



New Mexico DEPARTMENT OF
TRANSPORTATION

Highway Safety & Performance Plan FY2006



Transportation Programs Division
Traffic Safety Bureau

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INTRODUCTION

NEW MEXICO HSPP PLANNING PROCESS - ANNUAL CALENDAR

January

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

February

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

March

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

April

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

May

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

June

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

July

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

August

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

September

- Submit final HSPP to NHTSA and FHWA.

October

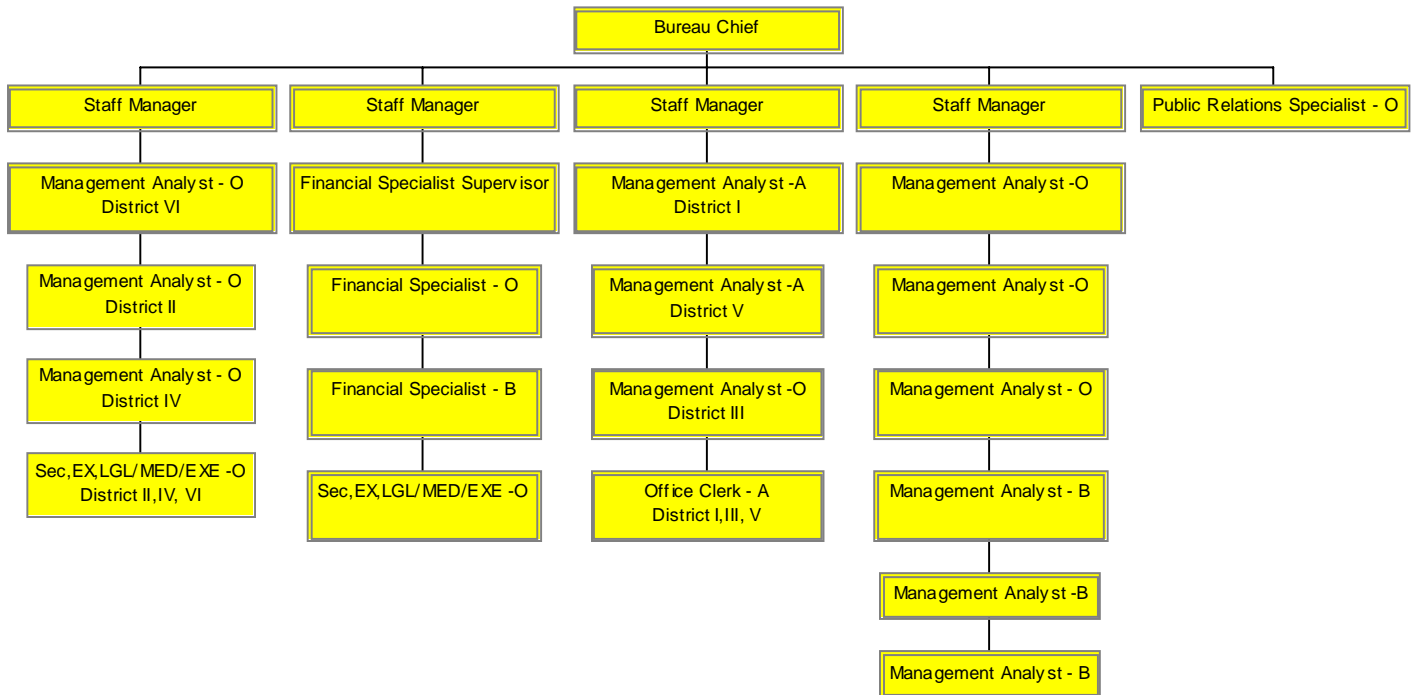
- Implement grants and contracts for current year.
- Carry forward partial funds for operations until next year funds available.

November - December

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

NMDOT - TRAFFIC SAFETY BUREAU ORGANIZATIONAL CHART

Programs Division



MISSION STATEMENT

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

EXECUTIVE SUMMARY

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

Alcohol/ Impaired Driving

Despite NM's strong DWI laws and its effective support system for law enforcement activities, DWI remains a critical social, public health, and economic problem. NM's Governor has identified DWI as the #1 problem in NM and has determined to make it a top priority of his administration. The Governor has appointed a DWI Coordinator to oversee DWI efforts statewide. The DWI Coordinator works closely with NMDOT/ TSB to determine the most effective strategies for addressing the DWI problem.

In 2004, the NMDOT/ TSB received a NHTSA Section 403 Demonstration Grant to develop a Comprehensive Impaired Driving Program. The NMDOT/ TSB has developed a Comprehensive Impaired Driving Work Plan that outlines tasks to be undertaken by multiple agencies over the next three years. In addition, the NMDOT/ TSB developed a Statewide Media and Marketing Communication Plan that outlines media and marketing strategies based on market research. As part of this Demo Grant, ten law enforcement officers were hired to focus 100 percent of their time on DWI enforcement in the five highest-risk counties for DWI. This three-year demonstration project will focus on enforcement, media, and evaluation.

Along with these special efforts, the NMDOT/ TSB continues to conduct its statewide Operation DWI Program that supports checkpoints and saturation patrols year-round. In 2005, eight Super Blitz operations were conducted statewide that focused on DWI and safety belt enforcement and media activities.

In 2005, the NM Legislature passed a number of DWI-related laws designed to help reduce DWI in the state. The most far-reaching of these new laws requires that all first-time convicted DWI offenders install interlock devices on the vehicles that they drive for a period of one year. The law increased the time ignition interlock devices must remain installed on vehicles of those convicted on 2nd and subsequent DWI offenses (2nd-time offenders for 2 years, 3rd-time offenders for 3 years, and 4th-time offenders for life) This new law also applies to juveniles. The NMDOT/ TSB is developing a database that will allow for evaluation of the impact of this groundbreaking legislation.

Two of NM's FY06 alcohol/ impaired driving performance objectives are to reduce the number of alcohol-related fatalities from 217 (FY04) to 195, and to reduce the alcohol-involved traffic fatality rate of 0.94 per 100M VMT (FY04) to 0.83.

Occupant Protection

In 2005, New Mexico's observed safety belt use percentage was 89.5. NM's primary safety belt law has been instrumental in achieving high use of safety belts and in reducing traffic related deaths and injuries. In addition, NM has passed other legislation that has contributed to the state's high use percentage. In NM, all motor vehicle occupants must use safety belts at all times. Children under the age of five must be in child safety seats and children ages five and six must be in booster seats.

NMDOT/ TSB supports occupant protection enforcement through its statewide Operation Buckle Down Program. These activities are combined with TSB's ODWI Program to conduct Super Blitz Mobilizations eight times a year. These law enforcement operations are combined with statewide media campaigns to increase public awareness.

NM participates in the annual NHTSA "Click It or Ticket" national mobilization and in the "Buckle Up in Your Truck" mobilization.

NM's FY06 occupant protection performance objective is to increase its overall safety belt use from 89.5% (2005) to 91%.

Pedestrian Safety

In NM, there is interest in, and demand for, non-motorized modes of transportation such as bicycling, walking, running, and horseback riding. While these activities may provide health, economic, and environmental benefits, they increase exposure to traffic and traffic crashes. To successfully reduce New Mexico's pedestrian fatality rate, at-risk populations need to be identified and their safety needs addressed.

NMDOT/ TSB supports community-based efforts to address pedestrian-related traffic safety issues. In FY05, TSB allocated \$52,000 to the Pedestrian Safety Seed Grant Program to provide funds for pedestrian safety programs in higher-risk areas - primarily urban communities and adjacent tribal areas. TSB also participates in a statewide Walkability Advocacy Group that supports local, broad-based coalitions to promote pedestrian safety and walkability.

NMDOT/ TSB funds the Urban Pedestrian Law Enforcement Program that trains law enforcement officers on how to conduct pedestrian 'decoy' operations, implements pedestrian 'decoy' operations in areas identified as high-risk for pedestrian injuries; and evaluates the effectiveness of these operations.

Two of NM's FY06 pedestrian safety performance objectives are to reduce the pedestrian fatality rate of 2.91 per 100,000 population (FY04) to 2.88, and to reduce the alcohol-involved pedestrian fatality rate of 1.6 per 100,000 population (FY04) to 1.53.

Traffic Records

In FY05, NMDOT/ TSB executive and management staff participated in the Statewide Traffic Records System Executive Oversight Committee (STREOC) and the Statewide Traffic Records System Coordinating Committee (STRCC). These committees are charged with ensuring that the goals and objectives of the Statewide Traffic Records Strategic Plan are achieved. One of the primary goals of the Strategic Plan is to develop a Statewide Traffic Records System (STRS).

Among the current projects managed by NMDOT/ TSB, as part of the development of the STRS, are the TraCS Evaluation Pilot Project and the Ignition Interlock database. The TraCS Evaluation Pilot Project is testing software designed to facilitate the electronic collection of traffic citation, DWI citation, and other report data by law enforcement officers in the field. The Ignition Interlock database is designed to collect user data from all six of the State's approved ignition interlock manufacturers.

In FY06, the NMDOT/ TSB, in conjunction with the STREOC and the STRCC, will establish a Statewide Traffic Records Office, complete the TraCS Evaluation Pilot Project, complete the Ignition Interlock database, update the STRS Strategic Plan, develop the STRS architecture, and identify funding sources for the STRS. NMDOT/ TSB will also coordinate with NHTSA to conduct an updated Traffic Records Assessment.

Police Traffic Services

To target areas or problems that require special traffic-safety focus and to assist law enforcement agencies with training needs, NMDOT/ TSB supports a Police Traffic Services (PTS) Program. Under the PTS Program, TSB provides for three law enforcement liaisons that coordinate with law enforcement agencies statewide on TSB traffic safety projects.

In addition, TSB manages a Selective Traffic Enforcement Program (STEP) that includes Safety Corridor, Safe Streets, Saturation Patrol, Sobriety Checkpoint, Speed, and Commercial Vehicle Traffic projects.

Under the PTS Program, TSB contracts to provide training to law enforcement officers in a variety of areas including STEP, DWI checkpoints, field sobriety testing, radar certification and media. Courses are offered regionally and are provided at no cost or low cost to officers.

In FY06, NMDOT/ TSB will seek to reduce speed-involved fatal and serious injury crashes from 8.51 per 100M VMT (FY04) to 8.11, and to reduce failure to yield fatal and serious injury crashes from 8.53 per 100M VMT (FY04) to 7.39.

In addition, TSB plans to increase the number of safety corridors in the state from 8 to 12.

Media and Marketing

NMDOT develops an annual Statewide Media and Marketing Communications Plan that outlines its media and marketing strategies for DWI and occupant protection. Media messages are developed to reach targeted audiences and generate widespread media exposure. These public information and education campaigns occur in conjunction with law enforcement activities to maximize the effect on the public, whether to change driver behavior or to improve driver awareness.

In FY06, NMDOT will contract with a creative design firm to develop targeted media messages to high-risk populations. It will also contract for media outreach in the five highest risk counties in the state for DWI.

LEGISLATIVE ISSUES

2004 Highlights

- Imposed mandatory treatment for 2nd or 3rd DWI convictions. The DWI offender must complete one of the following court-approved programs: a 28 day inpatient, residential or in-custody substance abuse treatment, or a 90 day minimum outpatient treatment, or drug court or any other substance abuse treatment program approved by the court.
- Made it a fourth degree felony for a person to sell, serve, give, buy, or deliver alcohol to a minor, or assist a minor to buy, procure or to be served alcohol. It remains legal for parents, legal guardians or adult spouses of minors to serve alcohol to that minor on real property under their control. Use of alcohol in religious practices is exempted from this provision. Minors who try to obtain alcohol continue to be guilty of a misdemeanor.
- Created a criminal *per se* offense at .04 if the person is DWI and driving a commercial vehicle. Authorized revisions to the Motor Vehicle Code, Commercial Driver's License Act to include "driving a commercial motor vehicle while under the influence of alcohol, 66-5-54D.

2005 Highlights

- Ignition Interlock device and license required for anyone convicted of DWI, effective June 17, 2005.
- First-time DWI offenders must have the interlock device installed for 1 year, second-time offenders for 2 years, third-time offenders for 3 years, and fourth-time offenders for life (with an opportunity to appeal its removal after 5 years). This law applies to juveniles, as well.
- DWI offenders can no longer receive a limited license for attending DWI School. All first-time DWI offenders have their license revoked for 1 year, upon conviction.
- Booster seats are now required for children, ages five and six, regardless of weight. A booster seat or other child passenger restraint device must be used for children weighing less than sixty pounds, regardless of age.
- On a first DWI offense, if the offender violates probation on a suspended or deferred sentence, the judge may impose any sentence originally available and credit shall not be given for time served by the offender on probation. Under the old law, the offender would have been given credit for time served on probation.

PERFORMANCE PLAN

PROBLEM IDENTIFICATION PROCESS

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

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

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

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

INFORMATION DATA SOURCES

The data presented in the Highway Safety and Performance Plan are based on state fiscal years - July 2003 through June 2004 - and are obtained from a variety of agencies, including these six primary sources:

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

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

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

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

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

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

NEW MEXICO DEMOGRAPHICS

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

New Mexico has 63,991 miles of public road (HPMS - 2003), 89 percent of it rural (57,138 miles). In 2003 on NM roadways, there were 2.29 billion vehicle miles of travel, 58 percent of them rural miles (1.33 billion vehicle miles). As of July 2004, NM had 1,289,089 licensed drivers.

NM has a 2004 estimated population of 1,971,000. The 2000 Census indicated that the largest racial/ethnic group was Anglo (45.6%), followed by Hispanics (39.6%). NM's American Indian population is one of the largest percentage-wise in the nation at 10.7 percent. Blacks and Asians make up about 4 percent of the population. In 2000, 37 percent of NM's total population was under age 25. The largest racial/ethnic group with members under age 25 was American Indians (50% < age 25), followed by Hispanics (45% < age 25) and Anglos (28% < age 25).

Roughly 2/3 of the population lives in the NW quadrant of the state (includes Bernalillo County with 1/3 of the state's population). Another 1/4 live in the SE quadrant and the remaining live in the NE and SW quadrants of the state. Five counties account for 60 percent of the state's population (Bernalillo, Dona Ana, Sandoval, San Juan, and Santa Fe).

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

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

PROBLEM IDENTIFICATION

(State Fiscal Year July 1, 2003 - June 30, 2004)

- DWI has been identified as the #1 problem in NM and is a top priority for the Governor.
- Alcohol-related fatalities increased from 210 in FY03 to 217 in FY04.
- The traffic fatality rate rose in FY04 from 1.92 (FY03) to 2.10.
- The number of serious injuries due to traffic crashes increased by 100 in FY04 from FY03.
- Fatalities due to traffic crashes rose in FY04, mostly from non-alcohol-related crashes.
- The non-alcohol-related traffic crash rate rose from 198.2 in FY03 to 206.8 in FY04.
- Non-alcohol-related fatalities rose from 227 in FY03 to 269 in FY04.
- The pedestrian fatality rate per 100,000 population rose from 2.79 in FY03 to 2.91 in FY04.
- Adult males from 20-54 years and the elderly over 65 years of age are the highest-risk groups for pedestrian deaths.
- The speed-involved fatal and serious injury crash rate rose from 8.28 in FY03 to 8.51 in FY04.
- Average BAC levels of those arrested for DWI remained at .16, twice the legal limit.

FY04 Preliminary Data on Traffic Fatalities in NM - DGR/ UNM

- In FY04, 486 persons were killed in traffic crashes in New Mexico, an 11percent increase from FY03. Non-alcohol-related crashes accounted for the majority of the increase. There were 42 more non-alcohol fatalities and seven more alcohol-involved fatalities in FY04 than in FY03.
- Daytime (6 a.m. to 6 p.m.) non-alcohol fatalities increased by 19 in FY04.
- Alcohol-involvement is more common during the night (6 p.m. to 6 a.m.), with 65 percent of all alcohol-involved fatalities occurring at night.
- The pattern for fatal crashes is different by gender. Fatalities among women increased by 27 - an increase of 11 in non-alcohol crashes and 16 in alcohol-involved crashes - as compared to FY03 data. Fatalities among men increased by 22 - with an increase of 31 in non-alcohol crashes and a decrease of 9 in alcohol-involved crashes - as compared to FY03 data.

Review of Traffic Safety Data - State Fiscal Years 2000 - 2004

FY05 and FY06 projections are based on linear fits to FY98 - FY04 data using the forecast function in Excel that provides a simple regression calculation.

Chart 1 shows that the number of fatalities due to traffic crashes in New Mexico rose by more than 11 percent between FY03 and FY04. Most of the increase in fatalities in FY04 came from non-alcohol-related crashes. The number of crash fatalities is projected to decrease in FY05 and FY06 from FY04 figures.

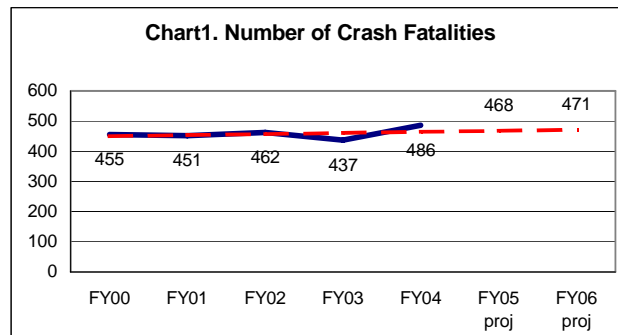


Chart 2 shows that NM's traffic fatality rate rose between FY03 and FY04, and is at its highest rate in five years. The largest increase in fatalities in FY04 was in non-alcohol-related crashes. This rate is projected to drop and stabilize over the next couple of years.

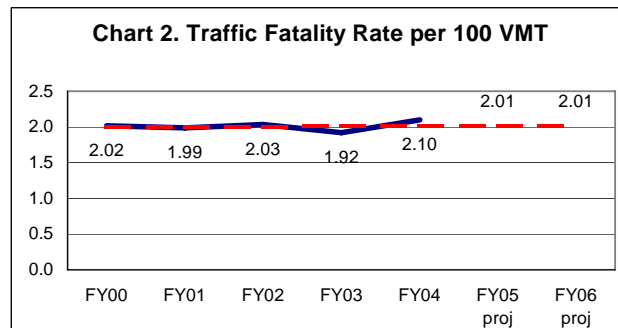
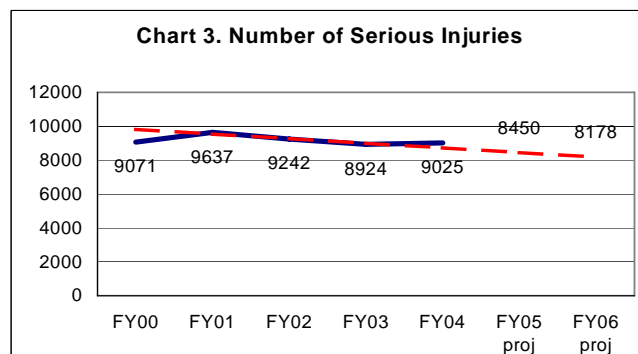


Chart 3 shows that the number of serious injuries due to traffic crashes had fallen steadily since FY01, but showed a slight increase between FY03 and FY04. This number is projected to decrease over the next two years.



