



*New Mexico* DEPARTMENT OF  
**TRANSPORTATION**  
MOBILITY FOR EVERYONE

# Traffic Safety Bureau



## FY2006 Annual Report

# State of New Mexico

## **Governor**

Bill Richardson

## **Transportation Secretary**

Rhonda G. Faught, P.E.

## **Transportation Commission**

District One - John Hummer

District Two - Johnny Cope

District Three - Norman Assed

District Four - Jim Franken

District Five - David Schutz

District Six - Greg Ortiz

## **Acknowledgments**

The NMDOT Traffic Safety Bureau would like to thank Governor Bill Richardson, DWI Czar Rachel O'Connor, the National Highway and Traffic Safety Administration, local officials and coordinators, law enforcement, and other partner organizations for their support for TSB programs and initiatives during the past year. These partnerships are vital to our success in reducing fatalities and injuries on New Mexico's roads, streets and highways.

Editor: Ilene Hall, Pricehall Research, Inc.

Photos: UNM Institute of Public Law, Safer NM Now, and TSB.

Many thanks to Jim Davis at the UNM Division of Government Research, TSB staff, TSB contractors, and Traffic Safety partners for contributing information for the FY 2006 edition of the NMDOT/ TSB Annual Report.

**Message from NMDOT Secretary  
Rhonda G. Faight, P.E.**

Dear Traffic Safety Partners:

Thank you! This year has brought amazing accomplishments in traffic safety. With the cooperation of law enforcement officials, legislators, non-profit organizations, state, local and tribal governments, New Mexico has achieved monumental tasks. I am proud of our joint efforts to initiate funding for programs that are critical for the reduction of traffic-related fatalities and injuries.

The Statewide Highway Safety and Performance Plan being developed by the Traffic Safety Bureau is a necessary component for obtaining federal funds. With these funds, we can implement educational programs that are an integral element of travel, guaranteeing safer roads for New Mexico. I applaud every effort concentrated on facilitating Super Blitz checkpoints and saturation patrols, Operation DWI and Operation Buckle Down.

There are so many exciting new projects underway in the coming year, I can't help but look forward to seeing our goals finally realized. On behalf of the New Mexico Department of Transportation and law enforcement officials, I commend everyone for working together toward raising safety belt usage rates by fostering development strategies that make our mission a reality. Through your dedication, we create a positive outcome for all of us on our roads and highways across the state.

My sincere thanks go out to each and every one of you who are working hard to reinforce the safety of others.

Sincerely,

*signed original will be sent with final submission*

Rhonda G. Faight, P.E.  
Cabinet Secretary  
New Mexico Department of Transportation

## Message from TSB Director Michael Sandoval

Dear Traffic Safety Partners:

The new year of 2007 is just beginning. It is time to reflect on the past year, enjoy our successes, work on our shortfalls, and most importantly take the time to appreciate our family, friends, and other important relationships.

This year, I would like to take the opportunity to thank my extended family, the Traffic Safety Bureau staff. Just like any other work place, our Bureau has highs and lows, good days and bad, moments of greatness, and times of frustration. However, one thing always remains constant. The TSB staff is dedicated to reducing crashes, saving lives and serving the people of New Mexico.

Many times the day to day work of my staff goes unnoticed. However, I want to take this opportunity to congratulate my staff on another successful and hard working year. I have learned that having a committed and resourceful staff makes the State continue to move in the right direction. I am proud that my staff views problems as temporary obstacles, and difficult issues are no more than opportunities to solve tough situations.

So like I have thanked Law Enforcement and all of our Traffic Safety Partners in past years, I would like to thank all of the people at the Traffic Safety Bureau for all of your ambitious work and positive attitude.

We will have a successful 2007 moving towards being the best Traffic Safety Bureau in the Southwest!

Sincerely,

*signed original will be sent with final submission*

Michael R. Sandoval, Director  
NMDOT-Traffic Safety Bureau

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## Executive Summary

### **Overall Performance Objectives\***

In FY06, New Mexico achieved two of its five overall performance objectives. NM was able to reduce the number of traffic crash serious injuries from 9,025 to 6,587, exceeding its FY06 objective by more than 1,300 serious injuries. In addition, NM reduced its serious injury crash rate, exceeding its FY06 objective by 0.56. NM was not able to reduce its number of crash fatalities, traffic fatality rate, or fatal traffic crash rate by the amounts anticipated.

Fatalities were particularly high on rural interstates, and many law enforcement agencies continued to experience officer shortages. Many agencies reported problems with recruitment and retention.

### **Alcohol/ Impaired Driving Performance Objectives**

NM achieved two of its five alcohol/ impaired driving performance objectives. The percent of alcohol-related fatalities was reduced from 45% to 42%, and the alcohol-involved serious injury crash rate was reduced from 60 to 38. NM was not able to reduce its number of alcohol-related fatalities, alcohol-involved traffic fatality rate, or alcohol-involved fatal crash rate by the amounts anticipated.

As with the overall fatalities and crashes, alcohol-related fatalities and crashes were likely somewhat affected by officer shortages and high roadway miles traveled.

### **Occupant Protection Performance Objectives**

NM did not achieve its occupant protection performance objective of increasing its overall safety belt use percentage from 89.5 to 91. Observation survey data for 2006 indicate that NM's safety belt use is at 90%.

Although driver use was reported at 90.7%, front seat, outboard passenger use was reported at 85.8%. Passenger use has increased over the past three years, but NM must continue its enforcement and public education efforts to ensure that all passengers are properly protected.

### **Pedestrian and Bicyclist Safety Performance Objectives**

In FY06, NM achieved two of its four pedestrian and bicyclist safety performance objectives. NM reduced its pedestrian serious injury rate and its alcohol-related pedestrian serious injury rate by more than the amounts anticipated. However, the pedestrian fatality rate increased and the alcohol-related pedestrian fatality rate remained essentially the same as the FY04 base rate.

Despite NMDOT/ TSB's support of pedestrian safety education and awareness, and support of law enforcement pedestrian safety efforts, NM maintains a high pedestrian fatality rate. TSB will continue to promote public education, safer and more pedestrian-friendly roadways, and local community pedestrian safety projects.

### **Police Traffic Services Performance Objectives**

NM achieved all three of its FY06 police traffic services performance objectives. Along with meeting its objective of increasing the number of safety corridors from 8 to 12, NM was able to reduce its speed and failure to yield fatal and serious injury crash rates to anticipated levels.

### **Traffic Records Performance Objectives**

NM achieved three of its five traffic records performance objectives. The TraCS Evaluation Pilot Project was completed on schedule, the Ignition Interlock Database was implemented, and a new Traffic Records Assessment was conducted. NMDOT/ TSB met its objective of providing a TraCS Project Team to support the TraCS Pilot law enforcement agencies, both during and after the Pilot period.

## **Planning and Administration Performance Objectives**

NM achieved all three of its planning and administration performance objectives. The annual Highway Safety and Performance Plan, and five other grant applications under SAFETEA-LU, were completed and submitted to NHTSA. All grant applications were funded.

\*All FY06 data presented in this Executive Summary are preliminary.

## **Traffic Safety Bureau Mission Statement**

The mission of the Traffic Safety Bureau is to continuously reduce motor vehicle related fatalities and injuries. This will be accomplished by developing and supporting a comprehensive, multiple strategy approach that includes enforcement, deterrence, prevention, education, training, legislation and regulation, and data management and analysis.

### **Introduction**

During the past year, NMDOT Traffic Safety Bureau (TSB) programs reached New Mexicans from every geographic area of the state, and from every age and ethnic group. Through its media campaigns that encourage safe, sober driving to its high-visibility enforcement programs that remind drivers, "You Drink, You Drive, You Lose!" and "Click It or Ticket," the TSB supports programs that are designed to make New Mexicans safer.

TSB supports prevention and education activities in the areas of DWI, occupant protection, pedestrian and bicycle safety, driver education, and motorcycle safety. Training programs provide opportunities for all age groups to improve their driving skills, whether in an automobile, on a motorcycle, or on a bicycle. TSB and its statewide safety partners work diligently to positively impact the lives of all New Mexicans.

TSB's top priorities for program funding in FY2006 were in the areas of Impaired Driving, Traffic Records, and Occupant Protection. Along with these high priority program areas, TSB funded projects in the areas of Police Traffic Services, Pedestrian and Bicyclist Safety, Traffic Safety Marketing and Media, Motorcycle Safety, and Driver Education and Safety. In addition, TSB provided funding to a variety of organizations to support its traffic safety objectives, including state agencies, nonprofit corporations and private contractors, experts in records, statistics, public information, health, and the judicial system. Each funded organization has a specific purpose in assisting TSB in reducing motor vehicle related crashes, deaths, and injuries.

In FY06, the NMDOT/ TSB applied for and received funding under the federal SAFETEA-LU Program for the following grants:

- Section 405 – Occupant Protection
- Section 406 – Safety Belt Performance
- Section 408 – State Traffic Safety Information System Improvement
- Section 410 – Alcohol Impaired Driving Countermeasure
- Alcohol High Fatality and High Visibility
- Section 2010 – Motorcycle Safety

## Legislative Issues

### 2006 Highlights

HB122 – Management and distribution of Ignition Interlock fund moved to Traffic Safety Bureau.

UNM Scientific Laboratory Division allotted \$250,000 for Intoxylizers

Mothers Against Drunk Driving received additional funding for their alcohol prevention education program – Protecting You Protecting Me.

The New Mexico State Police received funding to provide for raises for officers, and to assist with retention and recruitment.

### Plans for 2007

Two legislative recommendations were developed and included in the “Crashes Involving Alcohol Impaired Driving Section” of the NMDOT Comprehensive Transportation Safety Plan:

- Make regulatory and statutory changes to reform the administrative license revocation process in New Mexico.
- Continue to explore new public policy options to reduce death and injury due to DWI, and to strengthen existing laws.

Two other items for action have been identified by the Governor’s Office:

- Mandated penalties for tampering with ignition interlock devices.
- Changes to the BAC testing statute with regard to testing results within a certain time-period of arrest.

## Traffic Safety Planning Participants and Partners

***NM Department of Transportation  
NHTSA South Central Region  
Federal Highway Administration  
Federal Motor Carriers***

***Statewide Traffic Records Executive  
Oversight Committee  
Statewide Traffic Records  
Coordinating Committee***

***Dept. of Public Safety  
NM State Police  
Motor Transportation Division  
Special Investigations Division  
Local NM Law Enforcement Agencies***

***University of New Mexico  
Division of Government Research  
Institute of Public Law/ Judicial Education Center  
Department of Emergency Medicine  
Campus Office of Substance Abuse Prevention***

***NMDOH  
Injury Epidemiology Unit  
Scientific Laboratory Division  
Injury Prevention and EMS Bureau***

***AAA New Mexico  
Administrative Office of the Courts  
Albuquerque Metropolitan Court  
Alcohol and Gaming Division  
Bency and Associates  
Department of Education  
DFA Local DWI Program  
DWI Leadership Team  
DWI Resource Center  
Governor's Ignition Interlock Task Force  
Governor's Multi-Agency DWI Task Force  
Mothers Against Drunk Driving  
Motor Vehicle Division  
Motorcycle Safety Foundation  
NM Broadcasters Association  
NM Restaurant Association  
NM Tribal Crime Data Advisory Board  
Safer NM Now  
TACT and Associates  
Traffic Safety Advisory Committee***

## Performance Measures

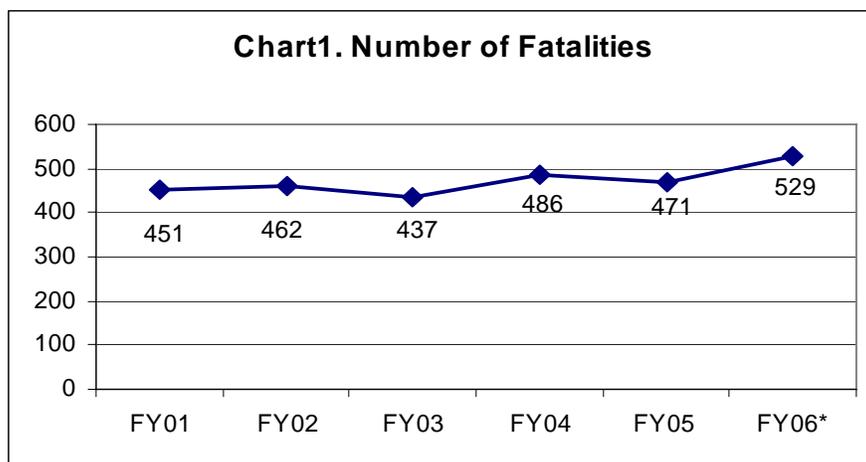
### New Mexico's FY06 Goal

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

### Overall Objectives/Performance Measures

FY July 1, 2005 – June 30, 2006

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

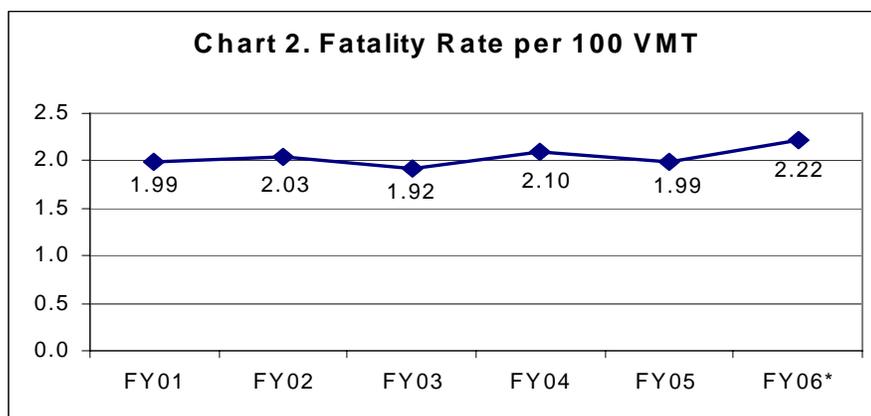


\* FY06 data are preliminary

### STATUS: Not Achieved

Preliminary data for FY06 show that the number of crash fatalities is reported at 529.

