcement activities are paired with high-visibility media campaigns that highlight the consequences of drinking and driving – to individuals, families and to communities at-large. In 2012, a new overarching 'brand' for anti-DWI efforts was developed for New Mexico - **ENDWI**. The **ENDWI** logo was introduced statewide in simple, yet bold, billboards, and also appeared at the end of a campaign launching the television spot.

A new website ([endwi.com](http://endwi.com)) was launched that provided information regarding DWI laws, policies and programs as well as access to on-going campaigns. The launch of the site coincided with the billboards, TV commercials, and animated web banner ads - all featuring a visual spin-off of the look and feel of the **ENDWI** brand.

In FFY14, New Mexico will support DWI media and public Information dissemination by:

- a) purchasing media for the NHTSA National Crackdown;
- b) increasing the perception of risk of DWI enforcement consequences among targeted high-risk groups through an extensive media campaign conducted in conjunction with statewide Superblitz, Miniblitz and 100 Days and Nights mobilizations;
- c) funding a clearinghouse to provide statewide distribution of DWI information and prevention materials;

- d) using community and public information/education strategies to reach identified high-risk groups; and
- e) funding creative design for media development.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Section 5.2 Mass Media Campaigns. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

#### **Strategy #4 – Underage Drinking and Underage Alcohol-Impaired Driving Prevention**

Efforts to prevent young drivers from drinking and driving include zero-tolerance laws, enforcement, alcohol vendor compliance checks, education, and prevention programs. Although research has shown varying levels of effectiveness for each of these interventions, a combination of efforts is the strategy that New Mexico uses to reduce under age 21 alcohol-related deaths and injuries.

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

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

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

NMDOT/ TSD has a full-time underage drinking (UAD) Prevention Coordinator to oversee underage drinking/ DWI prevention within the NMDOT, coordinate with other agencies and to assist with the coordination of activities statewide. The Prevention Coordinator works to ensure that evidence-based underage prevention activities are conducted all across the State and that high-problem areas are given adequate resources.

In FFY14, New Mexico will collaborate on and provide resources for new and ongoing DWI and underage drinking prevention and intervention initiatives by:

- a) developing DWI, underage drinking prevention and other awareness programs statewide for youth under 21;
- b) coordinating the activities and resources of DWI and youth prevention programs to help lower the number of alcohol-related fatal and serious injury crashes involving 15-20 year olds;
- c) funding and coordinating underage drinking enforcement efforts with law enforcement agencies; and
- d) managing Community DWI (CDWI) contracts and participating in Local DWI Grant Program contract funding decisions to ensure that ongoing DWI and underage drinking prevention efforts are sustained at the local community level for youth under age 21.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Sections 6.2 Zero-Tolerance Law Enforcement; 6.3 Alcohol Vendor Compliance Checks; 6.4 Other Minimum Drinking Age 21 Law Enforcement; 6.5 Youth Programs. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #5 – Alcohol Interlocks**

Ignition interlocks have been shown to be highly effective in preventing an alcohol-impaired driver from starting and driving a vehicle with an installed interlock. Recidivism rates among offenders with interlocks installed in their vehicles have been found to be 75 percent lower than among drivers who did not have interlocks installed.

New Mexico law mandates an ignition interlock license and the installation of the device for anyone, in the state of New Mexico, convicted of a DWI. This includes first time DWI offenders. The NMDOT/ TSD is responsible for the licensing and certification of Ignition Interlock providers. TSD staff monitor, investigate and resolve complaints, and respond to calls for information about ignition interlock requirements from the public, service providers and other government agencies.

Currently there are seven manufacturers distributing interlocks in New Mexico with a total of 53 service centers, 102 installers and 59 service technicians. In FFY12, there were over 13,000 individuals with interlock devices installed in their vehicles.

TSD also administers a legislatively mandated ignition interlock indigent fund to provide a subsidy to indigent offenders required to install an interlock device in their vehicles.

In FFY14, New Mexico will maintain the Ignition Interlock Program and the Ignition Interlock Indigent Fund by:

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

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Section 4.2 Alcohol Interlocks. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## Project Descriptions and Budget Amounts

### **NHTSA Funds**

<b>14-AL-FTE-P01</b>	<b>FTE Law Enforcement Officers</b>	Fed - 164AL	550,000
			<b>Total Funds</b>
			<b>\$550,000</b>

*Monitored by Judith Duran; Juliet Armijo*

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

Funds nine full-time county or city law enforcement officers focused exclusively on DWI enforcement in three high-risk counties including Farmington PD, McKinley and Rio Arriba. This project provides funding for salaries and benefits, training, travel, supplies and DWI-related equipment specifically aimed at increasing high-visibility enforcement through checkpoints and saturation patrols. Law enforcement officers will partner with other law enforcement agencies within their geographic areas for high-visibility DWI mobilizations.

NMDOT/ TSD will evaluate the impact of this project in each of the counties to assess where the support has had the greatest impact and where need still exists. NMDOT and law enforcement agencies will work to develop plans to provide ongoing support of these positions, as warranted.

<b>14-AL-64-P02</b>	<b>Operation DWI</b>	Fed - 164AL	1,800,000
		Fed - 405(d)	500,000
			<b>Total Funds</b>
			<b>\$2,300,000</b>

*Monitored by David Lapington*

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

Funds overtime enforcement for the Operation DWI checkpoint and DWI saturation patrol program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 60 agencies statewide, and a minimum 85% of the State's population. (See Federal project #14-AL-05-P01)

<b>14-AL-64-P03</b>	<b>Expanded DWI Enforcement - State Police</b>	Fed - 164AL	340,000
			<b>Total Funds</b>
			<b>\$340,000</b>

*Monitored by Mike Quintana*

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

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

<b>14-AL-64-P04</b>	<b>DWI Task Force - McKinley County</b>	Fed - 164AL	350,000
			<b>Total Funds</b>
			<b>\$350,000</b>

*Monitored by Judith Duran*

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

Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints, saturation patrols and overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, McKinley County SO and Navajo Nation Department of Public Safety. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project. Funds are also provided for a full-time prosecutor.

<b>14-AL-64-P05</b>	<b>Alcohol Compliance Enforcement &amp; Warrant Roundups</b>	Fed - 164AL	118,000
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<b>Total Funds</b>	<b>\$118,000</b>
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*Monitored by Mike Quintana*

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

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

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

<b>14-AL-64-P06</b>	<b>Liquor Control Act Compliance</b>	Fed - 164AL	90,000
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<b>Total Funds</b>	<b>\$90,000</b>
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*Monitored by David Lapington*

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

Funds one FTE with the Regulation and Licensing Department to assist with processing Liquor Control Act citations issued for serving to intoxicated persons and serving or selling to minors. Data on the citations is provided to NMDOT/ TSD.

<b>14-AL-64-P07</b>	<b>Supervised Probation Expansion - Metro Court</b>	Fed - 164AL	117,000
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<b>Total Funds</b>	<b>\$117,000</b>
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*Monitored by Franklin Garcia*

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

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

<b>14-AL-64-P08</b>	<b>#DWI/ Drunkbusters Hotline - APD</b>	Fed - 164AL	75,000
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<b>Total Funds</b>	<b>\$75,000</b>
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*Monitored by Cindy Abeyta*

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

Provides overtime enforcement patrol funding to the Albuquerque Police Department (APD) to respond to Drunk Busters hotline calls in all four quadrants of the city. Results of the activity are reported back to the State. The Albuquerque area receives the majority of the Drunkbusters Hotline calls.

<b>14-AL-64-P09</b>	<b>Vehicle Seizure Program</b>	Fed - 164AL	120,000
		<b>Total Funds</b>	<b>\$120,000</b>

*Monitored by Robert Archuleta*

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

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

<b>14-AL-64-P10</b>	<b>Vehicle Seizure Coordinator</b>	Fed - 164AL	75,000
		<b>Total Funds</b>	<b>\$75,000</b>

*Monitored by Robert Archuleta*

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

Provides funds to the Santa Fe County Sheriff's Department for a full-time clerical position to assist with the processing of vehicle forfeiture cases on vehicles seized on a second or subsequent DWI. This funding will offset costs until the program becomes self-sufficient as the program revenue grows.

<b>14-AL-64-P11</b>	<b>Distracted Driving Campaign</b>	Fed-164AL	50,000
		<b>Total Funds</b>	<b>50,000</b>

Provide funding to develop a comprehensive statewide educational campaign to educate parents, students, the public, stakeholders, and policy makers throughout New Mexico on distracted driving and the impact of texting and driving. The campaign will be a statewide campaign aimed at reducing crashes and injuries across the State especially among youth. The program will highlight the most recent data and research involving cell phone use and other distracted driving issues.

<b>14-AL-64-P12</b>	<b>DWI Leadership Team Facilitation</b>	Fed - 164AL	50,000
			<b>\$50,000</b>

Funds a contract to provide facilitation services (i.e. meeting room, copying and distribution of meeting documents, meeting minutes, etc.) to the DWI Leadership Team to develop a statewide DWI Plan.

<b>14-AL-64-P13</b>	<b>Statewide DWI Enforcement Training</b>	Fed - 164AL	270,000
		<b>Total Funds</b>	<b>\$270,000</b>

*Monitored by Franklin Garcia*

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

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

<b>14-AL-64-P14</b>	<b>Traffic Safety Information Clearinghouse</b>	Fed - 164AL	200,000
		Fed - 402	130,000
		Fed - 402	140,000
		<b>Total Funds</b>	<b>\$470,000</b>

*Monitored by David Lapington*

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

Provides Traffic Safety information clearinghouse services statewide. Distributes traffic safety materials to support programs. Staffs a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project. (See Federal project #s 14-DE-02-P02 and 14-OP-02-P03)

<b>14-AL-64-P15</b>	<b>DWI Prosecution Training</b>	Fed - 164AL	156,000
		<b>Total Funds</b>	<b>\$156,000</b>

*Monitored by Lolita Martinez*

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

Provides funding to train third year law students on how to properly and efficiently prosecute DWI cases. As DWI cases become increasing complex, it is important to provide training as early as possible. TSD will work with the University of New Mexico law school to move towards their own sustainability.

<b>14-AL-64-P16</b>	<b>Ignition Interlock Fund Database</b>	Fed - 164AL	80,000
		<b>Total Funds</b>	<b>\$80,000</b>

*Monitored by Cora Herrera*

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

<b>14-AL-64-P17</b>	<b>Law Enforcement Electronic Reporting</b>	Fed - 164AL	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area 11. Traffic Records*

To expand and support web-enabled or electronic project agreements and contracts, and reporting applications that allow law enforcement agencies to submit aggregated data on their DWI activities such as checkpoints, saturation patrols, high-visibility media campaigns and prevention initiatives. Data is reported to the NMDOT/Traffic Safety Division.



<b>14-AL-64-P18</b>	<b>Ignition Interlock Data Collection Project</b>	Fed - 164AL	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Jolyn Sanchez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

<b>14-AL-64-P19</b>	<b>Impaired Driving Program Management - FTEs</b>	Fed - 164AL	250,000
		<b>Total Funds</b>	<b>\$250,000</b>

*Monitored by Robert Archuleta*

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

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

<b>14-AL-64-P20</b>	<b>Traffic Safety Law Enforcement Liaisons</b>	Fed - 164AL	240,000
		Fed - 402	260,000
		<b>Total Funds</b>	<b>\$500,000</b>

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued and Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project. (See Federal project #14-PT-02-P02)

<b>14-AL-64-P21</b>	<b>DWI Creative Design and Production (Media)</b>	Fed - 164AL	850,000
		<b>Total Funds</b>	<b>\$850,000</b>

*Monitored by Franklin Garcia*

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

Funds the costs to produce television, radio and other messages related to DWI/ Impaired driving enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong DWI enforcement and deterrence messages targeting the high-risk populations including Hispanics and American Indians.

<b>14-AL-05-P01</b>	<b>Operation DWI</b>	Fed - 405(d)	500,000
		Fed - 164AL	1,800,000
		<b>Total Funds</b>	<b>\$2,300,000</b>

*Monitored by David Lapington*

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

Funds overtime enforcement for the Operation DWI checkpoint and DWI saturation patrol program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 60 agencies statewide and a minimum 85% of the State's population. (See Federal project #14-AL-64-P02)

<b>14-AL-05-P02</b>	<b>DWI/ Drug Courts - AOC</b>	Fed - 405(d)	350,000
		<b>Total Funds</b>	<b>\$350,000</b>

*Monitored by Lolita Martinez*

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

Provides funds to assist New Mexico courts to maintain their DWI-specific Drug Courts, to include: support for DWI/ Drug Court Coordinator(s), part- time staff, travel and related costs, drug testing kits and drug confirmation tests. Funding is included for an evaluation of the DWI/ Drug Courts.

<b>14-AL-05-P03</b>	<b>Training on BAC Testing - Scientific Labs Div.</b>	Fed - 405(d)	75,000
		<b>Total Funds</b>	<b>\$75,000</b>

*Monitored by Cindy Abeyta*

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

Provides funding for a full-time person from the NM Department of Health - Scientific Labs Division (SLD) to provide IR 8000 intoximeter (alcohol detection) training to law enforcement. The SLD provides a cooperative, comprehensive, multi-strategy program for the prevention, education, enforcement and successful prosecution of alcohol/ impaired driving at the local, district and State levels with prosecution, law enforcement and community groups. They provide statistical data on alcohol/ drug-impaired driving in New Mexico in terms of overall prevalence and trends. In addition, they produce data on surviving drivers in alcohol/ impaired driving crashes and bi-weekly BAC reports on all fatal accidents.

<b>14-AL-05-P04</b>	<b>Drug Recognition Expert Training</b>	Fed - 405(d)	85,000
		<b>Total Funds</b>	<b>\$85,000</b>

*Monitored by Cindy Abeyta*

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

This funding provides training and re-certification of all DRE (Drug Recognition Expert) and ARIDE (Advanced Roadside Driving Impairment Enforcement) officers, using the NHTSA approved curriculum, to increase the number of ARIDE and DRE experts statewide.

**State Funds**

<b>14-CD-05-P01</b>	<b>Community DWI (AL)</b>	State - CDWI	470,000
		<b>Total Funds</b>	<b>\$470,000</b>

*Monitored by Cindy Abeyta*  
*Aligns with 2010 CTSP Emphasis Area: 2. Alcohol/ Impaired Driving*  
 Provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and offender programs. State funds come from a \$75.00 fee imposed on convicted drunk drivers, as allowed by Section 31-12-7(B) and Regulation 18.20.6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous year.

<b>14-DPE-10-P02</b>	<b>Alcohol Literacy Challenge (AL)</b>	State - Fund 10	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Tamara Bourger*  
*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*  
 Funds training for community prevention contractors to deliver the Alcohol Literacy Challenge curriculum to entry-level middle and high school students (grades 6 and 9) - teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. Media literacy enables young people to understand the techniques used by advertisers to encourage the use of their product. In understanding these techniques, youth will be better able to resist messages that show only the social aspects of drinking, not the possible consequences. NMDOT/ TSD will contract with a literacy expert and curriculum designer to work with local community prevention contractors.

<b>14-DPE-10-P03</b>	<b>Social Host Ordinance Awareness (AL)</b>	State - Fund 10	40,000
		<b>Total Funds</b>	<b>\$40,000</b>

*Monitored by Tamara Bourger*  
*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*  
 Funds a contractor to provide training for communities to develop and conduct an intervention with parents and other homeowners to educate them about their liability as social hosts when serving alcohol. Assessing community readiness will be important for this project. Nationally, close to 80% of UAD occurs in homes and this approach is a national emerging 'best practices' environmental strategy to prevent UAD.

<b>14-DPE-10-P04</b>	<b>Life of an Athlete (AL)</b>	State - Fund 10	100,000
		<b>Total Funds</b>	<b>\$100,000</b>

*Monitored by Tamara Bourger*  
*Aligns with 2010 CTSP Emphasis Areas: 12. Young Driver Crashes and 2. Alcohol/ Impaired Driving*  
 Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches and athletic directors statewide. Continued on-line maintenance of the existing user-friendly website which provides education to student athletes regarding the dangers of alcohol use. An on-line test is part of the curriculum. In FFY14, there will be expansion and improvements in website responsiveness, focusing on parents and middle school students to delay the early onset of underage drinking among youth. Track progress at school district level and trainings on code of conduct/ alcohol school policy.

<b>14-DPE-10-P05</b>	<b>Community Programs (AL)</b>	State - Fund 10	200,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Tamara Bourger*

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

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

<b>14-DPE-10-P06</b>	<b>MyInstead Campaign (AL)</b>	State - Fund 10	150,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Tamara Bourger*

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

Funds a contractor to educate youth, students, parents and prevention educators from across the State on the dangers and consequences of underage alcohol use. Work with New Mexico prevention stakeholders (e.g. NM MADD) to coordinate efforts. Focal areas will include outreach activities on: the importance of delaying onset of and reducing binge drinking; how to talk to your kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age. The contractor will develop best practice guidelines for a Child and Parents campaign focused on raising parental awareness, changing community attitudes, changing intentions, addressing early onset of alcohol use and reducing binge drinking. Contractor will provide technical assistance to DWI prevention specialists in developing universal guidelines for prevention efforts.

<b>14-DPE-10-P07</b>	<b>Underage Drinking TSD Initiative (AL)</b>	State - Fund 10	200,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Tamara Bourger*

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

The Department use the formal Request for Proposal process to fund up to five 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. Teen drinking can program the brain for alcoholism, however, brain damage is the most compelling reason people move toward action.

<b>14-II-54-P01</b>	<b>Ignition Interlock Indigent Fund (AL)</b>	State - Fund 54	2,600,000
		<b>Total Funds</b>	<b>\$2,600,000</b>

*Monitored by Cora Herrera*

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

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

<b>14-II-54-P02</b>	<b>Ignition Interlock Indigent Fund - FTE (AL)</b>	State - II Fund	60,000
		<b>Total Funds</b>	<b>\$60,000</b>

*Monitored by Cora Herrera*

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

Funds one FTE to administer the ignition interlock fund program. The Department, per State statute, can use up to 10% of the fund for the overall administration.

<b>14-II-54-P03</b>	<b>Ignition Interlock Indigent Fund Contractual (AL)</b>	State - II Fund	75,000
		<b>Total Funds</b>	<b>\$75,000</b>

*Monitored by Cora Herrera*

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

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

## Alcohol: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
14-AL-FTE-P01	FTE Law Enforcement Officers	550,000	164AL
14-AL-64-P02	Operation DWI	1,800,000	164AL
14-AL-64-P03	Expanded DWI Enforcement - State Police	340,000	164AL
14-AL-64-P04	DWI Task Force - McKinley County	350,000	164AL
14-AL-64-P05	Alcohol Sales Compliance Enforcement/ Warrants	118,000	164AL
14-AL-64-P06	Liquor Control Act Compliance	90,000	164AL
14-AL-64-P07	Supervised Probation Expansion - Metro Court	117,000	164AL
14-AL-64-P08	#DWI/ Drunkbusters Hotline - APD	75,000	164AL
14-AL-64-P09	Vehicle Seizure Program	120,000	164AL
14-AL-64-P10	Vehicle Seizure Coordinator	75,000	164AL
14-AL-64-P11	Distracted Driving Campaign	50,000	164AL
14-AL-64-P12	DWI Leadership Team Facilitation	50,000	164AL
14-AL-64-P13	Statewide DWI Enforcement Training	270,000	164AL
14-AL-64-P14	Traffic Safety Information Clearinghouse	200,000	164AL
14-AL-64-P15	DWI Prosecution Training	156,000	164AL
14-AL-64-P16	Ignition Interlock Fund Database	80,000	164AL
14-AL-64-P17	Law Enforcement Electronic Reporting	50,000	164AL
14-AL-64-P18	Ignition Interlock Data Collection Project	50,000	164AL
14-AL-64-P19	Impaired Driving Program Management - FTEs	250,000	164AL
14-AL-64-P20	Traffic Safety Law Enforcement Liaisons	240,000	164AL
<b>164AL Total</b>		<b>5,031,000</b>	
14-AL-05-P01	Operation DWI	500,000	405(d)
14-AL-05-P02	DWI/ Drug Courts - AOC	350,000	405(d)
14-AL-05-P03	Training on BAC Testing - SLD	75,000	405(d)
14-AL-05-P04	Drug Recognition Expert Training	85,000	405(d)
<b>405(d) Total</b>		<b>1,010,000</b>	
<b>Total NHTSA Funds-AL</b>		<b>6,041,000</b>	

# Occupant Protection Program

## Overview

The primary goal of New Mexico's Occupant Protection (OP) Program is to reduce the number of occupant protection-related traffic crashes, injuries and fatalities. To achieve this goal, the New Mexico Department of Transportation (NMDOT) Traffic Safety Division (TSD) has developed an Occupant Protection Plan to increase seatbelt use and use of child safety seats among the driving public. Countermeasure strategies and projects have been designed to increase awareness of the importance of occupant protection, to facilitate the use of child occupant protection and to monitor outcomes related to these efforts.

## ***Occupant Protection Laws***

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

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

## **Problem Identification**

Seatbelt use is self-reported by the occupants of a crash to the investigating police officer. In order to avoid citations, some people in crashes, particularly less severe crashes, may declare they were wearing a seatbelt when in fact they were not. In the event of a fatality, however, whether the person was using a seatbelt is usually fairly clear to the police officer.

In order to obtain a more objective percentage of seatbelt use overall, a statewide seatbelt use survey is conducted annually in New Mexico. The survey produces an overall seatbelt use percentage and a use percentage for each of four regions in the State. According to preliminary results from New Mexico's Seatbelt Survey 2012 Report, the State's overall seatbelt use was 91.4 percent. Driver use was 92.2 percent, while passenger use was 89 percent. Pickup truck

overall use was 88.8 percent, up from 86.3 percent in 2011. Pickup truck driver use was 89.5 percent, while passenger use was 86.5 percent.

### Data from 2010 New Mexico Crash Book

In 2010, 85 percent of passenger vehicle occupants reported using a seatbelt at the time of the crash.

Eighty-two percent of passenger vehicle occupants who were *belted* suffered no injuries compared to 37 percent of those who were *unbelted*.

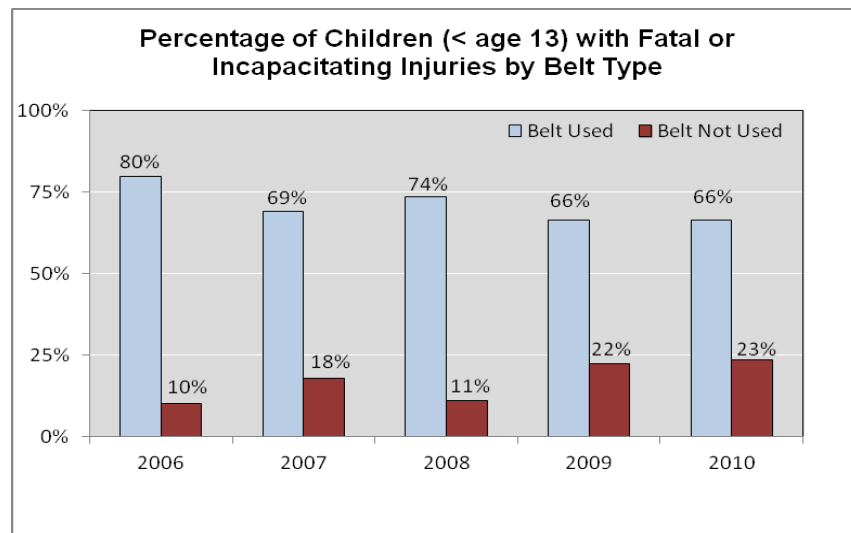
Only 0.2 percent of persons who were belted at the time of the crash were killed, compared to 11 percent of persons who were unbelted.

Forty-eight percent of unbelted fatalities occurred on rural non-interstate roads.

Among children under age 13, 0.04 percent of children who were *belted* at the time of the crash were killed compared to three percent of children who were *unbelted*.

Only 0.8 percent of children under age 13 who were *belted* at the time of the crash received an incapacitating injury compared to 25 percent of children who were *unbelted*.

Since 2006, reported belt use among children under age 13 with fatal or incapacitating injuries has been declining (belt use is unknown for 10 to 15 percent in any given year).



## FFY14 Performance Measures and Targets

**1) Reduce the number of unrestrained passenger vehicle occupant fatalities, all seat positions from 109 in CY2011 to 108\* in CY2013. (FARS data)** \*Preliminary State data show that there were 130 unrestrained occupant fatalities in CY2012.