*Serious injuries refers to Class A & B injuries which include visible and incapacitating injuries

**FY99 and FY00 injury counts are affected by an undercount in 1999

Chart 4 shows that the fatal traffic crash rate per 100,000 population rose slightly between FY03 and FY04. This rate is projected to decrease in FY05 and FY06.

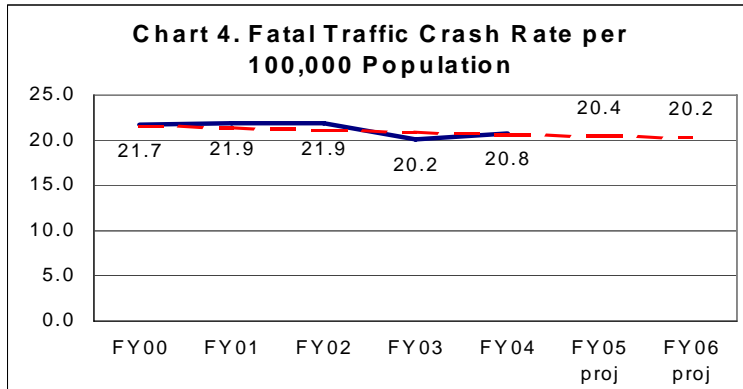
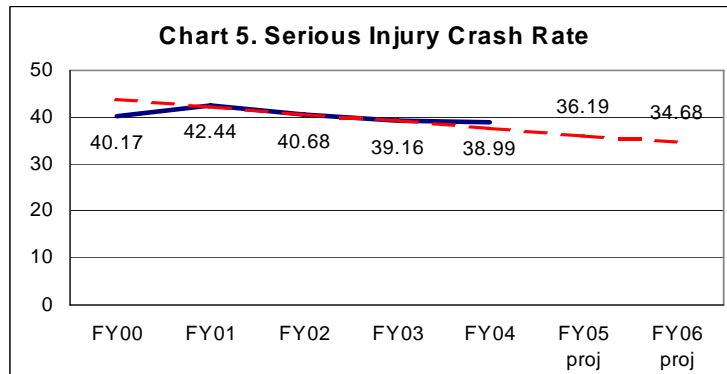


Chart 5 shows that the serious injury crash rate has been decreasing since FY01. It is projected to continue to decrease in FY05 and FY06.



*Serious injuries refers to Class A & B injuries which include visible and incapacitating injuries
 **FY99 and FY00 injury counts are affected by an undercount in 1999.

Chart 6 shows that the number of alcohol-related fatalities in NM increased only slightly in FY04 after a large decrease between FY02 and FY03. Projections indicate a possible increase in alcohol-related fatalities over the next two years.

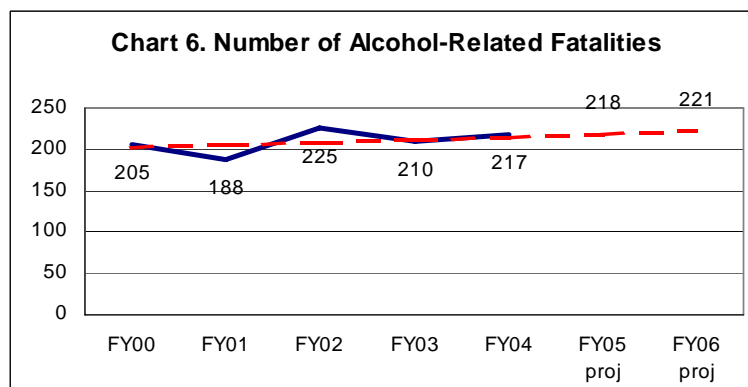


Chart 7 shows that the percentage of alcohol-related fatalities in NM has continued to drop since FY02. Projections indicated a slight increase over the next two years.

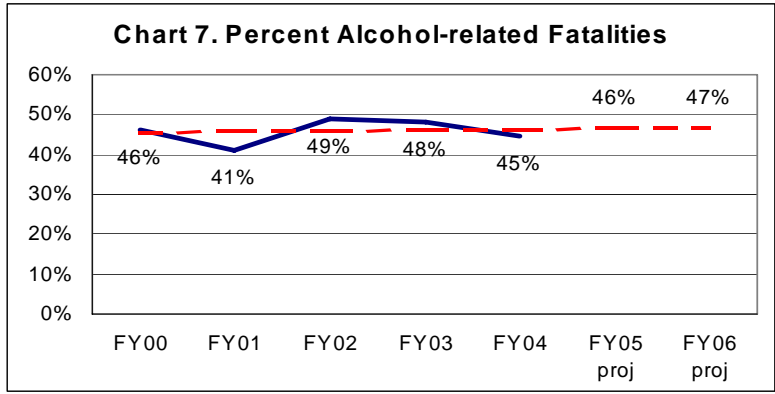


Chart 8 shows that the rate of alcohol-related traffic fatalities per 100M VMT in NM has risen slightly from FY00, but is projected to remain stable over the next couple of years.

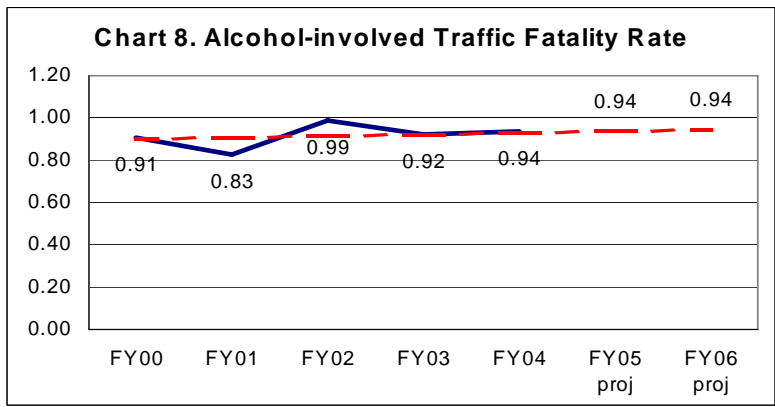


Chart 9 shows that the alcohol-involved fatal crash rate per 100,000 population has decreased steadily since FY02, however, it is projected to increase in FY05.

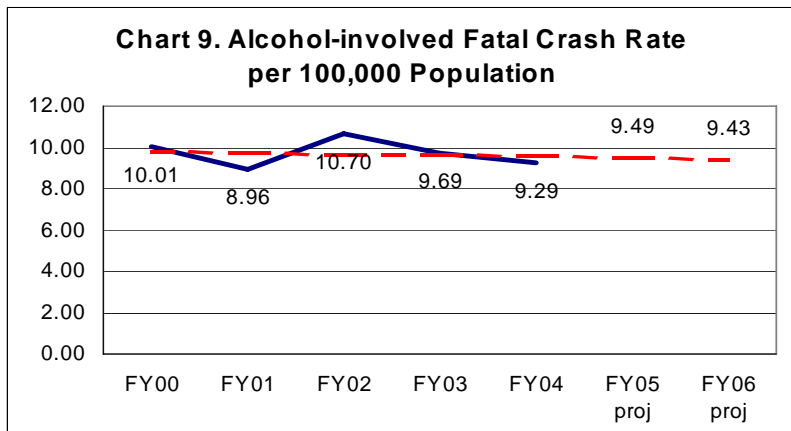
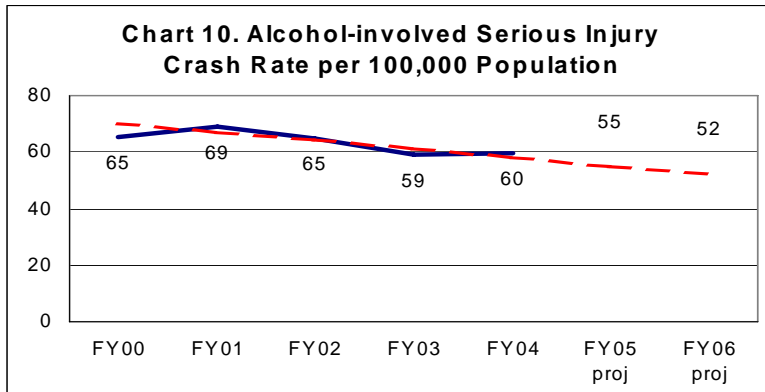
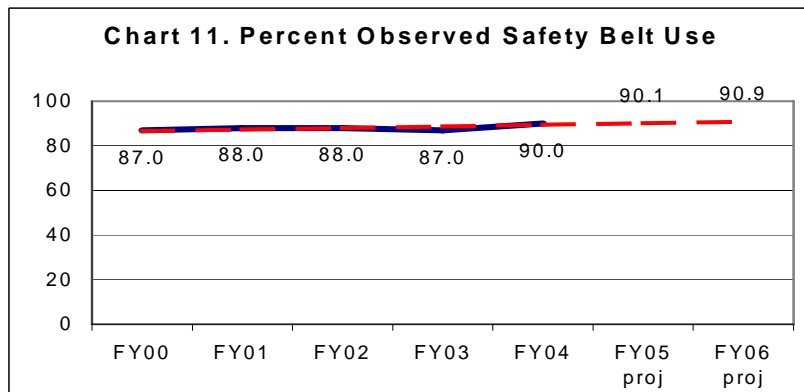


Chart 10 shows that the alcohol-involved serious injury crash rate per 100,000 population increased slightly in FY04, after decreasing between FY01 and FY03. This rate is projected to decrease over the next two years.



*Serious injuries refers to Class A & B injuries which include visible and incapacitating injuries
 **FY99 and FY00 injury counts are affected by an undercount in 1999

Chart 11 shows that NM's observed safety belt use percentage has remained rather steady over the past few years. The percentage of those using safety belts in NM is projected to rise slightly over the next two years.



As Chart 12 shows, the pedestrian fatality rate per 100,000 population rose between FY03 and FY04, however it is projected to decrease by FY06.

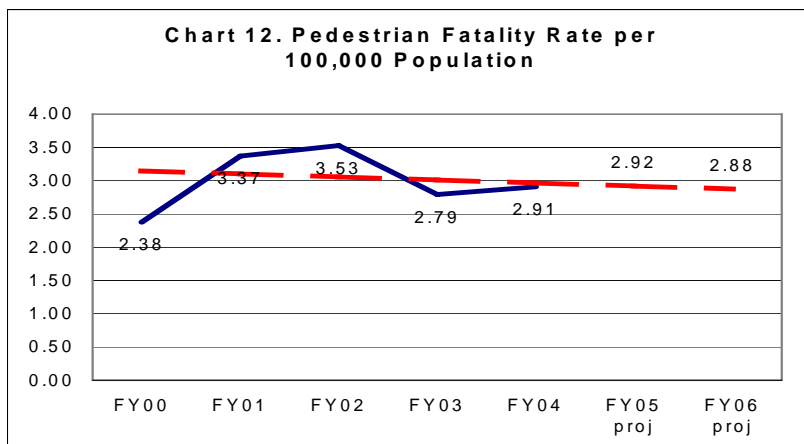
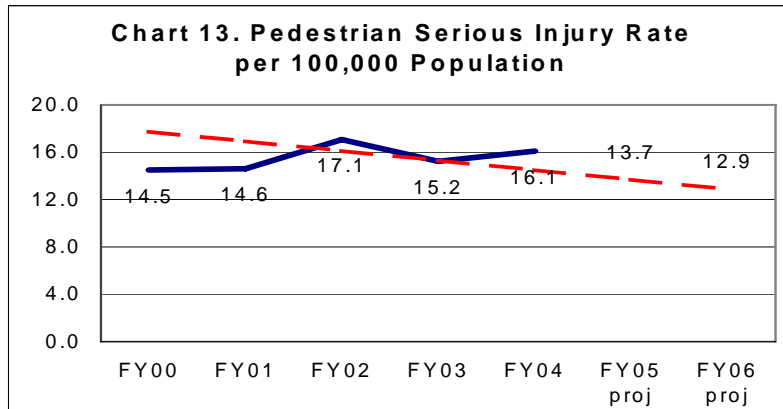


Chart 13 shows that NM's pedestrian serious injury rate per 100,000 population rose slightly in FY04 from FY03, but is projected to decrease over the next two years.



*Serious injuries refers to Class A & B injuries which include visible and incapacitating injuries
 **FY99 and FY00 injury counts are affected by an undercount in 1999

Chart 14 shows that NM's alcohol-involved pedestrian fatality rate per 100,000 population has decreased since FY02, however, this rate is projected to increase over the next two years.

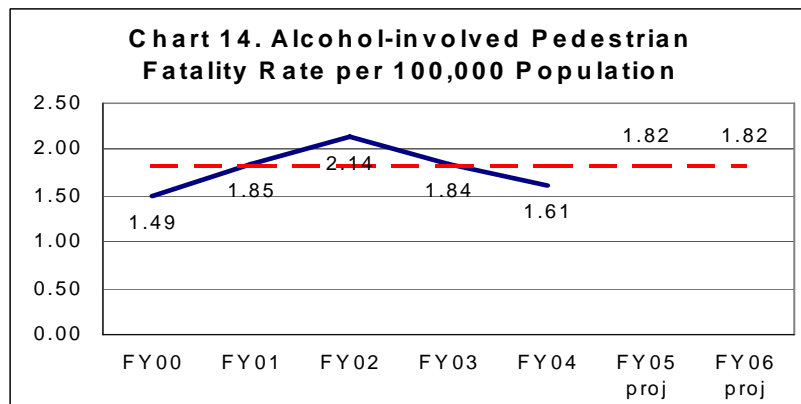
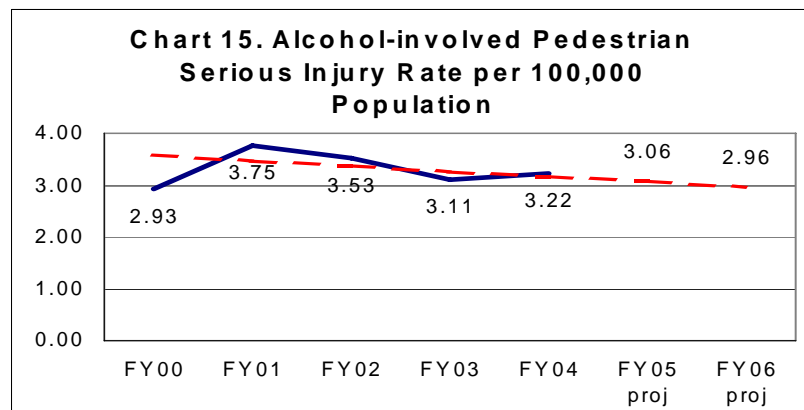


Chart 15 shows that the alcohol-involved pedestrian serious injury rate per 100,000 population rose slightly in FY04 from FY03, but is projected to decrease in FY05 and FY06.



*Serious injuries refers to Class A & B injuries which include visible and incapacitating injuries
 **FY99 and FY00 injury counts are affected by an undercount in 1999

Chart 16 shows that NM's speed-involved fatal and serious injury crash rate has increased since FY02, but it is projected to decrease in FY05 and FY06.

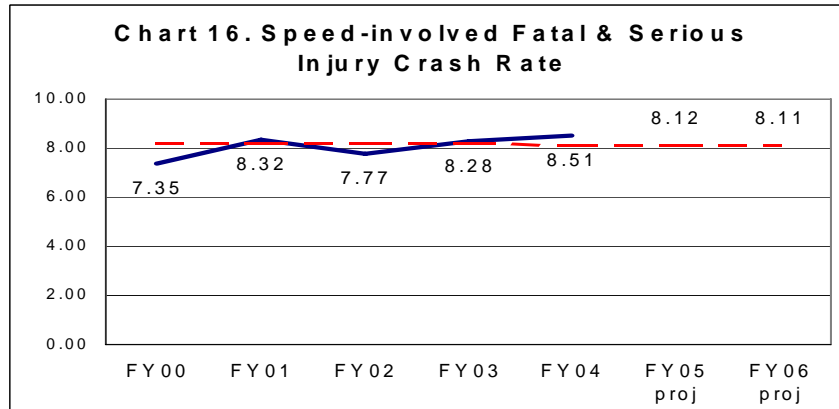
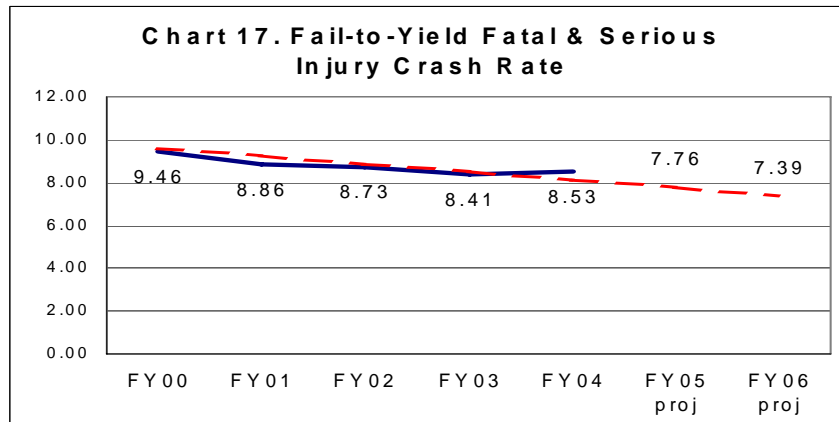


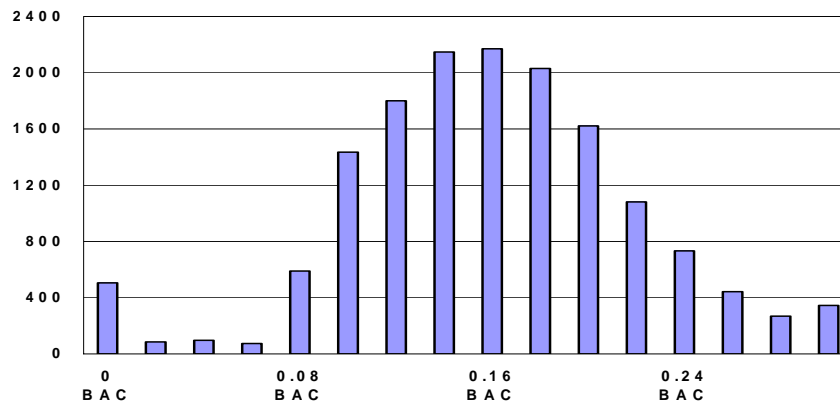
Chart 17 shows that NM's failure-to-yield fatal and serious injury crash rate increased slightly in FY04 from FY03, but it is projected to decrease over the next two years.