**2) 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.**

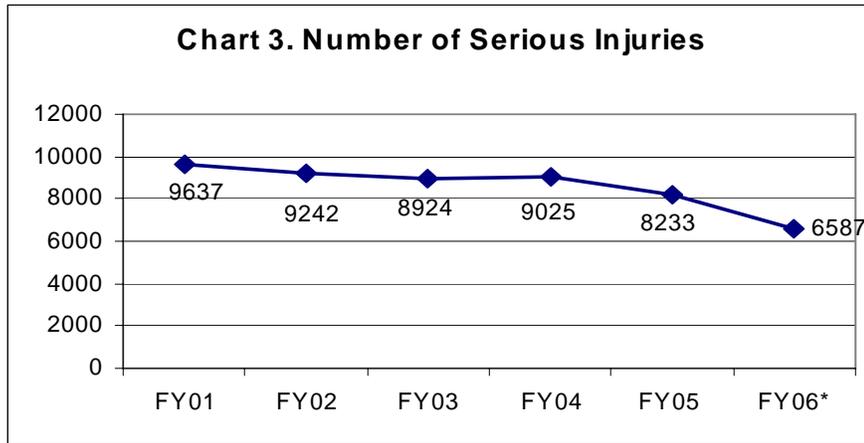


\* FY06 data are preliminary

### STATUS: Not Achieved

Preliminary data for FY06 show that the fatality rate per 100M VMT is reported at 2.22.

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

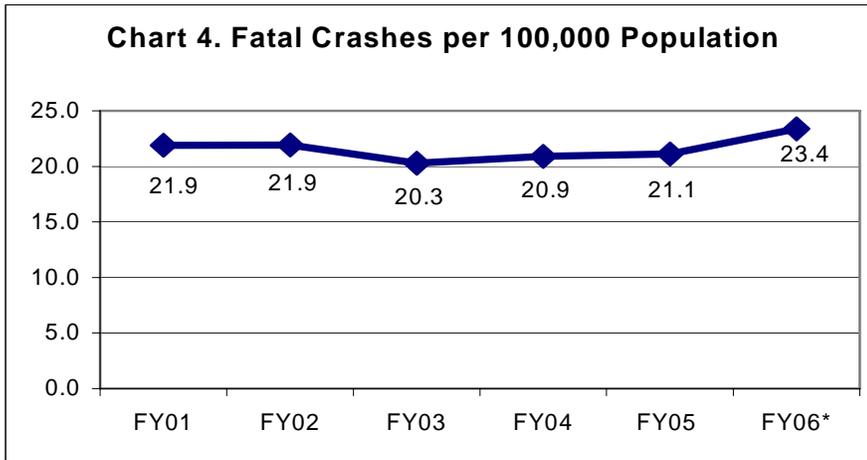


\* FY06 data are preliminary

**STATUS: Achieved**

Preliminary data for FY06 show that the number of serious injuries is reported at 6,587.

**4) Reduce the fatal traffic crash rate of 20.9\*\* per 100,000 population (FY04 data, most recent available) to 19.0 per 100,000 population by the end of FY06.**



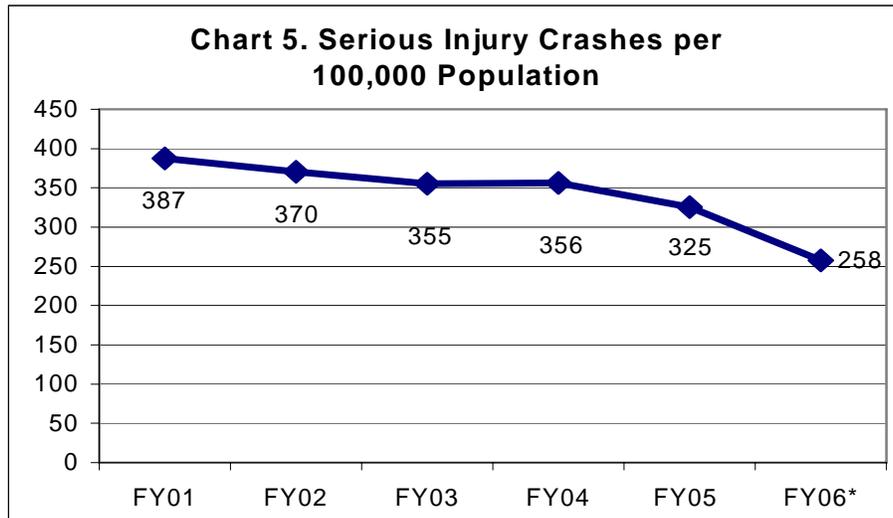
\* FY06 data are preliminary

\*\*rate was listed as 20.8 in FY06 HSP; data files were not finalized at that time

**STATUS: Not Achieved**

Preliminary data for FY06 show that the fatal crash rate per 100,000 population is reported at 23.4.

5) Reduce the serious injury crash rate of 356\*\* per 100,000 population (FY04 data, most recent available) to 314 per 100,000 population by the end of FY06.



\* FY06 data are preliminary

\*\*rate was listed as 354 in FY06 HSPP; data files were not finalized at that time

**STATUS: Achieved**

Preliminary data for FY06 show that the serious injury crash rate is reported at 2.58.

**Progress Toward Achieving Performance Objectives**

In New Mexico in FY06, the number of crash fatalities and the crash fatality rates were higher than in FY04 and FY05, while serious injury crash fatality rates were down quite dramatically. Fatalities were particularly high on rural interstates, and many law enforcement agencies continued to experience officer shortages. At one point, the State Police were short 80 officers and many agencies reported problems with recruitment and retention.

Although it was anticipated that high gas prices would have an impact on miles traveled, the good economy appears to have negated any anticipated reductions, as motor vehicle miles traveled were up in FY06 from previous years.

The following Program Area sections provide specific details on progress toward achieving program-specific performance objectives, and on the projects conducted in FY06 aimed at positively impacting those objectives.

## Alcohol/ Impaired Driving Program Area

### Program Administration

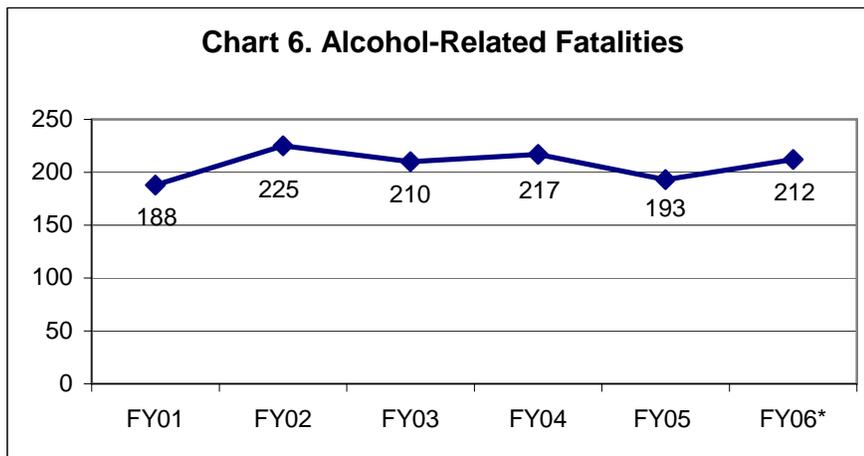
The Alcohol/ Impaired Driving Program is administered by TSB Staff. Individual projects are managed by TSB Staff, various law enforcement agencies, Safer NM Now, UNM Institute of Public Law, Department of Public Safety, Bency & Associates, UNM Campus Office of Substance Abuse Prevention, NMDOH Scientific Lab Division, TACT & Associates, UNM Division of Government Research, DWI Resource Center, and local community agencies.

### Primary Projects – Federal and State Funds:

Operation DWI (ODWI) Enforcement and Special ODWI Enforcement  
403 Impaired Driving Demonstration Project  
Community Driving While Impaired (CDWI)  
Underage Drinking Enforcement  
Traffic Safety Resource Prosecutor  
Statewide DWI Training and Information for Law Enforcement  
DRE Training  
DWI Judicial Education and Training  
DWI Information and Research  
Underage Drinking Prevention  
DWI Annual Report and DWI Maps  
BAC Testing  
Ignition Interlock

### Alcohol/ Impaired Driving Objectives/ Performance Measures

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

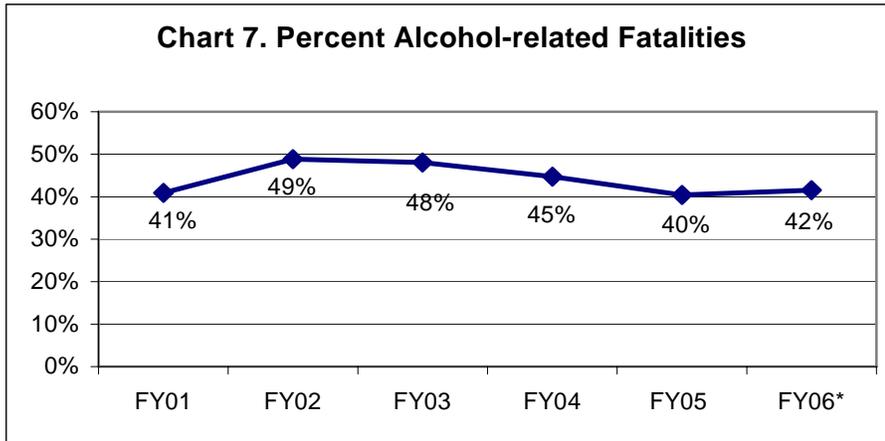


\* FY06 data are preliminary

### STATUS: Not Achieved

Preliminary data for FY06 show that the number of alcohol-related fatalities is reported at 212.

**7) 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.**

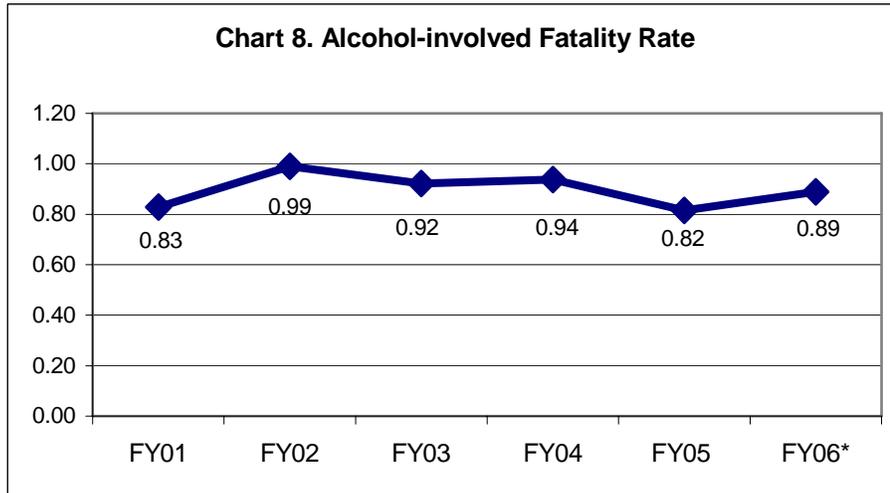


\* FY06 data are preliminary

**STATUS: Achieved**

Preliminary data for FY06 show that the percent of alcohol-related fatalities is reported at 42.

**8) 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.**

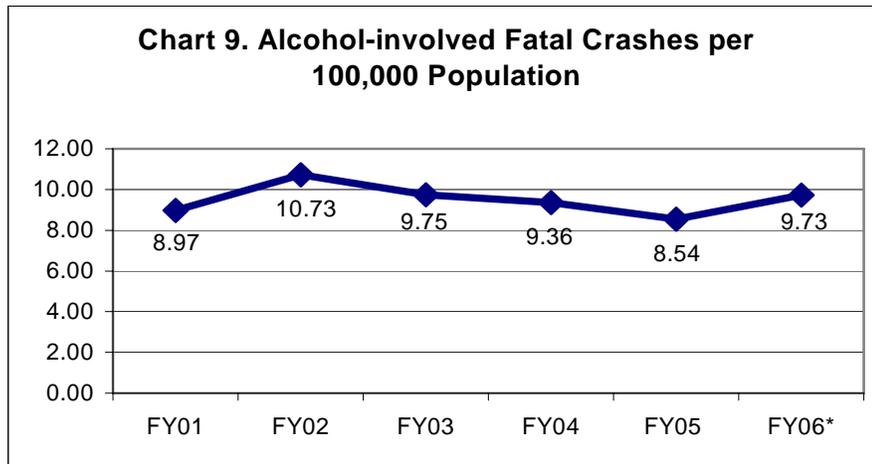


\* FY06 data are preliminary

**STATUS: Not Achieved**

Preliminary data for FY06 show that the alcohol-involved fatality rate is reported at 0.89.