**2) Increase the observed seatbelt use percentage for front-seat occupants from 91.4% in CY2012 to 91.5% in CY2013. (State survey data)**

## **Countermeasure Strategies**

Occupant Protection Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are either shown to be effective or are proven countermeasures, including: high-visibility occupant protection enforcement paired with mass media support; sustained seatbelt enforcement; and child safety seat and booster seat clinics, fitting stations and distribution.

In FFY12, New Mexico's Operation Buckle Down program and participation in the National Click It or Ticket campaign resulted in law enforcement officers issuing over 10,500 citations for no seatbelt use, 791 for no or improper child restraint use, over 3,600 for speeding, over 2,600 for no insurance, 527 for driving with a revoked or suspended license, and over 5,900 citations for other traffic offenses. These operations also resulted in arrests for DWI, drugs, and other felony and misdemeanor arrests.

NMDOT supports an active, statewide child safety seat distribution program that provides services to both English and Spanish-speaking families. In FFY12, the program distributed over 2,000 child safety seats to low-income families and provided education and individual instruction on proper seat belt installation and use. New Mexico's nine permanent fitting stations and numerous child safety clinics inspected over 1,600 child safety seats and replaced over 500 seats in FFY12. All safety instructors and technicians, participating law enforcement personnel, and program coordinators receive NHTSA-certified training and certification.

New Mexico's enforcement, communications and outreach efforts have helped the State achieve an overall seatbelt use at 90 percent or above for the past six years. New Mexico's overall seatbelt use percentage continues to be above the National percentage (86% in 2012).

### ***Strategy #1 – Enforcement***

Enforcement of New Mexico's primary seatbelt and child restraint laws are an essential component of New Mexico's efforts at reducing fatalities and injuries among vehicle occupants in crashes. Since 2004, observed seat belt use in New Mexico has remained steady at between 90 and 91 percent, and unrestrained fatalities have been reduced by 43 percent.

Research shows that using an appropriate child restraint or seatbelt is the most effective way to reduce fatalities and injuries in crashes. Appropriate, and correctly installed and used child restraints have been shown to reduce fatalities in infants and in children ages 1 to 4 by 71 percent and 54 percent, respectively.

New Mexico's primary approach to increasing seatbelt and child safety seat use is Operation Buckle Down (OBD), an intense statewide program of seatbelt and child safety seat enforcement that is combined with a public awareness media campaign. Law enforcement officers from 66 agencies (state, city, county and tribal) annually participate in OBD activities resulting in more than 90% of the State's population being reached by these activities.

New Mexico participates annually in the NHTSA National Seatbelt High-Visibility Enforcement Mobilization. This mobilization combines enhanced enforcement with a focused media campaign using the media message of Click It or Ticket.

In FFY12, through OBD and National Mobilization activities, law enforcement officers issued over 10,000 seatbelt citations and almost 800 child restraint citations.

In FFY14, New Mexico will support enforcement of New Mexico's primary seatbelt use law by:



- a) establishing agreements with law enforcement agencies statewide to conduct Operation Buckle Down (OBD) and other local OP enforcement activities;
- b) participating in the Click It or Ticket National Seatbelt Enforcement Mobilization; and
- c) ensuring enforcement coverage of at least 80 percent of the State.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 2, Seatbelts and Child Restraints: Sections 2.1 Short-Term, High-Visibility Belt Law Enforcement; 2.3 Sustained Enforcement; 5.1 Short-Term, High-Visibility Child Restraint/ Booster Law Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #2 - Communications and Outreach**

Comprehensive communications and outreach strategies are essential components of programs seeking to inform the public about New Mexico's primary seatbelt use law and its child restraint use laws. These strategies can increase seatbelt and child restraint use, and reduce deaths and injuries in crashes. Education and outreach provided through a variety of venues, and at local levels are especially important in enabling parents to best protect their children.

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

NMDOT also funds a traffic safety information clearinghouse that provides occupant protection materials to interested agencies, schools and individuals.

In FFY14, New Mexico will promote occupant protection use by non-users by:

- a) purchasing media (television, radio and print) for Click It or Ticket and other OP enforcement campaigns that heighten the perceived risk of enforcement consequences;
- b) funding occupant protection media messages on television, radio and print, and supporting other agencies occupant protection educational/awareness efforts by providing them with sample media messages;
- c) funding and participating in a number of outreach efforts (with some emphasis on 8-15 year olds) to educate relevant agency personnel and the public in the appropriate use of occupant protection;
- d) funding a clearinghouse for statewide distribution of occupant protection educational materials on seatbelts, booster seats, child safety seats and airbags; and
- e) funding a contract to conduct the annual statewide seatbelt survey.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 2, Seatbelts and Child Restraints: Sections 3.1 Communications and Outreach Supporting Enforcement; 3.2 Communications and Outreach Strategies for Low-Belt-Use Groups; 6.1 Communications and Outreach Strategies for Older Children. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #3 – Child Restraint Distribution, Inspection Stations**

National data show that child restraint use declines as age increases. In 2010, restraint use by children younger than 1 year and children between 1 and 3 years old was 98 percent and 96 percent respectively. However, among children 4 to 7 years old, use was 87 percent and among children 8 to 12 years old, use was only 85 percent.

In New Mexico, reported belt use among children under age 13 with fatal or incapacitating injuries has declined from 80 percent in 2006 to 66 percent in 2010. This data show that an active, effective child restraint distribution program, and ongoing education and awareness of

the need for restraint use, including booster seats, are needed to reduce deaths and injuries among this vulnerable population.

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

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

In FFY14, New Mexico will promote the use of occupant protection, including booster seats, among identified groups of non-users by:

- a) funding contracts for working with community groups and local government entities around the State to conduct child safety seat/ booster seat clinics and to set-up permanent fitting stations; and
- b) funding contracts to provide the NHTSA Child Passenger Safety Certification Training Program.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 2, Seatbelts and Child Restraints: Sections 7.2 Child Restraint Distribution Programs; 7.3 Inspection Stations. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **Project Descriptions and Budget Amounts**

### ***NHTSA Funds***

<b>14-OP-05-P01</b>	<b>Seatbelt Observation Survey Child Protection Survey</b>	Fed - 405(b)	125,000
		<b>Total Funds</b>	<b>\$125,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Conduct statewide pre-and post-seatbelt observation surveys prior to and following the Click It or Ticket National Seatbelt Enforcement Mobilization to determine the annual seatbelt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for both samples.

<b>14-OP-02-P02</b>	<b>Child Restraint Program</b>	Fed - 402	240,000
		State - Road Fund	140,000
		<b>Total Funds</b>	<b>\$380,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians; increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. (See State project 14-OP-RF-P05)

<b>14-OP-02-P03</b>	<b>Traffic Safety Information Clearinghouse</b>	Fed - 402	140,000
		Fed - 164AL	200,000
		Fed - 402	130,000
		<b>Total Funds</b>	<b>470,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provides funds to purchase and distribute child safety seats and booster seats throughout the State to enhance child passenger use efforts. (See Federal projects 14-AL-64-P14 and 14-DE-02-P02)

<b>14-OP-02-P04</b>	<b>Occupant Protection Program Mgt - FTEs</b>	Fed - 402	150,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provides program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned 2013 NM Seatbelt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seatbelt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets. However, based on the past year, approximately 30% of all time is spent on Occupant Protection related projects Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the AL, PA, and PT program areas.

## **State Funds**

<b>14-OP-RF-P01</b>	<b>OBD Enforcement (OP)</b>	State - Road Fund	400,000
		<b>Total Funds</b>	<b>\$400,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

<b>14-OP-RF-P05</b>	<b>Child Restraint Program (OP)</b>	State - Road Fund	140,000
		Fed - 402	240,000
		<b>Total Funds</b>	<b>\$380,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians, increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. (See Federal project 14-OP-02-P02)

## Occupant Protection: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
OP-01	Seatbelt Observation/Child Protection Surveys	125,000	405(b)
<b>405(b) Total</b>		<b>125,000</b>	
14-OP-02-P02	Child Restraint Program	240,000	402
14-OP-02-P03	Child Restraints Clearinghouse	140,000	402
14-OP-02-P04	Occupant Protection Program Management	150,000	402
<b>402 Total</b>		<b>530,000</b>	
<b>Total NHTSA Funds-OP</b>		<b>655,000</b>	

# Police Traffic Services/ Traffic Safety Enforcement Program

## Overview

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

TSD supports a Law Enforcement Liaison (LEL) Program that consists of three full-time individuals responsible for coordinating with law enforcement agencies on NHTSA and TSD initiatives related to impaired driving, occupant protection and other related traffic safety programs. TSD also contracts to provide training for law enforcement including STEP, SFST, Police Officer as Prosecutor, Management of Police Traffic Services, DWI checkpoints, accident reconstruction, radar and lidar certification and Instructor courses, and public information and media workshops.

## Problem Identification

### **Data from 2010 New Mexico Crash Book**

In 2010, there were 42,805 traffic crashes reported on public roadways in New Mexico. These crashes involved 113,597 people, with 18,987 people injured and 349 people killed.

Crashes on urban roads accounted for 81 percent of all crashes and 36 percent of crash-related fatalities. Crashes on rural non-interstate roads accounted for 14 percent of all crashes and 45 percent of crash-related fatalities. Crashes on rural interstate roads accounted for five percent of all crashes and 18 percent of crash-related fatalities.

The top five counties for total crashes (Bernalillo, Doña Ana, Santa Fe, San Juan, and Sandoval) also have the largest populations. The largest number of crashes occurred in the cities of Albuquerque, Las Cruces and Santa Fe, Farmington and Rio Rancho.

In cities with more than 25 alcohol-involved crashes, the highest alcohol-involved crash rates (alcohol-involved crashes per 1,000 city residents) were in Taos (4.9), Gallup (2.5), Española (2.5) and Farmington (1.7).

Driver inattention (24%), failure to yield (14%), or following too closely (12%) were the primary contributing factors in traffic crashes. Crashes with excessive speed or driving too fast for conditions were the primary cause for 10% of all crashes.

Alcohol/ drug-involved (42%), driver inattention (13%), or excessive speed (12%) were the primary contributing factors in fatal crashes.

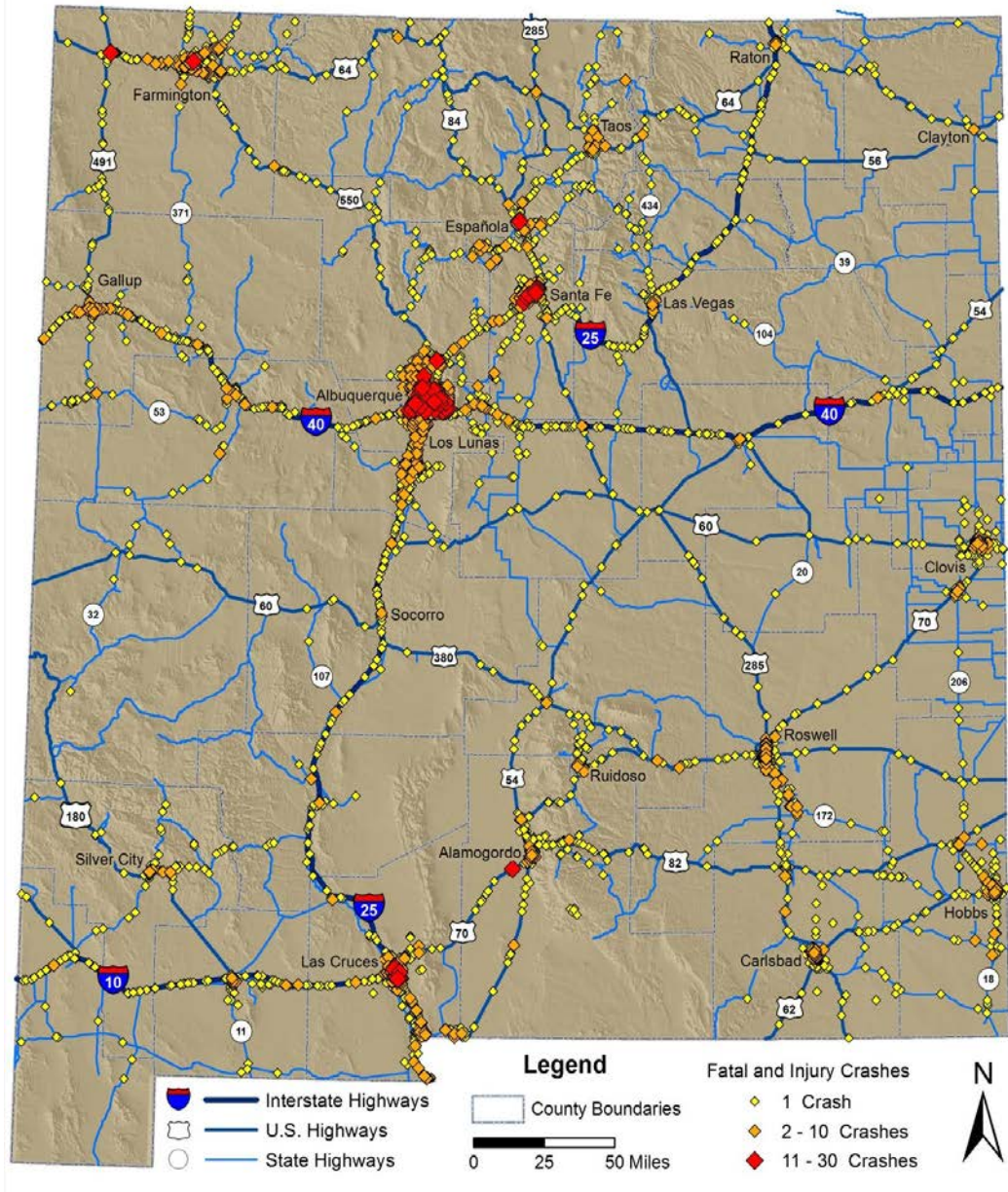
Over the past five years, males are consistently only 1.1 times more likely than females to be in a crash. This ratio holds true across all age groups even though people aged 15-29 from both sexes constitute a significantly higher *number of people in crashes*.

In fatal crashes, males were overall approximately twice as likely as females to be *killed* in a crash although this ratio has been decreasing (becoming closer to 1:1) in recent years.

The number of people in crashes ages 60-69 has increased by over 10% compared to 2006, while the number of people in crashes ages 15-19 has decreased by 21%.

The Thanksgiving and 4<sup>th</sup> of July holiday periods had the highest number of crashes per day. The New Year's holiday period had the highest fatality rate, and all four fatalities during the 2010 Labor Day holiday period were alcohol-involved crashes.

FATAL AND INJURY CRASHES, NEW MEXICO 2010



## **FFY14 Performance Measures and Targets**

**1) Reduce the number of traffic fatalities from 353 in CY2011 to 352\* in CY2013. (FARS data)** \*Preliminary State data show that there were 380 traffic fatalities in CY2012.

**2) Reduce fatalities per 100M VMT from 1.39 in CY2011 to 1.38\* in CY2013. (FARS data)**

*\* Preliminary State data show that the overall traffic fatality rate was 1.50 in CY2012.*

**3) Reduce the number of serious injuries in traffic crashes from 1,711 in CY2011 to 1,710 in CY2013. (State crash files)**

**4) Reduce the number of speeding-related fatalities from 147 in CY2011 to 140 in CY2013. (FARS data)**

## **Countermeasure Strategies**

Police Traffic Services Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are either shown to be effective or are proven countermeasures, including: high-visibility integrated enforcement paired with mass media support and outreach and communications efforts that support enforcement.

In FFY12, New Mexico's STEP and 100 Days and Nights of Summer operations resulted in over 27,500 citations for speeding, over 6,800 citations for no insurance, over 3,600 citations for no or improper use of seatbelts or child restraints, 866 citation for driving with a suspended or revoked license and over 18,000 citations for other traffic violations. These operations also resulted in arrests for drugs, stolen vehicles and other felony and misdemeanor arrests.

Law enforcement officers, including tribal officers, received training in STEP and other traffic policing courses. Three law enforcement liaisons provided technical assistance, assessed the need for equipment, conducted site visits, and negotiated overtime agreements with agencies participating in NMDOT enforcement programs.

### ***Strategy #1- Enforcement***

Enforcement of traffic law violations is essential to improving overall safety on roadways and reducing crashes. High-visibility campaigns focused on violators of speeding, aggressive driving, distracted driving, impaired driving and other traffic laws have been shown to result in reducing the number of crashes and the number of violations. If the public knows that law enforcement is on the streets, they are more likely to be more aware of their driving behavior. Other effective strategies include selective traffic enforcement programs, safety corridors and using lower levels of enforcement in a randomized fashion.

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

To assist with prevention and enforcement activities, TSD manages and distributes a Traffic Safety Education and Enforcement Fund. A portion of each penalty assessment and/or traffic conviction goes into the fund, and these monies are then made available to the law enforcement agency issuing the citations. To receive these monies, the agency submits to TSD its plans for

how the funds will be used for traffic safety education and enforcement. More than 70 law enforcement agencies throughout the State participate in this program using State law or local ordinances.

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

In FFY14, New Mexico will increase traffic law violation enforcement activities in identified high-crash areas to reduce motor vehicle crashes, fatalities and injuries by:

- a) funding contracts for STEP projects for sustained enforcement activities such as safety corridors, saturation patrols, sobriety checkpoints, speeding and aggressive driving enforcement or commercial vehicle traffic;
- b) coordinating speeding, aggressive driving and other unsafe driving sustained enforcement efforts with New Mexico tribes and the Navajo Nation;
- c) managing and distributing the New Mexico Traffic Safety Education and Enforcement funds based on local law enforcement assessments; and
- d) funding a contracts to provide training to law enforcement officers in SFST, STEP, conducting DWI checkpoints, crash investigation, use of radar and lidar, Police as Prosecutor and other traffic safety courses

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 3, Aggressive Driving and Speeding: Sections 2.2 High-Visibility Enforcement; 3.1 Penalty Types and Levels; Chapter 1, Alcohol-Impaired and Drugged Driving: Section 2.5 Integrated Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

### **Strategy #2 – Communications and Outreach**

A strategy of enforcing traffic law violations through high-visibility enforcement is enhanced by a high-visibility media campaign that lets drivers know that expanded law enforcement operations are being conducted, that traffic laws will be enforced, and that offenders will be ticketed or arrested.

TSD supports a Law Enforcement Liaison (LEL) Program that consists of three individuals who are responsible for coordinating with State, city, county, and tribal law enforcement agencies on NHTSA and TSD initiatives related to police traffic services, impaired driving, occupant protection and other related traffic safety projects.

In FFY14, New Mexico will support efforts to decrease the incidence of speeding, aggressive driving and other unsafe driving on New Mexico roadways by:

- a) funding speeding, aggressive driving and other unsafe driving media and public information messages and materials emphasizing that traffic laws will be enforced and that penalties will be imposed, particularly in safety corridors and other high crash areas;
- b) working cooperatively with law enforcement agencies to raise their awareness of traffic code enforcement and its impact on safety;
- c) providing law enforcement agencies with technical assistance and other resources to identify, prioritize and address traffic safety problem areas;
- d) outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems; and
- e) reviewing legislation to enact State laws to increase fines for speeding, aggressive driving and other unsafe driving violations and to raise the traffic safety enforcement and education fees.



(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 3, Aggressive Driving and Speeding: Section 4.1 Communications and Outreach Supporting Enforcement. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)

## **Project Descriptions and Budget Amounts**

### **NHTSA Funds**

<b>14-PT-02-P01</b>	<b>General Law Enforcement Training</b>	Fed - 402	90,000
<b>Total Funds</b>			<b>\$90,000</b>

*Monitored by Franklin Garcia*

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

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

<b>14-PT-02-P02</b>	<b>Traffic Safety Law Enforcement Liaisons</b>	Fed - 402	260,000
		Fed - 164AL	240,000
<b>Total Funds</b>			<b>\$500,000</b>

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. (See project 14-AL-64-P20)

<b>14-PT-02-P03</b>	<b>Police Traffic Services Program Mgt - FTEs</b>	Fed - 402	100,000
<b>Total Funds</b>			<b>\$100,000</b>

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

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

<b>14-PT-02-P04</b>	<b>100 Days and Nights of Summer Program</b>	Fed - 402	200,000
		State - E&E Fund	200,000
		State - Road Fund	100,000
		<b>Total Funds</b>	<b>500,000</b>

*Monitored by David Lapington*

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

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety will be the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in a 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. (See State project #s 14-EE-05-P05 and 14-DS-RF-P03)

### **State Funds**

<b>14-EE-05-P01</b>	<b>Education and Enforcement Funds to LEAs (PTS)</b>	State - E&E Fund	430,000
		<b>Total Funds</b>	<b>\$430,000</b>

*Monitored by Mike Quintana*

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

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

<b>14-EE-05-P05</b>	<b>100 Days and Nights of Summer (PTS)</b>	State - E&E Fund	200,000
		State - Road Fund	100,000
		Fed - 402	200,000
		<b>Total Funds</b>	<b>500,000</b>

*Monitored by David Lapington*

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

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety is the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. (See Federal project #14-PT-02-P04 and State project #14-DS-RF-P03)

<b>14-PT-RF-P02</b>	<b>Selective Traffic Enforcement Program (PTS)</b>	State - Road Fund	220,000
		<b>Total Funds</b>	<b>\$220,000</b>

Monitored by Mike Quintana

Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes

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

<b>14-DS-RF-P03</b>	<b>100 Days and Nights of Summer (PTS)</b>	State - Road Fund	100,000
		State - E&E Fund	200,000
		Fed - 402	200,000
		<b>Total Funds</b>	<b>500,000</b>

Monitored by David Lapington

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

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety is the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. (See Federal project #14-PT-02-P04 and State project #14-EE-05-P05)

### **Police Traffic Services: NHTSA Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
14-PT-02-P01	General Law Enforcement Training	90,000	402
14-PT-02-P02	Traffic Safety Law Enforcement Liaisons	260,000	402
14-PT-02-P03	PTS Program Management - FTEs	100,000	402
14-PT-02-P04	100 Days and Nights of Summer Program	200,000	402
<b>Total NHTSA Funds-PT</b>		<b>650,000</b>	

# Traffic Records Program

## Overview

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

For over ten years, New Mexico has maintained a Statewide Traffic Records Executive Oversight Committee (STREOC) and a Statewide Traffic Records Coordinating Committee (STRCC). STREOC and STRCC membership includes owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, and public health, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations.

The purpose of the STREOC is to provide policy direction to the STRCC in the establishment of a long-range strategic plan for traffic record system improvements. Members of the STREOC sign and abide by a Charter and a Memorandum of Commitment. These documents outline the purpose, powers, and objectives of the STREOC. The STREOC meets on a quarterly basis.

The purpose of the STRCC is to facilitate the coordination of efforts by traffic records entities that are involved in the initiation, storage and delivery of traffic records information. This coordination is essential to providing efficient and secure delivery of accurate, timely, uniform and complete information about traffic activity to all who need such information. Members of the STRCC sign and abide by a Memorandum of Commitment. The STRCC meets every other month during the year.

The current New Mexico Traffic Records Strategic Plan provides the STREOC and STRCC with a foundation for upgrading and integrating the range of data systems used to conduct highway safety analyses in New Mexico. It is focused on specific actions and projects that will be undertaken to accomplish this goal. The Plan is based on the information systems and data collection deficiencies identified by federal reviewing agencies and assessments. The Plan covers five federal fiscal years, from 2013 through 2017 and will be used by the Traffic Records Program to guide its strategies and project activities in FFY14.

The primary State information systems in New Mexico's Traffic Records System include: crash records, roadway inventory data, driver information, vehicle information, citation and adjudication records, and injury tracking information. These systems provide New Mexico data to federal traffic records systems, such as the Fatality Analysis Reporting System (FARS) and the FMCSA Motor Carrier Management Information System (MCMIS).

## Problem Identification

### ***Crash Data System***

The State's crash data system provides the basic information necessary to identify the need for and develop effective traffic safety activities at local, state, or Federal levels. Timely, valid State crash data is needed for problem identification, to develop countermeasure strategies and projects, establish performance targets and allocate resources.