*Serious injuries refers to Class A & B injuries which include visible and incapacitating injuries
 *FY99 and FY00 injury counts are affected by an undercount in 1999

As shown in Chart 18, in FY04, the mean BAC (Blood Alcohol Concentration) result for those arrested for DWI in NM was 0.16, double the legal limit for drivers 21 and older.

Chart 18. FY04 BAC Test Results



High-Risk Groups - Based on FY04 Preliminary Data

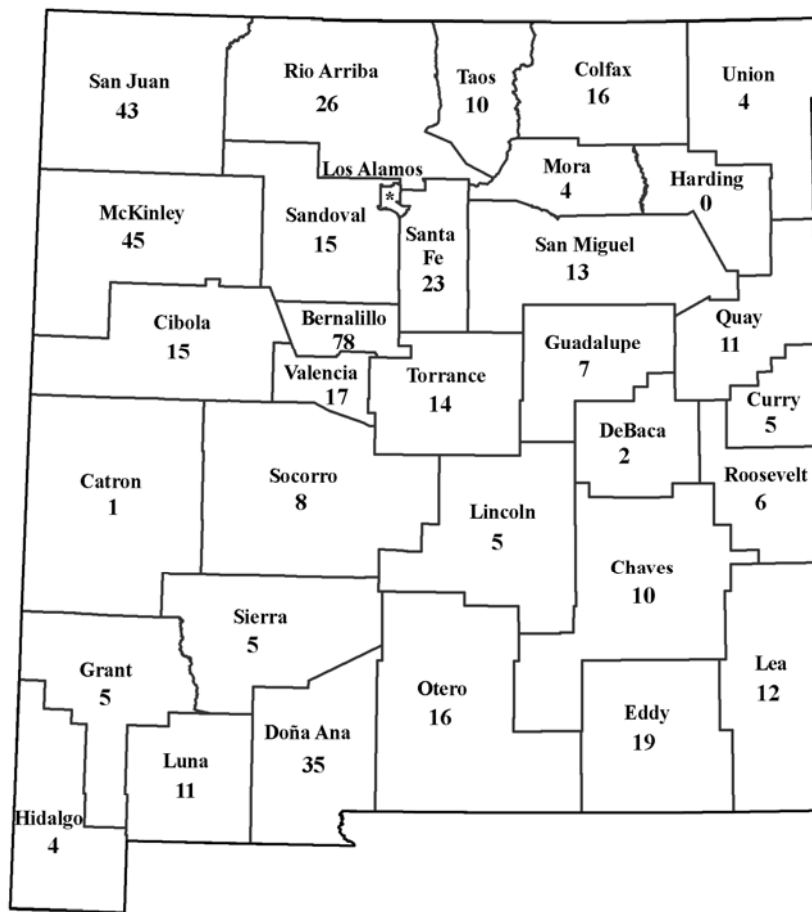
Motor vehicle crashes are a major cause of injury and death for all age groups, every ethnicity, and both sexes, however certain demographic groups must be considered high-risk.

- Teen drivers (15-19) accounted for 16 percent of all crashes, 10 percent of all traffic deaths and 16 percent of all injuries, although they comprise only 5 percent of all licensed drivers. Male teenagers died in crashes more than three times as often as female teens, and 56 percent of teen crash deaths involved alcohol.*
- Young adult drivers (20-24) accounted for 15% of all drivers in crashes, but comprise only 9 percent of New Mexico drivers. Young adult males died in crashes almost four times as often as young adult females, and 50 percent of young adult crash deaths involved alcohol.*
- New Mexico children and teens have lower safety belt use than adult drivers. Proxy measures for youth safety belt use show that in FY04, 80 percent of youth ages 5-12 and 81 percent of youth ages 13-17 used safety belts, as compared to 87percent of adults.
- Adult males from 20-54 years and the elderly over 65 years of age are the highest-risk groups for pedestrian deaths. Between FY01 and FY04, 68 percent of pedestrian deaths were among males ages 20-54 and 69 percent of these involved alcohol.
- Intoxicated pedestrians accounted for 55 percent of pedestrian fatalities in FY04.
- Almost three times as many New Mexicans died in traffic crashes in rural areas than in urban areas (73% - rural; 27% - urban). In rural areas, drivers are slightly less likely to use safety belts, and they drive at higher speeds than in urban settings. Crashes involving overturned vehicles and fatal collisions with pedestrians are more common in rural areas.

* from 2003 NM Crash Book, calendar year data

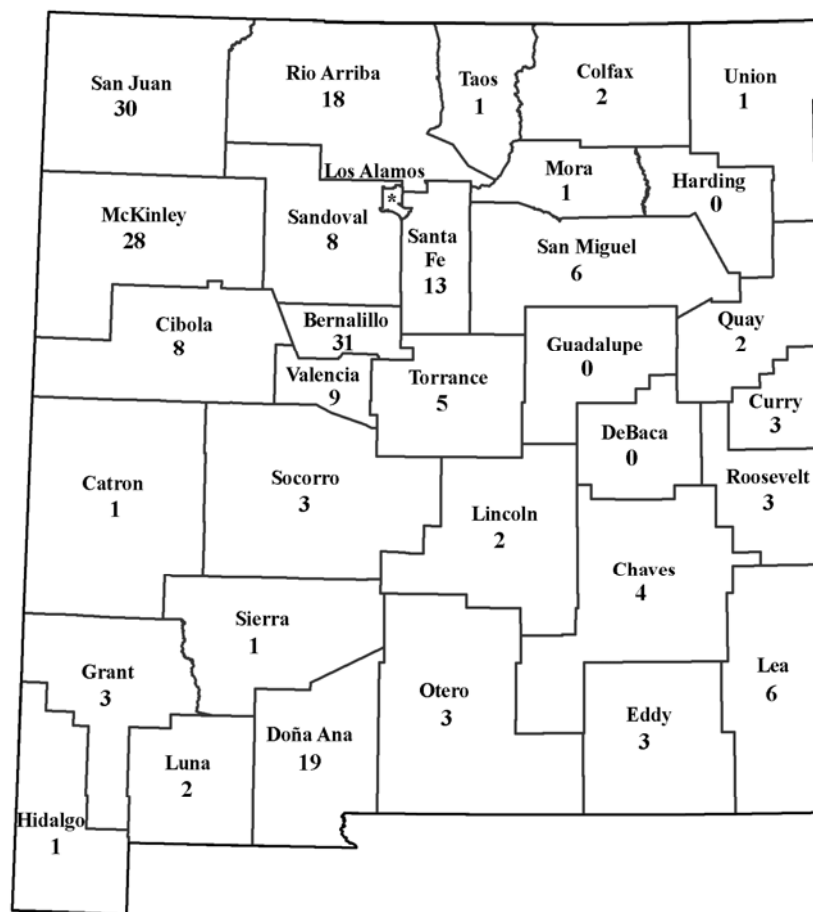
As evidenced by the data presented in the preceding charts and bullets, in New Mexico, a high percentage of traffic deaths and injuries result from drinking and driving, high BAC levels, failure to wear safety belts, pedestrian alcohol-involved crashes, and excessive speed.

Number of Traffic Fatalities by County in NM – FY05



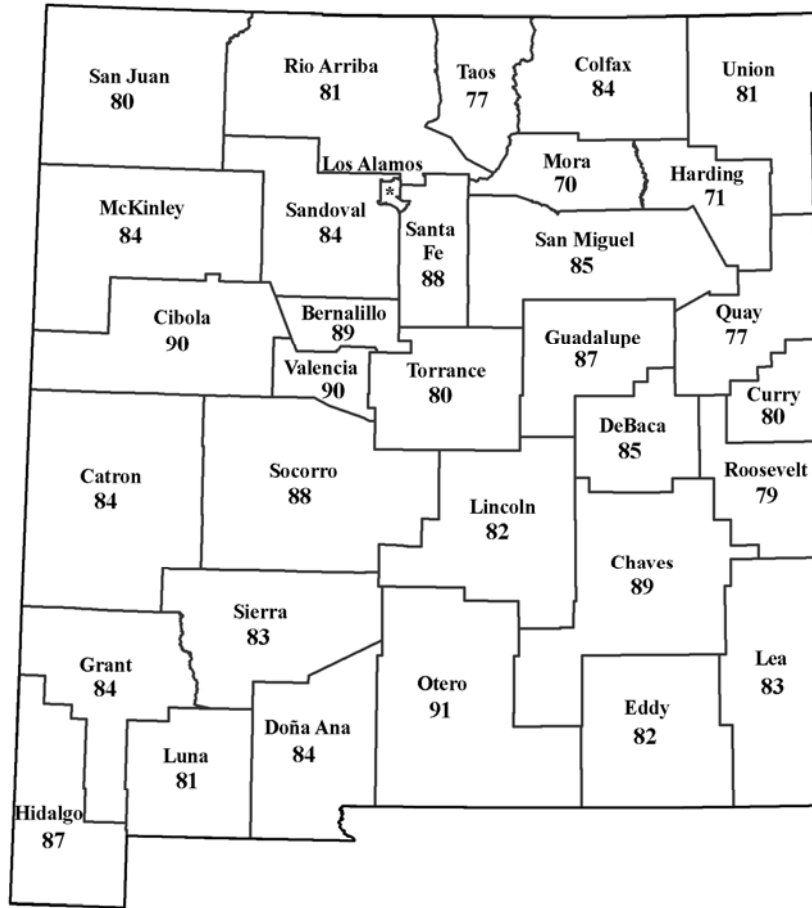
* The number for Los Alamos County is 1

Number of Alcohol-Involved Traffic Fatalities by County in NM – FY04



* The number for Los Alamos County is 0

**Proxy Safety Belt Use by County in NM
FY02–FY04****



* The number for Los Alamos County is 90

**Proxy measures are based on police reported belt use among vehicle occupants, in vehicles not at fault, with incapacitating or visible injuries for the period FY02-FY04

GOALS - DEVELOPMENT OF GOALS & OBJECTIVES

The Traffic Safety Bureau (TSB) conducts monthly HSPP planning meetings each year from January through August. Attendees at the meetings include TSB Program managers (PMs), NM's South Central NHTSA representative, FHWA, NMDOT Planning Division, DGR/ UNM, NMDOH, and other traffic safety advocates such as SAFER NM Now, MADD, and AAA New Mexico.

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

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

Projections made in the charts presented in the Problem Identification section are based on a simple linear regression calculation. In some cases, PMs chose to establish more aggressive performance measures for FY06, based on their data review and discussion process and a discussion of projected interventions and activities planned for FY06.

TRAFFIC SAFETY PLANNING PARTICIPANTS/PARTNERS

<p>NM Department of Transportation NHTSA South Central Region</p> <p>University of New Mexico Division of Government Research Institute of Public Law Emergency Medicine Dept. Continuing Ed./Community Services</p> <p>Statewide Traffic Records Executive Oversight Committee Statewide Traffic Records Coordinating Committee</p> <p>NMDOH Injury Epidemiology Unit State Lab Injury Prevention and EMS Bureau</p> <p>Department of Education DWI Interagency Work Group Governor's Multi-Agency DWI Task Force</p>	<p>Traffic Safety Advisory Committee Motor Vehicle Division Administrative Office of the Courts Alcohol and Gaming Division Mothers Against Drunk Driving DWI Resource Center Albuquerque Metropolitan Court NM Restaurant Association AAA New Mexico Various NM Law Enforcement Agencies</p> <p>Dept. of Public Safety NM State Police Motor Transportation Division Special Investigations Division</p> <p>Federal Highway Administration Federal Motor Carriers</p> <p>Governor's Ignition Interlock Task Force NM Tribal Crime Data Advisory Board DFA Local DWI Program</p>
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NEW MEXICO'S FY06 GOAL

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

NEW MEXICO'S OBJECTIVES/PERFORMANCE MEASURES

FY July 1, 2005 – June 30, 2006

Projections made in the charts presented in the Problem Identification section are based on a simple linear regression calculation. For some of the measures presented below, PMs chose to establish more aggressive performance measures for FY06.

Overall

Reduce the number of crash fatalities from 486 (FY04 data, most recent available) to 450 by the end of FY06.

Reduce the traffic fatality rate of 2.10 per 100M VMT (FY04 data, most recent available) to 1.92 per 100M VMT by the end of FY06.

Reduce the number of serious injuries from 9,025 (FY04 data, most recent available) to 8,000 by the end of FY06.

Reduce the fatal traffic crash rate of 20.8 per 100,000 population (FY04 data, most recent available) to 19.0 per 100,000 population by the end of FY06.

Reduce the serious injury crash rate of 354 per 100,000 population (FY04 data, most recent available) to 314 per 100,000 population by the end of FY06.

Planning and Administration

Develop the annual Highway Safety and Performance Plan by the end of FY06.

Develop grant applications by the end of FY06.

Conduct a grantee project management training by the end of FY06.

Alcohol/Impaired Driving

Reduce the number of alcohol-related fatalities from 217 (FY04 data, most recent available) to 195 by the end of FY06.

Reduce the percent of alcohol-related fatalities among all traffic crash fatalities from 45% (FY04 data most recent available) to 43% by the end of FY06.

Reduce the alcohol-involved traffic fatality rate of 0.94 per 100M VMT (FY04 data, most recent available) to 0.83 per 100M VMT by the end of FY06.

Reduce the alcohol-involved fatal crash rate of 9.29 per 100,000 population (FY04 data, most recent available) to 8.35 per 100,000 population by the end of FY06.

Reduce the alcohol-involved serious injury crash rate of 60 per 100,000 population (FY04 data, most recent available) to 50 per 100,000 population by the end of FY06.

Occupant Protection

Increase New Mexico's overall safety belt use from 89.5% (2005 data) to 91% by the end of FY06.

Pedestrian Safety

Reduce the pedestrian fatality rate of 2.91 per 100,000 population (FY04 data, most recent available) to 2.88 per 100,000 population by the end of FY06.

Reduce the pedestrian serious injury rate of 16.1 per 100,000 population (FY04 data, most recent available) to 12.9 per 100,000 population by the end of FY06.

Reduce the alcohol-involved pedestrian fatality rate of 1.6 per 100,000 population (FY04 data, most recent available) to 1.5 per 100,000 population by the end of FY06.

Reduce the alcohol-involved pedestrian serious injury rate of 3.2 per 100,000 population (FY04 data, most recent available) to 2.9 per 100,000 population by the end of FY06.

Police Traffic Services/STEPS

Increase the number of safety corridors from 8 (in FY05) to 12 by the end of FY06.

Reduce speed involved fatal and serious injury crashes from 8.51 per 100M VMT (FY04 most recent data available) to 8.11 per 100M VMT by the end of FY06.

Reduce failure to yield* fatal and serious injury crashes from 8.53 per 100M VMT (FY04 most recent data available) to 7.39 per 100M VMT by the end of FY06.

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

Traffic Records

Complete the TraCS Evaluation Pilot Project with the six participating law enforcement agencies by the end of federal FY06.

Enter electronically 15 percent of LEA Pilot agencies' DWI citations, other traffic citations,** and crash reports by the end of federal FY06. Data will be entered in the field by the six law enforcement agencies participating in the TraCS Pilot Project.

Establish a Statewide Traffic Records System (STRS) office by the end of federal FY06. The STRS office will contain the STRS Architect, the TraCS Project Team, and other traffic related projects.

Complete implementation of the Ignition Interlock Database by the end of federal FY06.

Coordinate with NHTSA to conduct a Traffic Records Assessment by the end of FY06.

**other traffic citations are based on convictions only, as this is what is currently available

PROJECT SELECTION AND DEVELOPMENT

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

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

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

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

Project Selection

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

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

Project Proposal Process

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

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

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

Assessment of Required Proposal Criteria

Is a traffic safety problem identified?

Response	Criterion Description
Weak	Traffic safety problem is vague and weak in definition and description, or no traffic safety problem is identified.
Moderate	Traffic safety problem is fairly clear, but not all of the specifics or problem elements are provided.
Strong	Traffic safety problem is clearly identified in terms of location, offender identification, over-representation; or system or personnel deficiencies; or, if required mandated sources cited.

Is the problem supported with current and applicable data?

Response	Criterion Description
Weak	Minimal or no problem data provided, or information used is obsolete or unrelated.
Moderate	Data is current, applicable and descriptive but not as specific as it could be. Contains only general support data.
Strong	Data is current and clearly supports the problem and location identified. Contains strong support data cited from a reliable source.

Does the solution respond to and/or help the State achieve its goals as detailed in the HSPP?

Response	Criterion Description
Weak	The solution or countermeasure does not offer an adequate approach toward problem solution or does not affect the traffic safety problem.
Moderate	The solution or countermeasure provides a general approach to address the problem. The approach includes some relevant tasks and activities to achieve the goals.
Strong	The solution or countermeasure provides a comprehensive approach to address the problem. The approach is comprised of relevant tasks and activities to achieve the goals.

Is each performance goal appropriate to the problem?

Response	Criterion Description
Weak	Goals are vaguely stated or do not address the problem or solution identified. Goals are not stated.
Moderate	Goals are generally stated to address the problem and solution identified.
Strong	Goals are clearly stated and appropriate to the problem and solution identified.

Do the performance goals follow the SMART principle (specific, measurable, action oriented, realistic, and "time-framed")?

Response	Criterion Description
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Weak	The goals contain some or none of the required SMART principle.
Moderate	The goals contain most of the required SMART elements, but are not complete.
Strong	The goals are specific, measurable, action oriented, realistic, and "time-framed."

Will the performance indicators provide measured progress?

Response	Criterion Description
Weak	Performance indicators are not appropriate or measurable, or no performance indicators provided.
Moderate	Performance indicators generally stated and measurable.
Strong	Strong performance indicators that are clearly stated, realistic, measurable, goal-oriented.

Does the Action Plan include appropriate activities or tasks to be performed?

Response	Criterion Description
Weak	Action Plan is too vague to track required activities or tasks, or no action plan was provided.
Moderate	Some applicable activities or tasks are missing, or are not scheduled in an Action Plan.
Strong	Action Plan is complete and accurate, and all appropriate activities or tasks are identified.

Scoring Criteria for the Budget

Is the budget reasonable, and will it support the problem and solution described?

Response	Criterion Description
Weak	Budget may not be reasonable or may not support the project.
Moderate	Budget can support the project but is not completely reasonable.
Strong	Budget is reasonable and appropriate for the problem and solution identified.

Projects are scored using the following scoring criteria:

- 1-3 = Weak
- 4-7 = Moderate
- 8-10 = Strong

A project must have an average of 6 or better to be considered for funding.