**9) Reduce the alcohol-involved fatal crash rate of 9.36\*\* per 100,000 population (FY04 data, most recent available) to 8.35 per 100,000 population by the end of FY06.**



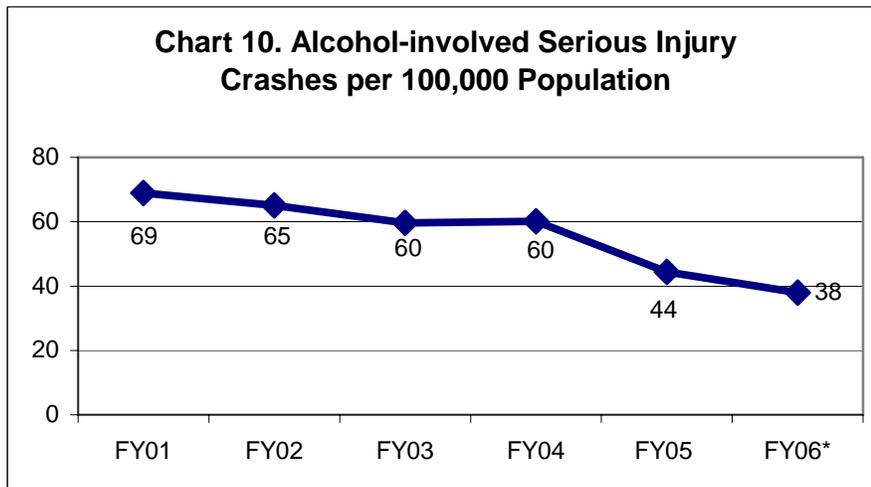
\* FY06 data are preliminary

\*\*rate was listed as 9.29 in FY06 HSPP; data files were not finalized at that time

**STATUS: Not Achieved**

Preliminary data for FY06 show that the alcohol-involved fatal crash rate is reported at 9.73.

**10) 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.**



\* FY06 data are preliminary

**STATUS: Achieved**

Preliminary data for FY06 show that the alcohol-involved serious injury crash rate is reported at 38.

**Progress Toward Achieving Performance Objectives**

In FY06, alcohol-related fatalities and fatality rates were higher than in FY05, but lower than FY04, while the alcohol-involved serious injury rate was down dramatically from FY04. As with the overall fatalities and crashes, alcohol-related fatalities and crashes were likely somewhat affected by officer shortages and roadway miles traveled.

The following projects produced positive results that assisted TSB in attaining some of its Alcohol Program performance objectives, and in positively impacting the safety of New Mexico's citizens.

## **PRIMARY ENFORCEMENT PROJECTS**

### **ODWI Enforcement, Special ODWI Enforcement, and Sustained Enforcement Activities**

NMDOT funds contracts for law enforcement to participate in Operation DWI, special ODWI enforcement events, and sustained enforcement activities. Sustained enforcement activities include checkpoint and saturation patrol operations that are conducted throughout the year. In support of NHTSA national traffic safety objectives, sustained enforcement activities focus not only on DWI enforcement, but also on safety belt and speed enforcement. Special ODWI enforcement focuses on statewide participation by law enforcement in the annual NHTSA National DWI Crackdown.

Eight times a year, NM combines its statewide ODWI enforcement activities with its Operation Buckle Down enforcement, in what is termed a 'Super Blitz.' The primary objective of all ODWI activities is to cite and educate those who fail to comply with New Mexico's DWI laws.

Safer NM Now (SNMN) is the agency that provides assistance to the TSB with project management, processing law enforcement agreements and reimbursements, and producing monthly summary reports.

### **Results**

During FY06, 68 law enforcement agencies, including 12 State Police districts, participated in ODWI, the NHTSA National DWI Crackdown, and sustained enforcement activities. Law enforcement agencies conducted eight Super Blitz operations and maintained sustained DWI enforcement by conducting checkpoint and saturation patrols in their local areas throughout the year. Law enforcement statewide participated in the NHTSA National DWI Crackdown in August and September 2006.

Through these DWI operations, law enforcement officers conducted 430 sobriety checkpoints and 1,561 saturation patrols, arresting 2,239 persons for suspected drunk driving. In addition, law enforcement officers made 2,033 arrests, and issued 33,033 citations and 2,063 written warnings, for violations other than DWI.

### **403 Impaired Driving Demonstration Project**

NM's 403 Impaired Driving Project has been in place since 2004. This project has three major components:

- Development and implementation of a Law Enforcement Plan to guide the work of the full-time DWI-dedicated law enforcement officers;
- Development and implementation of an annual Media Plan to coincide NMDOT media efforts with law enforcement activity; and
- Development and implementation of a three-year Impaired Driving Work Plan, in conjunction with the state's multi-agency DWI Leadership Team.

A full-time program manager oversees the implementation of the 403 Impaired Driving Project.

### **Results**

In FY06, the NMDOT/ TSB continued to support two DWI-dedicated officers in each of the five highest-risk counties for DWI in the state. A contract will be executed in FY07 to add two more DWI-dedicated officers in each of these counties. Also, a contract with the Navajo Nation is pending that will support two DWI officers in the NM portion of the Navajo Nation.

The Project continues to ensure that the high-visibility law enforcement is supported by activities outlined in the NMDOT Media and Marketing Communications Plan. A media tracking system was

developed to monitor media efforts on a monthly basis. New anti-DWI messages were developed by a creative design media consultant.

In addition, TSB contracted with the DWI Resource Center to conduct non-traditional DWI marketing and outreach activities supporting the high visibility 403 DWI enforcement activities. A DWI Marketing Manager oversees media outreach specialists in each of the five designated counties. For the majority of the fiscal year, one coordinator was responsible for both McKinley County and the Navajo Nation.

The non-traditional DWI outreach efforts conducted in FY06 focused on four key areas: (1) building working partnerships with agencies, organizations and community leaders responsible either for DWI law enforcement or influential in the distribution of messaging and materials; (2) participating in events, attending meetings, and passing out materials at locations where members of drunk driving target audience are likely to work, play, shop and worship; (3) generating earned media around increased law enforcement efforts; and (4) creating the tools and materials necessary to support these efforts.

### Summary of FY06 DWI Outreach Activities through the DWI Resource Center

	Bernalillo	Dona Ana	McKinley	Rio Arriba (July-Sept)	San Juan
<b>Events</b>	10	25	16	7	21
<b>Presentations, hearings, community initiatives, etc.</b>	8	5	18	5	13
<b>Earned Media – Print</b>	31	80	5	8	9
<b>Earned Media - Broadcast</b>	27	24	4	2	3
<b>Key leader Contacts</b>	423	32	24	27	28
<b>Alcohol Establishments</b>	52	18	4	88	7
<b>Drug-Free Workplace</b>	53	0	5	0	12
<b>Faith Outreach</b>	42	2	2	2	6

A new, highly-improved data capture, reporting, and evaluation system was developed as a tool for all 403 Project stakeholders. The new evaluation system includes data input areas for law enforcement officers and outreach coordinators. The system will produce executive/ management and operational level reports. Development of the system is complete, and full implementation is expected early in 2007.

The multi-agency DWI Leadership Team continued to meet monthly in FY06, serving as the executive policy and planning advisor to the Project. In FY06, the DWI Leadership Team assisted with: 1) improvements to liquor license administrative law, 2) bridging policy gaps at executive and decision making levels, 3) law enforcement organization, 4) sub-committee planning work, 5) outreach event support activities, and 6) media planning to support DWI Super Blitz and National Crackdown activities.

### Community Driving While Impaired (CDWI)

CDWI is a statewide program that distributes funds back to counties from which they are generated. These funds come from a \$75.00 fee that judges are required to impose on each person convicted of a DWI. In order to be eligible for funding, each county must develop a plan on how to best use these resources to fight DWI in their communities. Allocated funds can be used in any of the following four categories: enforcement, prevention, offender programs, and public information and education. The

majority of counties place their monies in enforcement. However, several counties have created successful programs such as Valencia County's DWI Prevention Art Project. The CDWI program helps many communities throughout the state spread DWI awareness through media, prevention, and enforcement programs that would be difficult to conduct without the funds provided through this program. The Institute of Public Law (IPL) provides coordination and oversight for the CDWI Program.

**Results:**

Thirty-one of New Mexico's 33 counties received CDWI funding totaling nearly \$800,000.

The Annual CDWI Coordinators Conference was held in February 2006 with 50 individuals from various agencies in attendance. The Conference, mandatory for those receiving CDWI funding, provided information on new and continuing programs, and an overview of CDWI financial procedures. Presentations were made by the Special Investigations Division Mobile Strike Force, the State Police, the Sierra County CDWI Youth Prevention Program, and on DWI Screening and Assessment.

**Underage Drinking Enforcement**

***Las Cruces Police Department***

In FY06, the Las Cruces Police Department conducted underage enforcement operations with teams of plain-clothes and uniformed law enforcement officers. The plain-clothes officers focused on enforcing liquor-related laws with the emphasis on underage consumption and possession. This is accomplished through surveillance of parking lots of liquor establishments, restricted liquor areas, public parks and other areas where underage persons might acquire, consume or be in possession of alcohol. Uniformed officers conducted saturation patrols in the same areas and at the same time the plain-clothed officers are conducting their operations.

**Results**

The Las Cruces Police Department conducted 40 underage enforcement operations, resulting in 987 enforcement actions, including DWI arrests and citations for: minor in possession; minor allowing self to be served, open container, drinking in public; and possessing a false ID. These operations focus on minors attempting to access alcohol, or on persons attempting to assist them in acquiring alcohol, but not on enforcement of liquor laws in establishments. This type of enforcement is handled by the Alcohol and Gaming Department with their own state funds.

***Albuquerque Police Department***

In FY06, the Albuquerque Police Department (APD) was funded to conduct underage drinking prevention operations. The APD responds to 'party calls' (calls about loud parties), conducts alcohol establishment compliance checks, and shoulder tap operations (third-party sales to minors). This is a high-visibility enforcement effort that has been conducted over the past five years, and combines its enforcement activities with media events, school presentations and other public education and prevention efforts. APD coordinates its underage enforcement activities with the NM Department of Public Safety Special investigations Division and the Bernalillo County Sheriff's Department.

**Results**

APD's underage drinking prevention operations resulted in 77 'loud party calls,' 251 compliance checks, and 94 shoulder tap activities. These operations resulted in 131 felony arrests, 53 arrests for misdemeanor offenses, and 995 misdemeanor citations. Of the 995 citations, 839 were for 'minor in possession' charges.

APD's underage enforcement activities were well covered by print and television media.

## **PRIMARY TRAINING AND EDUCATION PROJECTS**

### **Traffic Safety Resource Prosecutor**

NHTSA and the NMDOT/ TSB funded a full-time Traffic Resource Prosecutor to conduct regional training to new and inexperienced District Attorneys, as well as, support counties and municipalities with the aggressive prosecution of DWI cases.

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

### **Results**

In FY06, the TSRP conducted the following training sessions for approximately 150 assistant district attorneys, 80 police officers (tribal, county, state, and city), 15 toxicologists, 20 DWI coordinators, and two firefighters:

<b>Type of Training</b>	<b>Location</b>	<b>Attendees</b>
Prosecuting the Drugged Driver (3-day training)	Albuquerque	Prosecutors, toxicology staff from SLD, other toxicologists, contract experts
DWI Training	Tesuque Pueblo	Prosecutors, police officers
DWI Training at District Attorney's Conference	Albuquerque	Attorneys
DWI and DRE Training	Gallup	Attorneys and police officers
DWI Update Training	Santa Fe	Attorneys, police officers, fire dept. personnel, other interested parties
DWI Component Training	Aztec	Attorneys, police officers, other interested parties
DWI and DRE Training	Espanola	Attorneys, police officers, other interested parties

Training sessions included a DWI case update, a victims' rights presentation, a segment involving drug recognition vs. alcohol impairment, a presentation on distinguishing breath testing instruments and DWI and other crimes that occur on state forestry land. Other training sessions included municipal and magistrate court sessions, and training to Navajo Nation prosecutors.

In addition, the TSRP assisted attorneys on DWI cases and served as special prosecutor on other DWI cases.

### **Statewide DWI Training and Information for Law Enforcement**

As mentioned above, law enforcement officers attend DWI and DRE training conducted by the state TSRP. In addition, NMDOT/ TSB contracts with TACT & Associates (TACT) to serve as the state's Standardized Field Sobriety Testing (SFST) coordinator. TACT developed and implemented a comprehensive tracking program of all SFST and Police Traffic Services training, based on recommendations made by NHTSA.

### **Results**

TACT contacted and sent surveys to Municipal, County, State, Tribal, and Federal Law enforcement departments statewide to determine the training level of their officers, and to determine interest in additional training. In FY06, they received back surveys from 70 departments and 2500 law enforcement officers statewide.

TACT established SFST coordination with the New Mexico Law Enforcement Academy and its satellite academies statewide. Meetings were held with the New Mexico Municipal Chief's Association and the New Mexico Sheriff's and Police Association to explain the SFST process and future training.