Currently the system is primarily paper-based involving a multi-step process for receiving, grouping, sorting and scanning the State uniform crash reports (UCRs) and then verifying entry of the completed data elements into the appropriate fields in the database. The UCRs are

approximately 76 percent MMUCC compliant. In 2012, the State implemented a new crash data collection system that has resulted in increasing the number of data elements captured from the State's uniform crash report from 96 to 291, and increased MMUCC- compliance. In FFY12, New Mexico also increased its commercial crash accuracy rating from fair to good.

### ***TraCS – Traffic and Criminal Software***

A TraCS program was initiated in the State in 2007 that continues to electronically collect, store and transfer traffic records, however at this time only a small portion of crash report data is being collected and stored electronically. New Mexico is actively working with the Navajo Nation and the Arizona Department of Transportation to develop a TraCS-based electronic crash data collection and reporting system, consistent with the data needs of all three participating agencies.

New Mexico law enforcement agencies deal with approximately 45,000 traffic crashes every year, and they produce over one million uniform traffic citations and 15,000 DWI citations annually.

### ***Traffic Records Assessments***

Between 2007 and 2012, NHTSA, the Federal Motor Carrier Safety Administration (FMCSA) and the Federal Highway Administration (FHWA) conducted Traffic Records assessments and site visits in New Mexico. Agencies presented recommendations specific to their reporting requirements, but the recommendations from the assessments overlapped and can be grouped into nine categories:

Timeliness; Accuracy; Completeness; Data Integration; Accessibility; Strategic Planning; Training & Staffing; Data Processing & Consistency/ Uniformity; and Data Security. Below are assessment recommendations and identified needs the Traffic Records Program will focus on in FY14.

### ***Assessment Recommendations and Identified Needs - Crash Data***

- Review of the data entry contract and contractor capabilities to determine if services can be added so the contractor is responsible for data quality measurement and improvement, can produce reports on error checks conducted at the time of data entry, if the contractor can be required to accept data electronically from law enforcement agencies, and can create a replacement to the centralized crash database.
- Establish immediately after the start of the new data entry contract the ability to accept electronic data.
- Publish an XML standard and associated data quality review (edit checking) standard for electronically submitted crash reports, to be shared with all third-party crash reporting vendors. Establish a certification process to ensure that vendors are able to meet the data submission requirements before their client agencies are allowed to submit data electronically.
- Establish two-way electronic data sharing with law enforcement agencies' records management systems (RMS). Prioritize those RMS vendors that serve the largest portions of the LEA market in New Mexico, and work with those vendors to establish data formats (XML schema) for the transfer.

### ***Assessment Recommendations and Identified Needs – EMS/ Injury Data***

- Conduct on-going data quality reviews at the State, service, and provider levels; provide data quality reports back to the EMS services for quality improvement purposes.

## **Assessment Recommendations and Identified Needs – Traffic Citation and Adjudication Data**

- Pursue the planned interface for court acceptance of electronic citations.

## **Assessment Recommendations and Identified Needs – Vehicle Registration Data**

- Provide a barcode on the registration document to assist law enforcement in electronic crash and citation reporting.

## **FFY14 Performance Measures and Targets**

### **1) Citation and Adjudication Database - Citation Timeliness**

Decrease the number of days for the Las Cruces Magistrate Court to process citations (enter citations into the electronic data system) once received from the Dona Ana Sheriff's law enforcement officers from a baseline of 14 days during the period of January – March 2013 to five days for the period January-March 2014.

### **2) EMS and Injury Surveillance Database - Report Timeliness**

Increase the percentage of EMS Ground Services submitting at least 50 percent of their reports within 30 days of the event from 74.5 percent for the period January-March 2013 to 78 percent in the period January-March 2014.

## **Strategies**

Traffic Records Program strategies are based on the most recent Traffic Records assessments conducted in New Mexico. The following strategies will be used to develop and implement projects in FFY14:

- Continue to support a newly established data entry system that accepts electronic data.
- Establish a comprehensive, formal quality control program for crash data.
- Support data sharing with law enforcement agencies' records management systems.
- Pursue the planned interface for court acceptance of electronic citations.
- Continue to support and provide technical assistance to LEAs using TraCS
- Update the State's uniform crash report to meet commercial motor vehicle reporting requirements and to increase the number of MMUCC data elements collected.
- Provide a barcode on the registration document to assist with electronic crash and citation reporting.
- Develop an implementation plan for the new Traffic Records Strategic Plan and form STRCC subcommittees to work on specific projects.

*(State of New Mexico, Traffic Records Assessment; NHTSA Technical Assessment Team; 6/5-10/2011. New Mexico Crash Data Improvement Program Report; CDIP Technical Assistance Team Site Visit; 8/2009. New Mexico FARS Unit Site Visit Report; NHTSA FARS Quality Control, 11/14-17/2011.)*

## Project Descriptions and Budget Amounts

### **NHTSA Funds**

<b>14-HE-64-P01</b>	<b>TraCS Maintenance and Support</b>	Fed - 164HE	300,000
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<b>Total Funds</b>	<b>\$300,000</b>
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*Monitored by Sophia Roybal-Cruz and Dave Martinez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds a contract to provide maintenance and support to law enforcement agencies currently using TraCS, to include assistance with the transition from TraCS V7.3 to V10 and the use of the corresponding location tool. This project will provide assistance to law enforcement agencies with other TraCS-related software and hardware issues and provide helpdesk services.

<b>14-HE-64-P02</b>	<b>TraCS Statewide Rollout Project Management</b>	Fed - 164HE	175,000
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<b>Total Funds</b>	<b>\$175,000</b>
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*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds a contract for project management services to support the Statewide TraCS implementation and rollout of TraCS software and hardware. The TraCS project provides law enforcement with access to an electronic collection tool for electronic submission of the State's uniform crash report and uniform traffic citation. This initiative supports NHTSA Model Performance Measures to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of crash and citation records.

<b>14-HE-64-P03</b>	<b>TraCS Citation and Adjudication Data Transfer</b>	Fed - 164HE	200,000
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<b>Total Funds</b>	<b>\$200,000</b>
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*Monitored by Sophia Roybal-Cruz*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for continued support of a data exchange pilot project between the Dona Ana County Sheriff's records management system and the Dona Ana County Magistrate Court's Odyssey (court records management) system. Architecture from the Dona Ana project will be used to assist with the development of the data exchange project between the Albuquerque Police Department's records management system and the Bernalillo County Metro Court's Odyssey system.

<b>14-HE-64-P04</b>	<b>TraCS Equipment</b>	Fed - 164HE	200,000
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<b>Total Funds</b>	<b>\$200,000</b>
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*Monitored by Sophia Roybal-Cruz and Dave Martinez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds to law enforcement and other partner agencies for equipment necessary to implement the use of TraCS.

<b>14-HE-64-P05</b>	<b>TraCS Software Upgrade</b>	Fed - 164HE	200,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Sophia Roybal-Cruz and Dave Martinez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds to purchase TraCS Version 10 and the Incident Location Tool software for all current TraCS users. This software will be available for any additional agencies added to the program as resources permit.

<b>14-HE-64-P06</b>	<b>Statewide TR System Data Center</b>	Fed - 164HE	500,000
		<b>Total Funds</b>	<b>\$500,000</b>

*Monitored by Yolanda Duran and Sophia Roybal-Cruz*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funding for the full development of the Statewide Traffic Records System Data Center which will serve as the foundation of a data repository/distribution center to capture, store, transmit and analyze data from the following data systems: Crash, Roadway, Citation and Adjudication, Injury Surveillance, Driver and Vehicle. Development will follow Map 21 guidance and NHTSA Traffic Records Assessment recommendations.

<b>14-HE-64-P07</b>	<b>Traffic Safety Project Management - FTE</b>	Fed - 164HE	75,000
		<b>Total Funds</b>	<b>\$75,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for IT support to develop, implement and integrate traffic safety related information technology projects. Includes salary and benefits for one FTE, and related travel, supplies, and training.

<b>14-HE-64-P08</b>	<b>EMS Data Quality Improvements</b>	Fed - 164HE	100,000
		<b>Total Funds</b>	<b>\$100,000</b>

*Monitored by Yolanda Duran and Santiago 'Jimmy' Montoya*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

In collaboration with the New Mexico EMS Bureau develop mechanisms to improve the quality, timeliness, accuracy, completeness and consistency of EMS data. Develop and implement a plan to link EMS data and hospital inpatient discharge data with the NMDOT crash data, per NHSTA recommendations.

<b>14-HE-64-P09</b>	<b>TR Strategic Plan Implementation/Program Support</b>	Fed - 164HE	250,000
		<b>Total Funds</b>	<b>\$250,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for a contractor to assist with the development of an implementation plan of the Traffic Records Strategic Plan and provide administrative support to the TR Program. Contractor will develop a traffic records project tracking system, develop an electronic file for New Mexico's fatality crash records, and ensure that Map 21 requirements are met with regard to the Executive Oversight and Traffic Records Coordinating Committee meetings.



<b>14-HE-64-P10</b>	<b>Vehicle Registration Bar Code Project</b>	Fed - 164HE	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Sophia Roybal-Cruz and Dave Martinez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds a project with the NM Taxation and Revenue Department-Motor Vehicle Division to include a bar code on the New Mexico vehicle registration document. This will allow electronic capture of the vehicle registration data on crash reports, traffic citations and other reports generated by law enforcement agencies via use of a bar code scanner.

<b>14-HE-64-P11</b>	<b>Out-of-State Travel</b>	Fed - 164HE	20,000
		<b>Total Funds</b>	<b>\$20,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds travel for Federally mandated trainings, as well as training necessary for efficient management of traffic records projects.

<b>14-HE-64-P12</b>	<b>Uniform Crash Report (UCR) Modifications</b>	Fed - 164HE	100,000
		FHWA Funds	100,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for necessary modifications required to update the State uniform crash report. This project will allow for collection of the data elements that are required for commercial motor vehicle (CMV) federal reporting and increase the number of minimum model uniform crash criteria (MMUCC) data elements collected. (See Federal project #14-TR-FH-P02)

<b>14-HE-64-P13</b>	<b>UCR Documentation and Training for LEAs</b>	Fed - 164HE	100,000
		FHWA Funds	50,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funding to develop and implement a training curriculum statewide to increase the completeness and accuracy of UCR documentation. (See Federal project #14-TR-FH-P03)

<b>14-HE-64-P14</b>	<b>Crash System Improvement</b>	Fed - 164HE	300,000
		<b>Total Funds</b>	<b>\$300,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

<b>14-HE-64-P15</b>	<b>EMS Licensing Software Upgrade</b>	Fed-164HE	150,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Yolanda Duran and Santiago 'Jimmy' Montoya  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for the NM Department of Health, Emergency Medical Services (EMS) Bureau to purchase service provider licensing software to upgrade the New Mexico EMS Tracking and Reporting System. The software will enhance the statewide injury surveillance system by improving the efficiency of EMS provider licensing, taking it from a paper-based system to a web-based system. In New Mexico, 9,000 EMS provider licensees must update or renew their licenses every two years. This licensing software has the capability to link each EMS provider with the patient care provided. NEMSIS standards will be incorporated into the system to ensure data linkage and comparability. This project supports the NM Traffic Records Assessment recommendation for data quality reviews of services and providers for quality improvement purposes.

<b>14-TR-05-P01</b>	<b>Crash Data Statistical and Analytical Reporting</b>	Fed - 405(c)	450,000
		<b>Total Funds</b>	<b>\$450,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds a contract with UNM/ DGR to provide advanced data analysis using data merging techniques to identify problem locations and conditions. This information is disseminated through a series of reports aimed at informing traffic safety partners, leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and assists the department in updating its traffic crash database capabilities. DGR provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.

<b>14-TR-05-P02</b>	<b>Data Entry Project - UNM</b>	Fed - 405(c)	50,000
		State - Road Fund	200,000
		<b>Total Funds</b>	<b>\$250,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds to provide IT Application Development (Programmer) for traffic safety related information Technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training will also be included in the project for development, implementation and integration of traffic safety related data improvement projects. (See State project #14-TR-RF-P06)

### **FHWA Funds**

<b>14-TR-FH-P01</b>	<b>Crash Database Tool for Crash Analysis</b>	FHWA-STIP	150,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds to develop and implement a crash database tool that will allow direct access to the crash database by NMDOT highway engineers for crash analysis.

<b>14-TR-FH-P02</b>	<b>Uniform Crash Report (UCR) Modifications</b>	FHWA-STIP	100,000
		Fed-164HE	100,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for necessary modifications required to update the State uniform crash report. This project will allow for collection of the data elements that are required for commercial motor vehicle (CMV) federal reporting and increase the number of minimum model uniform crash criteria (MMUCC) data elements collected. (See Federal project #14-HE-64-P12)

<b>14-TR-FH-P03</b>	<b>UCR Documentation and Training for LEAs</b>	FHWA-STIP	50,000
		Fed-164HE	100,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funding to develop and implement a training curriculum statewide to increase the completeness and accuracy of UCR documentation. (See Federal project #14-HE-64-P13)

### **State Funds**

<b>14-TR-RF-P06</b>	<b>Data Entry Project - UNM (TR)</b>	State - Road Fund	200,000
		Fed - 405(c)	50,000
		<b>Total Funds</b>	<b>\$250,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds to provide IT Application Development (Programmer) for traffic safety related information Technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training will also be included in the project for development, implementation and integration of traffic safety related data improvement projects. (See Federal project #14-TR-05-P02)

## Traffic Records: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
14-TR-05-P01	Crash Data Statistical and Analytical Reporting	450,000	405(c)
14-TR-05-P02	Data Entry Project - UNM	50,000	405(c)
<b>408 Total</b>		<b>500,000</b>	
14-HE-64-P01	TraCS Maintenance and Support	300,000	164HE
14-HE-64-P02	TraCS Statewide Rollout Project Management	175,000	164HE
14-HE-64-P03	TraCS Citation and Adjudication Data Transfer	200,000	164HE
14-HE-64-P04	TraCS Equipment	200,000	164HE
14-HE-64-P05	TraCS Software Upgrade	200,000	164HE
14-HE-64-P06	Statewide TR System Data Center	500,000	164HE
14-HE-64-P07	Traffic Safety Project Management-FTE	75,000	164HE
14-HE-64-P08	EMS Data Quality Improvements	100,000	164HE
14-HE-64-P09	TR Strategic Plan Implementation/ Program Support	250,000	164HE
14-HE-64-P10	Vehicle Registration Bar Code Project	50,000	164HE
14-HE-64-P11	Out-of-State Travel	20,000	164HE
14-HE-64-P12	Uniform Crash Report (UCR) Modifications	100,000	164HE
14-HE-64-P13	UCR Documentation and Training for LEAs	100,000	164HE
14-HE-64-P14	Crash System Improvement	300,000	164HE
14-HE-64-P15	EMS Provider Licensing Software Upgrade	150,000	164HE
<b>164HE Total</b>		<b>2,720,000</b>	
<b>Total NHTSA Funds-TR (TR &amp; HE funds)</b>		<b>3,220,000</b>	

# Motorcycle Safety Program

## Overview

The New Mexico Department of Transportation (NMDOT) Traffic Safety Division (TSD) is the designated State authority over motorcyclist safety issues and is the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle.

New Mexico maintains an effective motorcycle rider training program that is offered throughout the State. The New Mexico Motorcycle Safety Program (NMMSP) is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

In CY2012, motorcycle training was offered to 1,976 individuals, with 1,796 completing training. The number of persons receiving training is down from 2011, likely reflecting the downturn in the economy.

## Problem Identification

### **Data from 2010 New Mexico Crash Book**

In 2010, 77 percent of motorcyclists in crashes were either killed or injured.

The top contributing factors in fatal motorcycle-involved crashes were alcohol/ drug involvement (50%), excessive speed (17.5%) and failure to yield (15%).

Among males, drivers or riders aged 20-29 were most likely to be involved in a motorcycle crash (26%), followed by those 45-54 (19%). Among females, 26 percent were between the ages of 20 and 29.

Males are 4.5 times more likely to be involved in a motorcycle crash than females and 3.5 times more likely to die in a motorcycle crash than females.

In 2010, 98% of motorcyclists (drivers/ riders) in crashes were not wearing a helmet, up from 90 percent in 2009. Among those killed in crashes, none were wearing a helmet.

## FFY14 Performance Measures and Targets

**1) Reduce the number of motorcyclist fatalities from 45 in CY2011 to 44\* in CY2013. (FARS data)** \*Preliminary State data show there were 61 motorcyclist fatalities in CY2012

**2) Reduce the number of unhelmeted motorcyclist fatalities from 39 in CY2011 to 38 in CY2013. (FARS data)**

## **Countermeasure Strategies**

Motorcycle Safety Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are based primarily on education, outreach, media and awareness.

### ***Strategy #1 – Motorcycle Rider Training***

In New Mexico, persons who want to operate a motorcycle on a public roadway are required to have a valid license with a motorcycle endorsement. Riders who are under age 18 are required to attend and complete a Motorcycle Safety Foundation (MSF) certified Basic *RiderCourse* and carry a valid motorcycle license with the age appropriate endorsement or a valid driver's instructional permit, provisional license or license with the age appropriate endorsement. Motorcyclists under age 18 are required to wear a helmet.

Persons age 18 and above are not required to complete training or to wear a helmet. As an incentive to receive appropriate training, New Mexico's Motor Vehicle Division does not require a road test if a person age 18 or over completes the MSF certified *RiderCourse*.

NHTSA provides support to states for motorcycle rider training and awareness, and recommends that states ensure the availability of motorcycle education and training.

In FFY14, New Mexico will support statewide motorcycle rider safety training by:

- a) maintaining a contract with the Motorcycle Safety Foundation to provide beginner and experienced rider training courses.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013; Chapter 5, Motorcycle Safety: Section 3.2 Motorcycle Rider Training)*

### ***Strategy #2 – Communications and Outreach***

Outreach about motorcycle safety including training, helmet use and adherence to traffic laws is an important component of a state's motorcycle safety program. Riders need to be made aware of licensing requirements, the value of appropriate training for both the beginner and more experienced rider, and the risks associated with not wearing a helmet.

Reminding drivers to 'share the road' is critically important for both motorcyclists and the other drivers on the road. NHTSA supports Motorcycle Safety Awareness Month and a National Ride to Work Day which focus on mutual responsibility for the safety of motorcyclists. As motorcyclist fatalities continue to increase, education, training and outreach must increase as well.

In FFY14, New Mexico will increase motorcyclist safety and awareness by:

- a) promoting motorcycle safety through educational efforts that increase the perception and awareness that operating, licensing and helmet laws are enforced;
- b) utilizing community traffic safety groups to promote motorcycle education and enforcement initiatives, participation in training programs, helmet use, and State and local law reform; and
- c) promoting motorcycle safety training and motorcycle awareness through increased media and/or participation at local motorcycle events.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013; Chapter 5, Motorcycle Safety: Sections 4.1 Communications and Outreach: Conspicuity and Protective Clothing; 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists)*

## Project Descriptions and Budget Amounts

### **NHTSA Funds**

<b>14-MC-05-P02</b>	<b>Motorcycle Safety Equipment</b>	Fed - 405(f)	50,000
<b>Total Funds</b>			<b>\$50,000</b>

*Monitored by David Lapington*

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

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

### **State Funds**

<b>14-MC-08-P03</b>	<b>Motorcycle Safety Training Program (MC)</b>	State - Fund 8	139,000
<b>Total Funds</b>			<b>\$139,000</b>

*Monitored by David Lapington*

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

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

## Motorcycle Safety: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
14-MC-08-P02	Safety Equipment	50,000	405(f)
<b>Total NHTSA Funds-MC</b>		<b>50,000</b>	

# Pedestrian and Bicyclist Safety Program

## Overview

New Mexico has a high demand for, and use of, non-motorized modes of transportation such as biking and walking. While these activities may provide health, economic and environmental benefits, they increase the participant's exposure to traffic and traffic crashes. The NMDOT seeks to reduce the number of pedestrian and bicyclist crashes in New Mexico, and to encourage walking and biking as comfortable, accessible, safe and efficient modes of transportation. To successfully reduce New Mexico's pedestrian and bicyclist injury and fatality rates, at-risk populations need to be identified and their safety needs addressed. The NMDOT works with community members and pedestrian injury stakeholders to identify and address specific local pedestrian safety problems.

## Problem Identification

### **Data from 2010 New Mexico Crash Book**

In 2010, there were 33 pedestrians killed and 338 injured in crashes. In New Mexico, 53 percent of pedestrians killed in crashes were alcohol-involved. Males were twice as likely as females to be alcohol-involved pedestrians.

Pedestrians aged 15-19 were more likely to be in a crash than other age groups. Pedestrian fatalities most often occurred in the 15-19, 45-49, and 75+ age groups.

There were 9 bicyclist deaths in 2010, compared to 3 in 2009 and 7 in 2008. The number of injured persons decreased from 281 in 2009 to 276 in 2010. Pedestrians and bicyclists accounted for 12 percent of all motor vehicle crash deaths in New Mexico.

Most bicycle-involved crashes occurred in daylight (82%); however, 67 percent of *fatal* bicycle-involved crashes occurred at night.

## FFY14 Performance Measure and Target

**1) Reduce the number of pedestrian fatalities from 41 in CY2011 to 40 in CY2013. (FARS data)** \* Preliminary State data show there were 62 pedestrian fatalities in CY2012.

## Countermeasure Strategies

Pedestrian and Bicyclist Safety Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are based primarily on outreach, education, media and awareness.

### **Strategy #1 – Communications and Outreach – All Pedestrians**

Increase communications and outreach regarding pedestrian safety and awareness by:

- a) funding community-based projects focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems to reduce pedestrian deaths and injuries;
- b) working with local media to air the 'Look for Me' pedestrian safety radio spot statewide and continue to run the radio spot in the both English and Navajo in high-risk communities;



- c) working with local communities, schools and media to create a pedestrian safety education campaign for communities at higher risk of pedestrian injuries and fatalities at street and railroad crossings;
- d) distributing ‘Look for Me’ bookmarks and ‘Rules of the Road’ cards with pedestrian safety tips to driver education, driver safety and DWI schools statewide;
- e) distributing ‘I’m Safe; elementary school-aged educational and outreach materials at health and safety fairs;
- f) working with local law enforcement in high-risk communities to increase awareness of pedestrian laws and pedestrian safety among higher risk populations, such as seniors and the homeless population; and
- g) continuing to provide updated information on pedestrian safety events and resources via the University of New Mexico Center for Injury Prevention Research and Education website - <http://hsc.unm.edu/som/programs/cipre/NMPSIP.shtml>.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013; Chapter 8, Pedestrians: Sections 4.4 –Targeted Enforcement; 4.5 – Driver Training; 4.6 – Pedestrian Gap Acceptance Training)*

**Strategy #2 – Programs for School-Age Children**

Increase safety of elementary school age children who walk or bike to school by:

- a) promoting New Mexico’s annual ‘Walk to School Day’ by purchasing ‘About Traffic Safety’ activity books and posters for distribution to schools and law enforcement agencies;
- b) working with the NMDOT Safe Routes to School program to promote the program among local community leaders and schools.

*(Countermeasures That Work, 7th Edition, 2013: Chapter 8, Pedestrians: Section 2.2 Safe Routes to School. Transportation Research Board’s National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7)*

**Project Description and Budget Amount**

**NHTSA Funds**

<b>14-PS-02-P01</b>	<b>Pedestrian Safety</b>	Fed - 402	130,000
		State - Road Fund	20,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 10. Special Users*

Conduct statewide, community-based projects focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems to reduce pedestrian deaths and injuries. Continue a high-visibility pedestrian safety awareness campaign that targets drivers, pedestrians and the general public. Work with local communities, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian injury/fatalities at street and railroad crossings. Provide support for law enforcement agencies to enhance awareness of pedestrian safety laws among high-risk populations. (See State project #14-PS-RF-P07)

## State Funds

<b>14-PS-RF-P07</b>	<b>Pedestrian Safety (PS)</b>	State - Road Fund	20,000
		Fed - 402	130,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 10. Special Users*

Conduct statewide, community-based projects focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems to reduce pedestrian deaths and injuries. Continue a high-visibility pedestrian safety awareness campaign that targets drivers, pedestrians and the general public. Work with local communities, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian injury/fatalities at street and railroad crossings. Provide support for law enforcement agencies to enhance awareness of pedestrian safety laws among high-risk populations. (See Federal project #14-PS-02-P01)

### Pedestrian/ Bicyclist Safety: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
14-PS-02-P01	Pedestrian Safety	130,000	402
<b>Total NHTSA Funds-PS</b>		<b>130,000</b>	

# Driver Education and Safety Program

## Overview

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

New Mexico has a graduated driver's license system for teens under age 18 aimed at reducing traffic crashes among this age group. Mandatory driver education classes and a three-step licensing system are two key elements of the New Mexico graduated licensing program. In 2011, updates to the GDL law came into effect. For those under age 18 with an instructional permit or provisional license, the legislation added 30 days of driving for each traffic violation the driver incurs, before they can receive a driver's license. Traffic violations include not using a seatbelt, using a cell phone while driving and any alcohol infractions.