Project Proposal Approval

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

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

Project Development Process

The project development process consists of the following steps:

- 1) Problem identification
- 2) Countermeasure selection
- 3) Evaluation planning
- 4) Project plan development
- 5) Negotiation

- 6) Consensus
- 7) Approval
- 8) Implementation

Project Selection Based on Problem Identification

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

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

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

Project Agreement Purpose/Goal(s)

The purposes for developing formal project agreements are to:

- produce a clearly defined problem statement
- produce a clearly specified work statement
- clearly define goals and performance measures
- clearly define respective roles and responsibilities
- achieve understanding among all parties
- reach consensus
- ensure accountability

Countermeasure Selection

In selecting countermeasures, clearly identifying both the target audience and the target area is important.

EXAMPLES:

<p>Target Audiences: impaired drivers</p> <p>speeding motorists</p> <p>unbuckled vehicle occupants</p>	<p>Target Areas: a specific segment of roadway during nighttime, on weekends, or during daylight hours</p> <p>northeast quadrant of city</p> <p>jurisdiction-wide during daylight hours</p>
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Countermeasures should be such that a “reasonably prudent mind” would believe that it would produce effective results. Countermeasures should relate directly to the problem identification and community resources detailed in the problem statement.

Specific Training Needs

Specific training is required in the following situations:

- If equipment is purchased by the grantee, the project agreement must contain guidelines assuring that the agency achieves and/or maintains proper training and certifications for proper utilization of the equipment (for example, user of radar must be “radar certified,” etc.).
- If an impaired driving grant for law enforcement, the project agreement must contain requirements for Standard Field Sobriety Testing (SFST) certifications.
- Additional training may be identified in the project agreement that is specific to the grant and/or funding source as recommended by the TSB, NHTSA, or FHWA.

Other Types of Project Agreements

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

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

Funding Source

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

HIGHWAY SAFETY PLAN

New Mexico's Highway Safety Plan presents the state's strategies for reducing traffic-related crashes, fatalities, and injuries. These strategies are based on identified problems and relate directly to achieving the goal and performance objectives established for FY 06. The Plan includes countermeasures for five of the "National Program Areas" identified by NHTSA and FHWA.

Through the review of New Mexico's traffic safety issues and the setting of the FY06 HSPP performance objectives, TSB is proposing to continue funding projects in the following program areas: Planning and Administration; Alcohol/ Impaired Driving; Occupant Protection; Pedestrian and Bicycle Safety; Police Traffic Services; Traffic Records; Traffic Safety Marketing and Media, Driver Education and Safety; and Motorcycle Safety.

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

PLANNING AND ADMINISTRATION

Problem ID

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

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

Positions

Financial Management position at 100% to assist with TSB's project agreements and contracts, and assist with conducting an annual financial training for sub grantees. There are also three contracts that provide financial management, and HSP and grant writing services.

Objectives/ Performance Measures

- 1) Develop the annual Highway Safety and Performance Plan by the end of FY06.
- 2) Develop grant applications by the end of FY06.
- 3) Conduct a grantee project management training by the end of FY06.

Strategies:

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

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

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

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

Planning and Administration Project Descriptions and Budget Amounts

Federal Funds

PA-01 Financial Systems Management

\$50,000/ 402

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

PA-02 Financial Project Management Services

\$60,000/ 402

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

PA-03 HSPP Development and Grant Writing Services

\$60,000/ 157

A contract to develop and prepare New Mexico's Highway Safety and Performance Plan, and develop and prepare federal grant applications, as required by federal regulations.

PA-04 Financial Management

\$150,000/163

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

State Funds

RF-06 Administrative Assistant

Provide the Bureau with assistance dealing with the Settlement Agreement.

RF-07 Financial Management

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

RF-08 CDWI Coordinator

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

Planning and Administration: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-01	Financial Systems Management	\$50,000	402
PA-02	Financial Project Management Svs	\$60,000	402
402 Total		\$110,000	
PA-03	HSPP Development and Grant Writing Svs	\$60,000	157 Total
157 Total		\$60,000	
PA-04	Financial Management	\$150,000	163 Total
163 Total		\$150,000	
Total All Funds		\$320,000	

ALCOHOL/IMPAIRED DRIVING PROGRAM AREA

Overview

DWI is a critical public health problem, as well as a social, political and economic problem that affects everyone who lives in, or may travel through, New Mexico. Consequently, a major focus of New Mexico's Highway Safety and Performance Plan is to reduce impaired driving crashes by increasing DWI deterrence, prevention, and public awareness and by expanding community based DWI programs.

New Mexico has strong DWI laws and an effective support system for enforcement activities. This support system includes a testing program for alcohol and drugs, a large pool of officers trained in standard field sobriety testing, DWI units with mobile breath testing units in larger cities, an established body of law which supports using checkpoints, breath tests, and blood tests in court, and numerous agencies trained and equipped to conduct checkpoints.

Since 1993, TSB has administered Operation DWI, a statewide sobriety checkpoint program. When combined with TSB's Operation Buckle Down program, the campaigns are termed "Super Blitz." Super Blitz activities are conducted statewide at least seven times a year for a two-week period. Super Blitz utilizes the NHTSA national messages of "You Drink, You Drive, You Lose" and "Click It or Ticket." NM also participates annually in the National Mobilization.

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

In 2003, the Governor's Multi-Agency Strategic Plan was developed outlining ten strategies for addressing the DWI issue. In May 2004, the Governor appointed a DWI Coordinator to oversee DWI programs statewide. Working closely with the Coordinator, the NMDOT/ TSB determined that their most effective strategy was to continue with the current impaired driving program. This program includes statewide high visibility DWI enforcement and media, prevention and education and to expand the program by increasing the number of DWI enforcement officers and checkpoint operations in the state.

In September 2004, NMDOT/ TSB received a NHTSA Section 403 Demonstration grant for a Comprehensive Impaired Driving Program. As part of this program, 10 law enforcement officers were hired to focus 100 percent of their time on DWI enforcement in the five highest-risk counties for DWI. In addition, NMDOT/ TSB developed a Statewide Media and Marketing Communication Plan to coordinate media activities with the enhanced enforcement program. The three-year demonstration project will focus on enforcement, media, and evaluation.

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

Programs

403 Demonstration Grant

In September 2004, New Mexico was awarded \$2,630,525 under a competitive 403 Demonstration Grant to implement and conduct a Comprehensive Impaired Driving Program. As part of this grant and program, the State will develop a Comprehensive Impaired Driving Work Plan, a Comprehensive Law Enforcement DWI Plan (including Five-county Enhanced Enforcement Plans), and a Statewide Media and Marketing Communication Plan. Through this project, NM has been identified as a national model state for reducing death and injury from impaired driving.

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

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

The Five-county Enhanced Enforcement Project funds a minimum of 10 full-time law enforcement officers that will focus exclusively on DWI enforcement in five high-risk counties including Bernalillo, Dona Ana, San Juan, McKinley, and Rio Arriba, and in the NM portion of the Navajo Nation.

Community Driving While Impaired Program

Since 1993, TSB has administered the CDWI Program that provides State funds to counties for various DWI prevention and intervention efforts. Through State legislation, judges are to impose a \$75.00 fee on each person convicted of DWI.

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

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

Local Government Driving While Intoxicated Program

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

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

DWI/ Drug Courts

Albuquerque Metro Court has the largest DWI/Drug court in the State. This DWI/Drug court averages about 90 individuals enrolled in the program at any one time throughout the year. Normally, only individuals convicted and/or arrested for a third or subsequent offense are assigned to the DWI/Drug court. DWI/ Drug Courts are currently provided \$1.5 million from state liquor excise taxes to maintain or improve existing services.

Standardized Field Sobriety Testing (SFST) Program

In May of 2005, NHTSA conducted a SFST assessment that examined NM's SFST Program and provided recommendations. In FY06, TSB will begin implementing recommendations identified in the assessment. These changes are designed to improve the ability of law enforcement and prosecutors to use SFST to increase conviction rates of DWI offenders.

Judicial Training

The TSB supports a variety of DWI judicial training and education projects that are coordinated by the Judicial Education Center (JEC) at the Institute for Public Law (IPL) of the University of New Mexico. The JEC conducts annual DWI Training Conferences for magistrate and municipal judges to provide education on the full spectrum of DWI, including arrest, adjudication, sentencing, screening and treatment. This training is complimented by the availability of a DWI Bench book provided to all NM judges.

The JEC has created a web-based DUI Resource Library for the National Association of State Judicial Educators. This web site provides judges, court staff and judicial educators nationwide with comprehensive and up-to-date resources on every aspect of impaired driving cases, ranging from field sobriety testing and effects of alcohol on the body, to sentencing alternatives and DWI courts. All of the material is handily indexed and much of it is accessible instantly through links to informative web sites.

Traffic Safety Resource Prosecutor

In FY05, NHTSA partially funded a Traffic Safety Resource Prosecutor (TSRP). In FY06, the NMDOT/TSB will provide the remainder of the funding for this full-time position. The TSRP will be responsible for conducting regional training to new and inexperienced District Attorneys, as well as, support counties and municipalities with the aggressive prosecution of DWI cases.

Juvenile Laws & Enforcement

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

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

As of July 2004, it became a fourth degree felony in NM for any person to supply liquor to minors.

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

In FY05, the Special Investigation Division of the State Police added five full time law enforcement agents to the unit to increase enforcement of the liquor control act. This project titled "DWI Mobile Strike Unit" should have a significant impact on access to alcohol that results in excessive and/or underage drinking.

The Las Cruces Police Department conducts underage drinking enforcement operations, including underage alcohol checkpoint operations on secondary roads.

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

UNM Campus Office of Substance Abuse Prevention

The University of New Mexico Campus Office of Substance Abuse Prevention (COSAP) educates the general student body, fraternities, and sororities on the dangers of drinking and driving. COSAP's successful and award winning Designated Driver program is cost effective, involves the local liquor establishments, and rewards students who volunteer as designated drivers. The COSAP program also seeks to expand their efforts statewide to other colleges and universities. In FY06, COSAP plans to develop more creative methods for reaching the various student populations around the state..

Media and Marketing

Information on NM's impaired driving media and marketing activities can be found in the Statewide Media and Marketing Communication Plan. This Plan was developed as part of the state's 403 Demo Grant - Comprehensive Impaired Driving Program.

DWI Sanctions

Ignition Interlock Devices

Since 1999, the NMDOT/ TSB has administered the Statewide Ignition Interlock Program. There are six approved manufacturers, and approximately 70 different locations where the device can be installed and serviced. Since the Program's inception, 7,200 ignition interlocks have been installed and approximately 4,300 ignition interlock licenses have been issued.

Since 2003, ignition interlock devices have been mandatory for 2nd and subsequent DWI offenders and for aggravated 1st offenders.

In June 2005, ignition interlock devices and licenses became mandatory for all convicted DWI offenders.

Administrative License Revocation

New Mexico does have an administrative license revocation system. The current system includes the following sanctions:

All first offenders have their licenses revoked for a year; two years for a second conviction; three years for a third conviction; and revoked for life for a fourth or subsequent conviction, subject to a five year review in the district court.

License revocation under implied consent is six months to one year for drivers 21 and over; and one year for all under-21 drivers, regardless of whether or not they have been previously convicted.

NM has an automatic one-year revocation for refusing to take a BAC test. In FY04, 77 percent of all DWI arrests resulted in administrative license revocation within 20 days of arrest. Eighty-eight percent of all DWI arrests result in administrative license revocation within 90 days of arrest.

An ALR systems improvement team has been formed and met in FY05. This team consists of NMDOT/ TSB, the Office of the Governor, MVD, law enforcement, and other relevant agencies. The Team is looking at improving the current process to determine necessary statutory changes. This Team will continue to meet in FY06.

Vehicle Forfeiture

Since 2003, the City of Albuquerque (containing 1/4 of the state's population) has been seizing vehicles upon a second DWI conviction, or if the person is convicted of driving on a suspended or revoked license. Other counties and municipalities are in the process of replicating this ordinance.

Incarceration

1st Conviction - 2 days if offender does not comply with conditions of probation; 90 days maximum.

2nd or 3rd Conviction - Mandatory treatment for 2nd or 3rd DWI convictions. The offender must complete one of the following court-approved programs: a 28 day inpatient, residential or in-custody substance abuse treatment, or a 90 day minimum outpatient treatment, or drug court or any other substance abuse treatment program approved by the court.

4th Conviction - Mandatory 6 months; maximum of 18 months.

5th Conviction - Mandatory 1 year; maximum of 2 years.

6th Conviction - Mandatory 18 months; maximum of 30 months.

7th Conviction - Mandatory 2 years; maximum 3 years.

Increased jail time for aggravated DWI.

Screening & Treatment

Mandatory screening for all convicted offenders.

Treatment mandated for all second and subsequent offenders based on screening results.

Problem ID

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

The TSB contracts with the Division of Government Research (DGR) to produce an annual Traffic Crash report and a DWI report. Data from these reports are used to assess the current status of alcohol /impaired driving behavior, as well as to review historical trends. The DWI Interagency Committee meets monthly to review the most recent data, and to discuss current and proposed prevention, deterrence, and enforcement activities. The DWI Interagency Committee is comprised of representatives from TSB, NMDOT, various other state agency traffic safety partners, and the State Police.

Data from NM's 2003 Traffic Crash Information and DWI Reports

- Fifty percent of all fatal crashes involved alcohol.
- In NM, an alcohol-involved crash occurs approximately every 2.5 hours.
- Nineteen percent of drivers in alcohol-involved crashes were males - ages 20-24, 14 percent were males under the age of 21, and 11 percent were males - ages 25-29. These three groups accounted for 44 percent of all alcohol-involved drivers in crashes.
- Twenty-three percent of alcohol-involved drivers in crashes were female; 77 percent were male.
- In Rio Arriba and McKinley counties, 15 percent of crashes were alcohol-involved, the highest percentage in the state. In Cibola, Valencia, Socorro, and Mora counties, 12 -13 percent of crashes were alcohol-involved, and in Taos, San Juan, Sandoval, Santa Fe, San Miguel, and Union counties, 8 -11 percent of their crashes were alcohol-involved.
- Bernalillo County had the highest number of alcohol-involved fatal crashes at 27, followed by San Juan County at 23, McKinley County at 18, Dona Ana County at 13, Santa Fe County at 11, and Sandoval County at 10. These counties accounted for 55 percent of all alcohol-involved fatal crashes in the State.
- Most alcohol-involved crashes occur during November, May, July, and October.
- Most alcohol-involved crashes occur on Friday and Saturday from midnight to 3 a.m. Most fatal crashes occur between 10 p.m. and midnight, between 7 p.m. and 9 p.m., and at 2 a.m. Sixty-five percent of all alcohol-involved fatalities occurred at night (between 6 p.m. and 6 a.m.).
- The most prevalent contributing factor in fatal crashes was alcohol-involvement (33.4%), the second was excessive speed (32.5%), and the third was driver inattention (31.8%).
- Seventy-three percent of alcohol-involved crashes were in urban areas; 27percent were rural. Sixty percent of alcohol-fatal crashes and 38 percent of alcohol-injury crashes were rural.
- The mean BAC result was 0.16, double the legal limit for drivers 21 and over.

Objectives/ Performance Measures

- 1) Reduce the number of alcohol-related fatalities from 217 (FY04 data, most recent available) to 195 by the end of FY06.
- 2) Reduce the percent of alcohol-related fatalities among all traffic crash fatalities from 45% (FY04 data most recent available) to 43% by the end of FY06.
- 3) Reduce the alcohol-involved traffic fatality rate of 0.94 per 100M VMT (FY04 data, most recent available) to 0.83 per 100M VMT by the end of FY06.
- 4) Reduce the alcohol-involved fatal crash rate of 9.29 per 100,000 population (FY04 data, most recent available) to 8.35 per 100,000 population by the end of FY06.
- 5) Reduce the alcohol-involved serious injury crash rate of 60 per 100,000 population (FY04 data, most recent available) to 50 per 100,000 population by the end of FY06.

Strategies

#1 - Fund DWI reduction enforcement efforts with a multi-system approach by:

- a) contracting with law enforcement agencies to conduct statewide enforcement mobilizations, and to participate in the NHTSA's National You Drink, You Drive, You Lose activities;
- b) contracting with local law enforcement agencies to conduct monthly supplemental DWI enforcement activities, including checkpoints and saturation patrols;
- c) combining all enforcement efforts with local and statewide media and public information;
- d) funding and coordinating underage drinking enforcement efforts with CYFD and law enforcement agencies;
- e) providing SFST training so that law enforcement officers are current on all necessary certifications, and
- f) managing the 403 Demonstration Grant that provides for enhanced DWI enforcement and media in the five highest risk counties in the state for impaired driving.

#2 - Coordinate DWI prevention efforts and provide resources for new and ongoing initiatives by:

- a) managing CDWI contracts and participating in LDWI contract funding decisions to ensure that ongoing DWI prevention efforts are sustained for adults and youth at the local community level; and
- b) developing designated driver, DWI, and other awareness programs statewide for the 18 to 29 age group.

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

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

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

- a) providing training to the judiciary through the annual Municipal and Magistrate Court conferences;
- b) providing DWI specific training to prosecutors; and
- c) providing technical assistance to District Attorneys to assist with the prosecution of DWI-related cases .

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

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

Alcohol/ Impaired Driving Project Descriptions and Budget Amounts

Federal Funds

AL-01 Additional Law Enforcement Officers

\$750,000/ 403

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

AL-02 Underage Drinking Enforcement **\$275,000 /164**
Fund law enforcement agencies to conduct underage drinking enforcement, such as party patrols, shoulder taps, etc. Activities will be coordinated with DPS/ SID.

AL-03 BAC Testing **\$75,000/ 164**
SLD provides community based education on the impact of drugs on driving. They provide statistical data on drug-impaired driving in NM in terms of overall prevalence and drug trends. Allows SLD to hire a full time person to provide intoxilyzer and RBT IV operator training to law enforcement.

AL-04 Offender Monitoring **\$125,000/ 164**
Monitor the sanctions of repeat and high-risk DWI offenders, following them through the adjudication and sentencing process. .

AL-05 DWI Judicial Education **\$105,000/ 164**
Train new judges on New Mexico's DWI laws; develop and interactive web page on DWI laws and problems; develop and conduct special DWI training for municipal, magistrate, and metro court judges.

AL-06 Administrative License Revocation Officer **\$150,000/ 164**
Increase the effectiveness of the administrative license revocation (ALR) process through support of ALR Hearing Officers to handle the increased ALR caseload from ODWI. Produce and disseminate annual report on ALR hearing outcomes. Provide training to offenders and local law enforcement on the ALR process.

AL-07 Drug Recognition Expert Training **\$60,000/ 163**
Expand training and re-certification of DRE (Drug Recognition Expert) officers to increase the number of DRE experts in the state.