TACT coordinated a SFST Instructor Oversight committee to validate instructors and control the standardization of SFST instruction across the state. The committee, in conjunction with the New Mexico Law enforcement Academy, designed a standardized manual for the State of New Mexico .

TACT provided training to 107 new or existing SFST instructors in FY06. The state now has 142 SFST instructors.

In FY06, TACT provided training to 687 law enforcement officers statewide, as follows:

- Six 8-hour STEP classes
- One 80-hour Management of Police Traffic Services class
- One 40-hour At Scene Crash Investigation class
- One 80-hour Advanced Crash Investigation class
- One 16-hour Police Officer as a Prosecutor class
- Two 8-hour DWI Checkpoint training classes
- Two 16-hour SFST Refresher wet lab classes
- Six (8-hour SFST Refresher dry lab classes
- Four 8-hour SFST Instructor Update classes
- One 40-hour SFST Train the Trainer class
- One 8-hour Radar/Lidar class
- One 8-hour Ethics class

### **Drug Recognition Experts (DRE) Training**

The DRE Project was managed by the Albuquerque Police Department. The Project focused on expanding the number of certified DREs statewide; expanding drug impairment training for education professionals; providing training to State assistant district attorneys; and increasing the number of DRE instructors in the state.

#### **Results**

- Twenty-seven new officers were certified as DREs
- Four Drug Impairment Training for Education Professionals classes were conducted
- DRE Project staff collaborated with the state Traffic Safety Resource Prosecutor on several training seminars provided to state prosecutors and law enforcement
- Three DRE officers were certified as DRE Instructors

### **DWI Judicial Education and Training**

Working with the guidance of the Judicial Education and Training Advisory Committee, the Judicial Education Center (JEC) produced about 35 educational programs in FY06, including annual

conferences, regional seminars, videoconferences, and special interest seminars. The JEC maintains interactive training on its web site for judges and clerks, and produced eight different bench books for limited and general jurisdiction courts. Additionally, the JEC provides DWI training to all newly appointed magistrate and municipal judges and covers DWI topics at its annual conferences for these judges.

### **Results**

In FY06, the JEC revised the online municipal and magistrate DWI sentencing calculators, enhanced its existing online DWI virtual trial and completed work on a second, more advanced DWI virtual trial. The JEC also updated and distributed the New Mexico DWI Benchbook to all municipal, magistrate, metropolitan, district, appellate and tribal judges in the state. Magistrate court scripts and checklists for use in DWI proceedings were developed and finalized.

A New Municipal Judge Orientation was held in March 2006 for 12 newly-elected judges. The program included training on handling DWI cases, including presentations, and practice sessions and trials. Follow-up training was held in September 2006. New judges and judges who have been on the bench just several years were invited to the training, with 19 attending.

The Annual Municipal Court Conference was held in June 2006. JEC conducted a DWI session that included an update on the legal developments concerning DWI. A DWI mock trial was conducted illustrating the various legal arguments and evidence that municipal judges are likely to encounter.

The JEC conducted two statewide videoconferences on recent developments in DWI law, with an experienced prosecutor and defense attorney as presenters.

### **DWI Information and Research**

In FY06, the Institute of Public Research provided information dissemination and research services to NMDOT/ TSB.

### **Results**

Approximately 2,900 copies of the Traffic Safety News were produced and distributed monthly during FY06. Each issue was made accessible on the Transportation Safety Law Center web site: <http://ipl.unm.edu/traf/home.html>, under publications.

The Institute for Public Law (IPL) designed, compiled, and edited the 30-page 2005 Annual Report in cooperation with NMDOT/ TSB staff and the NHTSA regional office. Several hundred were printed and distributed.

IPL staff provided legal research and responses to inquiries by TSB and its traffic safety partners. Inquiries were made on license plates used in other states for DWI offenders, a history of Interlock in New Mexico, a research questionnaire relating to Emergency Medicine Physicians and their legal obligation to report alcohol-impaired drivers, and a question about the collection of cell phone data in crashes. Staff maintained and updated the Transportation Safety Center web page and printed materials with current information related to DWI and traffic safety, including calendar information. Registration information for upcoming conferences and classes was also made available on the Transportation Safety Center web site, listed above.

The *High Cost of DWI* posters and *Protect Your License: Don't Drink and Drive* brochure were revised with current information. Three thousand of each were printed and were made available for distribution, primarily through Safer New Mexico Now. IPL staff also worked with Safer on text for

materials development. A packet of information and resources on the dangers of underage drinking was sent to the attention of the principals at all New Mexico high schools in September 2006.

In November 2005, IPL staff assisted the NMDOT in the facilitation of a working meeting to develop a Comprehensive Safety Plan for New Mexico. Staff participated in the preparation of a draft document. IPL staff continued to participate in action teams to develop the Comprehensive Transportation Safety Plan.

## **PRIMARY PREVENTION PROJECTS**

### **Underage Drinking Prevention**

#### ***UNM/ COSAP – Expansion to College Campuses***

The University of New Mexico (UNM) Campus Office of Substance Abuse Prevention (COSAP) and NMDOT/ TSB collaborated on the common goal of reducing the incidence of drinking and driving among UNM college students.

#### ***Results***

In FY06, UNM COSAP conducted 18 educational events to disseminate information to high-risk student groups and others on drinking social norms, binge drinking, and alcohol safety. These events reached over 607 individuals. Twenty-four informational activities were conducted, reaching over 4,500 individuals. Fifty-two new students enrolled in the designated driver program.

COSAP staff met with all 18 alcohol merchants participating in the 'Designated Driver Do It For Their Friends' program to review the program guidelines, receive their renewed commitment to the program and to provide them with additional designated driver public education materials. "Courtesy" compliance observations were conducted at each location, with feedback given to each of the establishment managers.

Staff conducted outreach activities to the four UNM branch campuses. Outreach efforts included: 1) an awareness event at the Valencia Campus for 150 students and staff; 2) distribution of the UNM Drug-Free Campus policy to all employees (main campus and branches); 3) distribution of the policy to students via the course catalog, the student handbook, and online at several UNM web sites. Pamphlets and fliers were also distributed at various times to each of the branch campuses.

Results from the annual 'Core Survey' show that the percentage of students who report having driven under the influence in the past year has again decreased, to the current 36.3%. This is a significant reduction since the program was expanded in 2000 when the rate was 44.6%. The 2006 Survey also noted the following:

- Decreased rate of binge drinking -- from 43.5% to 40.9%
- Slight decrease in alcohol/other drug-related consequences -- 42.3% to 41.7%
- Reduction in underage drinking -- 66.2% to 64.4%

In FY06, COSAP won the grand prize in the 2005 College and University Drinking and Driving Prevention Competition.

#### ***Luna Community College – Every 15 Minutes Project***

The Luna Community College (LCC) conducted an 'Every 15 Minutes' activity with more than 50 students from eight surrounding high school districts in northern New Mexico. Six of these students played a part in a mock DWI accident, with the other students being taken to the scene to observe the outcome of the 'accident.' The students then attended a mock memorial service for the victims of the 'accident' at a local mortuary and went to a local courthouse where the DWI offender was to be tried

for DWI and vehicular manslaughter. A volunteer district attorney spoke to the students about the long-term implications of such charges.

### **Results**

The LCC produced a DVD of this 'Every 15 Minutes' event that was distributed to the participating high school students. The students presented the DVD at their local high schools for other students to benefit from the experience.

### **San Juan Community Partnership – Every 15 Minutes Project**

The San Juan Community Partnership conducted a two-day "Every 15 Minutes" Project at Bloomfield High School in May 2006. Eight planning meetings were conducted with parents and other community members prior to the event. The project included a mock DWI crash at the school, an art project, a sobriety station, a peer pressure activity, a ropes course, and a DVD viewing area where students could watch DWI prevention videos.

### **Results**

A DVD of the two-day activity was produced and distributed to participants. A satisfaction survey was given to parents and participants, with positive feedback coming from both parents and youth.

## **PRIMARY OTHER PROJECTS**

### **DWI Annual Report and DWI Maps**

TSB funds the Division of Government Research (DGR) to develop and produce an annual report on DWI that includes information on the impact of DWI in New Mexico, DWI laws, where and when DWI occurs, on who is involved, BAC tests, repeat offenders, trends, and the per capita cost of DWI crashes.

DGR also produced maps of alcohol-involved crashes by county and alcohol-involved crash rankings by county.

### **Results**

The Division of Government Research (DGR) finalized and printed the 2005 DWI Report and alcohol-involved crash maps. The DWI Report and the maps are distributed to traffic safety partners, and they are available on the NMDOT/ TSB web site.

### **BAC Testing**

The Scientific Laboratory Division (SLD) of the NM Department of Health provides breath alcohol and drug recognition testing and training and conducts more than 5,000 toxicology investigations per year for use in impaired driver prosecutions.

### **Results**

In FY06, the SLD again placed special emphasis on training for law enforcement officers. Five Intoxilyzer 8000 and 3 Intoxilyzer 5000 Breath Operator classes were conducted training 135 officers. Three Intoxilyzer 8000 and 1 Intoxilyzer 5000 key operator classes trained 59 officers. One Intoxilyzer 8000 class was conducted training 11 instructors. All officers received training on the effects of alcohol on driving.

SLD staff attended conferences and training sessions on a variety of topics related to driving under the influence and forensic toxicology issues including:

- DWI Update Training
- Instructors Class Training for Intoxilyzer 8000
- Navajo Nation's Training for Prosecutors and Police

- Expert Witness Training Classes
- Intoxilyzer Users Group Conference
- DWI/ DRE Training for Prosecutors and Police

### **Ignition interlock**

The NMDOT/ TSB administered a number of ignition-interlock related projects, including the administration of the Ignition Interlock Indigent Fund and the licensing of ignition interlock providers. TSB also funded an Ignition Interlock Conference and an Ignition Interlock Compliance Project in Bernalillo County.

### **Results**

In FY06, TSB assumed responsibility for administering the Ignition Interlock Indigent Fund, and the licensing and oversight of ignition interlock providers, from other agencies. A program manager was hired to administer these projects. Since the transfer of the licensing responsibilities in March 2006, TSB processed approximately 100 new license applications, and renewed licenses for those providers in good standing. The Ignition Interlock program manager also responded to calls for information about ignition interlock requirements from the public.

An Ignition Interlock Conference was held in January 2006 in Albuquerque to discuss proposed rule changes to the Program. All manufacturers were represented by corporate staff and/or local distributors.

An Ignition Interlock Compliance Project was conducted by the Bernalillo County Metropolitan Court. In FY06, the Compliance Unit received 1,517 referrals for compliance action on defendants in custody, bench warrants and felonies. Two probation officers monitored 803 individuals, installed 415 interlocks, and issued 443 affidavits.

The IPL represented the TSB at the 2006 Lifesavers Conference and made a presentation on the development of the use of Interlock in New Mexico.

Information on the Ignition Interlock Database is provided in the Traffic Records Section.

**See the Traffic Records Section for Information on Traffic Records Improvement Projects.**

## Occupant Protection Program Area

### Program Administration

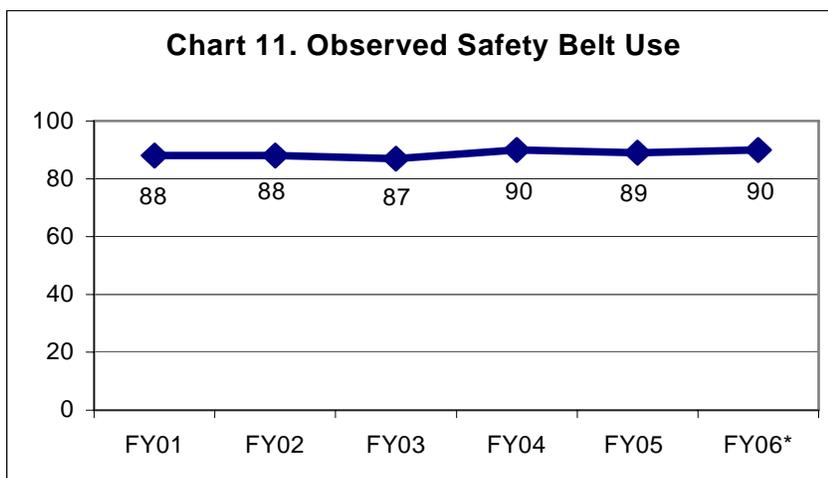
The Occupant Protection Program is administered by TSB Staff. Individual projects are administered by various law enforcement agencies, Safer NM Now, and NMDOH/ Injury Epidemiology Unit.

### Primary Projects – Federal and State Funds

Operation Buckle Down and Click It or Ticket/ Buckle Up In Your Truck Enforcement  
Annual Safety Belt Use Observation Survey  
Law Enforcement Coordinators' Symposium  
New Mexico Car Seat Distribution Program (NMCSDP)  
Child Passenger Safety (CPS) Technical Training  
Car Seat Fitting Stations and Clinics  
Child Passenger Protection Education  
Buckle-Up Conference

### Occupant Protection Objective/ Performance Measure

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



\*Based on 2006 NM Safety Belt Use Report

### STATUS: Not Achieved

Final data for 2006 show that the observed safety belt use was reported at 90%.