The TSD has statutory responsibility to develop rules to provide minimum and uniform standards for the issuance, renewal and revocation of driving school licenses and instructor certificates, and to establish requirements for the operation of driving schools. TSD is responsible for assuring that all driving schools complete certification training and use TSD-approved curriculum. The Novice Driver Education, Driver Safety and DWI School rules are reviewed every five years to maintain a quality driver education program. In addition, the TSD has statutory responsibility to approve and certify training programs that provide traffic safety and DWI information and education to the public.

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

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

## Problem Identification

### **Data from 2010 New Mexico Crash Book**

Many drivers engage in risky behaviors that can lead to motor vehicle crashes, fatalities and injuries. Risky behaviors include driving while under the influence of alcohol or drugs, speeding or inattention/ distraction. Some people lack appropriate driving skills or do not know the 'rules of the road.' National and local statistics confirm that novice drivers are more likely to be involved in crashes compared to all other drivers.

Of the approximately 265,132\* traffic conviction violations recorded in 2010, 45 percent were for speeding. Another 22 percent were for no seatbelt use, no license, DWI, not stopping/ yielding, driving on suspended or revoked license or open container. In New Mexico, courts may require

a driver to attend Driving Safety School based on a conviction for a penalty assessment misdemeanor or any other misdemeanor committed while driving.

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

### TEENS, AGED 15-19

In 2010, there were 44 teens (15-19) killed in crashes compared to 34 in 2009.

The age groups with the highest percentage of people in crashes were ages 15-19 (12.2%), ages 20-24 (11.4%) and ages 25-29 (8.8%). The rate of drivers 15-19 in crashes is almost three times higher than the State average.

The number of New Mexican teen drivers of vehicles in crashes per 1,000 NM licensed teen drivers has been generally decreasing since 2003.

Teen males are more than twice as likely as teen females to be killed in a crash. The number of males killed in crashes increased by 43 percent, while the number of females killed increased by only 0.08 percent.

Among teens not wearing a seatbelt when involved in a crash, nine percent were killed, while among teens wearing a seatbelt when involved in a crash, only 0.2 percent were killed. Teens not wearing a seatbelt experienced more severe injuries and more injuries overall than those wearing a seatbelt.

Teen drivers (15-19) are most often in crashes between the hours of 3 p.m. and 5 p.m.

There were four alcohol-involved teen male drivers in crashes for every one alcohol-involved teen female driver.

The rate of alcohol-involved teen drivers in crashes decreased 60% (from 5.27 in 2001 to 2.13 drivers in 2010 per 1,000 licensed teen drivers).

### YOUNG ADULTS, AGED 20-24

In 2010, there were 40 young adults (20-24) killed in crashes compared to 46 in 2009.

Young adult males are twice as likely as young adult females to be killed in a crash. The number of males killed in crashes decreased by 23 percent, while the number of females killed increased by 18 percent.

The rate of alcohol-involved young adult drivers in crashes decreased 42% (from 5.7 in 2001 to 3.4 drivers in 2010 per 1,000 licensed young adult drivers).

Among young adults not wearing a seatbelt when involved in a crash, 12 percent were killed, while among teens wearing a seatbelt when involved in a crash, only 0.1 percent were killed. Teens not wearing a seatbelt experienced more severe injuries and more injuries overall than those wearing a seatbelt.

Young adult drivers (20-24) are most often in crashes between the hours 12 p.m. and 7 p.m.

Twenty-two percent of all alcohol-involved drivers in crashes were young adults (20-24). Young adult males were 3.6 times as likely as young adult females to be an alcohol-involved driver in a crash.

Among alcohol-involved young adult drivers (20-24) in crashes, the number of 21 and 20 year old drivers has greatly decreased in the last five years.

## **FFY14 Performance Measure and Target**

**1) Reduce the number of drivers age 20 or younger involved in fatal crashes from 40 in CY2011 to 38 in CY2013. (FARS data)**

### **Countermeasure Strategies**

Driver Education Program countermeasure strategies are selected based on a review of NHTSA's Countermeasures That Work, 7<sup>th</sup> Edition, 2013 and the Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008. Strategies are based primarily on education, outreach and media.

#### **Strategy #1 – Communications and Outreach**

In FFY14, New Mexico will disseminate public information and education campaigns designed to raise awareness about traffic safety-related risky behaviors and selective traffic enforcement programs by:

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

*(Countermeasures that Work, 7<sup>th</sup> Edition, 2013; Chapter 1, Alcohol-Impaired and Drugged Driving: Section 5.2 Mass Media Campaigns; Chapter 2, Seatbelts and Child Restraints: Section 3.1 Communications and Outreach Strategies for Low-Belt-Use Groups; Chapter 3, Aggressive Driving and Speeding: Section 4.1 Communications and Outreach Supporting Enforcement; Chapter 4, Distracted and Drowsy Driving: Section 2.2 Communications and Outreach on Distracted Driving; Chapter 5, Motorcycle Safety: Section 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists; Chapter 8, Pedestrians: Section 3.1 Impaired Pedestrians: Communications and Outreach)*

#### **Strategy #2 – Driver Education**

NHTSA recommends that states integrate driver education into a multi-stage graduated licensing system. New Mexico's graduated licensing system requires successful completion of a driver education program which includes a 6-hour DWI component. At the instruction permit stage, the teen must drive with an adult (age 21 or older), complete 50 hours of supervised driving practice, including 10 hours at night and maintain a clean driving record. At the provisional stage, the teen must certify to the above requirements and complete an approved MVD road skills exam. Effective in June 2011, drivers with an instruction permit or provisional license will have their time extended 30 days for each adjudication or conviction of a traffic violation.

In New Mexico, new licensees aged 18-24 must complete a DWI awareness class. Attendance and completion of DWI School is required of all first-time convicted DWI offenders. Driver Safety classes may be required of those convicted of a penalty assessment misdemeanor or any other misdemeanor committed while operating a motor vehicle.

In FFY14, New Mexico will improve the quality of all driver education and safety programs certified, licensed or funded by the TSD by:

- a) continuing to monitor Driver Education, Driving Safety and DWI schools to ensure that course instruction complies with TSD regulations;
- b) contracting with UNM/ Division of Continuing Education to monitor the quality of Driver Education schools and instructor training, to include dissemination of

- information on the top contributing factors in teen crashes and to maintain a database to track the certification status of all driver education instructors statewide;
- c) continuing oversight of DWI Awareness classes offered as independent study courses available by mail or online, and ensuring that course materials include a student manual and a video;
  - d) working with traffic safety partners to provide the public with information on the driver education and safety programs in New Mexico, and to evaluate driver education requirements and legislative opportunities; and
  - e) increasing driver education availability in tribal areas statewide.

*(Countermeasures That Work, 7<sup>th</sup> Edition, 2013: Chapter 6, Young Drivers: Sections 2.1 Pre-Licensure Driver Education. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **Project Descriptions and Budget Amounts**

### **NHTSA Funds**

<b>14-DE-02-P01</b>	<b>Partner Information and Training</b>	Fed - 402	25,000
		<b>Total Funds</b>	<b>\$25,000</b>

*Monitored by Robert Archuleta*

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

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

<b>14-DE-02-P02</b>	<b>Traffic Safety Information Clearinghouse</b>	Fed - 402	130,000
		Fed - 402	140,000
		Fed - 164AL	200,000
		<b>Total Funds</b>	<b>\$470,000</b>

*Monitored by David Lapington*

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

Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials to support programs and staffing 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. Contractor will also prepare, print and distribute traffic safety materials, reports, and newsletters used for public information and education, or promotion of program activities, conduct research for TSD, and update materials as needed. (See Federal project #s14-AL-64-P14 and 14-OP-02-P03)

<b>14-DE-02-P03</b>	<b>Traffic Safety Resource Prosecution Training</b>	Fed-402	20,000
		<b>Total Funds</b>	<b>\$20,000</b>

Funds a contract to provide training to attorneys, law enforcement officers, probation officers/DWI compliance officers and County DWI program managers to improve the ability of prosecutors to effectively prosecute DWI cases. Provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding DWI/ impaired driving, speeding, distracted driving and other risky driving behaviors.

<b>14-DE-02-P04</b>	<b>TSD Employee Out-of-State Travel</b>	Fed - 402	40,000
		<b>Total Funds</b>	<b>\$40,000</b>

*Monitored by Robert Archuleta*

Provides funds for TSD and other NMDOT employees to attend out-of-state training or seminars.

<b>14-DE-02-P05</b>	<b>NCSAs/ Media Training</b>	Fed - 402	185,000
		State - Road Fund	30,000
		<b>Total Funds</b>	<b>\$215,000</b>

*Monitored by Juliet Armijo*

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

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

Provides training for law enforcement agencies that includes how to write press releases, and how to deal with 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. (See State project #14-DE-RF-P08)

<b>14-DE-02-P06</b>	<b>Traffic Safety Awareness Survey</b>	Fed - 402	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Robert Archuleta*

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

## **State Funds**

<b>14-DI-09-P01</b>	<b>State-Mandated Programs (DE)</b>	State - Fund 9	285,000
		State - Road Fund	315,000
		<b>Total Funds</b>	<b>\$600,000</b>

*Monitored by Franklin Garcia*

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

Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary. (See State project #14-DE-RF-P04)

<b>14-DI-09-P02</b>	<b>DWI School Curriculum (DE)</b>	State - Fund 9	60,000
		<b>Total Funds</b>	<b>\$60,000</b>

*Monitored by Franklin Garcia*

Funding provides for a standardized curriculum for the State-mandated DWI Education Program.

<b>14-DE-RF-P04</b>	<b>State Mandated Programs - UNM DCE (DE)</b>	State - Road Fund	315,000
		State - Fund 9	285,000
		<b>Total Funds</b>	<b>\$600,000</b>

*Monitored by Franklin Garcia*

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

Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Division policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary. (See State project #14-DI-09-P01)

<b>14-DE-RF-P08</b>	<b>NCSAs/ Media Training (DE)</b>	State - Road Fund	30,000
		Fed - 402	185,000
		<b>Total Funds</b>	<b>\$215,000</b>

*Monitored by Juliet Armijo*

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

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

Provides training for law enforcement agencies that includes how to write press releases, and how to deal with 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. (See Federal project #14-DE-02-P05)

### **Driver Education: NHTSA Federal Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
14-DE-02-P01	Partner Information and Training	25,000	402
14-DE-02-P02	Traffic Safety Information Clearinghouse	130,000	402
14-DE-02-P03	TS Resource Prosecution Training	20,000	402
14-DE-02-P04	Out-of-State Travel - TSD Employees	40,000	402
14-DE-02-P05	NCSAs - Media Training	185,000	402
14-DE-02-P06	TS Awareness Survey	50,000	402
<b>402 Total</b>		<b>450,000</b>	
<b>Total NHTSA Funds-DE</b>		<b>450,000</b>	



# Media and Marketing

## Overview

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

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

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

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

## Assessment and Tracking of Paid Media

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

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

## Strategy

### ***Strategy #1 – Communications and Outreach***

In FFY14, New Mexico will implement high-visibility media and marketing campaigns designed to provide information to the general public about traffic safety issues and enforcement operations by:

- a) Creating and disseminating alcohol-impaired, occupant protection, motorcycle safety, speeding, distracted driving and underage drinking prevention media messages;
- b) Developing and coordinating earned media (news) initiatives to maximize paid media and enforcement campaigns;
- c) Developing and/or implementing strategies to decrease Navajo and tribal member fatalities and injuries through media and public information; and

- d) Continuing dissemination of collateral and earned media information through advocacy groups and county safety agencies.

*(Countermeasures that Work, 7<sup>th</sup> Edition, 2013: Chapter 1, Alcohol-Impaired and Drugged Driving: Section 5.2 Mass Media Campaigns; Chapter 2, Seatbelts and Child Restraints: Section 3.1 Communications and Outreach Strategies for Low-Belt-Use Groups; Chapter 3, Aggressive Driving and Speeding: Section 4.1 Communications and Outreach Supporting Enforcement; Chapter 4, Distracted and Drowsy Driving: Section 2.2 Communications and Outreach on Distracted Driving; Chapter 5, Motorcycle Safety: Section 4.2 Communications and Outreach: Other Driver Awareness of Motorcyclists; Chapter 8, Pedestrians: Section 3.1 Impaired Pedestrians: Communications and Outreach. Transportation Research Board's National Cooperative Highway Research Program Report 622, 2008: Chapters 2-7.)*

## **Project Descriptions and Budget Amounts**

### ***NHTSA Funds***

<b>14-AL-64-P21</b>	<b>DWI Creative Design and Production (Media)</b>	Fed - 164AL	850,000
<b>Total Funds</b>			<b>\$850,000</b>

*Monitored by Franklin Garcia*

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

Funds the costs to produce television, radio and other messages related to DWI/ Impaired driving enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong DWI enforcement and deterrence messages targeting the high-risk populations including Hispanics and American Indians.

<b>14-AL-PM-P22</b>	<b>DWI Media Placement (Media)</b>	Fed - 164PM	1,320,000
<b>Total Funds</b>			<b>\$1,320,000</b>

*Monitored by Franklin Garcia*

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

Funds paid media during the DWI Superblitz Mobilizations conducted throughout the year and the NHTSA National DWI Crackdown. Funds individual television and radio stations to air strategically placed DWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the DWI traffic safety message. Activities will include strong enforcement and deterrence ads and messages targeting the high-risk populations, including Hispanics and American Indians.

<b>14-MC-PM-P01</b>	<b>Motorcycle Media Placement</b>	Fed - 405(f)	55,000
<b>Total Funds</b>			<b>\$55,000</b>

*Monitored by Franklin Garcia*

*Aligns with 2010 CTSP Emphasis Areas: 9. Public Information and Education, and 10. Special Users Funding for media placement of motorcycle safety messages.*

<b>14-OP-PM-P05</b>	<b>Click It or Ticket Paid Media</b>	Fed - 405(b)	100,000
		<b>Total Funds</b>	<b>\$100,000</b>

*Monitored by Franklin Garcia*

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

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

### **State Funds**

<b>14-DPE-10-P01</b>	<b>UAD Prevention Creative Design &amp; Production (AL)</b>	State - Fund 10	300,000
		<b>Total Funds</b>	<b>\$300,000</b>

*Monitored by Franklin Garcia*

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

Funds a statewide media campaign targeted at youth from ages 10 to 18, and/or their parents, to discuss the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.

<b>14-EE-05-P02</b>	<b>General Creative and Production (Media)</b>	State - E&E Fund	200,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Franklin Garcia*

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

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

<b>14-EE-PM-P03</b>	<b>General Paid Media (Media)</b>	State - E&E Fund	275,000
		<b>Total Funds</b>	<b>\$275,000</b>

*Monitored by Franklin Garcia*

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

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

## Media & Marketing: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
14-AL-64-P21	DWI Creative Design and Production	850,000	164AL
<b>164AL Total</b>		<b>850,000</b>	
14-AL-PM-P22	DWI Media Placement	1,320,000	164PM
<b>164PM Total</b>		<b>1,320,000</b>	
14-MC-PM-P01	Motorcycle Media Placement	55,000	405(f)
<b>405(f) Total</b>		<b>55,000</b>	
14-OP-PM-P05	Click It or Ticket Paid Media	100,000	405(b)
<b>405(b) Total</b>		<b>100,000</b>	
<b>Total NHTSA Funds-Media</b>		<b>2,325,000</b>	

# Planning and Administration

## Overview

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

Many program funds are coordinated through partnerships with contractors or other lead agencies such as the University of New Mexico, Department of Health, Department of Public Safety, Regulation and Licensing, Motor Vehicle Division and Administrative Office of the Courts. Local governments and local law enforcement agencies are active participants in program and project planning, development and implementation, and are valued as proactive traffic safety partners.

## State Process Measures and Targets

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

## Strategies

### **Strategy #1**

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

- a) involving traffic safety partners and advocates in the HSP development process;
- b) maintaining partnerships with traffic safety advocate agencies;
- c) coordinating HSP strategies with CTSP strategies; and
- d) developing and distributing the HSP and the Annual Report.

### **Strategy #2**

Support sound and fiscally responsible planning and financial management practices by:

- a) developing, implementing and updating well documented procedures and processes for compliance with all applicable laws, regulations and management policies;
- b) submitting grant applications to support TSD programs;
- c) processing contractor reimbursements and contractor invoices within 30 days of receipt;
- d) submitting draw-downs monthly through the NHTSA grants tracking system; and
- e) providing traffic safety contractors technical assistance in program management and financial accountability of their contracts.

## Project Descriptions and Budget Amounts

### **NHTSA Funds**

<b>14-PA-02-P01</b>	<b>Financial Management - FTE</b>	Fed - 402	100,000
		<b>Total Funds</b>	<b>\$100,000</b>

*Monitored by Robert Archuleta*

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

<b>14-PA-02-P02</b>	<b>HSP, Grant and Technical Writing Services</b>	Fed - 402	70,000
		State - E&E Fund	30,000
		<b>Total Funds</b>	<b>\$100,000</b>

*Monitored by Robert Archuleta*

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. (See State project #14-EE-05-P04)

### **State Funds**

<b>14-EE-05-P04</b>	<b>HSP, Grant and Technical Writing Services (P&amp;A)</b>	State - E&E Fund	30,000
		Fed - 402	70,000
		<b>Total Funds</b>	<b>\$100,000</b>

*Monitored by Robert Archuleta*

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. (See Federal project #14-PA-02-P02)

*Also see 14-AL-64-P19 Impaired Driving Program Management in the Alcohol/ Impaired Driving Program area; 14-OP-02-P04 Occupant Protection Program Management in the Occupant Protection Program area; and 14-PT-02-P03 Police Traffic Services Program Management in the Police Traffic Services Program area.*

## Planning and Administration: NHTSA Federal Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget Amt</b>	<b>Budget Source</b>
14-PA-02-P01	Financial Systems Management	100,000	402
14-PA-02-P02	HSP, Grant and Technical Writing Services	70,000	402
<b>Total NHTSA Funds-PA</b>		<b>170,000</b>	

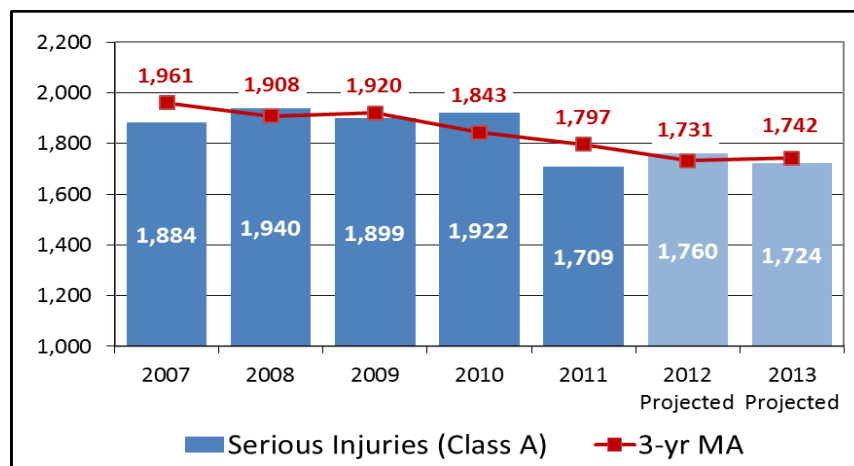
## (d) FFY13 HSP PERFORMANCE REPORT

New Mexico achieved three of its NHTSA/ GHSA-established performance measures in FFY13. Data on the FFY13 observed seatbelt use data measure is not yet available. Seven of the measures were not met. New Mexico established a performance measure and target for its Traffic Records Program; this performance measure was met, as were State process measures for Planning and Administration.

### FFY13 HSP Performance Targets Achieved

#### POLICE TRAFFIC SERVICES

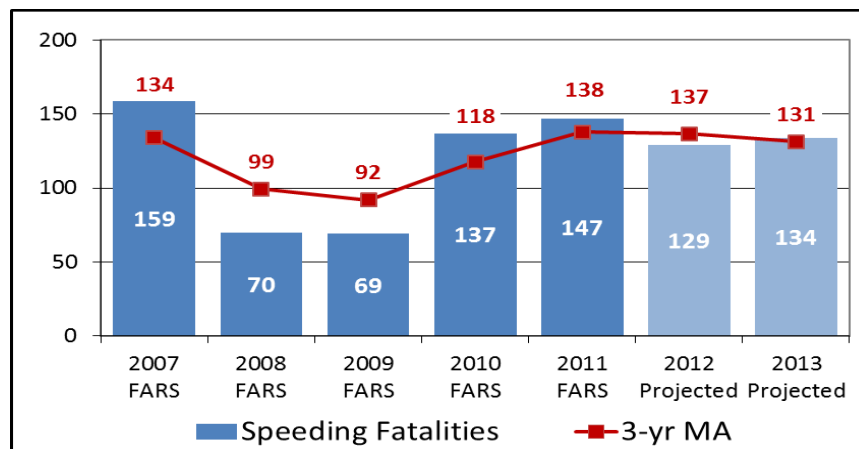
**Reduce the number of serious injuries in traffic crashes from 1,939\* in CY2010 to 1,806 by the end of CY2012 (State data).**



\*CY2010 serious injuries in traffic crashes were estimated at 1939 in the FFY13 HSP

**STATUS: Achieved and Exceeded**

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



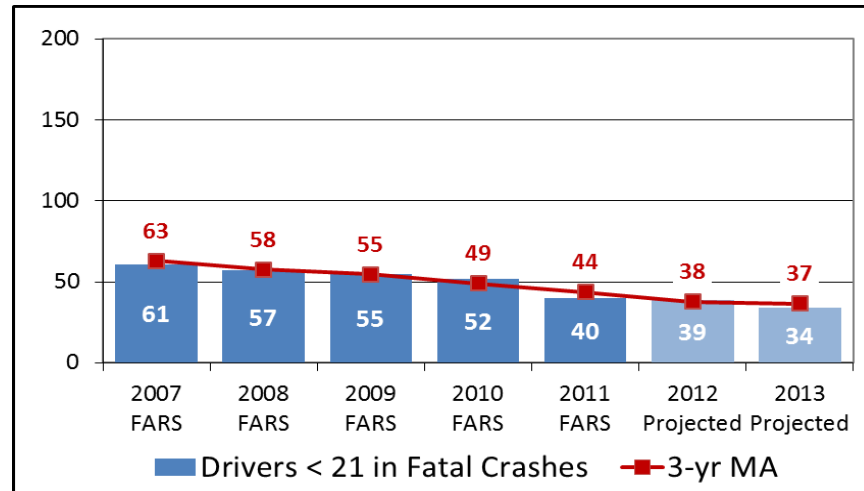
\*CY2010 Speeding-related fatalities were estimated at 1.31 in the FFY13 HSP

**STATUS: Achieved**

New Mexico achieved two of its four FFY13 HSP Police Traffic Services/ Traffic Safety Enforcement performance measure targets. Serious injuries in crashes were reduced by 8 percent between 2010 and 2012. Speeding-related fatalities were reduced by 6 percent between 2010 and 2012.

## **DRIVER EDUCATION**

***Reduce the number of drivers, age 20 or younger, involved in fatal crashes from 52 in CY2010 to 50 by the end of CY2012 (FARS data).***



**STATUS: Achieved and Exceeded**

New Mexico achieved and exceeded its FFY13 Driver Education and Safety performance measure target. The number of drivers under age 21 in fatal crashes decreased by 25 percent between 2010 and 2012, and has decreased by 36 percent since 2007. Novice driver education, driver safety and DWI schools have contributed to this decline in young driver fatalities.

## **TRAFFIC RECORDS**

### ***Crash Database - State Crash System Uniformity***

Increase the number of data fields captured into the State crash data system from New Mexico's uniform crash report (UCR) and linked data from roadway and driver data files from a baseline of 81 separate data elements captured April 1, 2011 – March 31, 2012 compared to the number of data elements captured April 1, 2012 – March 31, 2013.