AL-08 ODWI Enforcement **\$1,250,000/ 164**
Fund overtime enforcement and checkpoint equipment for the Operation DWI checkpoint and DWI saturation patrol program. Maintain the program as funding allows. Expand the program in areas of the state with high rates of DWI, and to new tribal and law enforcement entities. These activities encompass approximately 60 agencies statewide (minimum 75% of the State's population).

AL-09 ODWI Special Enforcement **\$250,000/ 163ID**
Fund enhanced enforcement in the months of October and November utilizing the Section 163ID funds. October and November are the first and second highest months for impaired driving fatalities. This activity will encompass approximately 60 agencies statewide (minimum 75% of the State's population). These funds must be expended by June 30, 2006.

AL-10 STRS/ Traffic Records Improvement and Development **\$1,200,000/ 164**
Support the Statewide Traffic Record System to establish data integration and exchange initiatives to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of DWI records for the courts, MVD, law enforcement, state agencies, other government entities and the general public. This will include funding resources such as a system designer, a database administrator and a programmer-forms developer.

AL-11 Statewide Traffic Records System/ TraCS Pilot Project \$1,300,000/164

Fund the electronic collection, storage, and transmission of DWI traffic records data utilizing the Traffic Criminal Software (TraCS) by six pre-selected law enforcement agencies consisting of State Police, Motor Carrier, Albuquerque Police Department, Rio Rancho Police Department, Dona Ana Sheriffs Office and Santa Fe Police Department. Equipment under \$5000 will include items such as laptops, printers, and scanners. Communications equipment over \$5000 will include:

Message Switch - \$37,200.00

Description: Mobile Data Browser Switch Software - integrates MDB with CAD system and Records Management System at the Santa Fe Police Department.

IP Network Controller (IPNC) -\$ 38,320.00

Description: The IP Network Controller is a router that controls the wireless network. Wireless traffic is routed through and scheduled by the IPNC and acts as the bridge between the wireless network in the patrol vehicles and the local area network at the Santa Fe City Police Stations.

Wireless Data Interface - \$ 13,196.00

Description: The Wireless Data Interface includes the IP400 base station, modems, power supplies, rack, cables, and labor. This equipment is installed at a tower site in the city and communicates the information from the Santa Fe city server and converts it to a two-way radio signal for patrol car mobile radios to receive.

This equipment is funded at 80% for the TraCS Evaluation Pilot Project/ 20% funded by other non-federal highway funds.

As part of the TraCS Pilot Project, this communications equipment will be used by the City of Santa Fe Police Department for establishing Mobile Data communications between officers across a wide and varying geographic area within the city of Santa Fe. The STREOC and STRCC recommended and approved the equipment for the City of Santa Fe Police Department because they needed to build their system from the ground up. Santa Fe was selected due to need, location, ability, and willingness to participate. With Santa Fe's inclusion in the TraCS project, state coverage will be approximately 75%. This cohesive Law Enforcement Network (LEN) will allow personnel in patrol vehicles to communicate with the NCIC (National Crime Information Center) for warrants and to access the MVD (Motor Vehicle Division) driver file. An officer can then enter this information directly into an electronic DWI citation.

AL-12 Statewide Traffic Records System/ Ignition Interlock Database \$100,000/ 164

Complete and maintain the ignition interlock data repository, and integration and exchange initiatives. These activities will improve the quality, accuracy, integrity, timeliness, consistency, and accessibility of ignition interlock data to state agencies; government entities and other authorized users to monitor compliance and conduct evaluations.

AL-13 Statewide Traffic Records System/ Technical Project Manager \$200,000/ 164

Coordinate and lead the TraCS pilot project to collect DWI citation and other reports electronically, as part of the STRCC Strategic Plan. Data will be collected in the field by the six pilot law enforcement agencies.

AL-14 Impaired Driving Program Management **\$120,000/ 402**

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

AL-15 Traffic Safety Resource Prosecutor **\$60,000/164**

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

AL-16 Evaluation of Metro Court Scheduling Process **\$40,000/164**

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

AL-17 Impaired Driving Demo Project Program Management **\$150,000/403**

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

AL-23 Statewide DWI Training and Information for Law Enforcement **\$250,000/ 164**

Provide traffic safety information and training to all involved in police traffic services. Training may include SFST, conducting DWI checkpoints, electronic DWI citation data entry.

AL-24 DWI Research Forums **\$20,000/ 164**

Fund a research series on “state of the art” practices and model programs in the area of traffic safety. This would include a series of one day forums where presenters would identify model programs that could be implemented in NM.

AL-25 Treatment Sanction Data Review **\$25,000/ 164**

Fund a review of court data on a limited number of individuals convicted of DWI to determine what type of treatment is mandated for various levels of DWI offenses.

State Funds

CDWI-01 Community DWI

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

RF- 01 Additional Law Enforcement Officers

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

RF- 02 Ignition Interlock Pilot Program

Fund a monitoring and evaluation contract with Santa Fe County that will track all DWI offenders mandated to install an ignition interlock device.

RF- 03 Statewide DWI Prevention Expansion to College Campuses

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

RF- 04 Evaluation of Judicial Resources

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

Also see AL-18 Super Blitz Media Activities, AL-19 DWI Community Media Outreach, AL-20 DWI Public Relations Creative Design, AL-21 Sustained Paid Media, and AL-22 DWI Educational and Promotional Materials in the TS Marketing and Media Section on page 68.

Alcohol: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-01	Additional Law Enforcement Officers	\$750,000	403
AL-17	Impaired Driving Demo Project Prog. Mgt.	\$150,000	403
403 Total		\$900,000	
AL-02	Underage Drinking Enforcement	\$275,000	164
AL-03	BAC Testing	\$75,000	164
AL-04	Offender Monitoring	\$125,000	164
AL-05	DWI Judicial Education	\$105,000	164
AL-06	Administrative License Revocation Officer	\$150,000	164
AL-08	ODWI Enforcement	\$1,250,000	164
AL-10	Traffic Records Improvement and Development	\$1,200,000	164
AL-11	STRS/ TraCS Pilot Project	\$1,300,000	164
AL-12	STRS/ Ignition Interlock Database	\$100,000	164
AL-13	STRS/ Technical Project Manager	\$200,000	164
AL-15	Traffic Safety Resource Prosecutor	\$60,000	164
AL-16	Evaluation of Metro Court Scheduling Process	\$40,000	164
AL-23	Statewide DWI Training and Information for Law Enforcement	\$250,000	164
AL-24	DWI Research Forums	\$20,000	164
AL-25	Treatment Sanction Data Review	\$25,000	164
164 Total*		\$5,175,000	
AL-07	Drug Recognition Expert Training	\$60,000	163
163 Total		\$60,000	
AL-09	ODWI Special Enforcement	\$250,000	163 ID
163 ID Total		\$250,000	
AL-14	Impaired Driving Program Management	\$120,000	402
402 Total		\$120,000	
Total All Funds		\$6,505,000	

*Additional 164 funds are shown in the TS Marketing and Media Section on page 68.

OCCUPANT PROTECTION PROGRAM AREA

Overview

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

- All motor vehicle occupants (in vehicles weighing less than 10,000 pounds) must use a safety belt at all times.
- All passengers less than 18 years of age must be properly restrained unless they are in an authorized emergency vehicle, public transportation, or school bus.
- Children less than one year of age or children less than forty pounds, regardless of age, must be in a rear-facing child safety seat in the back seat. If the vehicle is not equipped with a rear seat, the child may ride in the front seat if the passenger side air bag is deactivated or is not equipped with an airbag on the passenger side.
- Children one to four years of age, regardless of weight, must also be in a child restraint that meets federal standards. Children five through 12 years of age must be in a child restraint device or a safety belt.
- New Mexico drivers convicted for failure to restrain child passengers properly or failure to use safety belts properly receive a two-point penalty assessment on their license for each conviction.

Programs

Occupant Protection Mobilizations

For more than 10 years, New Mexico's approach to increasing safety belt use has focused on Operation Buckle Down (OBD), an intense statewide program of safety belt law enforcement combined with a public awareness media campaign. In recent years, TSB has used Section 157 funds to expand enforcement activities, resulting in more than 75 jurisdictions, including city, county, university, tribal and the 12 State Police districts, participating annually in OBD activities.

The number of safety belt enforcement activities continues to increase, with eight statewide mobilizations planned for FY06. TSB will align its occupant protection enforcement efforts with NHTSA-sponsored enforcement activities and time lines. In addition, TSB will continue to support monthly local enforcement activities throughout the state. The OBD enforcement component of Super Blitzes and participation in any national enforcement efforts will be supplemented by media campaigns using the national "Click It or Ticket" theme and implementation model.

Click It or Ticket National Mobilization

TSB uses its Innovative 157 funds to participate in the NHTSA national safety belt enforcement mobilization known as "Click It or Ticket." The Mobilization combines enhanced enforcement with a focused media campaign. In FY06, TSB will utilize available 157 funding for paid media in support of NM's Click It or Ticket enforcement efforts, which will place special emphasis on safety belt use by pick-up truck drivers.

In 2004, 96 NM law enforcement agencies, 67 of them funded by NHTSA, participated in the National Mobilization which resulted in LEAs issuing significantly more citations than in 2003.

Media and Marketing

TSB funds paid media for Click It or Ticket and other special occupant protection campaigns. A press conference is conducted to kick-off each of these events. Annually, occupant protection funds will be used for paid media, which will include media to run during times outside the Click It or Ticket Mobilization. The amount of funds expended will depend on their availability. Details on OP media are provided in the Traffic Safety Marketing and Media Section on pages 68 and 69.

Preusser Survey Results

Preusser Research Group, Inc., contracted by NHTSA, completed data collection for day and night observational safety belt use in NM in June 2005. Preliminary results indicate a difference of 5 percentage points between front seat occupant daytime belt use and nighttime belt use.

Child Occupant Protection Devices and Training

TSB works with local community groups and local government agencies to conduct car seat clinics and to set-up permanent (safety seat) fittings stations. TSB helps support programs throughout the state to assist low-income families to obtain car seats and other restraint devices. The TSB maintains a current list of such programs and provides funds to conduct child restraint device technician training throughout the state.

TSB maintains a contract to provide occupant protection/ child safety seat instructor and technician training to law enforcement officers through Operation Kids, and to the public through the Standardized Child Passenger Safety Training sessions. In addition, TSB funds a clearinghouse for statewide distribution of occupant protection educational materials on safety belts, booster seats, and airbags.

Booster Seats

Senate Bill 586 was signed into law by Governor Richardson in April 2005 and became effective in June 2005. The bill requires that children ages five through six, regardless of weight, and children weighing less than 60 pounds, regardless of age be properly secured in a child booster seat. In addition, the bill requires that children ages seven through 12 be secured in an appropriate child safety restraint until the safety belt fits the child properly.

New Mexico drivers convicted for failure to restrain child passengers properly or failure to use safety belts properly receive a fine of \$84.00 and a two-point penalty assessment on their license for each conviction.

Problem ID

A statewide safety belt use survey is conducted annually in New Mexico. The survey produces an overall safety belt use percentage and use percentages for each of four regions in the state. According to preliminary results from the NM Safety Belt Survey 2005 Report, NM's overall safety belt use was at 89.5 percent. Data from the 2004 survey indicates that the Northwest region of the state had the lowest safety belt use percentage at 85.7 percent. The Central and Southwest regions had a 90 percent use percentage, while the South Central region had the highest percentage use at 94.1 percent.

Although NM's overall safety belt use percentage is one of the highest in the nations, 64 percent of those killed in motor vehicle crashes were not wearing a safety belt. For those involved in a fatal crash, data shows that 77 percent of belted occupants in the crash survived, while 42 percent of those

who were not belted, did not. Fatal crash survivors are about twice as likely to be belted as those killed.

Lower use of safety belts and other forms of occupant protection by high-risk groups continue to produce high rates of traffic-related deaths and severe injuries. Based on data on police reported seatbelt use for occupants in a motor vehicle crash with visible and incapacitating injuries, DGR/ UNM is able to create proxy data for specific age groups. These data indicate that children, ages 5 -17 and adults, ages 18-34, have the lowest use percentages.

In 2005:

- observed front seat use was 89.5 percent, while driver use was 90.2 percent
- pickup truck occupant use was 85.5 percent overall, with driver use at 85.9%

Objective/ Performance Measure

- 1) Increase New Mexico's overall safety belt use from 89.5% (2005 data) to 91% by the end of FY06.

Strategies

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

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

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

- a) funding contracts to provide NHTSA-approved occupant protection/child safety seats, and instructor and technician training to law enforcement through Operation Kids and to the public through Standardized Child Passenger Safety Training;
- b) funding a clearinghouse for state-wide distribution of occupant protection educational materials on seatbelts, boosters, safety seats, and airbags;
- c) funding contracts for working with community groups and local government entities around the state to conduct car seat clinics and to set-up permanent (safety seat) fittings stations;
- d) funding a contract to conduct the annual statewide safety belt survey; and
- e) working with the schools and youth groups to increase safety belt use among teens.

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

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

Occupant Protection Project Descriptions and Budget Amounts

Federal Funds

- OP-01 Operation Buckle Down Enforcement** **\$125,000/ 163**
 Continue overtime funding to law enforcement agencies to conduct seatbelt and child occupant restraint use activities. This program has been successful in producing a steady increase in safety belt use in New Mexico. This encompasses approximately 60 agencies statewide (minimum 75% of the State’s population).
- OP-02 Seatbelt Observation Protocol and Evaluation** **\$130,000/ 157IG**
 Conduct pre and post statewide seatbelt observations. Analyze observation data and produce annual report.
- OP-03 Occupant Protection / Child Restraints** **\$300,000/ 405**
 Continue statewide school-based and community-based occupant protection programs; implement results of observational survey measuring child occupant restraint use into programs; train additional car seat technicians, increase car seat clinics throughout the state; expand the car seat distribution system and increase availability of child restraint equipment for low-income families and special needs children.
- OP-04 Occupant Protection Program Management** **\$125,000/ 402**
 Provide program management in the Occupant Protection program area to coordinate statewide local law enforcement efforts related to OBD operations. Oversee funding to local law enforcement agencies for overtime enforcement and assist in developing strategies for inter-jurisdictional enforcement efforts. Provide program management and input for the planned pre and post seatbelt surveys, and the Click It or Ticket Campaigns. Oversee and provide input on projects related to child restraints including fitting stations and car seat clinics. Personnel services will include salaries and benefits for five FTEs. One FTE will be funded at 50%, one FTE will be funded at 25%, and three FTEs will be funded at 33% in this program area. Travel, supplies, and training will also be included in the project for monitoring, workshops, seminars and program management at the same percentages. Remainder of funding for the five FTEs can be found in the PT (PT-01) and AL (AL-14) program areas.
- OP-05 Occupant Protection Enforcement (Click It or Ticket/Buckle Up in Your Truck)** **\$84,000/ 157 IG**
 Continue overtime funding to law enforcement agencies to conduct seatbelt and occupant restraint activities during the National Click It or Ticket /Buckle Up in Your Truck campaigns. These activities have been successful in producing a steady increase in safety belt use in New Mexico. These activities encompass approximately 60 agencies statewide (minimum 75% of the State’s population).

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

Contracts to purchase and distribute child safety and booster seats throughout the state, and to provide NHTSA-approved occupant protection/ child safety seat instructor and technician training to law enforcement officers. Provides funds for distribution of occupant protection educational materials to communities and schools.

Also see OP-07 Occupant Protection Safety Messages in the TS Marketing and Media Section on page 68, and DE-06 Traffic Safety Information Clearinghouse in the Driver Education and Safety Section on page 70.

State Funds**RF-05 OBD Enforcement and Coordination**

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

Occupant Protection: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-01	Operation Buckle Down Enforcement	\$125,000	163
163 Total		\$125,000	
OP-02	Seatbelt Observation Protocol and Evaluation	\$130,000	157 IG
OP-05	Occupant Protection Enforcement	\$84,000	157 IG
157 IG Total		\$214,000	
OP-03	Occupant Protection/ Child Restraints	\$300,000	405
OP-06	Child Passenger Protection Education	\$160,000	405
405 Total		\$460,000	
OP-04	Occupant Protection Program Management	\$125,000	402
402 Total		\$125,000	
Total All Funds		\$924,000	

PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA

Overview

Annually TSB staff participate in various pedestrian and bicycle safety related meetings. In FY04, staff met with partners from the following agencies and entities:

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

In NM, there is increasing interest in, and demand for, non-motorized modes of transportation such as bicycling, walking, running, and horseback riding. While these activities may provide health, economic, and environmental benefits, they increase exposure to traffic and traffic crashes. To successfully reduce New Mexico's pedestrian fatality rate, at-risk populations need to be identified and their safety needs addressed.

Programs

Community Based Programs

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

Pedestrian Safety Seed Grant Program funds are made available through a competitive process to communities for specific interventions. Projects are given priority in communities with a high incidence of pedestrian crashes that exhibit an understanding of the community pedestrian crash problem (are data driven), have in-kind funding, and utilize the "four E's" of traffic safety. During FY04, communities provided \$24,500 in matching funds to the Pedestrian Safety Seed Grant Program.

In FY05, TSB allocated \$52,000 for the continuation of the Pedestrian Safety Seed Grant Program to provide funds to higher-risk areas - primarily urban communities and adjacent tribal areas.

Walkable Communities

The Statewide Walkability Advocacy Group (SWAG) oversees the development of local WAGs in 11 communities around the state. SWAG provides crash data analysis and technical assistance to WAGs with regards to pedestrian safety. The objectives for each local WAG are to:

- develop a local, broad-based coalition to promote pedestrian safety and walkability;
- develop a local slideshow based upon a model developed by the statewide WAG;
- develop a strategic plan that includes a Pedestrian Safety Road Show to promote walkability and pedestrian safety to local decision makers and the public; and
- acquire the knowledge and training necessary to implement community change in the area of pedestrian safety and walkability.

After two years participation in the Walkable Communities Program, communities are qualified to apply for funds through the Pedestrian Safety Seed Grant Program that provides small grants to implement pedestrian safety strategic plans.

Urban Pedestrian Law Enforcement Program

Administered by the UNM Dept. of Emergency Medicine and funded by TSB, this project has three primary objectives:

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

The 'decoy' operations are currently conducted in the city of Albuquerque, which accounts for nearly 50% of all pedestrian crashes in New Mexico. A decoy operation consists of a uniform or undercover officer attempting to cross the street at a marked crosswalk and observing motorist compliance. If the motorist does not comply (stop/yield to the pedestrian), the uniform or undercover officer notifies other law enforcement officers located down the street to stop the motorist and issue an appropriate citation. Decoy operations are high visibility enforcement campaigns aimed at reducing the number of turn-conflict related pedestrian crashes. The UNM Dept. of Emergency Medicine developed informational tools and educational handouts that are distributed to pedestrians and motorists during the operations.