### Progress Toward Achieving Performance Objective:

Although the state did not achieve an overall percent use of 91, driver use was reported at 90.7%. Front seat, outboard passenger use (persons sitting by the right door) was recorded at 85.8%. Driver use was measured 2 - 6 percentage points higher than front seat passengers each year the survey has been conducted (except in 1999). An increase in the passenger use rate has been noted in the last three years from a constant level of 83% from years 2000 through 2003.

The following projects assisted the state in maintaining high levels of overall occupant protection use, and in increasing the public's knowledge about, and proper use of child restraint devices.

## PRIMARY ENFORCEMENT PROJECTS

### Operation Buckle Down and Click It or Ticket/ Buckle Up In Your Truck Enforcement

NMDOT funds contracts for law enforcement to participate in the Operation Buckle Down Project and in the annual Click It or Ticket and Buckle Up in your Truck enforcement mobilizations. The primary objective of OBD is to educate and/or cite those who fail to comply with New Mexico's safety belt and child restraint laws.

Safer NM Now assists with the administration of this project, processing law enforcement agreements and reimbursements, and producing monthly summary reports.

#### Results

In FY06, 63 law enforcement agencies participated in safety belt and child restraint enforcement activities (includes the 12 State Police districts). These officers worked 12,900 hours, issuing 19,351 safety belt and 1,211 child restraint citations. During these activities, law enforcement officers also made 713 arrests, and issued 11,818 citations and 1,006 written warnings for violations other than those related to safety belt or child restraint use.

### CLICK IT OR TICKET NATIONAL MOBILIZATION SAFETY BELT USE SURVEY

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

Since 1993, the TSB has contracted with the New Mexico Department of Health, Injury Epidemiology Unit, to conduct this survey to evaluate motor vehicle safety belt use in New Mexico. The findings of the annual survey demonstrate the impact of New Mexico's primary seatbelt laws (i.e., a citation can be issued for non-belt use even if no other violation occurs).

Since 2004, both a pre- and post Click It or Ticket National Mobilization Survey have been conducted. TSB also now collects data on use of safety belts by pick-up truck drivers. Trained observers record front shoulder belt use by drivers and front outboard passengers (sitting by the right door). The observation sites are a sample of public roadway locations that were selected by a random sampling process in 1998, and since then, the same sites have been used annually.

#### Results

##### Safety belt Use from Pre-and Post Enforcement Surveys, New Mexico, 2006

Type of Vehicle	Pre-enforcement Results*		Post-enforcement Results**	
	Number of Occupants Observed	Safety belt Use	Number of Occupants Observed	Safety belt Use
All Vehicles	17,675	86.9%	17,836	89.6%
Driver	13,498	88.3%	13,334	90.7%
Passenger	4,177	82.2%	4,502	85.8%
Pickup Trucks	4,760	81.2%	4,821	84.7%
Driver	3,761	82.0%	3,675	85.1%
Passenger	999	78.0%	1,146	83.4%

\*Pre-enforcement surveys were conducted from April 1, 2006 to April 28, 2006

\*\*Post-enforcement surveys were conducted from June 5, 2006 to June 28, 2006

## **PRIMARY TRAINING AND EDUCATION PROJECTS**

### **Law Enforcement Coordinators' Symposium**

The annual Law Enforcement Coordinators' Symposium was held in Albuquerque in April 2006. More than 130 representatives from NM law enforcement agencies participating in ODWI, OBD, and STEP attended. The Symposium provides law enforcement with the opportunity to learn about current program requirements, get legal and administrative updates, and receive other relevant information and materials. The breakout sessions focused on developing ideas for increasing safety belt and child restraint use.

### **New Mexico Car Seat Distribution Program (NMCSDP)**

The NMCSDP is administered by Safer NM Now and provides ongoing technical and administrative assistance to each car seat distribution site. With the support of hospitals and healthcare clinics, low-income families are provided child safety seats and instruction on their proper use. Several of these sites serve primarily Spanish-speaking populations. All distribution sites receive educational resources from the Injury Prevention Resource Center (IPRC) throughout the year.

#### ***Results***

Thirty-eight agencies participated in the NMCSDP, distributing 1,326 child safety seats to low-income families. Program services are available to residents of 21 counties, or an estimated 83.59% of the State's total population. Six four-hour NMCSDP Technical Training classes were conducted in FY06. Safer NM Now maintains an inventory of child safety seats available to the public. These include convertible seats, booster seats, and car beds for infants with special needs.

### **Child Passenger Safety (CPS) Technical Training**

Agency personnel and law enforcement officers providing services at car seat distribution sites must be certified utilizing NHTSA's Standardized CPS Technical Training.

#### ***Results***

Safer NM Now conducted four National Standardized CPS 32-hour Technical Training classes during FY06. Eighty students participated in the four 32-hour Technical Training classes, 58% of these were law enforcement personnel. Currently, 37 law enforcement agencies have NHTSA-certified CPS technicians. Participation from law enforcement is essential in supporting the efforts of OBD and in conducting local car seat clinics and Fitting Stations.

A National Standardized CPS Certification Renewal Course was conducted in May 2006 with 11 participants, including four law enforcement personnel.

### **Car Seat Fitting Stations and Clinics**

Eight communities have permanent car seat fitting stations, and car seat clinics are conducted throughout the year in these and other communities. An estimated 74% of the State's population have reasonable access to a fitting station.

#### ***Results***

Safer NM Now conducted 50 car seat clinics, inspecting 1,142 child safety seats and replacing 477 of these child safety seats, at no cost to the parent or caregiver. Eighty-four fitting station events were conducted, inspecting 790 child safety seats and replacing 290. In total, 2,099 children received a new child safety seat and their parents received related education through these programs.

The data collected at car seat clinics indicate that the overwhelming majority of child safety seats are being used incorrectly. To reinforce education provided to families, IPRC materials are distributed to parents and caregivers at all child safety seat inspection events.

## **Child Passenger Protection Education**

The NMDOT/ TSB contracts with Safer NM Now's Injury Prevention Resource Center (IPRC) to maintain and provide traffic safety materials to the public. The IPRC has a bi-lingual staff and a toll-free telephone number to facilitate the public's access to these materials. Safer NM Now maintains a web site where the public can access ODWI/OBD Summary Reports, program descriptions, maps, upcoming event, and contact information ([www.safernm.org/safety/summary\\_reports.html](http://www.safernm.org/safety/summary_reports.html)). During an average year, the IPRC fills 500 orders and distributes 800,000 items.

The IPRC maintains an inventory of more than 290 traffic safety and injury prevention related titles, CD's, and videos, including items on car seat safety and air bag safety. Many of these items are available in both English and Spanish. In addition to disseminating traffic safety information and distributing material, the IPRC loaned out educational traffic safety aides such as Buckle Bear costumes and Buckle Bear lap puppets.

The IPRC also serves as the central distribution location for educational and promotional material associated with the TSB Operation Buckle Down Program.

## **Buckle-Up Conference**

The Annual Buckle-Up Conference was held in Albuquerque in March 2006. The event is sponsored by NMDOT/ TSB and coordinated by Safer NM Now.

### ***Results***

A total of 105 participants attended the Buckle-Up Conference including: law enforcement personnel; representatives from the NM Car Seat Distribution Program; child passenger safety instructors and technicians; representatives from the Albuquerque, Santa Fe, Alamogordo, Farmington, Rio Rancho, Artesia, and Las Cruces Fitting Stations; child passenger safety advocates; and NMDOT/ TSB staff.

## Pedestrian and Bicyclist Safety Program Area

### Program Administration

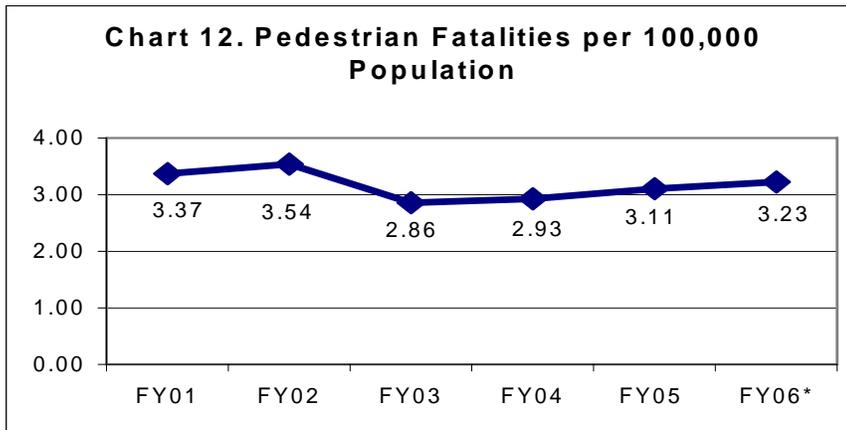
The Pedestrian and Bicyclist Safety Program is administered by TSB Staff. Individual projects are administered by UNM/ Department of Emergency Medicine – Center for Injury Prevention, Research, and Education (CIPRE).

### Primary Projects – Federal Funds

Pedestrian Safety – Public Awareness, Enforcement, and Training

### Pedestrian and Bicyclist Safety Objectives/ Performance Measures

**12) Reduce the pedestrian fatality rate of 2.93 per 100,000 population (FY04 data, most recent available) to 2.88 per 100,000 population by the end of FY06.**

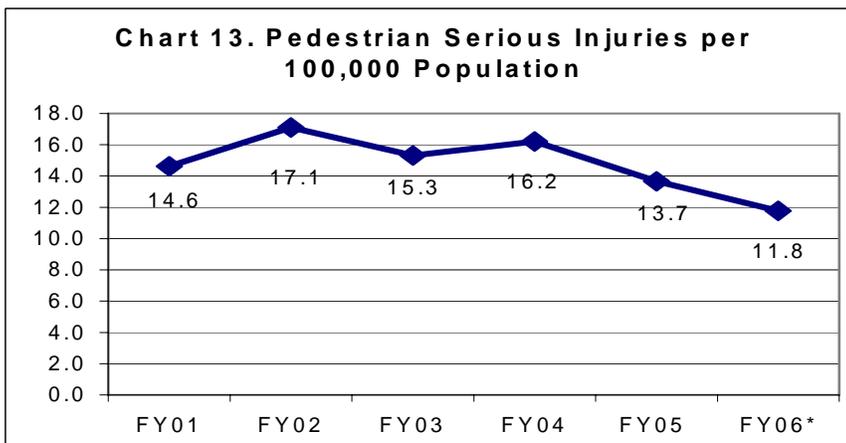


\* FY06 data are preliminary

### STATUS: Not Achieved

Preliminary data for FY06 show that the pedestrian fatality rate was reported at 3.23.

**13) Reduce the pedestrian serious injury rate of 16.2\*\* per 100,000 population (FY04 data, most recent available) to 12.9 per 100,000 population by the end of FY06.**

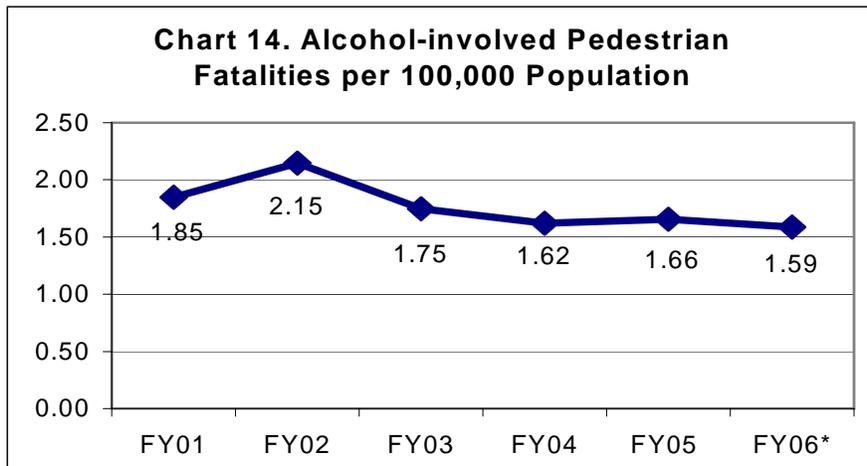


\* FY06 data are preliminary \*\*rate was listed as 16.1 in FY06 HSPP; data files were not finalized at that time

### STATUS: Achieved

Preliminary data for FY06 show that the pedestrian serious injury rate is reported at 11.8.

**14) 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.**



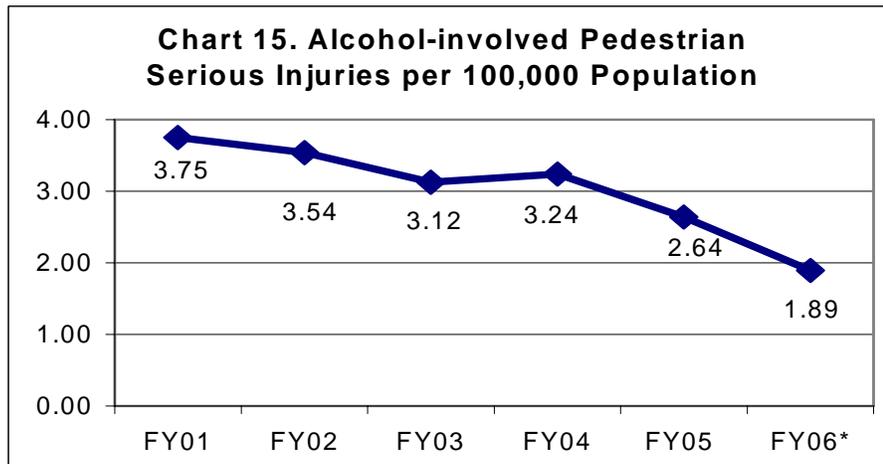
\* FY06 data are preliminary

**STATUS: Not Achieved**

Preliminary data for 2006 show that the alcohol-involved pedestrian fatality rate was reported at 1.59.