### ***Results***

**April 1, 2011 – March 31, 2012 – Data elements captured into the old data collection system = 81 of 175 (46%)**

**April 1, 2012 – March 31, 2013 - Data elements captured into the new data collection system = 121 of 175 (69%)**

**STATUS: Achieved**

New Mexico achieved its 2013 Traffic Records performance target of increasing the number of data fields captured into the State crash data system from the UCR and linked data from roadway and driver data files by 23 percent. A contract was established with the University of

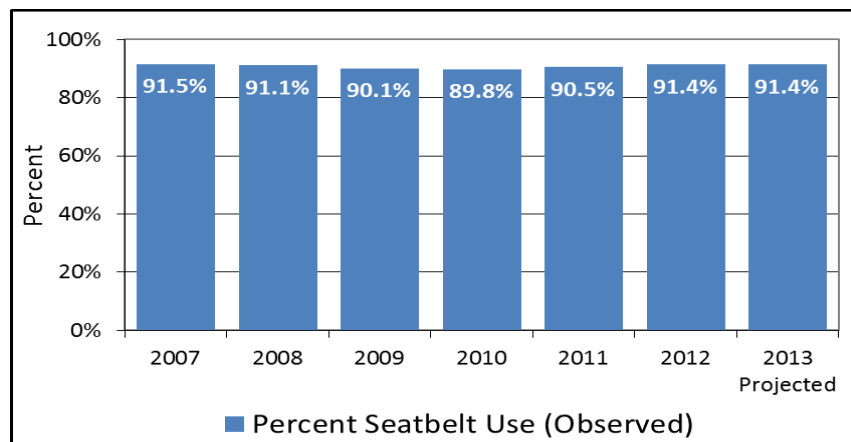


New Mexico Traffic Research Unit to develop and implement a new crash database. This database has allowed the State to collect more data elements from the UCR and linked databases. This project to improve the collection of crash data was undertaken based on a recommendation from the 2011 Traffic Records Assessment.

## FFY13 Performance Target – Data not yet available

### OCCUPANT PROTECTION

***Increase the observed seatbelt use percentage for front-seat outboard occupants from 90.5% in CY2011 to 91.5%\* in CY2013 (State data).***



\*CY2013 seatbelt use survey data will not be available until August 2013

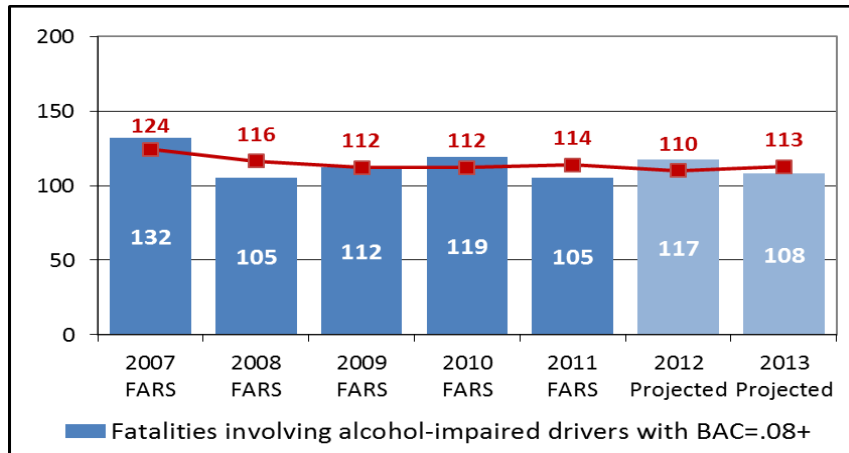
### **STATUS: Data not yet available**

Data from the 2013 New Mexico Seatbelt Use Survey will not be available until August 2013. This performance measure was established for the FFY13 HSP under Safetea-Lu which had a later submission date (September) than Map-21. Between 2011 and 2012, seatbelt use in New Mexico increased to 91.4 percent from 90.5 percent.

## FFY13 Performance Measure Targets Not Achieved

### ALCOHOL/ IMPAIRED DRIVING

**Reduce the number of fatalities involving driver or motorcycle operators with a BAC of .08 or above from 111 in CY2010 to 110 by the end of CY2012 (FARS data).**



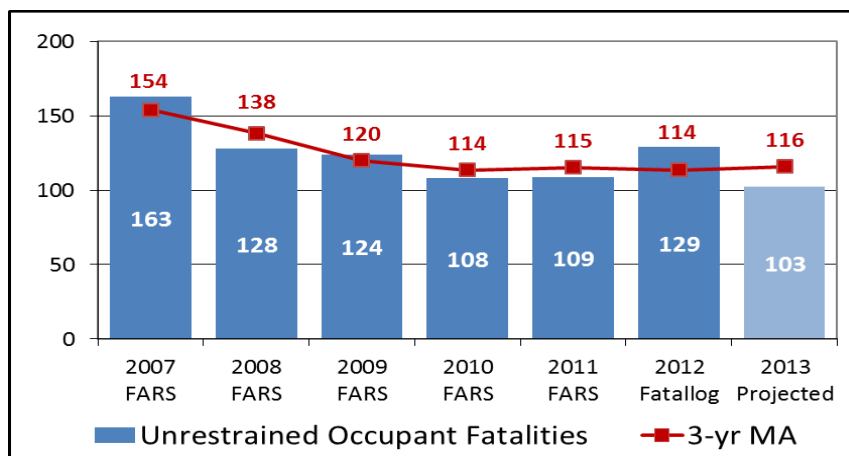
*\*CY2010 fatalities involving driver or motorcycle operators with a BAC of .08 or above were estimated at 111 in the FFY13 HSP*

**STATUS: Not Achieved**

New Mexico did not achieve its FFY13 HSP performance measure target for reducing the number of fatalities among alcohol-impaired drivers, by the projected amount. When this performance measure was established, CY2010 fatalities were estimated at 111, but final FARS data show that there were 119 alcohol-involved fatalities. Although New Mexico did not achieve its estimated target for this measure, the number of these fatalities were projected to decrease by one in the two-year period; it actually decreased by 2, going from 119 to 117.

### OCCUPANT PROTECTION

**Reduce the number of passenger vehicle unrestrained occupant fatalities in all seating positions from 106\* in CY2010 to 105 by the end of CY2012 (FARS data).**



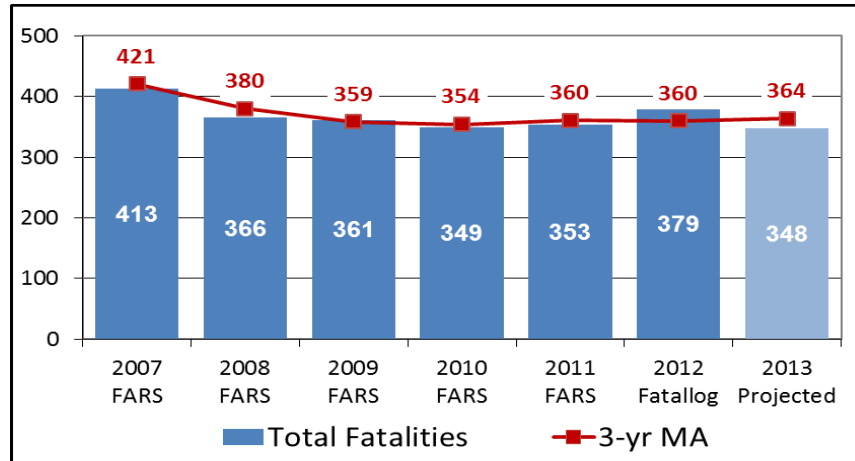
*\*CY2010 passenger vehicle unrestrained occupant fatalities were estimated at 106 in the FFY13 HSP*

**STATUS: Not Achieved**

New Mexico did not achieve its FFY13 HSP performance measure target for reducing the number of unrestrained occupant fatalities. These fatalities increased by 20 percent between 2010 and 2012 after steady reductions since 2007. State Police report that these types of fatalities increased along the I-40 corridor, primarily adjacent to the Arizona and Texas borders.

**POLICE TRAFFIC SERVICES**

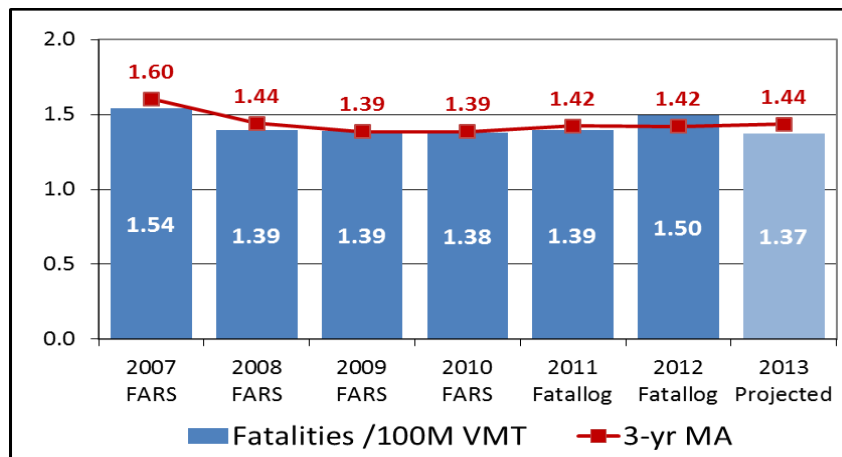
**Reduce the total number of traffic fatalities from 346\* in CY2010 to 344 by the end of CY2012 (FARS data).**



\*CY2010 traffic fatalities were estimated at 346 in the FFY13 HSP

**STATUS: Not Achieved**

**Reduce traffic fatalities per 100M VMT from 1.37\* in CY2010 to 1.35 by the end of CY2012 (FARS data).**



\*CY2010 traffic fatalities per 100M VMT were estimated at 1.37 in the FFY13 HSP

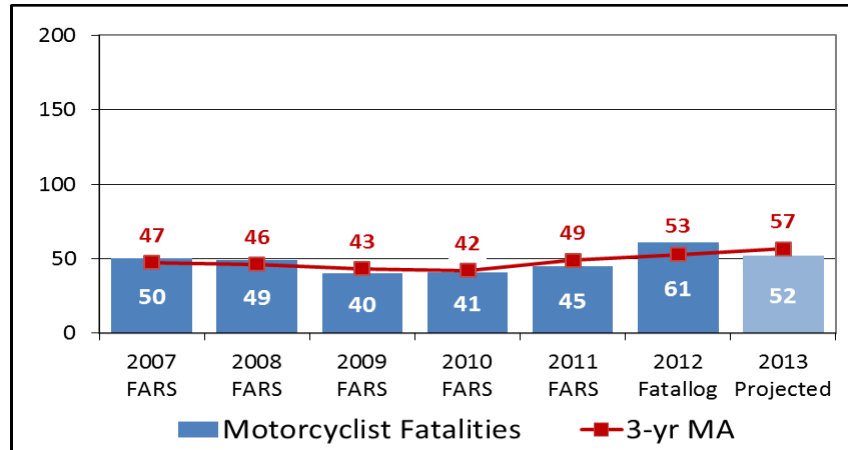
**STATUS: Not Achieved**

Traffic fatalities increased in 2012, both in New Mexico and nationally. The total number of traffic fatalities includes motorcyclist and pedestrian fatalities, which increased by 48 percent and 88 percent respectively between 2010 and 2012. Unrestrained occupant fatalities were also up by 20 percent during this period.

In New Mexico, both winter holiday periods of 2011 and 2012 were mild, resulting in higher vehicle miles traveled.

## **MOTORCYCLE SAFETY**

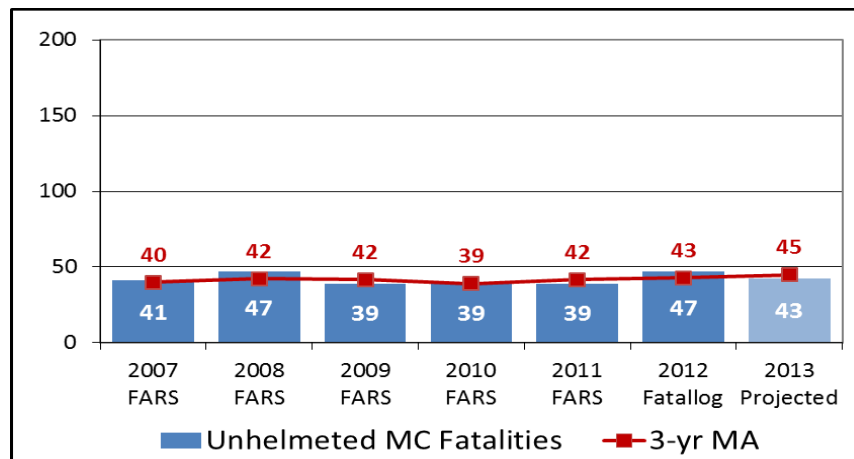
***Maintain the number of motorcyclist fatalities at 39\* from CY2010 to the end of CY2012 (FARS data).***



\*CY2010 motorcyclist fatalities were estimated at 39 in the FFY13 HSP

**STATUS: Not Achieved**

***Maintain the number of unhelmeted motorcyclist fatalities at 37\* from CY2010 to the end of CY2012 (FARS data).***



\*CY2010 unhelmeted motorcyclist fatalities were estimated at 37 in the FFY13 HSP

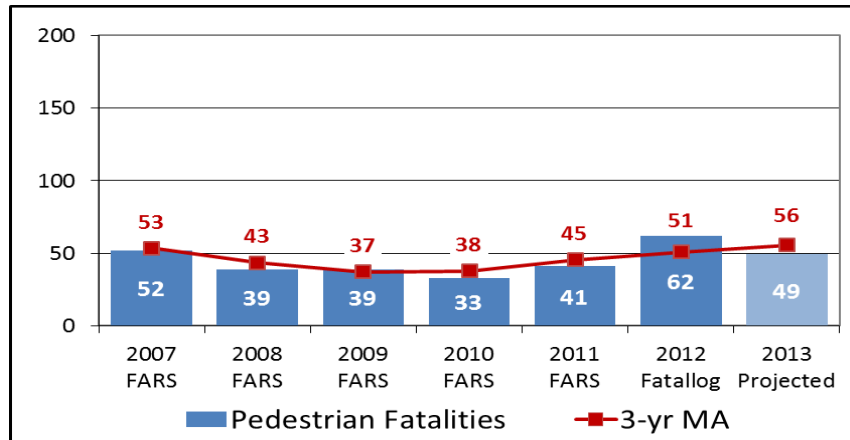
**STATUS: Not Achieved**

New Mexico did not achieve its FFY13 Motorcycle Safety performance measure targets. Motorcyclist fatalities overall increased by 48 percent between 2010 and 2012. Unhelmeted motorcyclist fatalities increased by 18 percent in the same time period. Between 2008 and 2010, the difference in the number of motorcyclist fatalities and unhelmeted fatalities has been one or two. In 2011 the difference was six persons, and in 2012 the difference was 15 persons.

Despite the State’s testing and training programs, many of the motorcyclists killed and injured in crashes lacked the motorcycle endorsement required by law, and most likely had not received adequate training.

## **PEDESTRIAN SAFETY**

***Limit the number of pedestrian fatalities to 43\* by the end of CY2012 (FARS data).***



*\*There were 33 pedestrian fatalities in CY2010, but preliminary data showed that as of July 31, 2012, New Mexico already had 37 pedestrian fatalities in CY2012).*

### **STATUS: Not Achieved**

New Mexico did not achieve its FFY13 Pedestrian Safety performance measure target. Pedestrian fatalities rose by 24 percent between 2010 and 2011, and by 51 percent between 2011 and 2012.

Determining the reasons for such increases is difficult, but research has established several factors associated with pedestrian crashes. These include the three primary contributing factors in fatal crashes in New Mexico: alcohol/ drug-involved, driver inattention and excessive speed.

National data estimate that alcohol use by either the driver or pedestrian is a contributing factor in 48 percent of pedestrian fatalities; in New Mexico, 2010 estimates show that 53 percent of pedestrians killed in crashes were alcohol-involved.

In New Mexico, speeding and distracted driving accounted for 22 percent of all fatalities in 2010. Pedestrians are particularly vulnerable to severe injury and fatality when struck by higher-speed vehicles, and more drivers and pedestrians are distracted while using cell phones and other electronic devices.

## **Performance Report on Prior Year Process Measures - FFY13 HSP**

NMDOT/ TSD met its annual P & A process measure targets, submitting the HSP, Annual Report and all grant applications, per their submittal dates; processing and paying reimbursement claims to contractors within 30 days of an approved and accepted invoice; and submitting a draw-down monthly through the NHTSA GTS.

# FFY2014 PROJECT DESCRIPTIONS

## NHTSA FUNDS

<b>14-AL-FTE-P01</b>	<b>FTE Law Enforcement Officers</b>	Fed - 164AL	550,000
		<b>Total Funds</b>	<b>\$550,000</b>

*Monitored by Judith Duran; Juliet Armijo*

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

Funds nine full-time county or city law enforcement officers focused exclusively on DWI enforcement in three high-risk counties including Farmington PD, McKinley and Rio Arriba. This project provides funding for salaries and benefits, training, travel, supplies and DWI-related equipment specifically aimed at increasing high-visibility enforcement through checkpoints and saturation patrols. Law enforcement officers will partner with other law enforcement agencies within their geographic areas for high-visibility DWI mobilizations.

NMDOT/ TSD will evaluate the impact of this project in each of the counties to assess where the support has had the greatest impact and where need still exists. NMDOT and law enforcement agencies will work to develop plans to provide ongoing support of these positions, as warranted.

<b>14-AL-64-P02</b>	<b>Operation DWI</b>	Fed - 164AL	1,800,000
		Fed - 405(d)	500,000
		<b>Total Funds</b>	<b>\$2,300,000</b>

*Monitored by David Lapington*

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

Funds overtime enforcement for the Operation DWI checkpoint and DWI saturation patrol program. Funds are used to maintain the program, as funding allows, and to expand the program in areas of the State with high rates of DWI. These activities encompass at least 60 agencies statewide and a minimum 85% of the State's population. (See Federal project #14-AL-05-P01)

<b>14-AL-64-P03</b>	<b>Expanded DWI Enforcement - State Police</b>	Fed - 164AL	340,000
		<b>Total Funds</b>	<b>\$340,000</b>

*Monitored by Mike Quintana*

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

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

<b>14-AL-64-P04</b>	<b>DWI Task Force - McKinley County</b>	Fed - 164AL	350,000
		<b>Total Funds</b>	<b>\$350,000</b>

*Monitored by Judith Duran*

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

Provides funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, this task force will conduct checkpoints, saturation patrols and overtime enforcement in McKinley County, including the Navajo Nation. This task force consists of New Mexico Department of Public Safety, Gallup PD, McKinley County SO and Navajo Nation Department of Public Safety. McKinley County will be the lead agency for the task force and will be the entity responsible for submitting invoices to TSD on this project. Funds are also provided for a full-time prosecutor.

<b>14-AL-64-P05</b>	<b>Alcohol Compliance Enforcement &amp; Warrant Roundups</b>	Fed - 164AL	118,000
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<b>Total Funds</b>	<b>\$118,000</b>
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*Monitored by Mike Quintana*

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

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

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

<b>14-AL-64-P06</b>	<b>Liquor Control Act Compliance</b>	Fed - 164AL	90,000
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<b>Total Funds</b>	<b>\$90,000</b>
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*Monitored by David Lapington*

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

Funds one FTE with the Regulation and Licensing Department to assist with processing Liquor Control Act citations issued for serving to intoxicated persons and serving or selling to minors. Data on the citations is provided to NMDOT/ TSD.

<b>14-AL-64-P07</b>	<b>Supervised Probation Expansion - Metro Court</b>	Fed - 164AL	117,000
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<b>Total Funds</b>	<b>\$117,000</b>
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*Monitored by Franklin Garcia*

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

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

<b>14-AL-64-P08</b>	<b>#DWI/ Drunkbusters Hotline - APD</b>	Fed - 164AL	75,000
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<b>Total Funds</b>	<b>\$75,000</b>
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*Monitored by Cindy Abeyta*

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

Provides overtime enforcement patrol funding to the Albuquerque Police Department (APD) to respond to Drunk Busters hotline calls in all four quadrants of the city. Results of the activity are reported back to the State. The Albuquerque area receives the majority of the Drunkbusters Hotline calls.

<b>14-AL-64-P09</b>	<b>Vehicle Seizure Program</b>	Fed - 164AL	120,000
		<b>Total Funds</b>	<b>\$120,000</b>

*Monitored by Robert Archuleta*

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

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

<b>14-AL-64-P10</b>	<b>Vehicle Seizure Coordinator</b>	Fed - 164AL	75,000
		<b>Total Funds</b>	<b>\$75,000</b>

*Monitored by Robert Archuleta*

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

Provides funds to the Santa Fe County Sheriff's Department for a full-time clerical position to assist with the processing of vehicle forfeiture cases on vehicles seized on a second or subsequent DWI. This funding will offset costs until the program becomes self-sufficient as the program revenue grows.

<b>14-AL-64-P11</b>	<b>Distracted Driving Campaign</b>	Fed-164AL	50,000
		<b>Total Funds</b>	<b>50,000</b>

Provide funding to develop a comprehensive statewide educational campaign to educate parents, students, the public, stakeholders, and policy makers throughout New Mexico on distracted driving and the impact of texting and driving. The campaign will be a statewide campaign aimed at reducing crashes and injuries across the State especially among youth. The program will highlight the most recent data and research involving cell phone use and other distracted driving issues.

<b>14-AL-64-P12</b>	<b>DWI Leadership Team Facilitation</b>	Fed - 164AL	50,000
			<b>\$50,000</b>

Funds a contract to provide facilitation services (i.e. meeting room, copying and distribution of meeting documents, meeting minutes, etc.) to the DWI Leadership Team to develop a statewide DWI Plan.

<b>14-AL-64-P13</b>	<b>Statewide DWI Enforcement Training</b>	Fed - 164AL	270,000
		<b>Total Funds</b>	<b>\$270,000</b>

*Monitored by Franklin Garcia*

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

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



<b>14-AL-64-P14</b>	<b>Traffic Safety Information Clearinghouse</b>	Fed - 164AL	200,000
		Fed - 402	130,000
		Fed - 402	140,000
		<b>Total Funds</b>	<b>\$470,000</b>

*Monitored by David Lapington*

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

Provides Traffic Safety information clearinghouse services statewide. Distributes traffic safety materials to support programs. Staffs a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project. (See Federal project #s 14-DE-02-P02 and 14-OP-02-P03)

<b>14-AL-64-P15</b>	<b>DWI Prosecution Training</b>	Fed - 164AL	156,000
		<b>Total Funds</b>	<b>\$156,000</b>

*Monitored by Lolita Martinez*

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

Provides funding to train third year law students on how to properly and efficiently prosecute DWI cases. As DWI cases become increasing complex, it is important to provide training as early as possible. TSD will work with the University of New Mexico law school to move towards their own sustainability.

<b>14-AL-64-P16</b>	<b>Ignition Interlock Fund Database</b>	Fed - 164AL	80,000
		<b>Total Funds</b>	<b>\$80,000</b>

*Monitored by Cora Herrera*

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

<b>14-AL-64-P17</b>	<b>Law Enforcement Electronic Reporting</b>	Fed - 164AL	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area 11. Traffic Records*

To expand and support web-enabled or electronic project agreements and contracts, and reporting applications that allow law enforcement agencies to submit aggregated data on their DWI activities such as checkpoints, saturation patrols, high-visibility media campaigns and prevention initiatives. Data is reported to the NMDOT/Traffic Safety Division.

<b>14-AL-64-P18</b>	<b>Ignition Interlock Data Collection Project</b>	Fed - 164AL	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Jolyn Sanchez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

<b>14-AL-64-P19</b>	<b>Impaired Driving Program Management - FTEs</b>	Fed - 164AL	250,000
		<b>Total Funds</b>	<b>\$250,000</b>

*Monitored by Robert Archuleta*

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

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

<b>14-AL-64-P20</b>	<b>Traffic Safety Law Enforcement Liaisons</b>	Fed - 164AL	240,000
		Fed - 402	260,000
		<b>Total Funds</b>	<b>\$500,000</b>

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued and Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. The 164AL funds cover only the alcohol/ impaired driving activities associated with this project. (See Federal project #14-PT-02-P02)

<b>14-AL-64-P21</b>	<b>DWI Creative Design and Production (Media)</b>	Fed - 164AL	850,000
		<b>Total Funds</b>	<b>\$850,000</b>

*Monitored by Franklin Garcia*

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

Funds the costs to produce television, radio and other messages related to DWI/ Impaired driving enforcement, deterrence and prevention. Funds a public relations agency to develop creative messages for television, radio and print that include strong DWI enforcement and deterrence messages targeting the high-risk populations including Hispanics and American Indians.