In FY06, New Mexico will participate in a national study to evaluate the effectiveness of the decoy operations. The evaluation will assess one year of sustained enforcement at intersections with the highest frequency of pedestrian crashes in Albuquerque, Las Cruces, and Gallup.

Public Awareness Campaigns

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

The Traffic Safety Bureau helps to sponsor many pedestrian safety events including the *International Walk to School Day*, developed originally by the National Safety Council. The purpose of this annual event is to address a critical aspect of pedestrian safety – children at risk – through media attention to pedestrian needs and issues. During FY04, 11 NM communities participated in this event and 14 communities will participate in FY05.

A statewide planning committee for this event is comprised of TSB, traffic engineers, community law enforcement, individuals from the Diabetes Control and Disease Prevention Center, the Center for Injury Prevention, the New Mexico Safe-Kids Coalition, the Indian Health Service, and the tribal Community Health Resource Officer Program. TSB provides materials to communities including informational handouts, coloring books, and retro-reflective slap on bracelets for child pedestrians and bicyclists.

Collaborative Efforts

The TSB sponsors the efforts of the statewide BPE Advisory Group. This group of researchers, data analysts, traffic safety personnel, engineers, planners, medical personnel, pedestrian activists, and public works staff meets approximately quarterly. Its formal purpose is to advise and provide resources for the development of pedestrian safety projects, but it also serves as a networking function for these professionals to promote the issue of pedestrian safety within their organizations and statewide. In FY05, the BPE Advisory Group teamed up the UNM Design Planning Assistance Committee to help perform walking audits and suggest designs for pedestrian facility improvements in rural communities statewide.

The TSB works with UNM, Department of Emergency Medicine, the Local Technical Assistance Program, the BPE Advisory Group, and the City of Albuquerque to assess barriers to, and opportunities for, improving the environment for pedestrians and cyclists, and to develop a statewide transportation plan for bicycle and pedestrian engineering and design. In addition, the TSB has helped provide important training on pedestrian issues to planners and engineers through its sponsorship of the annual NMDOT BPE Facilities Workshop.

In FY05, TSB worked with the FHWA to implement a number of workshops for municipal, county and district highway engineers on "PEDSAFE," the new pedestrian safety countermeasure system, safe pedestrian facility design, and traffic calming measures. These workshops were conducted in one rural and two urban communities.

Problem ID

New Mexico leads the nation in rates of per capita unintentional injury caused by motor vehicles. Particularly fatal are pedestrian and bicycle crashes that collectively account for an average of 72 deaths annually.

Pedestrians

New Mexico had an FY04 pedestrian fatality rate of 2.91, which is 45 percent higher than the national rate of 1.60. New Mexico's pedestrian fatalities rose from 53 in FY03 to 56 in FY04. Pedestrians account for 15 percent of all motor vehicle crash deaths in New Mexico.

Overall, pedestrian injuries increased from 289 in FY03 to 310 in FY04, a 7 percent increase.

In a review of data from 2000-2004, males aged 30-44 were most at-risk for pedestrian fatalities, followed by males aged 20-29 and 45-49. Males account for more than 75 percent of all pedestrian crash victims.

Among females, those aged 35-44 and 50-59 were most at risk. Those over the age of 70 accounted for only 15 percent of pedestrian fatalities, and those under the age of 14 accounted for only 5 percent.

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

Among alcohol-involved pedestrian fatalities, those most at risk were males aged 30-44 and 20-24. Among females, those aged 30-44 were most at risk.

In the vast majority of cases, 80-90 percent, there is alcohol involvement by the pedestrian.

Approximately 92 percent of alcohol-involved pedestrian fatalities occur in the evening hours and 70 percent occur in areas with poor-to-no lighting. Most occur between 6 p.m. and 1 a.m. (68%) with the peak time period being between 8 p.m. and 10 p.m.

Four counties in the state account for about 2/3 of the alcohol-involved pedestrian fatalities - Bernalillo, San Juan, McKinley, and Sandoval.

Bicyclists

In FY04, there were two bicyclist deaths, down from five in FY03 and six in FY02. Injuries rose slightly in FY04 from FY03, but over the past five years, injuries have declined.

Research shows that bicycle helmets are about 85% effective in decreasing the severity of head and brain injuries, and that the use of a helmet is the single most effective way to reduce head injuries and fatalities resulting from bicycle crashes.

Objectives/ Performance Measures

- 1) Reduce the pedestrian fatality rate of 2.91 per 100,000 population (FY04 data, most recent available) to 2.88 per 100,000 population by the end of FY06.
- 2) Reduce the pedestrian serious injury rate of 16.1 per 100,000 population (FY04 data, most recent available) to 12.9 per 100,000 population by the end of FY06.
- 3) Reduce the alcohol-involved pedestrian fatality rate of 1.6 per 100,000 population (FY04 data, most recent available) to 1.5 per 100,000 population by the end of FY06.
- 4) Reduce the alcohol-involved pedestrian serious injury rate of 3.2 per 100,000 population (FY04 data, most recent available) to 2.9 per 100,000 population by the end of FY06.

Strategies

- #1** - Reduce pedestrian and bicycle crash fatalities through public education and outreach by:
- a) organizing and assisting communities at-risk for pedestrian injury to develop data-driven strategic plans to improve the safety and walkability;
 - b) continuing to fund WAG strategic safety plans in at least 11 communities statewide through the Pedestrian Safety Seed Grant program;
 - c) providing training for planners and traffic engineers on safe pedestrian facility design, bicycle facility design, countermeasure assessment, and traffic calming;
 - d) providing training for law enforcement on successful pedestrian safety strategies;
 - e) providing training for driver education instructors on laws applicable to pedestrians and bicyclists;
 - f) hosting the annual NM *Walk Our Kids to School Day*;

- g) requesting that the NM Department of Education approve and require the hands-on curriculum for elementary school children developed in FY05. The curriculum teaches safe pedestrian behavior and incorporates required non-health related teaching modules (e.g. estimation, mapping, math, distance);
- h) providing on-going technical support (crash data, injury data analysis, and countermeasure planning) to the NMDOT Bicycle, Pedestrian, and Equestrian (BPE) program;
- i) supporting the adoption and implementation of the NMDOT Safe Routes to School Program;
- j) continuing the FHWA material based media campaign to inform motorists and pedestrians about safe, legal interactions.

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

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

#3 - Obtain input from stakeholders on the revised comprehensive statewide plan of action to reduce pedestrian fatal and injury crashes by:

- a) reconvening the NM Pedestrian Advisory Group;
- b) updating the Pedestrian Safety Plan to:
 - i) include specific recommendations for inter-agency collaboration
 - ii) address other public health considerations related to pedestrian accommodation
 - iii) include current pedestrian injury and death research and statistics
- c) obtaining stakeholder input on the revised plan through collaboration with FHWA priority state trainers;
- d) publishing and distributing the revised plan to stakeholders.

#4- Investigate the roles of alcohol abuse and alcoholism in pedestrian death and injury through a multi-disciplinary review of alcohol involved pedestrian crashes by:

- a) creating a pedestrian fatality death review team consisting of law enforcement, alcohol and substance abuse treatment providers, medical professionals, social service providers, traffic safety professionals, and traffic engineers;
- b) reviewing crash and related data from state agencies regarding each pedestrian crash;
- c) identifying gaps in the prevention services systems;
- d) identifying strategies for future interventions.

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

- a) monitoring the final distribution of 10,000 bicycle helmets by the NM Medical Foundation;
- b) producing a quarterly report on the number of helmets distributed and locations of distribution;
- c) providing educational information statewide on the use of bicycle helmets;

- d) producing an annual report to measure the impact of increasing bicycle helmets in each distribution area;
- e) purchasing bilingual bike activity books and other educational material for distribution to children ages K-3.

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

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

Pedestrian/ Bicycle Safety Project Descriptions and Budget Amounts

Federal Funds

PS-01 Pedestrian Safety

\$150,000/ 402

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

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

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

Pedestrian/ Bicycle Safety: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-01	Pedestrian Safety	\$150,000	402
402 Total		\$150,000	
PS-02	Pedestrian Safety Law Enforcement Operation/ Evaluation	\$100,000	403 PS
403 PS Total		\$100,000	
Total All Funds		\$250,000	

POLICE TRAFFIC SERVICES PROGRAM AREA

Overview

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

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

Programs

Law Enforcement Liaison Program

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

Selective Traffic Enforcement Programs (STEPs)

In FY06, TSB proposes to designate Police Traffic Services funds for Selective Traffic Enforcement Programs (STEPs). STEP are used in areas that have been identified through local analysis as needing targeted intervention due to high rates of crashes and/or DWI, speed, or other traffic-related problems. A statistical analysis of traffic safety needs is the basis for determining the type and method of enforcement and/or training needed to improve traffic safety in each community. STEP include a public awareness component that increases public perceptions that consequences will be imposed when traffic laws are broken. STEP are a critical component of New Mexico's comprehensive traffic enforcement program.

New Mexico STEP will include Safety Corridors, Safe Streets, Saturation Patrols, Sobriety Checkpoints, Speed, and Commercial Vehicle Traffic. All STEP are comprised of a local community assessment and enforcement activities. Communities are encouraged to include public awareness and education campaigns in their project activities.

Safety Corridors

Since 2003, the NMDOT/TSB and FHWA have helped communities establish safety corridors that are designed to reduce traffic crashes, fatalities and injuries by focusing on high-risk areas in need of traffic safety interventions. NMDOT/ TSB and FHWA conduct engineering studies to determine the need for local safety zones. Crash, fatality, and injury rates, and other local data

are analyzed by state and local law enforcement, district engineers, and emergency medical and fire service personnel. Problem roadway segments are identified, ranked and partitioned according to the appropriate Transportation District. District program managers then work with local law enforcement to initiate a Safety Corridor STEP that may include special safety corridor signing, radar speed signs, double fines, increased visible traffic enforcement, and a focused public information and education campaign. Projects run on a three-year review cycle with a focus on reducing crashes and fatalities in the targeted locations.

NMDOT/ TSB plans to establish two safety corridors in each of the six Transportation Districts by the end of FY06. Currently, there are eight safety corridors in four of the six Districts.

A pilot safety corridor was established in May 2003 on US 82 between Alamogordo and Cloudcroft, in District 2. In July 2004, an initial evaluation of this corridor was conducted (after 18 months of operation) with preliminary analysis showing a 33% reduction of fatal and serious injury crashes compared to the 18 month period prior to establishing the corridor. In FY06, the TSB will conduct a second evaluation of this corridor (after 3 years of data collection) to determine the impact of the intervention.

Safe Streets

Safe Streets will be used in communities that propose this model to address local traffic safety problems including speed, failure to yield, high crash intersections, or rural road segments.

Saturation Patrols

Primarily overtime for DWI and/or occupant protection enforcement, public awareness, and education.

Sobriety Checkpoints

Primarily overtime for DWI enforcement, public awareness, and education.

Speed

TSB support for speed STEPs will include:

- Training, equipment, and technical assistance to enforcement agencies and others to support localized speed control programs.
- Local public information and education dissemination about the scope and severity of the speed control problem.
- Coordination of local speed control programs with statewide speed enforcement efforts to maximize effectiveness of the programs.
- Use of local traffic safety education and enforcement funds for speed control programs.

Commercial Vehicle Traffic

The Motor Transportation Division (MTD) of the Department of Public Safety enforces commercial vehicle laws. In addition, NM MTD inspectors are authorized to stop non-commercial vehicles that violate speed or any other traffic laws, particularly when such violations could contribute to a crash with a commercial motor vehicle or could be the cause of a commercial motor vehicle crash.

Commercial vehicle traffic STEPs will include:

- Identification of problem areas through the analysis of crash data involving commercial vehicles.
- Conducting overtime "sting operations" in targeted locations.

- Public information and education campaigns to increase the public's awareness of the penalties and consequences resulting from unsafe driving, and the need to share the roads with commercial vehicles.

Law Enforcement and STEP Training

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

Problem ID

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

In 2003, the highest fatal or injury crash intersections were predominantly in Albuquerque, the state's largest city.

Intersection	City	Crashes		
		Total	Fatal	Injury
Coors Blvd NW & Paseo Del Norte Blvd NE	Albuquerque	123	0	48
Jefferson St. NE & Paseo Del Norte Blvd NE	Albuquerque	105	0	41
Montgomery Blvd NE & Wyoming Blvd NE	Albuquerque	130	0	38
Coors Blvd By-pass NW & Ellison Dr. NW	Albuquerque	101	0	37
Montgomery Blvd NE & San Mateo Blvd NE	Albuquerque	118	1	32
NM 584 & Riverside Dr.	Espanola	71	0	33
7 Bar Loop NW & Coors Blvd NW	Albuquerque	80	0	32

In 2003, the highest crash rate rural highway segments were in Taos and Santa Fe.

Highway	Mile Posts	County	Crash Rate
NM 76	4.0 to 6.1	Santa Fe	233.5
US 82	1.2 to 3.0	Otero	208.6
NM 28	5.3 to 10.0	Dona Ana	203.3
NM 75	13.4 to 15.5	Taos	171.7
NM 68	40.3 to 42.4	Taos	168.4
NM 28	10.0 to 13.1	Dona Ana	167.5
NM 47	17.4 to 19.1	Valencia	160.6

In 2004, non-alcohol-related crash fatalities were up by 35% from 2003. The bulk of these fatalities occurred in the fall of 2004, so this increase is not reflected in FY04 statistics. The increase in non-alcohol fatalities in 2004 appears to be concentrated in passenger cars, on rural highways (interstate & non-interstate), and among males - aged 50 and over. The top five counties for non-alcohol fatalities from 2000 - 2005 were Bernalillo, McKinley, Dona Ana, San Juan, and Santa Fe.

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

In FY04:

- Speed was involved in 40 percent of fatalities and 18 percent of injuries.
- Speed-involved crashes occurred mostly in rural areas, but they were also prevalent in urban areas.
- Speed-related crashes were most predominant among younger males, and secondarily among younger females.
- Speed was a factor in crashes mostly between the hours of 9 p.m. and 6 a.m.
- Failure-to-yield was involved in 13 percent of fatalities and 30 percent of injuries.
- Failure-to-yield was mostly prevalent in urban areas.
- Failure-to-yield was most predominant among older drivers.

Objectives/ Performance Measures

- 1) Increase the number of safety corridors from 8 (in FY05) to 12 by the end of FY06.
- 2) Reduce speed involved fatal and serious injury crashes from 8.51 per 100M VMT (FY04 most recent data available) to 8.11 per 100M VMT by the end of FY06.
- 3) Reduce failure to yield* fatal and serious injury crashes from 8.53 per 100M VMT (FY04 most recent data available) to 7.39 per 100M VMT by the end of FY06.

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

Strategies

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

- a) funding contracts for STEPs, including Safety Corridors, Safe Streets, Saturation Patrols, Sobriety Checkpoints, Speed, and Commercial Vehicle Traffic;

- b) providing law enforcement agencies with technical assistance and other resources to identify, prioritize, and address traffic safety problem areas with available resources;
- c) outreaching to tribal agencies and maintaining exchange of information among all law enforcement agencies to address mutual traffic safety problems; and
- d) managing and distributing the NM Traffic Safety Education and Enforcement Funds based on local law enforcement assessments.

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

- a) developing and disseminating media messages, and public information and education emphasizing that traffic laws will be enforced and that penalties will be imposed, and
- b) stressing the link between traffic enforcement, crime, and injury reduction.

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

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

Police Traffic Services Project Descriptions and Budget Amounts

Federal Funds

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

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

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

PT-02 Selective Traffic Enforcement Program (STEP)

\$125,000/ 157 & \$100,000/ 402 & \$540,000/ 163

Target specific traffic problems such as speed, DWI, road rage, aggressive and reckless driving, fatigue/drowsy driving, occupant protection, and crashes involving pedestrians. STEP projects will include media coverage for public information and will coordinate enforcement with other agencies. Approximately 30 law enforcement agencies participate in these activities, encompassing about 60% of the State's population.

PT-03 Statewide PTS Training and Information

\$140,000/ 402

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

PT-04 ODWI Enforcement Coordination

\$490,000/ 163

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

State Funds

EE-01 Traffic Safety Education and Enforcement

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

Police Traffic Services: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-01	Police Traffic Services Program Management	\$110,000	402
PT-02	Selective Traffic Enforcement Program (STEP)	\$100,000	402
PT-03	Statewide PTS Training and Information	\$140,000	402
402 Total		\$350,000	
PT-02	Selective Traffic Enforcement Program (STEP)	\$125,000	157
157 Total		\$125,000	
PT-02	Selective Traffic Enforcement Program (STEP)	\$540,000	163
PT-04	ODWI Enforcement Coordination	\$490,000	163
163 Total		\$1,030,000	
Total All Funds		\$1,505,000	

TRAFFIC RECORDS PROGRAM AREA

Overview

In 1999, NHTSA and FHWA completed a Traffic Records Assessment for the New Mexico Traffic Safety Bureau (TSB). The Assessment compared the State's traffic records activities to the provisions in the National Highway Safety Program Advisory for Traffic Records that establishes criteria to guide state development and use of its highway safety information resources.

In response to this Assessment, the TSB hosted a strategic planning session in January 2002 to discuss the development of a statewide, comprehensive traffic records system and to develop data sharing strategies. A statewide traffic records coordinating committee (STRCC) and a statewide traffic records executive oversight committee (STREOC) were then established to assist in the development of a traffic records strategic plan and to oversee the implementation of that plan.

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

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

The STREOC meets quarterly and provides policy direction to the STRCC. The STRCC is a multi-agency working committee formed to develop a strategic plan and design and implement a Statewide Traffic Records System based on the NHTSA Model Impaired Driving Records Information System (see NM STRS Design Model on page 64).

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

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

Programs

TraCS Evaluation Pilot Project

The first initiative of implementing the STRS Model is the Traffic and Criminal Software (TraCS) Evaluation Pilot Project. TraCS is application software that allows law enforcement officers to electronically capture incident information *where and when* the traffic violation occurs. The system requires the use of in-vehicle laptop computers, one or more PCs in a central law enforcement office, and a data communications network (see NM STRS Design Model on page 64).

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

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

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

The TraCS Evaluation Pilot Field Testing was launched in October 2004 with the DPS State Police and Motor Transportation Pilot Teams. Pilot agency officers are using TraCS on ruggedized laptops in their patrol cars to generate, issue, and print "live" uniform traffic citations, (UTCs). The officers copy their issued citation data using the TraCS "end-shift" function to the local DPS - TraCS server by connecting to the DPS network at their district office. Staggered rollout schedules for other Pilot Teams will be established with appropriate support provided as they initiate Pilot Project activities.