**15) 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.**

\* FY06 data are preliminary



**STATUS: Achieved**

Preliminary data for FY06 show that the alcohol-involved pedestrian serious injury rate is reported at 1.89.

**Progress Toward Achieving Performance Objectives**

The alcohol-involved pedestrian fatality rate and the overall and alcohol-related serious injury rates were all down in FY06 from FY04 and FY05 levels.

NMDOT/ TSB and the CIPRE note that the awareness of pedestrian injury rates, engineering solutions, and the potential role of law enforcement remain generally low. Although efforts have been made to raise awareness and to educate community planners and community leaders on pedestrian safety issues, NM maintains a high pedestrian fatality rate. Although awareness of the need for a

safer and more pedestrian friendly environment is growing, there are still many gaps in local knowledge about the magnitude of the problem.

The following project has been in place for the past few years, and continues to assist the state in reducing pedestrian alcohol-related fatalities and overall and alcohol-related serious injury rates.

## **PEDESTRIAN AND BICYCLIST SAFETY PROJECT**

### **Pedestrian Safety – Public Awareness, Enforcement and Training**

The TSB funds the UNM Department of Emergency Medicine – Center for Injury Prevention, Research, and Education (CIPRE) to encourage safe pedestrian activities, including bicycling, walking, running, and horseback riding. While these activities provide health, economic, and environmental benefits, they also increase pedestrian exposure to traffic and traffic crashes. To reduce New Mexico's pedestrian fatality rate, CIPRE works to identify and address the needs of these at-risk populations through several types of community based programs. These programs include: walkable communities, public awareness campaigns, and collaborative efforts with other bicycle and pedestrian safety partners.

Community based programs for pedestrian safety focus on working with community members to identify and address specific local pedestrian problems. Solutions fall into five major categories: education through local schools and tribal programs, engineering changes, increased police patrol and ride services near bars, responsible server education for liquor servers, and use of detox/rehab facilities.

### **Results**

In FY06, the Pedestrian Safety Plan was revised to include: current statewide NM pedestrian injury and fatality data; a review of successful engineering, education, and enforcement techniques; a review of community attitudes about pedestrian safety; and a compilation of local community 'best practices.'

Several new Walkability Advisory Groups (WAGS) were created in high-risk communities for pedestrian death and injury, including Gallup, Farmington, and the Navajo Nation. Along with assisting these communities with a strategic planning process, the CIPRE facilitated discussion between district highway engineers and Zuni Pueblo and Silver City WAGS to address specific highway concerns. These discussions resulted in specific, cost effective measure to improve pedestrian facilities on Highways 53, 36, and 180.

The Statewide WAG (SWAG) reviewed community proposals and awarded \$46,000 in pedestrian safety seed grants to tribes and WAGs statewide.

The SWAG program made local Walkable Communities presentations to a number of community groups, to the CDWI conference attendees. Presentations and training on pedestrian laws were conducted for law enforcement statewide, as well as, driver education instructors and CDWI coordinators. The training focused on the rights and responsibilities of motorists and pedestrians.

A presentation on Pedestrian Injury and Fatality was given to the representatives from the Eight Northern Pueblos Regional Planning Organization, the Federal Highway Administration, and NHTSA to gain support for a statewide law enforcement program to increase pedestrian safety.

A New Mexico Bicycle/Pedestrian Engineering Conference was held in April 2006 in cooperation with the NM Local Technology Assistance Program, BPE members and the City of Albuquerque. Over 100 participants from across the state attended the two-day conference. The conference grew out of the

realization that those who design road such as civil engineers, had very little awareness of the need to consider pedestrian in road design and/or had very little knowledge about how to design a good pedestrian environment.

A National Walk Our Children to School Day was organized in cooperation with La Mesa Elementary School, AAA, Safe Kids, and the Albuquerque Bicycle/Pedestrian Program, the Albuquerque Police Department, the Albuquerque Fire Department and Albuquerque Traffic Engineering. The purpose of the event was to draw community and media attention to the issue. Participants included television personalities, television and newspaper coverage, politicians and physicians. Other Walk to School events were facilitated statewide in Alamogordo, Jemez Pueblo, and Las Cruces.

## Police Traffic Services Program Area

### Program Administration

The Police Traffic Services Program is administered by TSB Staff. Individual projects are administered by Safer NM Now and TACT & Associates.

### Primary Projects – Federal and State Funds

Selective Traffic Enforcement Program (STEP)

Enforcement Coordination

Statewide PTS Training and Information

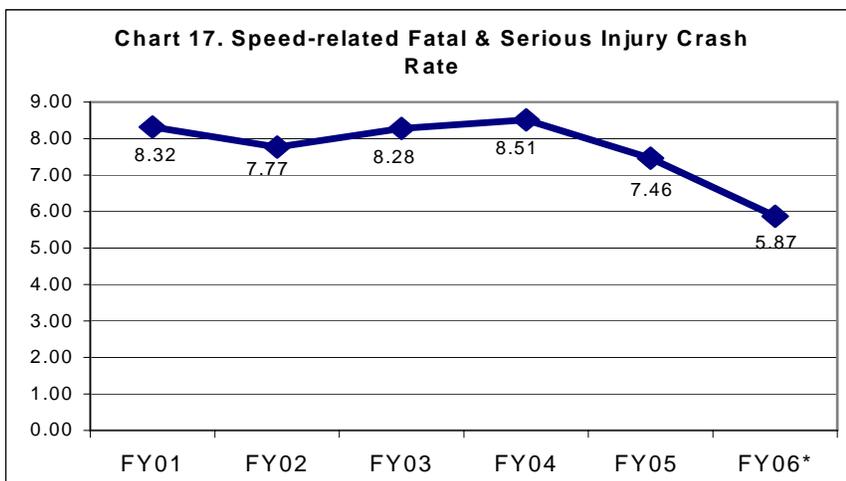
### Police Traffic Services Objectives/ Performance Measures

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

#### STATUS: Achieved

NMDOT/ TSB maintains 12 safety corridors, two in each of the six NMDOT districts.

**17) 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.**

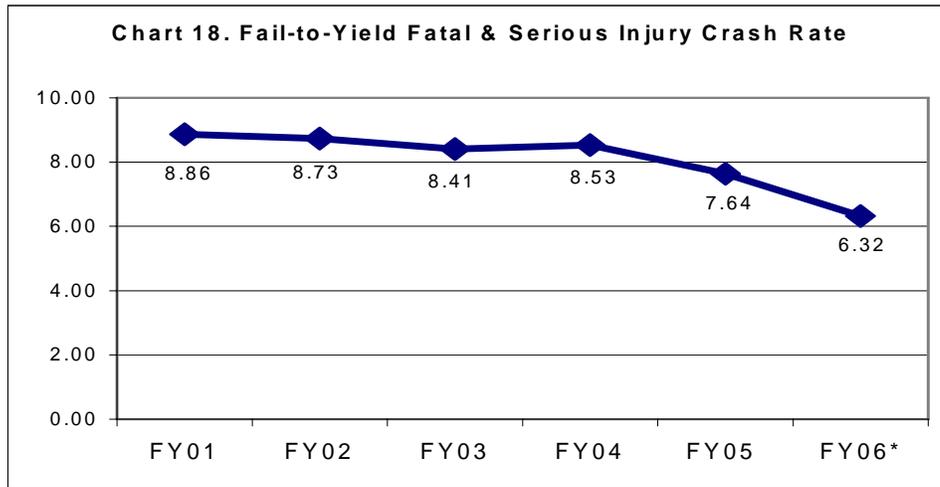


\* FY06 data are preliminary

#### STATUS: Achieved

Preliminary data for FY06 show that the speed-related fatal and serious injury crash rate is reported at 5.87.

**18) 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.**



\* FY06 data are preliminary

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

**STATUS: Achieved**

Preliminary data for FY06 show that the fail-to-yield fatal and serious injury crash rate is reported at 6.32.

**Progress Toward Achieving Performance Objectives**

NM met its FY06 Police Traffic Services performance objectives.

The following Police Traffic Services projects assisted the state in achieving its FY06 PTS performance objectives.

**PROJECTS**

**Selective Traffic Enforcement Program (STEP)**

NMDOT/ TSB funds Police Traffic Services projects for Selective Traffic Enforcement Programs (STEPS). STEPs 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. These operations support NHTSA national traffic safety objectives by focusing on enforcement of DWI, safety belt, and speed statutes.

NMDOT/ TSB supports 12 Safety Corridors, two in each of the six NMDOT districts. These Corridors are designated sections of roadway where fines for speeding are doubled and enforcement is increased. The location of a Safety Corridor is based on high numbers of fatal and serious injury crashes.

**Results**

Over 35 STEP contracts were funded in FY06, totaling over 17,500 hours of law enforcement activities in saturation patrols, checkpoints, safety corridor, speed, and commercial traffic enforcement operations. These activities resulted in over 25,000 speed citations, over 2,100 safety belt or child restraint citations, 134 DWI arrests, over 9,200 citations for no driver license, no insurance, or no registration, 4,877 other citations, and 365 other arrests.

One corridor has been in place for three years (US 82), one has been in place for two years (US 70), and three others have been in place approximately 1½ years. The other seven corridors have been in place one year or less. Using FY05 data (July – June), the US 82 corridor has experienced a 44%

decrease in crashes over a three-year period, and the US 70 corridor has experienced a 51% decrease in crashes over a two-year period.

### **Enforcement Coordination**

New Mexico contracts for the services of three law enforcement liaisons (LELs) through Safer NM Now (SNMN). These LELs, with a combined total of 75 years of law enforcement experience, oversee the coordination of Police Traffic Services, Operation DWI, Operation Buckle Down, and other traffic related projects. LEL coordination activities included: negotiating overtime agreements with participating law enforcement agencies; scheduling, providing, and/ or coordinating training; providing technical assistance; providing checkpoint equipment; assisting with an annual statewide law enforcement coordinator's meeting; and coordinating an annual law enforcement Chief and Sheriff's meeting to discuss law enforcement issues and state initiatives.

### **Results**

In FY06, LELs made 164 site visits to 84 individual agencies. They communicated regularly throughout the year with each of the participating law enforcement agencies, in addition to those agencies with the potential of participating in the future.

### **Statewide PTS Training and Information**

New Mexico currently leads the country as the only state in the nation that employs a three-tier system of Police Traffic Services education for law enforcement. Training begins with Selective Traffic Enforcement Programs (STEP) which is available to all members of law enforcement. It then proceeds to Management of Police Traffic Services (MPTS), designed for traffic commanders and supervisors. The Executive Forum, which explains the value of traffic law enforcement to the lead executives of an agency, completes the three-class training. All classes provide essential information for identifying traffic crash problems and solutions.

### **Results**

The TSB contracted with TACT & Associates (TACT) to conduct training for law enforcement officers. TACT developed a tracking system to monitor all Standardized Field Sobriety Testing (SFST) and Police Traffic Services (PTS) training statewide. Every law enforcement department in New Mexico was contacted to determine which officers had received what type of training. At the end of FY06, TACT had received back training surveys from 70 departments and logged in training information on 2,500 law enforcement officers. This comprehensive, centralized record system has been coordinated with the New Mexico Law Enforcement Training Center (NMLETC). TACT instructors are certified with the NMLETC and have expertise in their specific area of instruction.

TACT developed and implemented a SFST Instructor Oversight committee to validate instructors and control the standardization of SFST instruction in New Mexico, and a standardized manual for SFST instruction was designed. TACT confirmed that NM has 142 SFST instructors statewide. In FY06, TACT provided training to 107 new or existing SFST instructors.

In FY06, TACT trained 687 students in Police Traffic Services. Classes offered included:

- Management of Police Traffic Services
- Standardized Field Sobriety Testing (refresher, instructor, and train-the-trainer)
- DWI Checkpoint Training
- At-Scene and Advanced Crash Investigation
- Radar/Lidar Instructor
- Police Officer as Prosecutor
- Selective Traffic Enforcement Programs
- Ethics

## Traffic Records Program Area

### Program Administration

The Traffic Records Program is administered by TSB Staff. Individual projects were managed by TSB Staff and Bency & Associates.

### Primary Projects – Federal and State Funds

Traffic Records Improvement and Development  
TraCS Evaluation Pilot Project  
Traffic Safety Problem Identification and Information  
Ignition Interlock Database  
Traffic Records Assessment  
Annual Report

### Traffic Records Objectives/ Performance Measures

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

#### STATUS: Achieved

Fifty-two officers from the six NM TraCS Evaluation Pilot Project law enforcement agencies participated in the Project. Participating agencies included the Department of Public Safety (DPS) – State Police, DPS – Motor Transportation Division, Albuquerque Police Department, Rio Rancho DPS, Dona Ana Sheriff's Department and Santa Fe Police Department. The TraCS Evaluation Pilot Project concluded on September 30, 2006. A final report on the Pilot Project will be produced in November 2006.