<b>14-AL-PM-P22</b>	<b>DWI Media Placement (Media)</b>	Fed - 164PM	1,320,000
		<b>Total Funds</b>	<b>\$1,320,000</b>

*Monitored by Franklin Garcia*

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

Funds paid media during the DWI Superblitz Mobilizations conducted throughout the year and the NHTSA National DWI Crackdown. Funds individual television and radio stations to air strategically placed DWI messages statewide during non-Superblitz Mobilization periods. Funds other advertising methods, including outdoor (billboard) ads and other means of marketing the DWI traffic safety message. Activities will include strong enforcement and deterrence ads and messages targeting the high-risk populations, including Hispanics and American Indians.

<b>14-AL-05-P02</b>	<b>DWI/ Drug Courts - AOC</b>	Fed - 405(d)	350,000
		<b>Total Funds</b>	<b>\$350,000</b>

*Monitored by Lolita Martinez*

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

Provides funds to assist New Mexico courts to maintain their DWI-specific Drug Courts, to include: support for DWI/ Drug Court Coordinator(s), part- time staff, travel and related costs, drug testing kits and drug confirmation tests. Funding is included for an evaluation of the DWI/ Drug Courts.

<b>14-AL-05-P03</b>	<b>Training on BAC Testing - Scientific Labs Div.</b>	Fed - 405(d)	75,000
		<b>Total Funds</b>	<b>\$75,000</b>

*Monitored by Cindy Abeyta*

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

Provides funding for a full-time person from the NM Department of Health - Scientific Labs Division (SLD) to provide IR 8000 intoximeter (alcohol detection) training to law enforcement. The SLD provides a cooperative, comprehensive, multi-strategy program for the prevention, education, enforcement and successful prosecution of alcohol/ impaired driving at the local, district and State levels with prosecution, law enforcement and community groups. They provide statistical data on alcohol/ drug-impaired driving in New Mexico in terms of overall prevalence and trends. In addition, they produce data on surviving drivers in alcohol/ impaired driving crashes and bi-weekly BAC reports on all fatal accidents.

<b>14-AL-05-P04</b>	<b>Drug Recognition Expert Training</b>	Fed - 405(d)	85,000
		<b>Total Funds</b>	<b>\$85,000</b>

*Monitored by Cindy Abeyta*

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

This funding provides training and re-certification of all DRE (Drug Recognition Expert) and ARIDE (Advanced Roadside Driving Impairment Enforcement) officers, using the NHTSA approved curriculum, to increase the number of ARIDE and DRE experts statewide.

<b>14-DE-02-P01</b>	<b>Partner Information and Training</b>	Fed - 402	25,000
		<b>Total Funds</b>	<b>\$25,000</b>

*Monitored by Robert Archuleta*

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

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

<b>14-DE-02-P02</b>	<b>Traffic Safety Information Clearinghouse</b>	Fed - 402	130,000
		Fed - 402	140,000
		Fed - 164AL	200,000
		<b>Total Funds</b>	<b>\$470,000</b>

*Monitored by David Lapington*

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

Funds a contract to provide clearinghouse services statewide, including distributing traffic safety materials to support programs and staffing 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. Contractor will also prepare, print and distribute traffic safety materials, reports, and newsletters used for public information and education, or promotion of program activities, conduct research for TSD, and update materials as needed. (See Federal project #s14-AL-64-P14 and 14-OP-02-P03)

<b>14-DE-02-P03</b>	<b>Traffic Safety Resource Prosecution Training</b>	Fed-402	20,000
		<b>Total Funds</b>	<b>\$20,000</b>

Funds a contract to provide training to attorneys, law enforcement officers, probation officers/DWI compliance officers and County DWI program managers to improve the ability of prosecutors to effectively prosecute DWI cases. Provide NMDOT/ TSD and traffic safety partners with technical assistance and education on policy issues regarding DWI/ impaired driving, speeding, distracted driving and other risky driving behaviors.

<b>14-DE-02-P04</b>	<b>TSD Employee Out-of-State Travel</b>	Fed - 402	40,000
		<b>Total Funds</b>	<b>\$40,000</b>

*Monitored by Robert Archuleta*

Provides funds for TSD and other NMDOT employees to attend out-of-state training or seminars.

<b>14-DE-02-P05</b>	<b>NCSAs/ Media Training</b>	Fed - 402	185,000
		State - Road Fund	30,000
		<b>Total Funds</b>	<b>\$215,000</b>

*Monitored by Juliet Armijo*

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

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

Provides training for law enforcement agencies that includes how to write press releases, and how to deal with 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. (See State project #14-DE-RF-P08)

<b>14-DE-02-P06</b>	<b>Traffic Safety Awareness Survey</b>	Fed - 402	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Robert Archuleta*

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

<b>14-HE-64-P01</b>	<b>TraCS Maintenance and Support</b>	Fed - 164HE	300,000
		<b>Total Funds</b>	<b>\$300,000</b>

*Monitored by Sophia Roybal-Cruz and Dave Martinez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds a contract to provide maintenance and support to law enforcement agencies currently using TraCS, to include assistance with the transition from TraCS V7.3 to V10 and the use of the corresponding location tool. This project will provide assistance to law enforcement agencies with other TraCS-related software and hardware issues and provide helpdesk services.

<b>14-HE-64-P02</b>	<b>TraCS Statewide Rollout Project Management</b>	Fed - 164HE	175,000
		<b>Total Funds</b>	<b>\$175,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds a contract for project management services to support the Statewide TraCS implementation and rollout of TraCS software and hardware. The TraCS project provides law enforcement with access to an electronic collection tool for electronic submission of the State's uniform crash report and uniform traffic citation. This initiative supports NHTSA Model Performance Measures to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of crash and citation records.

<b>14-HE-64-P03</b>	<b>TraCS Citation and Adjudication Data Transfer</b>	Fed - 164HE	200,000
			<b>Total Funds</b>
			<b>\$200,000</b>

*Monitored by Sophia Roybal-Cruz*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for continued support of a data exchange pilot project between the Dona Ana County Sheriff's records management system and the Dona Ana County Magistrate Court's Odyssey (court records management) system. Architecture from the Dona Ana project will be used to assist with the development of the data exchange project between the Albuquerque Police Department's records management system and the Bernalillo County Metro Court's Odyssey system.

<b>14-HE-64-P04</b>	<b>TraCS Equipment</b>	Fed - 164HE	200,000
			<b>Total Funds</b>
			<b>\$200,000</b>

*Monitored by Sophia Roybal-Cruz and Dave Martinez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds to law enforcement and other partner agencies for equipment necessary to implement the use of TraCS.

<b>14-HE-64-P05</b>	<b>TraCS Software Upgrade</b>	Fed - 164HE	200,000
			<b>Total Funds</b>
			<b>\$200,000</b>

*Monitored by Sophia Roybal-Cruz and Dave Martinez*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds to purchase TraCS Version 10 and the Incident Location Tool software for all current TraCS users. This software will be available for any additional agencies added to the program as resources permit.

<b>14-HE-64-P06</b>	<b>Statewide TR System Data Center</b>	Fed - 164HE	500,000
			<b>Total Funds</b>
			<b>\$500,000</b>

*Monitored by Yolanda Duran and Sophia Roybal-Cruz*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funding for the full development of the Statewide Traffic Records System Data Center which will serve as the foundation of a data repository/distribution center to capture, store, transmit and analyze data from the following data systems: Crash, Roadway, Citation and Adjudication, Injury Surveillance, Driver and Vehicle. Development will follow Map 21 guidance and NHTSA Traffic Records Assessment recommendations.

<b>14-HE-64-P07</b>	<b>Traffic Safety Project Management - FTE</b>	Fed - 164HE	75,000
			<b>Total Funds</b>
			<b>\$75,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for IT support to develop, implement and integrate traffic safety related information technology projects. Includes salary and benefits for one FTE, and related travel, supplies, and training.

<b>14-HE-64-P08</b>	<b>EMS Data Quality Improvements</b>	Fed - 164HE	100,000
			<b>Total Funds</b>
			<b>\$100,000</b>

*Monitored by Yolanda Duran and Santiago 'Jimmy' Montoya  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

In collaboration with the New Mexico EMS Bureau develop mechanisms to improve the quality, timeliness, accuracy, completeness and consistency of EMS data. Develop and implement a plan to link EMS data and hospital inpatient discharge data with the NMDOT crash data, per NHSTA recommendations.

<b>14-HE-64-P09</b>	<b>TR Strategic Plan Implementation/Program Support</b>	Fed - 164HE	250,000
			<b>Total Funds</b>
			<b>\$250,000</b>

*Monitored by Yolanda Duran  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for a contractor to assist with the development of an implementation plan of the Traffic Records Strategic Plan and provide administrative support to the TR Program. Contractor will develop a traffic records project tracking system, develop an electronic file for New Mexico's fatality crash records, and ensure that Map 21 requirements are met with regard to the Executive Oversight and Traffic Records Coordinating Committee meetings.

<b>14-HE-64-P10</b>	<b>Vehicle Registration Bar Code Project</b>	Fed - 164HE	50,000
			<b>Total Funds</b>
			<b>\$50,000</b>

*Monitored by Sophia Roybal-Cruz and Dave Martinez  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds a project with the NM Taxation and Revenue Department-Motor Vehicle Division to include a bar code on the New Mexico vehicle registration document. This will allow electronic capture of the vehicle registration data on crash reports, traffic citations and other reports generated by law enforcement agencies via use of a bar code scanner.

<b>14-HE-64-P11</b>	<b>Out-of-State Travel</b>	Fed - 164HE	20,000
			<b>Total Funds</b>
			<b>\$20,000</b>

*Monitored by Yolanda Duran  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds travel for Federally mandated trainings, as well as training necessary for efficient management of traffic records projects.

<b>14-HE-64-P12</b>	<b>Uniform Crash Report (UCR) Modifications</b>	Fed - 164HE	100,000
		FHWA Funds	100,000
			<b>Total Funds</b>
			<b>\$200,000</b>

*Monitored by Yolanda Duran  
Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for necessary modifications required to update the State uniform crash report. This project will allow for collection of the data elements that are required for commercial motor vehicle (CMV) federal reporting and increase the number of minimum model uniform crash criteria (MMUCC) data elements collected. (See Federal project #14-TR-FH-P02)

<b>14-HE-64-P13</b>	<b>UCR Documentation and Training for LEAs</b>	Fed - 164HE	100,000
		FHWA Funds	50,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funding to develop and implement a training curriculum statewide to increase the completeness and accuracy of UCR documentation. (See Federal project #14-TR-FH-P03)

<b>14-HE-64-P14</b>	<b>Crash System Improvement</b>	Fed - 164HE	300,000
		<b>Total Funds</b>	<b>\$300,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

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

<b>14-HE-64-P15</b>	<b>EMS Licensing Software Upgrade</b>	Fed-164HE	150,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Yolanda Duran and Santiago 'Jimmy' Montoya*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for the NM Department of Health, Emergency Medical Services (EMS) Bureau to purchase service provider licensing software to upgrade the New Mexico EMS Tracking and Reporting System. The software will enhance the statewide injury surveillance system by improving the efficiency of EMS provider licensing, taking it from a paper-based system to a web-based system. In New Mexico, 9,000 EMS provider licensees must update or renew their licenses every two years. This licensing software has the capability to link each EMS provider with the patient care provided. NEMSIS standards will be incorporated into the system to ensure data linkage and comparability. This project supports the NM Traffic Records Assessment recommendation for data quality reviews of services and providers for quality improvement purposes.

<b>14-MC-PM-P01</b>	<b>Motorcycle Media Placement</b>	Fed - 405(f)	55,000
		<b>Total Funds</b>	<b>\$55,000</b>

*Monitored by Franklin Garcia*

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

Funding for media placement of motorcycle safety messages.



<b>14-MC-05-P02</b>	<b>Motorcycle Safety Equipment</b>	Fed - 405(f)	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by David Lapington*

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

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

<b>14-OP-05-P01</b>	<b>Seatbelt Observation Survey Child Protection Survey</b>	Fed - 405(b)	125,000
		<b>Total Funds</b>	<b>\$125,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Conduct statewide pre-and post-seatbelt observation surveys prior to and following the Click It or Ticket National Seatbelt Enforcement Mobilization to determine the annual seatbelt use percentage and produce an annual report. NHTSA approved survey methods and processes are used for both samples.

<b>14-OP-02-P02</b>	<b>Child Restraint Program</b>	Fed - 402	240,000
		State - Road Fund	140,000
		<b>Total Funds</b>	<b>\$380,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians; increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. (See State project 14-OP-RF-P05)

<b>14-OP-02-P03</b>	<b>Traffic Safety Information Clearinghouse</b>	Fed - 402	140,000
		Fed - 164AL	200,000
		Fed - 402	130,000
		<b>Total Funds</b>	<b>470,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provides funds to purchase and distribute child safety seats and booster seats throughout the State to enhance child passenger use efforts. (See Federal projects 14-AL-64-P14 and 14-DE-02-P02)

<b>14-OP-02-P04</b>	<b>Occupant Protection Program Mgt - FTEs</b>	Fed - 402	150,000
			<b>Total Funds</b>
			<b>\$150,000</b>

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Provides program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement, and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management for the planned 2013 NM Seatbelt Survey, the Occupant Protection for Children Survey, and the Click It or Ticket National Seatbelt Mobilization. Oversee projects related to child occupant protection, including fitting stations and child safety seat/ booster seat clinics. Personnel services will include salaries and benefits for six FTEs, including two staff managers and four management analyst positions. Funding percentages will be based on hourly timesheets. However, based on the past year, approximately 30% of all time is spent on Occupant Protection related projects Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the six FTEs can be found in the AL, PA, and PT program areas.

<b>14-OP-PM-P05</b>	<b>Click It or Ticket Paid Media</b>	Fed - 405(b)	100,000
			<b>Total Funds</b>
			<b>\$100,000</b>

*Monitored by Franklin Garcia*

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

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

<b>14-PA-02-P01</b>	<b>Financial Management - FTE</b>	Fed - 402	100,000
			<b>Total Funds</b>
			<b>\$100,000</b>

*Monitored by Robert Archuleta*

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

<b>14-PA-02-P02</b>	<b>HSP, Grant and Technical Writing Services</b>	Fed - 402	70,000
		State - E&E Funds	30,000
			<b>Total Funds</b>
			<b>\$100,000</b>

*Monitored by Robert Archuleta*

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. (See State project #14-EE-05-P04)

<b>14-PS-02-P01</b>	<b>Pedestrian Safety</b>	Fed - 402	130,000
		State - Road Fund	20,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 10. Special Users*

Conduct statewide, community-based projects focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems to reduce pedestrian deaths and injuries. Continue a high-visibility pedestrian safety awareness campaign that targets drivers, pedestrians and the general public. Work with local communities, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian injury/fatalities at street and railroad crossings. Provide support for law enforcement agencies to enhance awareness of pedestrian safety laws among high-risk populations. (See State project #14-PS-RF-P07)

<b>14-PT-02-P01</b>	<b>General Law Enforcement Training</b>	Fed - 402	90,000
		<b>Total Funds</b>	<b>\$90,000</b>

*Monitored by Franklin Garcia*

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

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

<b>14-PT-02-P02</b>	<b>Traffic Safety Law Enforcement Liaisons</b>	Fed - 402	260,000
		Fed - 164AL	240,000
		<b>Total Funds</b>	<b>\$500,000</b>

*Monitored by Cindy Abeyta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

Funds three full-time positions (law enforcement liaisons - LELs) to provide statewide coordination of traffic safety and National initiatives between TSD and local, county, State and tribal law enforcement agencies. Their duties include, but are not limited to negotiating funding on behalf of the TSD, project agreement preparation and tracking, and conducting site visits. LELs assist with an annual statewide law enforcement coordinator's meeting where strategies and innovative programs are shared. (See project 14-AL-64-P20)

<b>14-PT-02-P03</b>	<b>Police Traffic Services Program Mgt - FTEs</b>	Fed - 402	100,000
			<b>Total Funds</b>
			<b>\$100,000</b>

*Monitored by Robert Archuleta*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

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

<b>14-PT-02-P04</b>	<b>100 Days and Nights of Summer Program</b>	Fed - 402	200,000
		State - E&E	
		Fund	200,000
		State - Road	
		Fund	100,000
			<b>Total Funds</b>
			<b>500,000</b>

*Monitored by David Lapington*

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

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety will be the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in a 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. (See State project #s 14-EE-05-P05 and 14-DS-RF-P03)



<b>14-TR-05-P01</b>	<b>Crash Data Statistical and Analytical Reporting</b>	Fed - 405(c)	450,000
			<b>Total Funds</b>
			<b>\$450,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds a contract with UNM/ DGR to provide advanced data analysis using data merging techniques to identify problem locations and conditions. This information is disseminated through a series of reports aimed at informing traffic safety partners, leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and assists the department in updating its traffic crash database capabilities. DGR provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.

<b>14-TR-05-P02</b>	<b>Data Entry Project - UNM</b>	Fed - 405(c)	50,000
		State - Road Fund	200,000
		<b>Total Funds</b>	<b>\$250,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds to provide IT Application Development (Programmer) for traffic safety related information Technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training will also be included in the project for development, implementation and integration of traffic safety related data improvement projects. (See State project #14-TR-RF-P06)

## **FHWA FUNDS**

<b>14-TR-FH-P01</b>	<b>Crash Database Tool for Crash Analysis</b>	FHWA-STIP	150,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds to develop and implement a crash database tool that will allow direct access to the crash database by NMDOT highway engineers for crash analysis.

<b>14-TR-FH-P02</b>	<b>Uniform Crash Report (UCR) Modifications</b>	FHWA-STIP	100,000
		Fed-164HE	100,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funds for necessary modifications required to update the State uniform crash report. This project will allow for collection of the data elements that are required for commercial motor vehicle (CMV) federal reporting and increase the number of minimum model uniform crash criteria (MMUCC) data elements collected. (See Federal project #14-HE-64-P12)

<b>14-TR-FH-P03</b>	<b>UCR Documentation and Training for LEAs</b>	FHWA-STIP	50,000
		Fed-164HE	100,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Provides funding to develop and implement a training curriculum statewide to increase the completeness and accuracy of UCR documentation. (See Federal project #14-HE-64-P13)

## **STATE FUNDS**

<b>14-CD-05-P01</b>	<b>Community DWI (AL)</b>	State - CDWI	470,000
<b>Total Funds</b>			<b>\$470,000</b>

*Monitored by Cindy Abeyta*

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

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

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<b>14-DI-09-P01</b>	<b>State-Mandated Programs (DE)</b>	State - Fund 9	285,000
		State - Road Fund	315,000
<b>Total Funds</b>			<b>\$600,000</b>

*Monitored by Franklin Garcia*

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

Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Bureau policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary. (See State project #14-DE-RF-P04)

<b>14-DI-09-P02</b>	<b>DWI School Curriculum (DE)</b>	State - Fund 9	60,000
<b>Total Funds</b>			<b>\$60,000</b>

*Monitored by Franklin Garcia*

Funding provides for a standardized curriculum for the State-mandated DWI Education Program.

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<b>14-DPE-10-P01</b>	<b>UAD Prevention Creative Design &amp; Production (AL)</b>	State - Fund 10	300,000
<b>Total Funds</b>			<b>\$300,000</b>

*Monitored by Franklin Garcia*

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

Funds a statewide media campaign targeted at youth from ages 10 to 18, and/or their parents, to discuss the dangers and consequences of underage drinking. This media effort will involve conceptualizing, creating, and distributing PSAs, especially radio PSAs. The purpose of this project is to enhance statewide underage drinking prevention efforts and strategies, with the ultimate goal of delaying the age of onset and reducing binge drinking.

<b>14-DPE-10-P02</b>	<b>Alcohol Literacy Challenge (AL)</b>	State - Fund 10	50,000
		<b>Total Funds</b>	<b>\$50,000</b>

*Monitored by Tamara Bourger*

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

Funds training for community prevention contractors to deliver the Alcohol Literacy Challenge curriculum to entry-level middle and high school students (grades 6 and 9) - teaching media literacy skills designed to counter pervasive cultural and advertising influences that promote alcohol use. Media literacy enables young people to understand the techniques used by advertisers to encourage the use of their product. In understanding these techniques, youth will be better able to resist messages that show only the social aspects of drinking, not the possible consequences. NMDOT/ TSD will contract with a literacy expert and curriculum designer to work with local community prevention contractors.

<b>14-DPE-10-P03</b>	<b>Social Host Ordinance Awareness (AL)</b>	State - Fund 10	40,000
		<b>Total Funds</b>	<b>\$40,000</b>

*Monitored by Tamara Bourger*

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

Funds a contractor to provide training for communities to develop and conduct an intervention with parents and other homeowners to educate them about their liability as social hosts when serving alcohol. Assessing community readiness will be important for this project. Nationally, close to 80% of UAD occurs in homes and this approach is a national emerging 'best practices' environmental strategy to prevent UAD.

<b>14-DPE-10-P04</b>	<b>Life of an Athlete (AL)</b>	State - Fund 10	100,000
		<b>Total Funds</b>	<b>\$100,000</b>

*Monitored by Tamara Bourger*

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

Funds the New Mexico Activities Association (NMAA) to implement the 'Life of an Athlete' program. This multi-year prevention-intervention will focus on alcohol education for student athletes, their parents, coaches and athletic directors statewide. Continued on-line maintenance of the existing user-friendly website which provides education to student athletes regarding the dangers of alcohol use. An on-line test is part of the curriculum. In FFY14, there will be expansion and improvements in website responsiveness, focusing on parents and middle school students to delay the early onset of underage drinking among youth. Track progress at school district level and trainings on code of conduct/ alcohol school policy.

<b>14-DPE-10-P05</b>	<b>Community Programs (AL)</b>	State - Fund 10	200,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Tamara Bourger*

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

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

<b>14-DPE-10-P06</b>	<b>MyInstead Campaign (AL)</b>	State - Fund 10	150,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Tamara Bourger*

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

Funds a contractor to educate youth, students, parents and prevention educators from across the State on the dangers and consequences of underage alcohol use. Work with New Mexico prevention stakeholders (e.g. NM MADD) to coordinate efforts. Focal areas will include outreach activities on: the importance of delaying onset of and reducing binge drinking; how to talk to your kids about alcohol; high-risk transition times (e.g., moving from elementary school to middle/junior high school, etc.); and promulgation of low-risk drinking guidelines for adults of legal drinking age. The contractor will develop best practice guidelines for a Child and Parents campaign focused on raising parental awareness, changing community attitudes, changing intentions, addressing early onset of alcohol use and reducing binge drinking. Contractor will provide technical assistance to DWI prevention specialists in developing universal guidelines for prevention efforts.

<b>14-DPE-10-P07</b>	<b>Underage Drinking TSD Initiative (AL)</b>	State - Fund 10	200,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Tamara Bourger*

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

The Department use the formal Request for Proposal process to fund up to five 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. Teen drinking can program the brain for alcoholism, however, brain damage is the most compelling reason people move toward action.