Upon the completion of the TraCS Evaluation Pilot Project, an evaluation report will be provided to the STREOC and the STRCC assessing the TraCS application as a viable solution for the electronic capture of traffic citation information at the roadside by law enforcement. The UTC, DWI citation, tow report, criminal complaint form, and incident/offense report have been prototyped in TraCS and are currently in review to be finalized.

STRCC members have been actively involved with the TraCS National Steering Committee since the inception of the New Mexico STRS Program. In February 2005, New Mexico hosted the National TraCS Software Development Kit training event in Albuquerque, NM. Nineteen students from several states participated in this class.

Ignition Interlock Database Project

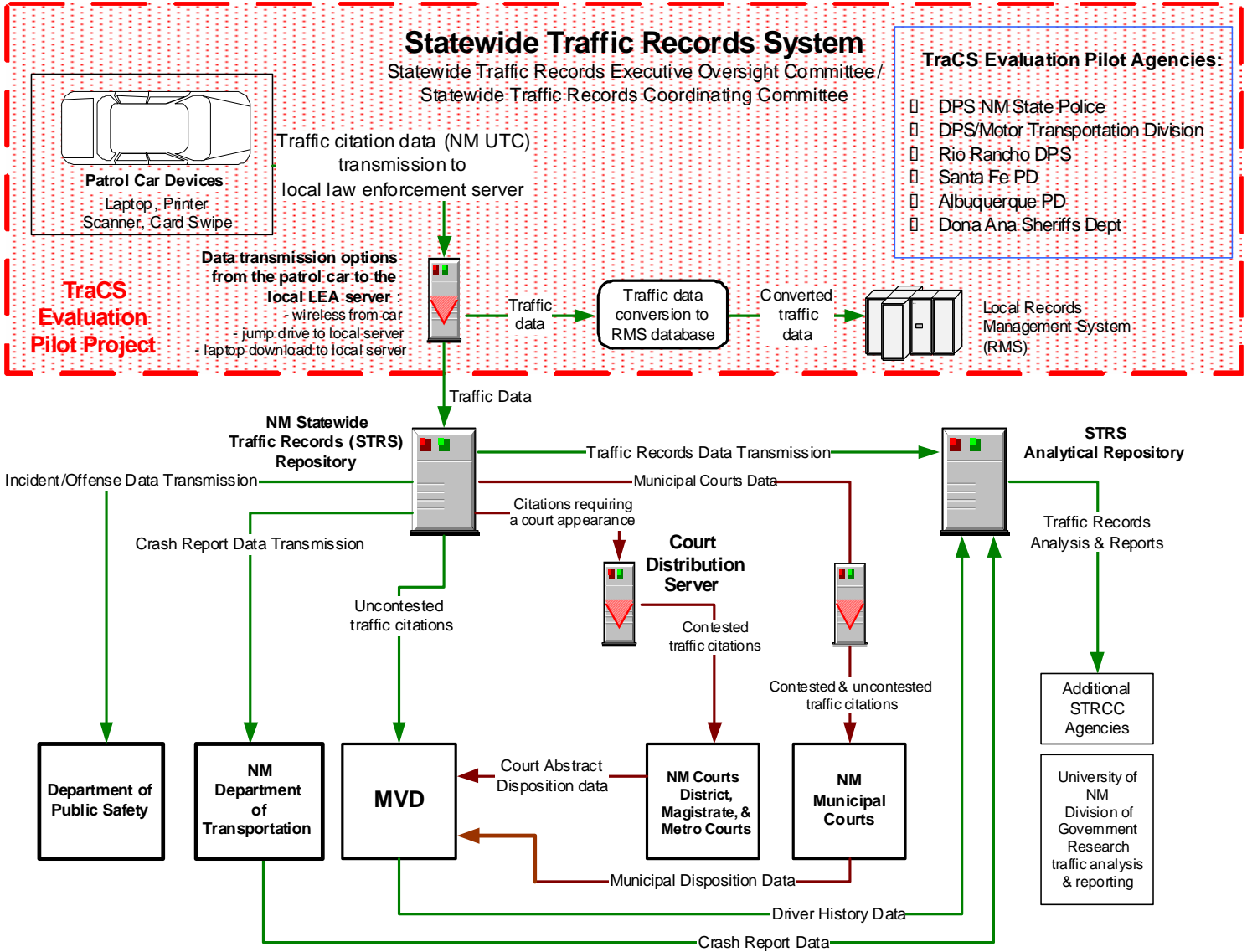
The Ignition Interlock Database (IIDB) Project has been supported and funded by the TSB since 2003. Under contract with the TSB, the Administrative Office of the Courts (AOC) worked with the state's six approved ignition interlock device manufacturers to develop a secure database to collect and store ignition interlock data from all NM service centers. Developing and maintaining the comprehensive statewide ignition interlock data repository will allow the NM to assess the impact of their use on impaired driving.

In federal FY05, the ignition interlock database was developed with a data interface to all six approved manufacturers. A pilot of the Web Application process has begun with one manufacturer that is submitting regular periodic data. A magistrate court and county DWI coordinators are participating in the pilot using the Web Application to access information about high initial BAC readings (on initial blow to start the car), rolling re-tests (results of blows while the car is in operation), and handset disconnect (sign of tampering).

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

In federal FY06, administrative policies will be developed, to include web application security access.

NM STRS Design Model



Problem ID

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

New Mexico Traffic Records Needs

- Establish a Statewide Traffic Records Office.
- Complete the TraCS Evaluation Pilot Project.
 - Complete field testing with the law enforcement agencies.
 - Complete forms development.
- Conduct a new traffic records assessment by June 2006.
- Update the STRS Strategic Plan.
 - Conduct a long-range planning session with traffic records stakeholders to update and extend the time-period of the Plan.
- Develop the STRS architecture.
- Identify funding sources for the STRS.
 - Identify funding sources for the statewide rollout of TraCS.

Objectives/ Performance Measures

- 1) Complete the TraCS Evaluation Pilot Project with the six participating law enforcement agencies by the end of federal FY06.
- 2) Enter electronically 15 percent of LEA Pilot agencies' DWI citations, other traffic citations*, and crash reports by the end of federal FY06. Data will be entered in the field by the six law enforcement agencies participating in the TraCS Pilot Project.
- 3) Establish a Statewide Traffic Records System (STRS) office by the end of federal FY06. The STRS office will contain the STRS Architect, the TraCS Project Team, and other traffic related projects.
- 4) Complete implementation of the Ignition Interlock Database by the end of federal FY06.
- 5) Coordinate with NHTSA to conduct a Traffic Records Assessment by the end of FY06.

*other traffic citations are based on convictions only, as this is what is currently available

Strategies

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

- a) Working cooperatively and collaboratively with other traffic record stakeholders to improve New Mexico's traffic records system and implement the STRS Strategic Plan by:
 - 1) providing technical and administrative support for the STREOC and STRCC
 - 2) continuing to support the TraCS Evaluation Pilot Project

- 3) continuing to support a TraCS Project Manager
- b. Supporting projects to automate the exchange of traffic and DWI citation information between MVD, the courts, and law enforcement agencies throughout the state to reduce manual data processing, and thereby, increase data accuracy and completeness.
- c. Supporting projects to automate the exchange of traffic crash report information between law enforcement and NMDOT to reduce manual data processing, and thereby, increase data accuracy and completeness.

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

- a) Working cooperatively and collaboratively with other traffic record stakeholders to improve the NM STRS by:
 - 1) providing technical and administrative support for the STRS office
 - 2) updating the STRS Strategic Plan to include development of the STRS Model
- b) Supporting projects to collect essential data elements on the traffic offender as required by law enforcement, the judiciary, and MVD.
- c) Supporting projects to document and initiate data warehouse development for the purposes of more detailed traffic and DWI citation and crash reporting.

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

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

Traffic Records Project Descriptions and Budget Amounts

Federal Funds

TR-01 Traffic Safety Problem Identification and Information \$473,000/ 402

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

TR-02 Traffic Records Coordinating Committee \$125,000/ 157

Coordinate the activities of the Statewide Traffic Records Coordinating Committee, including implementing and updating the Strategic Plan.

TR-03 Annual Report \$25,000/ 163

Prepare, print, and distribute an annual report on the performance goals and activities of the Traffic Safety Bureau.

TR-04 Traffic Records and IT Management Consulting Services **\$150,000/ 157**
 Provide program management and IT consulting services for traffic records projects.

TR-05 Traffic Records Assessment **\$30,000/ 157**
 Conduct a Traffic Records Assessment by June 2006, dependent on NHTSA's availability.

State Funds

RF-09 Traffic Records Improvement and Development

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

Also see AL-10, STRS/ Traffic Records Improvement and Development, AL-11, STRS/ TraCS Pilot Project, AL-12, STRS/ Ignition Interlock Database and AL-13 STRS/ Technical Project Manager in the Alcohol/ Impaired Driving Section on page 33.

Traffic Records: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-01	Traffic Safety Problem Identification and Information	\$473,000	402
402 Total		\$473,000	
TR-02	Traffic Records Coordinating Committee	\$125,000	157
TR-04	Traffic Records and IT Management Consulting Svs.	\$150,000	157
TR-05	Traffic Records Assessment	\$30,000	157
157 Total		\$305,000	
TR-03	Annual Report	\$25,000	163
163 Total		\$25,000	
Total All Funds		\$803,000	

TRAFFIC SAFETY PROGRAMS MARKETING AND MEDIA

Overview – Problem ID

NMDOT develops an annual Statewide Media and Marketing Communication Plan that outlines media and marketing strategies for the coming year. The plan provides details about focused information and education campaigns designed to advise the public about traffic safety initiatives that are aimed at reducing traffic related injuries and death. Media messages are developed to reach targeted audiences and generate widespread media exposure. These public information and education campaigns occur in conjunction with law enforcement activities to maximize the effect on the public, whether to change driver behavior or to improve driver awareness.

Radio and television have proven to be effective in the highly populated areas of the state, and TSB will continue to include them in the media mix. Additionally, non-conventional media will be used to reach the population in rural areas. Earned media is a large component of the media plan. Expanded efforts to obtain news coverage of the campaigns will increase exposure and maximize the state's media budget. Collateral materials will be produced to supplement the electronic messages and used for rural area marketing strategies.

Assessment of paid media includes the following:

For the 405 - Occupant Protection media campaign, paid media services provided are assessed monthly. Target markets and target population reach projections are pre-determined and specified in the media contracts. Contractors submit monthly invoices that provide details on media type used (television, radio, print), the number of spots aired, the target reach percentage, the frequency of the airings, and the GRP of each spot. Nielson and Arbitron ratings are used to estimate the size of the target populations.

For the 164 - Alcohol/ Impaired Driving media campaign, paid media services are assessed in the same manner described above for the 405-Occupant Protection media campaign. In addition to this monthly review of services provided, NHTSA funds an annual national telephone household survey (pre & post surveys) to assess the public's knowledge of and exposure to the You Drink, You Drive, You Lose National Mobilization enforcement activities and anti-DWI messaging (survey conducted by Schulman, Ronca and Bucuvalas, Inc. - SRBI). The SRBI YDYDYL Survey is designed to elicit responses from New Mexico drivers who drink alcoholic beverages (this does not mean drivers who have driven after drinking necessarily, but persons who drive, who also drank any alcoholic beverages in the past year). This survey asks about drinking & driving behavior, visibility of police on the roads, the likelihood they would be stopped if they had been drinking & driving, if that likelihood has increased over the past month, if they had seen or heard anti-DWI messages in the past 30 days, where they had heard or seen the anti-DWI messages, which messages they have seen or heard (YDYDYL, Friends Don't Let Friends, etc), if they have seen or been in a checkpoint operation in the past 30 days, and if they think DWI enforcement is important. The Pacific Institute for Research and Evaluation (PIRE) receives funds from NHTSA to assess the impact of NM's 403 Demonstration Grant. PIRE will use the SRBI Survey results as part of its assessment, but is negotiating to have the SRBI YDYDYL Survey conducted in NM every six months during the 403 Demo Grant period and to over-sample households in the 5 counties that are the focus of increased enforcement and media efforts under the Grant.

In addition, Preusser Research Group, Inc.(PRG, Inc.) collects information from drivers coming into motor vehicle offices across New Mexico to assess the public's familiarity with the YDYDYL message and determine drivers' attitudes and behavior regarding drinking and driving (sample size = 500).

PRG, Inc. conducts this survey annually through a NHTSA contract in support of SES states' impaired driving programs. The survey is conducted prior to and following the NHTSA National Mobilization.

As part of the state's Section 403 Demonstration Grant - Comprehensive Impaired Driving Program, NMDOT will contract for community outreach in FY06. The contractor will provide marketing and media expertise in the five highest risk counties in NM for DWI and the NM portion of the Navajo Nation. As part of this 403 Program, a creative design contractor will assist NMDOT/ TSB with development of media and marketing materials for distribution and dissemination in FY06.

Full details on NM's marketing and media activities can be found in the 2005 Statewide Marketing and Media Communication Plan. This plan was developed as part of the state's Section 403 Demo Grant - Comprehensive Impaired Driving Program. This Plan will be updated for FY06.

TS Programs Marketing & Media Project Descriptions and Budget Amounts

Federal Funds

AL-18 Super Blitz Media Activities **\$800,000/164 PM**

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

AL-19 DWI Community Media Outreach **\$321,000/164**

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

AL-20 DWI Public Relations Creative Design **\$250,000/164**

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

AL-21 Sustained Paid Media **\$850,000/164 PM**

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

AL-22 DWI Educational and Promotional Materials **\$150,000/ 164**

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

OP-07 Occupant Protection Safety Messages **\$100,000/ 405 PM**

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

State Funds

EE-02 Statewide Traffic Safety Information and Education Campaigns

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

EE-03 DWI Production Services

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

Traffic Safety Programs Marketing & Media: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
AL-18	Super Blitz Media Activities	\$800,000	164 PM
AL-21	Sustained Paid Media	\$850,000	164 PM
164 PM Total		\$1,650,000	
AL-19	DWI Community Media Outreach	\$321,000	164
AL-20	DWI Public Relations Creative Design	\$250,000	164
AL-22	DWI Educational and Promotional Materials	\$150,000	164
164 Total		\$7,210,000	
OP-07	Occupant Protection Safety Messages	\$100,000	405 PM
405 PM Total		\$100,000	
Total All Funds		\$2,471,000	

DRIVER EDUCATION AND SAFETY PROGRAM AREA

Overview

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

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

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

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

Programs

Novice Driver Education

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

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

DWI Awareness Program

The TSB is responsible for assuring that adult learning techniques are incorporated into a curriculum designed to raise awareness about the dangers of drinking and driving. All first-time licensees in New Mexico between the ages of 18 and 24 are required to take a DWI awareness class. Recent legislation allows individuals to apply for a first-time driver's license using alternative forms of identification. This change resulted in an increase in the number of first-time applicants completing the DWI awareness course in 2004.

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

Driver Improvement Program

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

DWI School Program

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

Estimated Number of Individuals Trained 2004

PROGRAM	NUMBER OF STUDENTS
Novice Driver Education	23,000
DWI Awareness	13,000
Driver Improvement	26,000
DWI School	6,500

Problem ID

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

National and local statistics confirm that novice drivers are more likely to be involved in crashes compared to all other drivers. In New Mexico in 2003, teens 15-19 had the highest crash involvement rate of all drivers. Although, teens comprise only five percent of drivers in NM, 16 percent of drivers in crashes were teens. Fifty-six percent of all teen crash deaths involved alcohol. Drivers ages 20-24

accounted for 13 percent of all traffic deaths and 15 percent of serious injuries, even though they comprise only nine percent of licensed drivers.

In NM, all persons under the age of 18 applying for their first NM driver's license must complete a driver education course that includes a DWI prevention and education program. Also, all first time licensees between the ages of 18 and 24 are required to take a DWI awareness class. In 2004, 23,000 students completed the Novice Driver Education course, and 13,000 completed the DWI Awareness course.

Of NM's 11,462 DWI convictions in 2004, 7,429 were 1st time DWI convictions. In NM, all first-time DWI offenders are required to attend DWI School.

In NM, courts may require a driver to attend the Driver Improvement Program based on a conviction for a penalty assessment misdemeanor or any other misdemeanor committed while driving. Of the approximately 240,000 traffic conviction violations recorded in 2004*, 44 percent were for speeding. Another 36 percent were for no seatbelt use, no insurance, no license, DWI, not stopping/ yielding, driving on suspended or revoked license, open container, or no child restraint. In 2004, 26,000 persons attended the Driver Improvement Program.

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

Strategies

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

- a) developing and implementing a traffic safety media and marketing plan for FY05.

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

- a) continuing to monitor Driver Education, Driver Safety, and DWI Schools to ensure that course instruction complies with TSB regulations.
- b) contracting with UNM/IPL to monitor the quality of driver education schools and maintain a database to track the certification status of all driver's education instructors statewide.
- c) continuing oversight of DWI Awareness classes offered as independent study courses available by mail. Ensure that course materials include a student manual and a video.
- d) working with AAA New Mexico, MVD, and other traffic safety partners to provide the public with information on the driver education and safety programs in New Mexico.
- e) arranging sponsorship with the New Mexico Broadcasters Association for the New Mexico State High School Basketball tournament to provide traffic safety messages targeted at high school students and parents. Sponsorship includes interviews, public service announcements and material distribution on topics such as graduated licensing, driver's education, underage drinking and safety belt use.

Driver Education Project Descriptions and Budget Amounts

Federal Funds

DE-01 Activist Information and Training

\$25,000/ 402

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

DE-02 Public Information Broadcasting

\$165,000/ 402

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

DE-03 Traffic Safety Reporting

\$175,000/ 402

Prepare, print, and distribute traffic safety materials, reports, and newsletters used for public information and education, or promotion of program activities.

DE-04 Traffic Safety Quality Improvement Workshop

\$25,000/ 157 DE

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

DE-05 Traffic Safety Facilitation Services

\$25,000/ 157 DE

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

DE-06 Traffic Safety Information Clearinghouse

\$250,000/ 157 DE

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

State Funds

DI-01 GDL Public Information/Education

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

DI-02 Quality Assurance

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

DI-03 Interpretation Services

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

DI-04 Instructor Training

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

DI-05 DWI Education Curriculum

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

EE-04 Traffic Safety Education and Enforcement Projects

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

PE-01 Public Education Event Sponsorship

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

PE-02 Teen Mobilization

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

PE-03 Multi-media Information

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

Driver Education: Federal Budget Summary

Project Number	Project Title	Budget	Budget Source
DE-01	Activist Information and Training	\$25,000	402
DE-02	Public Information Broadcasting	\$165,000	402
DE-03	Traffic Safety Reporting	\$175,000	402
402 Total		\$365,000	
DE-04	Traffic Safety Quality Improvement Workshop	\$25,000	157 DE
DE-05	Traffic Safety Facilitation Services	\$25,000	157 DE
DE-06	Traffic Safety Information Clearinghouse	\$250,000	157 DE
157 DE Total		\$300,000	
Total All Funds		\$665,000	

MOTORCYCLE SAFETY PROGRAM AREA

Programs

The following programs are primarily state-funded programs, but they may be expanded during FY05, and federal funds may be used, as appropriate.