**20) 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.**

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

#### STATUS: Not Achieved

The TraCS Pilot Project law enforcement officers were able to enter electronically, in the field, 7.6% of their entire departments' citations and reports. Of the approximately 25,800 paper citations or reports that would normally be hand-written by the Pilot officers, about 12,500 were produced electronically during the Pilot period (48%).

**21) 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.**

#### STATUS: Partially Achieved

Although the STRS architect was not in place, the TraCS Project Team were available throughout the year to support the TraCS Pilot Law Enforcement agencies, both during and after the Pilot period.

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

#### STATUS: Achieved

The Ignition Interlock Database was transferred from the Administrative Office of the Courts to TSB, and a file transfer protocol site was established to allow the electronic transmission of data from service providers.

### **23) Coordinate with NHTSA to conduct a Traffic Records Assessment by the end of FY06.**

#### **STATUS: Achieved**

A Traffic Records Assessment was conducted May 15-19, 2006. A NHTSA Assessment Team conducted the Assessment and produced a draft report for review and comment in August 2006. The final report has not been released.

#### **Progress Toward Achieving Performance Objectives**

The Traffic Records Program achieved most of its FY06 performance objectives. Although the TraCS Pilot law enforcement officers did not meet the objective of entering electronically 15% their agencies' DWI citations, other traffic citations, and crash reports, it is now clear that the performance objective may have been too ambitious. As noted above, the Pilot officers did enter electronically, in the field, 48% of the citations they would normally have hand-written.

The following Traffic Records projects assisted the state in progressing toward developing and maintaining a Statewide Traffic Records System.

### **TRAFFIC RECORDS PROJECTS**

#### **Traffic Records Improvement and Development Statewide Traffic Record System (STRS)**

Since January 2002, NMDOT/ TSB has initiated efforts to develop 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) have been established to assist in the development of a Statewide Traffic Records System (STRS). Projects were implemented to further the development of the STRS, and to review and update the state's Traffic Records Assessment and the STRS Strategic Plan.

The NM STRS will include the electronic generation of traffic-related forms and reports (as per the TraCS Pilot Project, detailed below) and transmission of that data to a centralized STRS repository. Data could then be distributed on a scheduled basis to the courts, Motor Vehicle Division (MVD), New Mexico Department of Transportation (NMDOT), New Mexico Department of Health (NMDOH), Department of Public Safety (DPS), and the Statewide Traffic Records System (STRS) analytical repository.

#### **Results**

The Statewide Traffic Records Executive Oversight Committee (STREOC) met quarterly, and the STRCC met monthly, throughout the year to coordinate and oversee projects to further the development of the STRS.

The major project completed in FY06 was the TraCS Evaluation Pilot Project (detailed below). A new Traffic Records Assessment was conducted in May 2006, and the state's Ignition Interlock Database was transferred to the TSB. The Ignition Interlock Database will become a part of the STRS. In addition, a project focusing on electronic transfer of judgement and sentencing information from the courts to the Motor Vehicle Division was implemented.

To further the development of the STRS, a Project Manager and a Systems Architect will be hired in 2007. The Systems Architect will be hired as part of the STRS Phase Two Project to design the overall STRS Architecture. The results of the TraCS Evaluation Pilot Project will provide data that will drive the development of the STRS Architecture.

## **TraCS Evaluation Pilot Project**

The NM TraCS Evaluation Pilot Project is the first project in the multi-phase, multi-year development of NM's Statewide Traffic Records System (STRS). TraCS (Traffic and Criminal Software) is a PC-based tool for electronically preparing and distributing citations and other traffic-related reports used by law enforcement agencies. This product was used for the Pilot Project. The TraCS Evaluation Pilot Project began in October 2004 and concluded in September 2006.

### **Results**

A draft Project report was submitted and presented to the TSB, the Statewide Traffic Records Coordinating Committee (STRCC), and the Statewide Traffic Records Executive Committee (STREOC). Based upon this report and TraCS officers' performance data, the STREOC will determine whether TraCS should be rolled out to law enforcement agencies statewide.

Fifty-two officers from six New Mexico Law Enforcement Agencies participated in the pilot, including NM Department of Public Safety – State Police, NM Department of Public Safety – Motor Transportation Division, Albuquerque Police Department, Rio Rancho Department of Public Safety, Doña Ana Sheriff's Office and Santa Fe Police Department. Agencies joined the Pilot Project at different times during the Project period, dependent on their readiness, and availability of necessary equipment and other infrastructure.

In FY06, electronic forms and reports were developed and introduced into the Pilot Project in a phased roll-out schedule. Forms were standardized and made uniform, then developed into electronic format. The forms deployed by Pilot law enforcement agencies included the Uniform Traffic Citation, DWI Citation, Notice of Revocation, Criminal Complaint & Probable Cause Statement, Tow-in Report, Sobriety Checklist, Uniform Crash Report with supplemental pages and Incident/ Offense Report with supplemental pages.

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

### **UNM/ DGR**

The University of New Mexico (UNM) Division of Government Research (DGR) maintains a comprehensive traffic crash database for the State of New Mexico. The NMDOT's Transportation Statistics Bureau is responsible for the initial compilation and processing of this data, which is then finalized and analyzed by DGR. DGR also maintains data on drivers, driver history, DWI arrests, roadways and population for use in analysis of traffic safety issues.

### **Results**

In FY06, DGR finalized and printed the 2004 rural and urban problem identification and community report publications and prepared the 2005 Crash Report. In addition, DGR produced the 2005 DWI Report and the 2005 Alcohol Crash Map. DGR responded to over 100 special requests for information or analysis from TSB, other state agencies, individuals, law enforcement and the media.

DGR finalized crash data for 2004 and 2005, and processed monthly fatalities log data that was reported on their web site - <http://www.unm.edu/~dgrint/dgr.html>. DGR processed driver master files, including the DWI Citation Tracking System (DWI CTS) file in October, January, April and July in response to the high demand for quarterly data on DWI arrests. The July master driver was used to produce counts of licensed drivers for use in analysis and reporting. DGR processed the Highway Performance Monitoring System (HPMS) file, providing updates of the Vehicle Miles data, and updated population data from the US Census Bureau.

DGR participated with the STRCC and several other initiatives and provided data for the New Mexico Highway Safety Plan and Annual Report. DGR continued to maintain their Geographical Information Systems (GIS) capabilities and to explore new ways to provide geographic analysis and display.

DGR staff assisted NMDOT/ TSB with the development of the Section 408 grant application for State Traffic Safety Information System Improvement, and with the 2006 Traffic Records Assessment.

DGR updated and continued to maintain a web site for traffic crash and other traffic safety data as a resource for traffic safety practitioners and the public. The web site includes a great deal of information, reports, and static and interactive maps.

### **Ignition Interlock Database Project**

Management of the NM Ignition Interlock Database was transferred from AOC to the NMDOT/ TSB in FY06. The data base was transferred and a file transfer protocol site was established to allow the electronic transmission of data from service providers.

#### ***Results***

In FY06, 90% of the data manufacturers were providing data from their service centers on a monthly basis.

Work continued to establish data collection, quality, analysis and reporting requirements. In FY07, the development of the database will be completed, and court personnel, law enforcement and other agencies, and public entities authorized by TSB will be able to access this single source of statewide ignition interlock data. This database will also be able to provide historical record should any service center close its offices or become de-certified.

### **Traffic Records Assessment**

Early in 2006, NMDOT/ TSB made a request to NHTSA to conduct a new Traffic Records Assessment for New Mexico.

#### ***Results***

In May 2006, a team was organized by NHTSA to conduct a Traffic Records Assessment for the NMDOT/ 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. Once the Assessment is finalized, TSB will conduct a workshop with its traffic safety partners from around the state (expected date: January 2007). The goal of this workshop will be to discuss the findings of the 2006 Assessment and to update the Traffic Records Strategic Plan integrating the TR Assessment recommendations, as feasible.

## Planning and Administration Program Area

The TSB supports a comprehensive Planning and Administration Program that involves training, public information, planning, financial management, coordination and communication among partners crucial to successful implementation of New Mexico's Highway Safety and Performance Plan.

### Program Administration

The Planning and Administration Program is managed by TSB Staff. 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.

In FY06, TSB funded a financial management position to assist with monitoring project agreements and contracts, and assist with conducting an annual financial training for sub-grantees. TSB funds three contracts that provide financial management, and technical writing and planning services. NMDOT contracted with Pricehall Research, Inc to assist NMDOT/ TSB with the development of the Annual Report.

### Planning and Administration Objectives/ Performance Measures

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

**Status: Achieved**

**25) Develop grant applications by the end of FY06.**

**Status: Achieved**

The NMDOT/ TSB submitted the following grant applications under SAFETEA-LU federal funding and received funding for each application submitted.

FY06 SAFETEA-LU FUNDING APPLICATIONS	
Section	Date Submitted
402	August 2006
405	February 2006
406	May 2006
408	June 2006
410	July 2006
2010	August 2006

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

**Status: Achieved**

A NHTSA –sponsored Project Management Workshop which included a SAFETEA-LU update and briefing was conducted May 3-5, 2006. The Workshop, attended by TSB contractors, grantees and staff, provided in-depth training in project management.

### Progress Toward Achieving Performance Objectives

All FY06 Planning and Administration performance objectives were achieved.

## Traffic Safety Programs – Marketing and Media Program Area

### Program Administration

The Traffic Safety Programs – Marketing and Media Program is administered by NMDOT/ TSB Staff. Individual projects are managed by contractors, such as Vaughn-Wedeen, NM Broadcasters Association, and the DWI Resource Center.

### PROJECTS

#### High-Visibility Media Activities

##### *December 2005 Super Blitz*

A television and radio campaign was conducted to accompany increased DWI law enforcement activities. A news conference was held in downtown Albuquerque that garnered coverage from the Albuquerque Journal newspaper; KOAT, KOB, KRQE and KLUZ television stations; and KKOB-AM radio. NMDOT's "First Time Offender" radio ad series was launched and news releases were issued statewide.

##### *February 2006*

A news release was issued on University of New Mexico and New Mexico State University basketball coaches serving as spokesmen against DWI. Both UNM Coach Ritchie McKay and NMSU Coach Reggie Theus recorded a 30-second radio public service announcements (PSA) against DWI.

PSAs ran prior to the February and March Super Blitzes. The NMDOT "Bracelets" radio and television ad campaign was launched. A Santa Fe Super Blitz (February 10-26) news conference received television coverage from KOAT, KOB and KLUZ television stations and from KKOB-AM radio.

##### *March 2006*

The KOAT, KOB, KRQE and KLUZ television stations provided media coverage on the planned increase in the number of DWI officers for the five highest-risk counties for DWI in the state. The number of DWI-dedicated officers will be doubled in number from 10 to 20. In addition, a news release was issued in conjunction with the March Super Blitz (March 17-April 1).

##### *April 2006*

A statewide news release was issued to launch the Super Blitz from April 21-May 7. The release highlighted the new television and radio ad campaign: "Drinking and Driving Don't Mix." Media coverage was received from KUNM-FM radio.

##### *May 2006*

Governor Richardson conducted a news conference on May 1 announcing that alcohol-related fatalities in New Mexico had declined by 11% from 2004 to 2005. News coverage was received from KOAT, KOB, KRQE and KLUZ television stations.

A news conference was conducted on the "Click It or Ticket" safety belt campaign. Media coverage was received from KKOB-AM and KUNM-FM radio, and from the Albuquerque Tribune newspaper. A radio ad campaign was launched featuring Albuquerque and Las Cruces police officers discussing DWI.

##### *June 2006*

A news release was issued detailing the Independence Day holiday Super Blitz. Media coverage was received from KKOB-AM radio. A radio ad campaign was launched featuring Bernalillo County DWI police officers warning listeners that, "You Drink, You Drive, You Lose."

### ***July 2006***

A news conference was conducted highlighting the TSB funded Albuquerque Metropolitan Court program for high-risk first time DWI offenders. A news conference also announced the move of the Administrative License Revocation (ALR) offices to its new location that it shares with the Motor Vehicle Division office, across the street from Metro Court. A news conference featured Governor Bill Richardson and drew reporters from KOAT, KOB, KRQE, and KLUZ television stations.

### ***August 2006***

A news release on New Mexico's involvement in the national crackdown on drunken driving, August 18-September 4, generated a story on KKOB-AM radio. The national crackdown marked the debut of NHTSA's new "Drunk Driving: Over The Limit, Under Arrest" slogan. A news release also mentioned the start of the New Mexico DWI Speaker Series.

A news release issued August 23 reported that New Mexico serves as an example to other states in the NHTSA South Central Region with its innovative approach to DWI, including its numerous sobriety checkpoints and mandatory ignition interlock law that requires the devices for all DWI offenders.

### ***September 2006***

A new ad campaign was launched focusing on the automobile impoundment program implemented by three New Mexico cities, including Albuquerque. The "InCARceration" radio and TV campaign ran statewide.

## **Media Creative Design and Program-Specific Media Activities**

A creative design consultant firm, Vaughn-Wedeen, worked with the NMDOT/ TSB to develop new television, radio, outdoor marketing, and educational materials for the impaired driving, occupant protection, pedestrian, and STEP Programs.

## ***Results***

### ***Impaired Driving***

New campaign themes and creative briefs were developed in FY06 outlining a first time offender approach, a calendar/holiday approach, a varied demographic approach and an enforcement approach. Three focus groups were held to test a variety of themes. The NHTSA slogan 'You Drink You Drive. You Lose' was retained in all advertising throughout the year, with the addition of the phrase 'Don't Be New Mexico's Next DWI.'