<b>14-EE-05-P01</b>	<b>Education and Enforcement Funds to LEAs (PTS)</b>	State - E&E Fund	430,000
		<b>Total Funds</b>	<b>\$430,000</b>

*Monitored by Mike Quintana*

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

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

<b>14-EE-05-P02</b>	<b>General Creative and Production (Media)</b>	State - E&E Fund	200,000
		<b>Total Funds</b>	<b>\$200,000</b>

*Monitored by Franklin Garcia*

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

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



<b>14-EE-PM-P03</b>	<b>General Paid Media (Media)</b>	State - E&E Fund	275,000
		<b>Total Funds</b>	<b>\$275,000</b>

*Monitored by Franklin Garcia*

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

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

<b>14-EE-05-P04</b>	<b>HSP, Grant and Technical Writing Services (P&amp;A)</b>	State - E&E Fund	30,000
		Fed - 402	70,000
		<b>Total Funds</b>	<b>\$100,000</b>

*Monitored by Robert Archuleta*

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. (See Federal project #14-PA-02-P02)

<b>14-EE-05-P05</b>	<b>100 Days and Nights of Summer (PTS)</b>	State - E&E Fund	200,000
		State - Road Fund	100,000
		Fed - 402	200,000
		<b>Total Funds</b>	<b>500,000</b>

*Monitored by David Lapington*

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

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety is the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. (See Federal project #14-PT-02-P04 and State project #14-DS-RF-P03)

<b>14-II-54-P01</b>	<b>Ignition Interlock Indigent Fund (AL)</b>	State - Fund 54	2,600,000
		<b>Total Funds</b>	<b>\$2,600,000</b>

*Monitored by Cora Herrera*

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

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

<b>14-II-54-P02</b>	<b>Ignition Interlock Indigent Fund - FTE (AL)</b>	State - II Fund	60,000
		<b>Total Funds</b>	<b>\$60,000</b>

*Monitored by Cora Herrera*

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

Funds one FTE to administer the ignition interlock fund program. The Department, per State statute, can use up to 10% of the fund for the overall administration.

<b>14-II-54-P03</b>	<b>Ignition Interlock Indigent Fund Contractual (AL)</b>	State - II Fund	75,000
		<b>Total Funds</b>	<b>\$75,000</b>

*Monitored by Cora Herrera*

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

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

<b>14-MC-08-P03</b>	<b>Motorcycle Safety Training Program (MC)</b>	State - Fund 8	139,000
		<b>Total Funds</b>	<b>\$139,000</b>

*Monitored by David Lapington*

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

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

<b>14-OP-RF-P01</b>	<b>OBD Enforcement (OP)</b>	State - Road Fund	400,000
		<b>Total Funds</b>	<b>\$400,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

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

<b>14-PT-RF-P02</b>	<b>Selective Traffic Enforcement Program (PTS)</b>	State - Road Fund	220,000
		<b>Total Funds</b>	<b>\$220,000</b>

*Monitored by Mike Quintana*

*Aligns with 2010 CTSP Emphasis Areas: 1. Aggressive Driving and Speeding, 2. Alcohol/ Impaired Driving, 4. Fatigued/ Distracted Drivers, 8. Occupant Protection, 10. Special Users, and 12. Young Driver Crashes*

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

<b>14-DS-RF-P03</b>	<b>100 Days and Nights of Summer (PTS)</b>	State - Road Fund	100,000
		State - E&E Fund	200,000
		Fed - 402	200,000
		<b>Total Funds</b>	<b>500,000</b>

*Monitored by David Lapington*

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

Provides funds for the '100 Days and Nights of Summer' Program to be conducted throughout the State. The NM Department of Public Safety is the lead agency. State Police and Special Investigations Division set a goal of conducting 100 checkpoints and 100 compliance checks in bars and liquor establishments in the 100-day period between June and September. Law enforcement agencies statewide will also be funded to conduct checkpoints, saturation patrols, seatbelt and child restraint enforcement, and to target speeding and distracted driving. (See Federal project #14-PT-02-P04 and State project #14-EE-05-P05)

<b>14-DE-RF-P04</b>	<b>State Mandated Programs - UNM DCE (DE)</b>	State - Road Fund	315,000
		State - Fund 9	285,000
		<b>Total Funds</b>	<b>\$600,000</b>

*Monitored by Franklin Garcia*

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

Develop and implement a quality assurance monitoring, licensing and training system for all TSD State-mandated programs. Fund a school licensing program to ensure existing applicants and renewal school applications comply with governing State statutes, State rules and regulations, and Division policies and procedures. Provide funding to assist with updates to existing Department regulations, as necessary. (See State project #14-DI-09-P01)

<b>14-OP-RF-P05</b>	<b>Child Restraint Program (OP)</b>	State - Road Fund	140,000
		Fed - 402	240,000
		<b>Total Funds</b>	<b>\$380,000</b>

*Monitored by David Lapington*

*Aligns with 2010 CTSP Emphasis Area: 8. Occupant Protection*

Continue statewide school-based and community-based occupant protection programs; train additional child safety seat/ booster seat technicians, increase child safety seat/ booster seat clinics and fitting stations throughout the State; expand the child safety seat/ booster seat distribution system; and increase availability of child safety seat /booster seat equipment for low-income families. (See Federal project 14-OP-02-P02)

<b>14-TR-RF-P06</b>	<b>Data Entry Project - UNM (TR)</b>	State - Road Fund	200,000
		Fed - 405(c)	50,000
		<b>Total Funds</b>	<b>\$250,000</b>

*Monitored by Yolanda Duran*

*Aligns with 2010 CTSP Emphasis Area: 11. Traffic Records*

Funds to provide IT Application Development (Programmer) for traffic safety related information Technology projects. Personnel services will include salary and benefits for one FTE. Travel, supplies, and training will also be included in the project for development, implementation and integration of traffic safety related data improvement projects. (See Federal project #14-TR-05-P02)

<b>14-PS-RF-P07</b>	<b>Pedestrian Safety (PS)</b>	State - Road Fund	20,000
		Fed - 402	130,000
		<b>Total Funds</b>	<b>\$150,000</b>

*Monitored by Juliet Armijo*

*Aligns with 2010 CTSP Emphasis Area: 10. Special Users*

Conduct statewide, community-based projects focused on working with community members and pedestrian injury stakeholders to identify and address specific local pedestrian problems to reduce pedestrian deaths and injuries. Continue a high-visibility pedestrian safety awareness campaign that targets drivers, pedestrians and the general public. Work with local communities, schools and pedestrian stakeholders to design and implement pedestrian safety education campaigns in communities at higher risk of pedestrian injury/fatalities at street and railroad crossings. Provide support for law enforcement agencies to enhance awareness of pedestrian safety laws among high-risk populations. (See Federal project #14-PS-02-P01)

<b>14-DE-RF-P08</b>	<b>NCSAs/ Media Training (DE)</b>	State - Road Fund	30,000
		Fed - 402	185,000
		<b>Total Funds</b>	<b>\$215,000</b>

*Monitored by Juliet Armijo*

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

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

Provides training for law enforcement agencies that includes how to write press releases, and how to deal with 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. (See Federal project #14-DE-02-P05)

# ACRONYMS

**ARIDE** - Advanced Roadside Driving Impairment Enforcement

**BAC** - Blood/ Breath alcohol content

**CDWI** - Community DWI Program

**CIPRE** – Center for Injury Prevention, Research, and Education

**CTSP** – Comprehensive Transportation Safety Plan

**DRE** – Drug recognition education

**DWI** - Driving while intoxicated

**EMS** - Emergency Medical Services

**FARS** – Fatality Analysis Reporting System

**FHWA** - Federal Highway Administration

**FMCSA** – Federal Motor Carrier Safety Association

**FTE** – Full-time equivalent

**HSP** - Highway Safety & Performance Plan

**LEL** - Law Enforcement Liaison

**NHTSA** - National Highway Traffic Safety Administration

**NM** - New Mexico

**NMDOT** - New Mexico Department of Transportation

**OBD** - Operation Buckle Down

**ODWI** - Operation DWI

**OP** – Occupant protection

**PMs** - Program managers (at TSD)

**SFST** - Standard field sobriety testing

**STEP** - Selective Traffic Enforcement Program

**STRCC** - Statewide Traffic Records Coordinating Committee

**STREOC** - Statewide Traffic Records Oversight Committee

**STRS** - Statewide Traffic Records System

**TRU** – Traffic Research Unit (University of NM)

**TSD** – Traffic Safety Division (of NMDOT)

**UAD** – Underage Drinking

**UCRs** – Uniform Crash Reports

**UNM** - University of New Mexico



# MAP-21 SECTION 405 GRANT APPLICATIONS

**FFY14**

**TRANSPORTATION PLANNING AND SAFETY  
TRAFFIC SAFETY DIVISION**

**JUNE 2013**

# 405(b) - OCCUPANT PROTECTION- Attachment A

## Occupant Protection Program Plan

### **Overview and Strategies**

The primary goal of New Mexico's Occupant Protection (OP) Program is to reduce the number of occupant protection-related traffic crashes, injuries and fatalities. To achieve this goal, the New Mexico Department of Transportation (NMDOT) Traffic Safety Division (TSD) has developed this OP Plan to increase seatbelt use and use of child safety seats among the driving public. Strategies and projects have been designed to increase awareness of the importance of occupant protection, to facilitate the use of child occupant protection and to monitor outcomes related to these efforts.

### ***Strategy #1 - Enforcement***

Support enforcement of New Mexico's primary seatbelt use law by:

- d) establishing agreements with law enforcement agencies statewide to conduct Operation Buckle Down (OBD) and other local OP enforcement activities;
- e) participating in the Click It or Ticket National Seatbelt Enforcement Mobilization; and
- f) ensuring enforcement coverage of at least 80 percent of the State.

### ***Strategy #2 – Communications and Outreach***

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

- f) purchasing media for Click It or Ticket and other OP enforcement campaigns to increase television, radio and print OP media messages;
- g) funding occupant protection media messages on television, radio and print, and supporting other agencies occupant protection educational/awareness efforts by providing them with sample media messages;
- h) funding and participating in a number of outreach efforts to educate relevant agency personnel and the public in the appropriate use of occupant protection;
- i) funding a clearinghouse for statewide distribution of occupant protection educational materials on seatbelts, booster seats, child safety seats and airbags; and
- j) funding a contract to conduct the annual statewide seatbelt survey.

### ***Strategy #3 – Child Restraint Distribution, Inspection Stations***

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

- c) funding contracts for working with community groups and local government entities around the State to conduct child safety seat/ booster seat clinics and to set-up permanent fitting stations; and
- d) funding contracts to provide the NHTSA Child Passenger Safety Certification Training Program.

## **Projects/ Activities**

### ***Sustained Enforcement - Operation Buckle Down, Superblitzes, Click It or Ticket, 100 Days and Nights of Summer***

New Mexico conducts sustained seatbelt and child safety seat enforcement activities throughout the year. Operation Buckle Down (OBD) is the State's primary approach to increasing seatbelt and child safety seat use. This statewide program of seatbelt and child safety seat enforcement is combined with a public awareness media campaign. Law enforcement officers from approximately 60 agencies (State, city, county and tribal) annually participate in OBD, resulting in more than 92% of the State's population being reached by these activities.

In FFY14, New Mexico will conduct an extended winter/ holiday 7-week Superblitz and three holiday Miniblitzes - each lasting for six days. These activities combine OBD enforcement with DWI enforcement. The OBD enforcement component of each Superblitz is supplemented with media campaigns using New Mexico's BKLUP ads and the National Click It or Ticket theme. In addition, TSD continues to support local monthly enforcement and media activities throughout the State.

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

New Mexico participates in the annual NHTSA National Seatbelt High-Visibility Enforcement Mobilization. This mobilization combines enhanced enforcement with a focused, high-visibility media campaign using the media message of Click It or Ticket. Both earned and paid media support the campaign. In FFY14, more than 60 agencies are expected to participate in this enforcement activity. The city, county, tribal and State Police agencies encompass more than 92% of the State's population (see Appendix 1). New Mexico will provide NHTSA with FFY14 law enforcement participation and outcome measures, such as citations issued during the mobilization.

### **SUPERBLITZ/ MINIBLITZ AND 100 DAYS and NIGHTS OF SUMMER**

<b>PLANNED DATES</b>	<b>ACTIVITY</b>
11/15/ 2013 – 1/5/2014	Winter/ Holiday Superblitz
3/13/2014 – 3/18/2014	St. Patrick Day Miniblitz
5/1/2014 – 5/6/2014	Cinco de Mayo Miniblitz
5/19/2014 – 6/1/2014	Click It or Ticket National Seatbelt Mobilization
6/20/2014 – 9/30/2014	100 Days and Nights of Summer
7/2/2014 – 7/7/2014	4 <sup>th</sup> of July Miniblitz

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

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



### ***Child Restraint Inspection Stations***

The TSD works with a contractor to manage and oversee its child safety seat fitting and inspection stations, and clinics. The contractor provides assistance to local community groups, local government agencies and local law enforcement to conduct child safety seat and booster seat clinics and to set up permanent fitting and inspection stations. New Mexico maintains nine permanent child safety seat fitting and inspection stations, and child safety seat and booster seat clinics are conducted throughout the year. All fitting and inspection stations and clinics are staffed with a nationally certified CPS technician and a senior certified CPS technician during posted working hours. Annually, the State conducts approximately 50 child safety seat and booster seat clinics, and 70 fitting and inspection station events, making services available to an estimated 86 percent of the State's population (see Appendix 2).

The TSD helps support the New Mexico Child Safety Seat Distribution Program (NMCSSDP) to assist low-income families to obtain child safety seats. There are 42 community organizations participating in the NMCSSDP including public health clinics, major hospitals, shelters, and other social service organizations. These agencies are located in both urban and rural areas of the State, and provide outreach to many underserved areas, including primarily Spanish-speaking parts of the State. Services through these organizations are made available to an estimated 90 percent of the State's population.

All personnel distributing child safety seats under the NMCSSDP are required to complete a mandatory training session conducted by a certified Child Passenger Safety Technician Instructor. The objectives of the six-hour training are to improve seat selection by health and social service professionals.

Child safety seat fitting and inspection stations, clinics, and distribution sites provide pamphlets, posters and rack cards at all events. The TSD also funds the Injury Prevention Resource Center to provide for statewide distribution of occupant protection educational materials on seatbelts, child safety seats, booster seats and airbags.

The TSD contractor participates in outreach and educational events throughout the year to increase awareness and use of fitting and inspection stations, and clinics. Presentations are made to injury prevention groups, EMS, parents, day-care providers and health care providers, particularly in rural and identified underserved areas of the State. Occupant protection and other safety materials are distributed at schools, wellness fairs and at the annual New Mexico State Fair. TSD provides technical assistance to local community projects promoting child occupant protection.

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

### ***State Plan to Recruit, Train and Retain Child Passenger Safety (CPS) Technicians***

The TSD maintains a contract to provide child passenger safety certification training to law enforcement officers, fire and EMS personnel, health care professionals and other safety advocates. All agency personnel and law enforcement officers providing services at child safety seat distribution sites must be certified utilizing NHTSA's Standardized CPS Technical Training. In FFY14, TSD's contractor, Safer NM Now plans to conduct four 4-day CPS Technical Trainings and one 1-day Certification Renewal course to ensure that the State maintains a sufficient number of trained CPS technicians. Certification Renewal courses are also made available through Safe Kids

Worldwide. Ongoing efforts are made to support technicians in the recertification process in order to increase technician retention rates.

Recruitment efforts are ongoing throughout the year. During the State's annual Law Enforcement Symposium, law enforcement coordinators are given information about the CPS technician training and encouraged to take the training to become certified. During OBD contract negotiations with law enforcement agencies, TSD's law enforcement liaisons discuss CPS training opportunities. Also, during NMCSSDP mandatory training sessions, information about CPS technician training is provided to hospital or other community agency personnel. If areas of the State are identified as being underserved, agencies in those areas are contacted with information about the CPS programs and trainings.

Safer NM Now maintains a comprehensive database of certified CPS technicians in New Mexico. With this database, Safer is able to contact technicians regarding child safety seat fitting stations, opportunities to serve the community, and provide updates on critical child passenger safety issues. Statewide, there are 408 CPS advocates (397 technicians and 11 instructors), representing all six NMDOT districts, 25 counties and more than 55 cities/ towns.

During FFY14, two occupant protection liaisons (OPLs) will continue to provide program support, education, and technical assistance throughout the northern and southern regions of the State. The OPLs conduct CPS presentations to State agencies offering services to children and families, such as public health offices, Children Youth and Families Department, licensed daycare facilities, public and private schools, and other entities.

Each OPL conducts meetings in his or her respective region to promote CPS initiatives, including approving child safety seat checks, addressing recertification issues, and identifying potential CPS technicians and senior technicians.

### ***Statewide Seatbelt Use Survey***

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

The TSD maintains a contract to conduct this survey to assess motor vehicle seatbelt use in New Mexico and to issue an annual report. The findings of the annual survey demonstrate the impact of New Mexico's primary seatbelt law (a citation can be issued for non-belt use even if no other violation occurs).

# APPENDIX 1

## **LIST OF PLANNED PARTICIPATING AGENCIES IN CLICK IT OR TICKET MOBILIZATION- 2014**

	<b>CIOT Participating Agencies</b>	<b>County</b>	<b>2010 County Population Estimates*</b>
1	Alamogordo DPS	Otero	63,797
2	Albuquerque PD	Bernalillo	662,564
3	Artesia PD	Eddy	53,829
4	Aztec PD	San Juan	130,044
5	Bayard PD	Grant	29,514
6	Belen PD	Valencia	76,571
7	Bernalillo County SO	Bernalillo	
8	Bernalillo PD	Sandoval	131,561
9	Bloomfield PD	San Juan	
10	Bosque Farms PD	Valencia	
11	Capitan PD	Lincoln	20,497
12	Carlsbad PD	Eddy	
13	Carrizozo PD	Lincoln	
14	Clovis PD	Curry	48,376
15	Corrales PD	Sandoval	
16	Cuba PD	Sandoval	
17	Eddy County SO	Eddy	
18	Espanola PD	Rio Arriba	40,248
19	Estancia PD	Torrance	16,383
20	Farmington PD	San Juan	
21	Gallup PD	McKinley	71,492
22	Grant County SO	Grant	
23	Grants PD	Cibola	27,213
24	Hidalgo County SO	Hidalgo	4,894
25	Hobbs PD	Lea	64,727
26	Isleta Pueblo PD	Bernalillo	
27	Jemez Pueblo PD	Sandoval	
28	Jemez Springs PD	Sandoval	
29	Las Cruces PD	Dona Ana	209,234
30	Las Vegas PD	San Miguel	29,393
31	Lordsburg PD	Hidalgo	
32	Los Alamos PD	Los Alamos	17,950
33	Los Lunas PD	Valencia	
34	Lovington PD	Lea	
35	Luna County SO	Luna	25,095
36	McKinley County SO	McKinley	
37	Moriarty PD	Torrance	
38	NM State Police	Statewide	
39	Pojoaque Tribal PD	Santa Fe	144,168
40	Portales PD	Roosevelt	19,846

41	Raton PD	Colfax	13,750
42	Rio Arriba County SO	Rio Arriba	
43	Rio Rancho DPS	Sandoval	
44	Ruidoso PD	Roosevelt	19,846
45	San Juan County SO	San Juan	
46	Sandia Pueblo PD	Rio Arriba	
47	Sandoval County SO	Sandoval	
48	Santa Clara (Village) PD	Grant	
49	Santa Fe County SO	Santa Fe	
50	Santa Fe PD	Santa Fe	
51	Santa Rosa PD	Guadalupe	4,687
52	Silver City PD	Grant	
53	Socorro County SO	Socorro	17,864
54	Socorro PD	Socorro	
55	Sunland Park PD	Dona Ana	
56	T or C PD	Sierra	11,988
57	Taos County SO	Taos	32,937
58	Taos PD	Taos	
59	Torrance County SO	Torrance	
60	Tucumcari PD	Quay	9,041
61	Valencia County SO	Valencia	
62	Zuni Pueblo PD	McKinley	

**TOTAL** **1,997,509**  
**% STATE COVERAGE** **97.01**

\* Total NM 2010 population estimate: 2,059,180

## APPENDIX 2

### **2013 NEW MEXICO CHILD SAFETY SEAT INSPECTION STATIONS AND CLINIC SITES**

<b>CITY</b>	<b>COUNTY</b>	<b>2010 Pop Est</b>	<b>% of State Pop</b>
Alamogordo*	Otero	63,797	
Tularosa	Otero		
Albuquerque*	Bernalillo	662,564	
Isleta Pueblo	Bernalillo		
Ramah	McKinley	71,492	
Las Cruces*	Dona Ana	209,234	
White Sands	Dona Ana		
Raton*	Colfax	13,750	
Rio Rancho*	Sandoval	131,561	
Jemez Pueblo	Sandoval		
Santo Domingo	Sandoval		
San Felipe Pueblo	Sandoval		
Santa Fe*	Santa Fe	144,168	
Tesuque	Santa Fe		
Edgewood	Santa Fe		
Deming	Luna	25,095	
Farmington	San Juan	130,044	
Roswell	Chaves	65,645	
Belen	Valencia	76,571	
Acoma	Valencia		
Los Lunas	Valencia		
Santa Clara	Grant	29,514	
Anton Chico	Guadalupe	4,687	
Laguna	Cibola	27,213	
Las Vegas	San Miguel	29,393	
Taos	Taos	32,937	
Clovis	Curry	48,376	
	<b>TOTAL</b>	<b>1,766,041</b>	<b>85.76**</b>

\* Permanent fitting stations (includes three in Albuquerque) – these eight permanent fitting stations are accessible to an estimated 59% of the State's population.

\*\*New Mexico Total 2010 Population Estimate: 2,059,180

*Note: Distribution only sites are not included in this listing.*

# 405(c) STATE TR SAFETY INFORMATION SYSTEM IMPROVEMENTS – Attachment B

## **1) Multi-disciplinary TRCC Membership and Purpose**

New Mexico has a multi-level, multi-disciplinary TRCC. The Statewide Traffic Records Executive Oversight Committee (STREOC) and the Statewide Traffic Records Coordinating Committee (STRCC) membership includes owners, operators, collectors and users of traffic records and public health and injury control data systems, highway safety, highway infrastructure, law enforcement and adjudication officials, public health, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations.

The purpose of the STREOC is to provide policy direction to the STRCC in the establishment of a long-range strategic plan for traffic record system improvements. Members of the STREOC sign and abide by a Charter and a Memorandum of Commitment. These documents outline the purpose, powers, and objectives of the STREOC.

The purpose of the STRCC is to facilitate the coordination of efforts by traffic records entities that are involved in the initiation, storage and delivery of traffic records information. This coordination is essential to providing efficient and secure delivery of accurate, timely, uniform and complete information about traffic activity to all who need such information. Members of the STRCC sign and abide by a Memorandum of Commitment.

These committees:

- have authority to review and approve the State's highway safety data and traffic records systems, technologies used to keep such systems current, TRCC membership, the TRCC coordinator, changes to the State's multi-year Strategic Plan and performance measures used to demonstrate quantitative progress;
- provide a forum for the discussion of highway safety data and traffic records issues, and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records; and
- consider, coordinate and represent to outside organizations the views of the State organizations involved in the administration, collection and use of the highway safety data and traffic records.

The STREOC meets quarterly to provide the STRCC with feedback on current initiatives and input on resolving any issues associated with improvements to the traffic records system. The STRCC meets every other month during the year. Joint meetings of the STRCC and STREOC are conducted as needed.

The TRCC Charter, STRCC and STREOC membership information, and meeting schedules and reports have been submitted to the TRIPRS. New Mexico's Traffic Records Coordinator is Yolanda Duran, Staff Manager of the Traffic Records Program.

## **2) Traffic Records Strategic Plan**

The State's multi-year Traffic Records Strategic Plan approved by the STREOC, has been submitted electronically to the TRIPRS. The data collection and information systems sections of the Plan have been coordinated with New Mexico's 2010 Comprehensive Transportation Safety Plan. Recommendations from the 2011 Traffic Records Assessment and responses from each agency are included in the TR Strategic Plan.

### **3)2013 Evidence of Quantitative Improvement - Performance Measure, Target and Supporting Data**

#### **TR1 Crash Database - State Crash System Uniformity**

Increase the number of data fields captured into the State crash data system from New Mexico's uniform crash report (UCR) and linked data from roadway and driver data files from a baseline of 81 separate data elements captured April 1, 2011 – March 31, 2012 compared to the number of data elements captured April 1, 2012 – March 31, 2013.

#### **Results**

##### **April 1, 2011 – March 31, 2012:**

Data elements captured into the old data collection system = 81 of 175 (46%)

##### **April 1, 2012 – March 31, 2013:**

Data elements captured into the new data collection system = 121 of 175 (69%)

New Mexico achieved its 2013 Traffic Records performance target of increasing the number of data fields captured into the State crash data system from the UCR and linked data from roadway and driver data files by 23 percent. A contract was established with the University of New Mexico Traffic Research Unit to develop and implement a new crash database. This database has allowed the State to collect more data elements from the UCR and linked databases. This project to improve the collection of crash data was undertaken based on a recommendation from the 2011 Traffic Records Assessment.