Motorcycle Training Program

To help riders develop skills, the TSB administers statutorily required motorcycle training program statewide. In 2004, more than 3,500 individuals received motorcycle training. This is the second year in row that training numbers have exceeded 3,000, up from 1,500 in 1999. The Program is administered through contractual services and is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

Year	Students Trained Annually	% Change from Previous Year	Active Sites	Active Rider Coaches
1999	1,506		9	58
2000	1,911	27%	8	52
2001	2,260	18%	8	59
2002	2,550	13%	9	72
2003	3,055	20%	9	76
2004	3,649	19%	9	70

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

Annual Motorcycle Safety Awareness Day

The TSB sponsored the fourth annual "New Mexico Motorcycle Safety Awareness Day" in May of 2004. This event promotes safety strategies including the Motorcycle Training Program and the need for increased automobile driver awareness. Riders, vendors, instructors, law enforcement, the Motor Vehicle Division and the public all were involved. Local media, including a live radio broadcast, covered the event.

Problem ID

Most motorcycle crashes result in injury, rather than death. Deaths due to motorcycle crashes increased in FY04 from 37 to 44. The number of riders sustaining injuries due to a motorcycle crash has also increased, going from 683 in FY03 to 703 in FY04.

Over the past five years, motorcycle crashes have increased by 45%, going from 719 in 2000 to 1,041 in 2004.

In NM, motorcyclists are predominantly male, and the largest group involved in motorcycle crashes are between the ages of 20 and 24, and 40-44.

Seventy-one percent of motorcycle crashes are in urban areas, but 54 percent of fatal crashes are in rural areas. Half of all crashes are in Bernalillo, Dona Ana, and Santa Fe counties.

Most motorcycle crashes occur on Saturday and Sunday (38%), mostly in daylight hours (75%), with the peak time being between 4 p.m. and 7 p.m. (26%). The highest crash months are May, September, July, August, and June.

The top contributing factors for motorcycle crashes are involvement with another vehicle, overturns, and hitting a fixed object.

Only about 10% of motorcycle crashes are alcohol-involved.

Not wearing a helmet remains a primary factor in the number of New Mexico's motorcycle deaths and injuries. Of the 40 motorcyclists killed in FY04, 78% were not wearing a helmet. Sixty-seven percent of those receiving serious injuries (visible or incapacitating) were not wearing a helmet. The current helmet law applies only to persons under the age of 18. Those least likely to wear a helmet are riders ages 25-49.

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

Strategy

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

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

Motorcycle Safety Project Descriptions and Budget Amounts

State Funds

MC-1 Motorcycle Safety Training Program

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

FY06 PROJECT DESCRIPTIONS Complete Listing

Federally Funding- Projected Costs and Funding Sources

- AL-01 Additional Law Enforcement Officers** **\$750,000/ 403**
Fund five high-risk counties to add full time law enforcement officers. The five counties are Dona Ana, Bernalillo, San Juan, Rio Arriba and McKinley. This includes providing funding for salaries and benefits, training, travel, supplies, and related equipment specifically aimed at increasing high visibility enforcement through checkpoints and saturation patrols.
- AL-02 Underage Drinking Enforcement** **\$275,000 /164**
Fund law enforcement agencies to conduct underage drinking enforcement, such as party patrols, shoulder taps, etc. Activities will be coordinated with DPS/ SID.
- AL-03 BAC Testing** **\$75,000/ 164**
SLD provides community based education on the impact of drugs on driving. They provide statistical data on drug-impaired driving in NM in terms of overall prevalence and drug trends. Allows SLD to hire a full time person to provide intoxilyzer and RBT IV operator training to law enforcement.
- AL-04 Offender Monitoring** **\$125,000/ 164**
Monitor the sanctions of repeat and high-risk DWI offenders, following them through the adjudication and sentencing process. .
- AL-05 DWI Judicial Education** **\$105,000/ 164**
Train new judges on New Mexico's DWI laws; develop and interactive web page on DWI laws and problems; develop and conduct special DWI training for municipal, magistrate, and metro court judges.
- AL-06 Administrative License Revocation Officer** **\$150,000/ 164**
Increase the effectiveness of the administrative license revocation (ALR) process through support of ALR Hearing Officers to handle the increased ALR caseload from ODWI. Produce and disseminate annual report on ALR hearing outcomes. Provide training to offenders and local law enforcement on the ALR process.
- AL-07 Drug Recognition Expert Training** **\$60,000/ 163**
Expand training and re-certification of DRE (Drug Recognition Expert) officers to increase the number of DRE experts in the state.
- AL-08 ODWI Enforcement** **\$1,250,000/ 164**
Fund overtime enforcement and checkpoint equipment for the Operation DWI checkpoint and DWI saturation patrol program. Maintain the program as funding allows. Expand the program in areas of the state with high rates of DWI, and to new tribal and law enforcement entities. These activities encompass approximately 60 agencies statewide (minimum 75% of the State's population).
- AL-09 ODWI Special Enforcement** **\$250,000/ 163ID**
Fund enhanced enforcement in the months of October and November utilizing the Section 163ID funds. October and November are the first and second highest months for impaired driving

fatalities. This activity will encompass approximately 60 agencies statewide (minimum 75% of the State's population). These funds must be expended by June 30, 2006.

AL-10 STRS/ Traffic Records Improvement and Development **\$1,200,000/ 164**

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

AL-11 STRS/ TraCS Pilot Project **\$1,300,000/164**

Fund the electronic collection, storage, and transmission of DWI traffic records data utilizing the Traffic Criminal Software (TraCS) by six pre-selected law enforcement agencies consisting of State Police, Motor Carrier, Albuquerque Police Department, Rio Rancho Police Department, Dona Ana Sheriffs Office and Santa Fe Police Department. Equipment under \$5000 will include items such as laptops, printers, and scanners. Communications equipment over \$5000 will include:

Message Switch - \$37,200.00

Description: Mobile Data Browser Switch Software - integrates MDB with CAD system and Records Management System at the Santa Fe Police Department.

IP Network Controller (IPNC) - \$ 38,320.00

Description: The IP Network Controller is a router that controls the wireless network. Wireless traffic is routed through and scheduled by the IPNC and acts as the bridge between the wireless network in the patrol vehicles and the local area network at the Santa Fe City Police Stations.

Wireless Data Interface - \$ 13,196.00

Description: The Wireless Data Interface includes the IP400 base station, modems, power supplies, rack, cables, and labor. This equipment is installed at a tower site in the city and communicates the information from the Santa Fe city server and converts it to a two-way radio signal for patrol car mobile radios to receive.

This equipment is funded at 80% for the TraCS Evaluation Pilot Project/ 20% funded by other non-federal highway funds.

As part of the TraCS Pilot project, this communications equipment will be used by the City of Santa Fe Police Department for establishing Mobile Data communications between officers across a wide and varying geographic area within the city of Santa Fe. The STREOC and STRCC recommended and approved the equipment for the City of Santa Fe Police Department because they needed to build their system from the ground up. Santa Fe was selected due to need, location, ability, and willingness to participate. With Santa Fe's inclusion in the TraCS project, state coverage will be approximately 75%. This cohesive Law Enforcement Network (LEN) will allow personnel in patrol vehicles to communicate with the NCIC (National Crime Information Center) for warrants and to access the MVD (Motor Vehicle Division) driver file. An officer can then enter this information directly into an electronic DWI citation.

AL-12 STRS/ Ignition Interlock Database **\$100,000/ 164**

Complete and maintain the ignition interlock data repository, and integration and exchange initiatives. These activities will improve the quality, accuracy, integrity, timeliness, consistency, and

accessibility of ignition interlock data to state agencies; government entities and other authorized users to monitor compliance and conduct evaluations.

AL-13 STRS/ Technical Project Manager

\$200,000/ 164

Coordinate and lead the TraCS pilot project to collect DWI citation and other reports electronically, as part of the STRCC Strategic Plan. Data will be collected in the field by the six pilot law enforcement agencies.

AL-14 Impaired Driving Program Management

\$120,000/ 402

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

AL-15 Traffic Safety Resource Prosecutor

\$60,000/164

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

AL-16 Evaluation of Metro Court Scheduling Process

\$40,000/164

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

AL-17 Impaired Driving Demo Project Program Management

\$150,000/403

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

AL-18 Super Blitz Media Activities

\$800,000/164 PM

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

AL-19 DWI Community Media Outreach

\$321,000/164

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

AL-20 DWI Public Relations Creative Design

\$250,000/164

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

- AL-21 Sustained Paid Media** **\$850,000/164 PM**
Fund individual television and radio stations to air DWI messages statewide during non-Super Blitz Mobilization periods. These activities will include a strong enforcement message, targeting the high-risk populations including Hispanics and American Indians. These activities are outlined in the Statewide Media and Marketing Communication Plan.
- AL-22 DWI Educational and Promotional Materials** **\$150,000/ 164**
Purchase educational and promotional materials to be distributed statewide around special events such as the Balloon Fiesta and the State Fair. Some materials will be distributed to the courts and to liquor establishments.
- AL-23 Statewide DWI Training and Information for Law Enforcement** **\$250,000/ 164**
Provide traffic safety information and training to all involved in police traffic services. Training may include SFST, conducting DWI checkpoints, electronic DWI citation data entry.
- AL-24 DWI Research Forums** **\$20,000/ 164**
Fund a research series on “state of the art” practices and model programs in the area of traffic safety. This would include a series of one day forums where presenters would identify model programs that could be implemented in NM.
- AL-25 Treatment Sanction Data Review** **\$25,000/ 164**
Fund a review of court data on a limited number of individuals convicted of DWI to determine what type of treatment is mandated for various levels of DWI offenses.
- DE-01 Activist Information and Training** **\$25,000/ 402**
Provide for participation by New Mexico traffic safety activists in training events, conferences, task forces, and seminars to develop their skills and knowledge in traffic safety program issues.
- DE-02 Public Information Broadcasting** **\$165,000/ 402**
Provide for non-paid media (non-commercial sustaining announcements, NCSA’s) activities developed and implemented by broadcasters and broadcasters-in-training for use in the promotion of current statewide traffic safety activities.
- DE-03 Traffic Safety Reporting** **\$175,000/ 402**
Prepare, print, and distribute traffic safety materials, reports, and newsletters used for public information and education, or promotion of program activities.
- DE-04 Traffic Safety Quality Improvement Workshop** **\$25,000/ 157 DE**
Provide facilitation and coordinate/conduct workshops/forums to allow input from partners/public on traffic safety issues, recommendations, and strategies. Develop reports or work plans to address identified problems.
- DE-05 Traffic Safety Facilitation Services** **\$25,000/ 157 DE**
Facilitate TSB-related and/or TSB-sponsored events in which the main goal of each event is to develop strategies or improve processes designed to reduce motor vehicle related crashes, death, and injuries.
- DE-06 Traffic Safety Information Clearinghouse** **\$250,000/ 157 DE**
Provide clearinghouse services statewide. Distribute traffic safety materials to support programs. Staff a 1-800 toll-free service to respond to public queries on occupant protection, DWI prevention, speed, graduated licensing and other traffic safety programs and issues.

PA-01 Financial Systems Management

\$50,000/ 402

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

PA-02 Financial Project Management Services

\$60,000/ 402

A contract position that prepares financial documents and coordinates activities necessary for the efficient and effective implementation of programs.

PA-03 HSPP Development and Grant Writing Services

\$60,000/ 157

A contract position that develops, prepares, and maintains New Mexico's Highway Safety and Performance Plan, and develops and prepares federal grant applications, as required by federal regulations.

PA-04 Financial Management

\$150,000/163

A contract position that processes program and financial documents for traffic safety projects; conducts financial reviews of project files and handles discrepancies noted; obtains and reviews required financial audits; and processes federal reimbursements.

PS-01 Pedestrian Safety

\$150,000/ 402

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

PS-02 Pedestrian Safety Law Enforcement Operation / Evaluation

\$100,000/ 403 PS

Provide training and funding to law enforcement in Albuquerque, Gallup, and Las Cruces to participate in a national study of pedestrian 'sting' law enforcement operations. Media campaigns will coincide with monthly operations at high incidence pedestrian crash sites for the project period.

PT-01 Police Traffic Services Promotion Program Management

\$110,000/ 402

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

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

PT-02 Selective Traffic Enforcement Program (STEP)

\$125,000/ 157 & \$100,000/ 402 & \$540,000/ 163

Target specific traffic problems such as speed, DWI, road rage, aggressive and reckless driving, fatigue/drowsy driving, occupant protection, and crashes involving pedestrians. STEP projects will obtain media coverage for public information and will coordinate enforcement with other agencies. This encompasses approximately 30 law enforcement agencies (approximately 60% of the State's population).

PT-03 Statewide PTS Training and Information

\$140,000/ 402

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

PT-04 ODWI Enforcement Coordination

\$490,000/ 163

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

TR-01 Traffic Safety Problem Identification and Information

\$473,000/ 402

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

TR-02 Traffic Records Coordinating Committee

\$125,000/ 157

Coordinate the activities of the Statewide Traffic Records Coordinating Committee, including implementing and updating the Strategic Plan.

TR-03 Annual Report

\$25,000/ 163

Prepare, print, and distribute an annual report on the performance goals and activities of the Traffic Safety Bureau.

TR-04 Traffic Records and IT Management Consulting Services

\$150,000/ 157

Provide program management and IT consulting services for traffic records projects.

TR-05 Traffic Records Assessment

\$30,000/ 157

Conduct a Traffic Records Assessment in late Spring or early Summer of 2006, dependent on NHTSA's availability.

Other Project Descriptions Complete Listing

State Funding

CDWI-01 Community DWI

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

DI-01 GDL Public Information/Education

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

DI-02 Quality Assurance

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

DI-03 Interpretation Services

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

DI-04 Instructor Training

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

DI-05 DWI Education Curriculum

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

EE-01 Traffic Safety Education and Enforcement

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

EE-02 Statewide Traffic Safety Information and Education Campaigns

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

EE-03 DWI Production Services

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

EE-04 Traffic Safety Education and Enforcement Projects

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

MC-1 Motorcycle Safety Training Program

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

PE-01 Public Education Event Sponsorship

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

PE-02 Teen Mobilization

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

PE-03 Multi-media Information

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

RF- 01 Additional Law Enforcement Officers

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

RF- 02 Ignition Interlock Pilot Program

Fund a monitoring and evaluation contract with Santa Fe County that will track all DWI offenders mandated to install an ignition interlock device.

RF - 03 Statewide DWI Prevention Expansion to College Campuses

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

RF-04 Evaluation of Judicial Resources

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

RF-05 OBD Enforcement and Coordination

Continue overtime funding to law enforcement agencies to conduct seatbelt and child occupant restraint use activities. This program has been successful in producing a steady increase in safety belt use in New Mexico.

RF-06 Administrative Assistant

Provide the Bureau with assistance dealing with the Settlement Agreement.

RF-07 Financial Management

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

RF-08 CDWI Coordinator

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

RF -09 Traffic Records Improvement and Development

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

ACRONYMS

100M VMT - 100 million vehicle miles traveled
ALR - Administrative license revocation
AOC - Administrative Office of the Courts
BAC - Blood/ Breath alcohol content
BPE - Bicycle, pedestrian and equestrian
CDWI - Community DWI Program (TSB)
COSAP - Campus Office of Substance Abuse Prevention (University of NM)
CPS - Child passenger safety
CYFD - Children, Youth, and Families Dept.
DFA - Department of Finance and Administration
DGR - Division of Government Research (University of NM)
DUI - Driving under the influence
DWI - Driving while intoxicated
EMS - Emergency Medical Services
FHWA - Federal Highway Administration
GDL - Graduated driver's licensing
HGN - Horizontal gaze nystagmus
HSPP - Highway Safety & Performance Plan
IIDB - Ignition interlock database
IPL - Institute for Public Law (University of NM)
JEC - Judicial Education Center
LDWI - Local DWI Program (Dept. of Finance & Administration)
LEL - Law enforcement liaison
LGD - Local Government Division (Dept. of Finance and Administration)
MADD - Mothers Against Drunk Driving
MTD - Motor Transportation Division (Dept. of Public Safety)
MVD - Motor Vehicle Division
NHTSA - National Highway Transportation Safety Administration
NM - New Mexico
NMDOH - New Mexico Department of Health
NMDOT - New Mexico Department of Transportation
OBD - Operation Buckle Down
ODWI - Operation DWI
PBT - Portable breath testers
PCs - Personal computers
PMs - Program managers (at TSB)
PTS - Police traffic services
SFST - Standard field sobriety testing
SID - Special Investigations Division (Dept. of Public Safety)
SLD - Scientific Laboratory Division (University of NM)
STEPS - Selective Traffic Enforcement Programs
STRCC - Statewide Traffic Records Coordinating Committee
STREOC - Statewide Traffic Records Oversight Committee
STRS - Statewide Traffic Records System
SWAG - Statewide Walkability Advocacy Group
TraCS - Traffic and Criminal Software
TSB - Traffic Safety Bureau (NMDOT)
UNM - University of New Mexico
UTCs - Uniform traffic citations
WAG - Walkability Advisory Group (community-based)

NMDOT GUIDING PRINCIPLES

NEW MEXICO DEPARTMENT OF TRANSPORTATION GUIDING PRINCIPLES

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

- Multimodal Transportation

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

- Partnership with Tribal Governments

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

- Partnership with Local Governments

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

- Environmental Responsibility

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

- Safety and Security

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

- Efficient Use of Public Resources

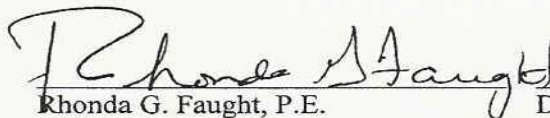
We are committed to the principle of efficient and effective use of public resources provided by the people to improve transportation in New Mexico. Our Department will optimize the amount of resources that go to transportation facilities and services. Our Department will compete for all applicable federal,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

- Economic Vitality

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

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

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

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

Cabinet Secretary
New Mexico Department of Transportation

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

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

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

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

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

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

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

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

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

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs); Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State

agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.

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

BUY AMERICA ACT

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

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such

materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency

to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

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

excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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

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

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

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year __2006____ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Rhonda G. Fraught
Governor's Representative for Highway Safety

8/29/2005
Date