The Interim Project Report and supporting data has been uploaded into TRIPRS.

### **4) Anticipated Quantitative Improvements to Core Databases in 2014**

In 2014, New Mexico anticipates achieving improvements in two of the core State traffic records data systems (citation and adjudication, and EMS and injury surveillance).

#### **I. Citation and Adjudication Database - Citation Timeliness**

Decrease the number of days for the Las Cruces Magistrate Court to process citations (enter citations into the electronic data system) once received from the Dona Ana Sheriff's law enforcement officers from a baseline of 14 days during the period of January – March 2013 to five days for the period January-March 2014.

#### **II. EMS and Injury Surveillance Database - Report Timeliness**

Increase the percentage of EMS Ground Services submitting at least 50 percent of their reports within 30 days of the event from 74.5 percent for the period January-March 2013 to 78 percent in the period January-March 2014.

# 405(d) IMPAIRED DRIVING – Attachment C

## Impaired Driving Task Force Plan

In 2005, the New Mexico Department of Transportation, Traffic Safety Division (TSD) convened an Impaired Driving (ID) Task Force chaired by the Highway Safety Office Director. The group was convened as a result of an impaired driving assessment and funded by NHTSA through an impaired driving demonstration project. The ID Task Force was made up of decision makers from various offices in state government and other stakeholders involved with impaired driving. The group provided interagency support, and set and implemented priorities from several different disciplines.

Strategic and aggressive programs and policies were identified and supported by the ID Task Force, and supported TSD's effective law enforcement initiatives, public awareness campaigns, liquor control measures, educational programs and treatment initiatives. New Mexico received national recognition in 2008 for no longer being in NHTSA's top ten list of states with the highest alcohol-related fatalities. Between 2002 and 2010, New Mexico saw a 46% reduction in the rate of alcohol-involved fatalities per 100,000 vehicle miles traveled.

The ID Task Force has not met formally in recent years since the change in governmental administration. However, the State agencies and stakeholders involved are in place to re-convene the group under the requirements of MAP 21. The State of New Mexico was one of the first states to host an on-going impaired driving task force and has the knowledge and means necessary to re-convene this effective group. Many of the State agencies and stakeholders are currently involved in setting funding and project priorities for the Highway Safety Plan. Representatives from the following agencies will be invited to participate in the statewide ID Task Force in FFY14:

- Administrative Office of the Courts
- Bernalillo County Metropolitan Court
- Bureau of Indian Affairs
- Department of Finance and Administration-Local DWI Program
- Department of Health-Injury Prevention and EMS Bureau; Scientific Lab Division
- Department of Public Safety-State Police; Motor Transportation; Special Investigations Division
- FHWA
- FMCSA
- Mothers Against Drunk Driving
- Motor Vehicle Division
- NHTSA-Region 6
- Regulation and Licensing Department
- Safer New Mexico Now
- University of New Mexico-Traffic Research Unit
- Vaughn Wedeen Kuhn (media creative)
- Various city, county and tribal law enforcement agencies

The TSD will convene meetings of New Mexico's ID Task Force in July and August 2013 to develop an impaired driving plan that meets the requirements outlined in the Final Register. New Mexico's Impaired Driving plan will be submitted to NHTSA by September 1, 2013.



# **New Mexico Department of Transportation Traffic Safety Division**

## **Impaired Driving Task Force AGENDA**

**July 18, 2013**

- Welcome and Introductions
- Agency and Stakeholder Updates –Impaired Driving/Highway Safety
- MAP 21 Overview and Update of New Highway Safety Congressional Authorization by TSD
- Statewide Alcohol Enforcement Plan Requirements by NHTSA
- Development of Comprehensive Strategy for Preventing and Reducing Impaired Driving
- Other Business
- Next Meeting Date: July 31, 2013

# **405(f) MOTORCYCLE SAFETY- Attachment D**

## **MOTORCYCLE RIDER TRAINING COURSE**

The New Mexico Department of Transportation (NMDOT) Traffic Safety Division (TSD) is the designated State authority over motorcyclist safety issues and is the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle (see Appendix 3).

### ***I. TRAINING OVERVIEW***

New Mexico maintains an effective motorcycle rider training program that is offered throughout the State. The NMDOT/ TSD contracts with the New Mexico Motorcycle Safety Program (NMMSP) to provide a formal program of instruction in accident avoidance and other safety-oriented skills to motorcyclists, both in-class and on-the-motorcycle .

The NMMSP uses the Motorcycle Safety Foundation (MSF) Rider Education and Training System (RETS). The RETS curriculum promotes lifelong-learning for motorcyclists and continuous professional development for certified RiderCoach Trainers and RiderCoaches. The MSF is the internationally recognized developer of this comprehensive, research-based training system. See - <http://www.nm-msp.org/>

The five-hour in-classroom instruction includes learning about the different types of motorcycles, the layout and operation of basic controls, and how to become a safer, more responsible rider. Students are provided with a review of the different types of safety gear worn for protection and comfort, and are learn about how alcohol and other drugs impair a rider's ability to ride safely.

The ten-hour on-the-motorcycle training includes working with an MSF-certified RiderCoach in a controlled, off-street environment. Students practice straight-line riding, stopping, shifting, and turning, and then progress on to swerving and emergency braking.

All motorcycle rider trainer and coaches are certified by the national Motorcycle Safety Foundation. New Mexico currently has two RiderCoach Trainers and 57 RiderCoaches. Each coach must teach at least once every six months to maintain current certification.

The NMMSP RiderCourse training curriculum is approved by the NMDOT/ TSD, the State authority with jurisdiction over motorcyclist safety issues. All RiderCoach Trainers and RiderCoaches teach the NMDOT/ TSD approved motorcycle training course curriculum (see Appendix 4).

### ***II. QUALITY CONTROL PROCEDURES***

The Quality Assurance Program in the NMMSP begins with each Site Coordinator who is tasked with observing random classes to ensure that all MSF standards are being met. In addition, the NMMSP Program Manager visits every training site for a formal Quality Assurance Visit. Each training site receives a minimum of two quality assurance site visits each year (see Appendix 4).

All formal QAVs include the opportunity for any local RiderCoach to attend and observe from the sidelines while the QAV is being conducted. The individual conducting the QAV (Site

coordinator or Program Manager) also holds impromptu discussions during these QAVs in order to provide the most current information to the attending RiderCoaches concerning curricula, standards, administrative procedures or operating procedures.

Observations from QAVs or student evaluations may result in RiderCoach disciplinary action, additional professional development training and/or termination if warranted. All 'negative' student evaluations received either at the site or at the MSF are investigated by the PM and appropriate action taken as necessary.

Formal Professional Development Workshops are held at least once a year where the newest information available from the MSF is presented, a summary of training issues from the previous year are discussed, and various learning-centered activities are conducted to further the trainer's understanding of the MSF curricula and standards.

### **III. TRAINING COURSES CONDUCTED IN 2012/2013**

#### **Locations of motorcycle rider training courses in counties or political subdivisions that account for a majority of the State's registered motorcycles:**

In 2012/2013, motorcycle rider training courses are offered in the following counties: Bernalillo, Otero, Curry, Chaves, Santa Fe and San Juan. These counties account for the majority of the State's registered motorcycles. The New Mexico Motorcycle Safety Program notes that motorcyclists from surrounding counties also attend these training courses.

#### ***Registered Motorcycles in Counties in which Motorcycle Safety Program Conducted as of May 2013***

<b>COUNTY</b>	<b>REGISTRATIONS as of MAY 2013</b>
<b>Bernalillo</b>	<b>19,552</b>
<b>Otero</b>	<b>3,004</b>
<b>Curry</b>	<b>1,783</b>
<b>Chaves</b>	<b>2,101</b>
<b>Santa Fe</b>	<b>5,270</b>
<b>San Juan</b>	<b>4,382</b>
<b>Total</b>	<b>36,092 = 54.4% of Statewide Total</b>
Total Registered Statewide	66,305*

***\* See Appendix 5 for Table of all Counties Registrations***

## Training Courses Conducted by County by Month from June 2012 through May 2013

CLICK ON ICON TO VIEW FILE



Motorcycle Training  
Jun 2012-May 2013.xls

### FEES COLLECTED FOR MOTORCYCLE PROGRAMS

#### Use of Fees Collected from Motorcyclists for Motorcycle Programs

##### ***I. MOTORCYCLIST FEES COLLECTED AND SPENT***

As the State agency authorized to manage the motorcyclist fees collected for the purpose of funding motorcyclist safety, NMDOT certifies that all monies collected for the statutorily required motorcycle training fund is budgeted and used to fund motorcyclist safety projects (see Appendix 3 for State Statute).

**Table 2.NMDOT/ TSB State Motorcycle Fees Collected and Spent - State FY**

NMDOT/ TSB Motorcycle Fees Collected and Spent – State Funds	Amount
Total motorcyclist State fees collected in State FY12 (July 2011-June 2012)	\$85,656
Amount of State funds budgeted for motorcycle training and safety programs in State FY12 (includes carryover)	\$257,189
Total monies spent on motorcycle training and safety programs in State FY12	\$183,682
Total amount of State motorcyclist fees to be carried over into State FY13 for motorcycle training and safety programs (estimated)	\$73,507

Sum of Amount of Motorcycle Fees Spent in State FY12			
Fund	Account	Dept.	Total
20600	547400	3224000000	\$183,682.23
	547400 Total		\$183,682.23
20600 Total			\$183,682.23
Grand Total			\$183,682.23

***See Appendix 6 for additional Motorcycle Training Fund documentation***

## **APPENDIX 3**

### **NEW MEXICO STATUTES**

#### **STATUTES INDICATING THE TRAFFIC SAFETY BUREAU AS THE DESIGNATED STATE AUTHORITY OVER MOTORCYCLIST SAFETY ISSUES and DESIGNATED STATE AUTHORITY APPROVING THE TRAINING CURRICULUM and STATUTE DESIGNATING A MOTORCYCLE TRAINING SAFETY FUND (from fees)**

##### **NMSA 66-7-501. Short title.**

Sections 66-7-501 through 66-7-513 NMSA 1978 may be cited as the "Traffic Safety Act".

##### **NMSA 66-7-502. Legislative intent.**

- A. The legislature declares that there should be accurate information about the causes of traffic accidents which result in fatalities and in serious injuries on the highways of this state.
- B. Special accident-investigation units have made valuable discoveries of the incidence of driver intoxication and of mechanical defects in motor vehicle accidents. The legislature intends to promote and encourage the work of accident-investigation units.

##### **NMSA 66-7-503. Definitions.**

As used in the Traffic Safety Act [66-7-501 NMSA 1978]:

- A. "bureau" means the traffic safety bureau of the department;
- B. "chief" means the administrative head of the bureau;
- C. "committee" means the advisory committee to the bureau; and
- D. "department" means the state highway and transportation department.

##### **NMSA 66-7-504. Bureau; creation; administrative head.**

- A. There is created within the department the "traffic safety bureau". The chief shall receive no additional salary because of his activity as chief of the bureau.
- B. The department shall employ such personnel and hire such consultants as are required to carry out the provisions of the Traffic Safety Act [66-7-501 NMSA 1978].

##### **NMSA 66-7-506. Bureau; functions; powers; duties.**

The bureau shall have the following powers and duties:

- A. organize, plan and conduct a statewide program of activities designed to prevent accidents and to reduce the incidence of DWI in New Mexico;
- B. coordinate activities and programs of the departments, divisions and agencies of this state now engaged in promoting traffic safety;
- C. provide accident prevention information and publicity to all appropriate media of information and develop other means of public information;
- D. cooperate with all public and private agencies and organizations interested in the promotion of traffic safety and accident prevention;
- E. serve as a clearinghouse for all traffic safety materials and information used throughout this state;
- F. cooperate in promoting research, special studies and analysis of problems concerning the safety and welfare of the citizens of New Mexico;
- G. cooperate fully with national safety organizations in bringing about greater effectiveness in nationwide accident prevention activities and programs;
- H. make studies and suitable recommendations, through the director and the secretary of highway and transportation, to the legislature concerning safety regulations and laws;
- I. prepare and submit each year a written report to the governor concerning the activities of the bureau and activities concerning assistance to local organizations and officials;
- J. institute and administer a statewide motorcycle training program funded as provided for in Section 66-10-10 NMSA 1978;**

- K. institute and administer an accident prevention course for elderly drivers as provided for in Section 59A-32-14 NMSA 1978;
- L. cooperate with the state department of public education to develop a regulatory framework for instructional and administrative processes, including licensure requirements for instructors, and a curriculum for instruction in defensive driving with a DWI education and prevention component to be offered statewide in secondary schools as an elective;
- M. institute and administer a DWI prevention and education program for elementary and secondary school students, funded as provided for in Section 66-5-35 NMSA 1978; and
- N. include at least two hours of DWI prevention and education training in all driver education courses approved by the bureau.

**NMSA 66-10-6. Powers of bureau.**

The bureau shall:

- A. prescribe the forms and procedures necessary for the making of applications and the licensing of driver education schools and driver education instructors pursuant to the provisions of the Driving School Licensing Act [66-10-1 NMSA 1978];
- B. require periodic and annual reports from the licensed schools on the number and types of pupils enrolled and trained and such other matters as it deems necessary;
- C. require the licensed schools to keep and maintain certain records;
- D. prescribe forms for and supply serially numbered uniform certificates of course completion to owners, primary consignees or operators of courses approved by the bureau and charge a fee not to exceed one dollar (\$1.00) per certificate. The uniform certificates of course completion shall be printed on copy resistant paper in not less than two self-copying parts so as to provide a control copy of the certificate that shall be retained by the course provider. Each certificate shall include an identifying number that will allow the court or bureau to verify its authenticity with the course provider. Upon successful completion of a course, licensed schools shall issue to each pupil a certificate of completion;
- E. require each driver education school to post a surety bond with the bureau in the amount of five thousand dollars (\$5,000);
- F. suspend or revoke, subject to the procedures prescribed in the Uniform Licensing Act [61-1-1 NMSA 1978], any license issued to a driver education school or to a driver education instructor when it is found that the licensee has failed to maintain the qualifications or standards required by the Driving School Licensing Act [66-10-1 NMSA 1978] for the issuance of the initial license;
- G. develop and adopt rules and regulations needed to administer the Driving School Licensing Act and to license driver education schools and instructors;
- H. set annual licensure fees for:
  - (1) driver education schools, not to exceed five hundred dollars (\$500) per year;
  - (2) driver education instructors, not to exceed one hundred dollars (\$100) per year;
  - and
  - (3) driver education school extension locations, not to exceed thirty-five dollars (\$35.00) per year; and
- I. set by regulation the enrollment fees that may be charged to a student by a private driver education school.

**NMSA 66-10-9. Motorcycle driver education programs.**

- A. Any driver education school licensed under the Driving School Licensing Act [66-10-1 NMSA 1978] may offer a motorcycle driver education program in accordance with regulations promulgated by the bureau.
- B. The bureau shall prescribe minimum motorcycle driver education program standards.**
- C. The Driving School Licensing Act applies to any program offered under this section.

**NMSA 66-10-10. Motorcycle training fund created; purpose.**

A. There is created in the state treasury *the "motorcycle training fund"*. The fund shall be invested in accordance with the provisions of [Section 66-10-10](#) NMSA 1978, and all income earned on the fund shall be credited to the fund.

B. The motorcycle training fund shall be used to institute and provide a statewide system of motorcycle training and driver awareness and education in the dangers of driving while under the influence of alcohol or drugs for first-time license applicants and to provide for the purchase of necessary equipment and provide for such support services as are necessary for the establishment and maintenance of the system.

C. First-time applicants for a motorcycle license or an endorsement on their New Mexico driver's license may be required to complete a motorcycle driver education program as prescribed by the rules and regulations of the bureau.

D. The bureau shall adopt rules and regulations as prescribed in the State Rules Act [[14-4-1](#) NMSA 1978] for the administration of a statewide motorcycle driver education program to be administered by the bureau. The program shall include, but not be limited to:

- (1) helmet use and effectiveness;
- (2) motorcycle accident and fatality statistics;
- (3) drug and alcohol abuse information, laws and statistics;
- (4) street and highway safe driving habits; and
- (5) defensive driving.

E. The bureau shall cooperate with the state department of public education to distribute information through the public school systems.

***F. All money in the motorcycle training fund is appropriated to the bureau for the purpose of carrying out the provisions of Subsection B of this section;*** provided that at the end of the seventy-second fiscal year and all subsequent fiscal years, all money in the motorcycle training fund in excess of the amount budgeted for the purposes delineated in Subsection B of this section shall revert to the state road fund.

**History:** Laws 1983, ch. 266, § 1; 1989, ch. 164, § 3; 1993, ch. 68, § 53.

## **APPENDIX 4**

### ***PROFESSIONAL SERVICES AGREEMENT***

The NMDOT Professional Services Agreement with the Motorcycle Safety Foundation shows that certified motorcycle rider training instructors are required to teach the motorcycle riding training course approved by the NMDOT/ TSD, the State authority for motorcycle safety issues. Also provided is information on the required quality assurance standards for RiderCoaches.

**Click on icon below to open the .pdf**



Contract 5419 MSF  
2011-2015 01 07 11.p



## APPENDIX 5

### *LISTING OF COUNTY MOTORCYCLE REGISTRATIONS as of MAY 2013*

County Name	# Of Registered Motorcycles as of 5/30/2013	Registered Motorcycles in Counties with Classes	Corresponding Cities	# of Classes in the County (6/2012 – 5/2013)
<b>Bernalillo</b>	19,552	<b>19,552</b>	<b>Albuquerque</b>	<b>140</b>
Catron	166			
<b>Chaves</b>	2,101	<b>2,101</b>	<b>Roswell</b>	<b>15</b>
Cibola	686			
Colfax	585			
<b>Curry</b>	1,783	<b>1,783</b>	<b>Clovis</b>	<b>8</b>
De Baca	82			
Dona Ana	5,965			
Eddy	2,235			
Grant	1,152			
Guadalupe	110			
Harding	22			
Hidalgo	151			
Lea	1,821			
Lincoln	996			
Los Alamos	1,057			
Luna	755			
McKinley	891			
Mora	153			
<b>Otero</b>	3,004	<b>3,004</b>	<b>Alamogordo</b>	<b>21</b>
Quay	340			
Rio Arriba	1,247			
Roosevelt	547			
<b>San Juan</b>	4,382	<b>4,382</b>	<b>Farmington</b>	<b>18</b>
San Miguel	949			
Sandoval	4,817			
<b>Santa Fe</b>	5,270	<b>5,270</b>	<b>Santa Fe</b>	<b>9</b>
Sierra	578			
Socorro	483			
Taos	1,330			
Torrance	475			
Union	121			
Valencia	2,499			
<b>TOTALS</b>	<b>66,305</b>	<b>36,092</b>		<b>211</b>

**36,092 = 54.4% of Statewide Total**

## APPENDIX 6

### *MOTORCYCLE TRAINING FUND DOCUMENTATION*

Click on icon below to open the .pdf



Motorcycle Fund Ltr  
3-15-13.pdf

**APPENDIX A TO PART 1200 –  
CERTIFICATION AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: New Mexico

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it 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.)

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

**GENERAL REQUIREMENTS**

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through 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))

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
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant 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;
- A unique identifier (DUNS);
- 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 will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

### **THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)**

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

### **BUY AMERICA ACT**

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

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

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(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-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

**RESTRICTION ON STATE LOBBYING**  
**(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 Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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



- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

#### Instructions for Lower Tier Certification

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

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

**POLICY 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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

## **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 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.

## **ENVIRONMENTAL IMPACT**

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

## **SECTION 402 REQUIREMENTS**

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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;
- 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;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

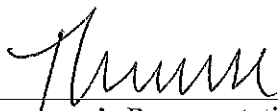
(23 U.S.C. 402(b)(1)(F))

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))

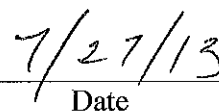
The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

**I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.**

**I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.**



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety



\_\_\_\_\_  
Date

**Tom Church, Cabinet Secretary, Designate**

\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

**APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: NEW MEXICO

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

7/27/13  
Date

**Tom Church, Cabinet Secretary, Designate**  
\_\_\_\_\_  
Printed name of Governor's Representative for Highway Safety

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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 HSP. Attachments may be submitted electronically.

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**X Part 1: Occupant Protection (23 CFR 1200.21)**

**All States:** [Fill in all blanks below.]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- 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 as HSP attachment or page # Attachment A.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Attachment A.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Attachment A.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Attachment A.

**Lower Seat belt Use States:** [Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.
- Legal citation(s):**

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

**Legal citations:**

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
  
- Coverage of all passenger motor vehicles:
  
- Minimum fine of at least \$25:
  
- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # \_\_\_\_\_.

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # \_\_\_\_\_.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # \_\_\_\_\_.

- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

- The State's NHTSA-facilitated occupant protection program assessment was conducted on \_\_\_\_\_;

**OR**

- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

**X Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in at least one blank for each bullet below.]*

- A copy of [*check one box only*] the  TRCC charter or the  statute legally mandating a State TRCC is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on **June 13, 2013**.
  - A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on **June 13, 2013 & June 26, 2013**.
  - A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on **June 13, 2013**.
  - The name and title of the State's Traffic Records Coordinator is **Yolanda Duran, Traffic Records Program Manager**.
  - A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # \_\_\_\_\_ or submitted electronically through the TRIPRS database on **June 13, 2013**.
  - [*Check one box below and fill in any blanks under that checked box.*]
    - The following pages in the State's Strategic Plan provides a written description of the performance measures, 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: pages \_\_\_\_\_
    - OR**
    - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # **B**.
  - The State's most recent assessment or update of its highway safety data and traffic records system was completed on **June 5-10, 2011**.
-



### **X Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

#### **All States:**

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- 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 1200.23(i) in the fiscal year of the grant.

#### **Mid-Range State:**

- *[Check one box below and fill in any blanks under that checked box.]*
  - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on \_\_\_\_\_ and is provided as HSP attachment # \_\_\_\_\_;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # C.

#### **High-Range State:**

- *[Check one box below and fill in any blanks under that checked box.]*
  - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on \_\_\_\_\_;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
- *[Check one box below and fill in any blanks under that checked box.]*
  - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on \_\_\_\_\_ is provided as HSP attachment # \_\_\_\_\_.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**Ignition Interlock Law:** [*Fill in all blanks below.*]

- The State's ignition interlock law was enacted on **6-17-2005** and last amended on **4-8-2010**, is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citation(s):**

**NMSA 66-8-102**

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**Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in **all** blanks below.]*

**Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving:
  
- Definition of covered wireless communication devices:
  
- Minimum fine of at least \$25 for first offense:
  
- Increased fines for repeat offenses:
  
- Exemptions from texting ban:

**Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on youth cell phone use while driving:
  
  - Driver license testing of distracted driving issues:
  
  - Minimum fine of at least \$25 for first offense:
  
  - Increased fines for repeat offenses:
  
  - Exemptions from youth cell phone use ban:
-

**X Part 5: Motorcyclist Safety (23 CFR 1200.25)**

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

**X Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # **D**\_\_\_\_\_.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # **D**\_\_\_\_\_.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # **D**\_\_\_\_\_.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # **D**\_\_\_\_\_.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment# **D**\_\_\_\_\_.

 **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # \_\_\_\_\_.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # \_\_\_\_\_.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # \_\_\_\_\_.
- Copy of the State strategic communications plan is provided as HSP attachment # \_\_\_\_\_.

**Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.

**Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # \_\_\_\_\_.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

**Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

**X Use of fees collected from motorcyclists for motorcycle programs:** [Check one box below and fill in any blanks under the checked box.]

**X Applying as a Law State –**

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.  
**Legal citation(s):** NMSA 66-10-10

**AND**

- The State's law appropriating funds for FY2014 that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.  
**Legal citation(s):** NMSA 66-10-10

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 as HSP attachment # \_\_\_\_\_.



**Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in **all** applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage** – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

**Legal citations:**

- Testing and education requirements:
  
- Driving restrictions:
  
- Minimum duration:
  
- Applicability to novice drivers younger than 21 years of age:
  
- Exemptions from graduated driver licensing law:



**Intermediate Stage** – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

**Legal citations:**

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

**Additional Requirements During Both Learner’s Permit and Intermediate Stages**

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

**Legal citation(s):**

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

**Legal citation(s):**

**License Distinguishability** (*Check one box below and fill in any blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

**Legal citation(s):**

**OR**

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.

**OR**

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.