Two - 30 second television spots were produced in English and Spanish titled 'Bracelet' and 'InCarceration.' In addition, a Super Blitz animation was developed to add to existing TV spots to run during enforcement periods.

Two - 30 second 'first-time offender' radio spots and three - 30 second radio spots titled 'Bracelet,' 'Mi Jito,' and 'InCarceration' were produced in English and Spanish, along with corresponding law enforcement PSA scripts. Print ads were developed for the First Offender Campaign.

Signs for Santa Fe Pedi-cabs and signs for Albuquerque Journal Pavilion were developed, produced and installed.

A trade show booth for the Albuquerque Alibi Spring Crawl was produced and displayed.

Tagged handcuffs were developed and produced to correspond with a KISS-FM radio promotion at the Albuquerque nightclub, The Coliseum.

A 'DWI: Branded for Life' collateral campaign, including table tents, posters and beer coasters was developed. The DWI Resource Center distributed the campaign material to the University of New Mexico and local bars.

Print ads were used for a Santa Fe sports event program and for the Santa Fe Fiesta.

### ***Pedestrian***

Printed educational materials for the Pedestrian Safety campaign were developed.

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

Themes and creative briefs were developed for the Police Traffic Services Program. Five - 30 second television spots were developed for Aggressive Driving and Safety Corridor campaigns. A series of three were entitled 'Kids Krash', one was entitled 'Clock' and one was entitled 'Safety Corridors.'

Billboards concepts were developed for the Aggressive Driving campaign and for road signs to better identify Safety Corridors. Printed educational materials for Safety Corridors were also developed.

### ***Occupant Protection***

Themes and creative briefs were developed for the Occupant Protection Program. Two – 30 second television spots were developed in English and Spanish and produced for the Click It or Ticket Campaign titled 'Click It' and 'Baseball.' Two radio spots were developed and produced in English and Spanish to run concurrently with these television spots.

## **NM Broadcasters Association (NMBA)**

The NMBA works with many agencies within state government and the Governor's Office to help disseminate public safety and other messages to the public. NMDOT/ TSB contracts with the NMBA to provide media training to law enforcement, community coordinators, and local government officials involved with traffic safety. NMBA provides media workshops to public information officers to better enable them to deliver traffic safety messages. The workshops include role playing and media panels to teach more professional interaction with the media.

### ***Results***

In FY06, the NMBA provided 6 regular and 2 special media workshops, training 184 officers and other participants from 65 agencies throughout the state. Representatives from major NM television, print and radio media firms facilitated the Media Panels.

The NMDOT/ TSB sponsored the broadcasts of the NMAA High School Basketball Tournament. PSAs on underage drinking were aired over local stations in Portales, Alamogordo, Hobbs, Clovis, Raton, Las Cruces, Santa Fe, Window Rock, Farmington, Socorro, Deming, Santa Rosa, Espanola, Artesia, Lovington and Albuquerque.

Over 100 games were broadcast by NMBA member stations with an underage drinking prevention commercial airing 3 times per game.

Underage Drinking PSAs ran on all NMBA member stations throughout the state from April to August, 2006. Over \$500,000 worth of advertising time was donated by NMBA member stations.

The NMBA also participated in all Super Blitz news conferences, Motorcycle Advisory Committee meetings, and Comprehensive Transportation Safety Plan meetings.

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

### **Program Administration**

The Driver Education and Safety Programs are administered by TSB Staff. Individual projects are managed by TSB staff, the Institute of Public Law, and Safer NM Now.

### **Primary Projects – Federal and State Funds**

Traffic Safety Reporting  
Traffic Safety Information Clearinghouse  
Novice Driver Education Courses  
DWI Awareness Classes  
Driver Improvement Schools  
DWI Schools  
Ignition Interlock Provider Certification

### **PROJECTS**

#### **Traffic Safety Reporting & Monitoring**

This project provides for the preparation, printing, and distribution of traffic safety materials, reports, and newsletters used for public information and education, or promotion of NMDOT/ TSB program activities.

The Institute of Public Law (IPL) also conducts on-site monitoring of the Driver and DWI schools, courses and classes.

#### ***Results***

The IPL writes and distributes the Traffic Safety News, a monthly newsletter, featuring current traffic safety information, news, statistics and events. Full color versions of the newsletter were made available on IPL's Traffic Safety Law Center and NMDOT web sites. In addition, IPL provided printed materials and web information for the NMDOT/ TSB.

IPL conducted 238 on-site monitoring visits of the Novice Driver Education Courses, Driver Improvement Schools, and the DWI Schools. Monitoring visits included completing a quality assurance checklist to confirm licensee program compliance.

#### **Traffic Safety Information Clearinghouse**

The Injury Prevention Resource Center (IPRC) at Safer NM Now distributes traffic safety materials to support NMDOT/ TSB programs statewide. Safer NM Now maintains bi-lingual staff and a 1-800 toll-free service to respond to public queries on traffic safety issues and programs, including DWI prevention, occupant protection, speed, and graduated licensing.

#### ***Results***

The IPRC maintains an inventory of more than 290 traffic safety and injury prevention related titles, CD's, and videos. Topics include driver education, DWI prevention, air bag safety, bicycle safety, car seat safety, motorcycle safety, pedestrian safety, and school bus safety. Of the 290 titles, 62 are available in both English and Spanish.

#### **Novice Driver Education Courses**

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.

### **Results**

In FY06, licensing was approved for four new Driver Education Schools and renewed for 40 existing Driver Education Schools. Licensing was approved for 25 new instructors and renewed for 103 existing instructors. New Instructor, Instructor Re-certification, and 'Strategies for Teaching' training sessions were conducted during 2006.

'Classroom Curriculum' and 'Behind the Wheel' training courses were held for 62 new driver education instructors. College credit was made available for both one-week courses.

A total of 303 students received novice driver education through a correspondence course program. This program is offered to students where training is not available through a local public school, or through a for-profit program, or if the student is home-schooled.

### **DWI Awareness Classes**

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.

### **Results**

In FY06, TSB worked with the University of New Mexico Continuing Education Department to ensure that adult learning techniques were incorporated into the DWI Awareness Class curriculum.

### **Driver Improvement Schools**

The TSB is responsible for certifying and approving Driver Improvement/ Defensive Driving Schools. The curriculum is geared toward changing behaviors among problem drivers. Instructor Re-certification and 'Strategies for Teaching' classes were conducted during 2006.

### **Results**

In FY06, licensing was approved for three new Driver Improvement Schools and renewed for 19 existing Driver Improvement Schools. Licensing was approved for 11 new instructors and renewed for 31 existing instructors.

A total of 58 students attended a 1 ½ day driver education re-certification class. A ½ -day internet instruction class was offered, along with a full -day refresher course. Sixteen students attended a 'Teaching Techniques' class designed for new instructors with little teaching background.

### **DWI Schools**

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.

### **Results**

In FY06, licensing was approved for one new DWI School and renewed for 31 existing DWI Schools. Licensing was approved for six new facilitators and renewed for 60 existing facilitators. New Instructor, Advanced Instructor, and 'Strategies for Teaching' classes were conducted during 2006.

A total of 41 students attended DWI Schools facilitator training classes. A facilitator refresher class was also conducted.

### **Ignition Interlock Provider Certification**

All ignition interlock providers must be licensed and certified by the state. This process is managed by the IPL Transportation Safety Center (TSC) Licensing Unit. Once approved, all providers were listed on the TSC web site of approved providers for use by state-wide agencies and the general public:  
<http://ipl.unm.edu/traf/home.html>

### ***Results***

In FY06, certification was approved for 25 new service center providers and renewed for two. Certification was approved for 46 new installers and renewed for two, and certification was approved for 11 new service technicians.

Once approved for certification, all providers were listed as approved providers on the IPL Transportation Safety Law Center web site for use by state-wide agencies and the general public:  
<http://ipl.unm.edu/traf/home.html>

## Motorcycle Safety Program Area

### Program Administration

The Motorcycle Safety Program is administered by TSB Staff. Individual projects are administered by TSB staff, the Motorcycle Safety Foundation, and the Institute of Public Law.

### Primary Projects – State Funds

Motorcycle Safety Training  
Annual Motorcycle Safety Awareness Day

### PROJECTS

#### Motorcycle Safety Training

The TSB administers a statutorily required motorcycle training program statewide designed to assist motorcycle riders develop skills. The Program is funded by a \$2 motorcycle registration fee, in addition to training fees assessed each student.

#### *Results*

In FY06, training was offered to 4,185 students throughout New Mexico. The Motorcycle Safety Foundation (MSF) offered 477 classes for basic and experienced riders at training sites in Albuquerque, Roswell, Clovis, Las Cruces, Ruidoso, Alamogordo, Farmington, and Santa Fe. The MSF also participated in the Motorcycle Safety Awareness Day, provided technical assistance to New Mexico research, legislative, and licensing programs, and chaired the 2006 Motorcycle Advisory Council meeting for the Traffic Safety Bureau.

#### Annual Motorcycle Safety Awareness Day

The TSB sponsors an annual Motorcycle Safety Awareness Day. This event promotes safety strategies including the Motorcycle Training Program and the need for increased automobile driver awareness.

#### *Results*

The fifth annual “New Mexico Motorcycle Safety Awareness Day” was conducted in September 2006 in Albuquerque. More than 2,000 riders, law enforcement, vendors, instructors, and other interested parties attended the event held during the Sandia Classic Vintage Motorcycle Race. Attendees received motorcycle safety awareness and anti-DWI information, in addition to information on motorcycle skills training and licensing. The event was promoted throughout the Albuquerque metropolitan area through billboards, newspaper ads, and radio spots. A proclamation from the Governor’s office declared the day as ‘Motorcycle Safety Awareness Day.’ The event was sponsored and assisted by Sandia Motor Sports, the Motorcycle Safety Foundation-NM Motorcycle Safety Program, Albuquerque Police Department, UNM Institute of Public Law, Geico Insurance, NM Donor Services, the NM Motor Vehicle Division, NM Dept. of Tourism, and the NMDOT/ TSB.

## NHTSA Grant Funds

Program Area		Obligation Limitation	Expended Funds	Carried Forward From FY06
NHTSA 402	Total	\$1,794,536.00	\$1,496,987.32	\$447,891.46
405 Occupant Protection	Total	\$ .00	\$322,344.89	\$ .00
405 OP SAFETEA-LU	Total	\$267,002.00	\$267,002.00	\$ .00
NHTSA 406	Total	\$927,071.00	\$ .00	\$927,071.00
408 Data Program SAFETEA-LU	Total	\$317,300.00	\$ .00	\$317,300.00
New 410 Alcohol	Total	\$ .00	\$3,672.19	\$ .00
410 Alcohol SAFETEA-LU	Total	\$886,944.00	\$ .00	\$886,944.00
410 High Fatality Rate	Total	\$685,346.00	\$ .00	\$685,346.00
410 High Visibility	Total	\$685,346.00	\$ .00	\$685,346.00
2010 Motorcycle Safety	Total	\$100,000.00	\$ .00	\$100,000.00
157 Planning and Administration	Total		\$29,037.59	\$17,744.56
157 Occupant Protection	Total		\$61,641.10	\$18,393.84
157 Police Traffic Services	Total		\$ .00	\$48,378.10
157 Traffic Records	Total		\$ .00	\$145,587.20
157 Incentive Funds	Total	\$ .00	\$291,063.23	\$230,103.70
157 Innovative Funds 2005	Total	\$ .00	\$69,523.20	\$ .00
154 Transfer Funds	Total	\$ .00	\$ .00	\$1,123,837.99
164 Planning and Administration	Total		\$ .00	\$76,078.14
164 Alcohol	Total		\$4,571,274.68	\$7,385,584.17
164 Transfer Funds	Total	\$5,919,954.00	\$11,225,301.68	\$10,301,965.71
163 Impaired Driving	Total	\$ .00	\$250,000.00	\$ .00
NHTSA	Total	\$11,583,499.00	\$13,925,894.51	\$15,705,805.86

## 163 FUNDS

NHTSA Program Area	Planned	Obligated	Expended	Share to Local	
PA	150,000	150,000	0	0	
OP	125,000	125,000	0	0	
PT	1,030,000	1,030,000	633,497.63	263,400	
TR	25,000	25,000	25,000	0	
<b>Total</b>	<b>1,330,000</b>	<b>1,330,000</b>	<b>658,498</b>	<b>263,400</b>	<b>40%</b>
163 ID*	250,000	0	250,000	N/A	

\*New Mexico is a Strategic Evaluation State (SES), and therefore, also receives 163 Impaired Driving funds. There was a \$250,000 163-ID carry forward for FY06.



## TRAFFIC SAFETY BUREAU

P.O. BOX 1149 SANTA FE, NM 87504-1149  
1-800-541-7952

<http://www.nmshtd.state.nm.us/>

### Traffic Safety Bureau Staff Contact Information

**Michael R. Sandoval, Director, Traffic Safety Bureau**

[Michael.Sandoval@state.nm.us](mailto:Michael.Sandoval@state.nm.us)

Legislative Issues

Impaired Driving

505 827 1584 or 505 490 2602

**Tammy Lujan, Executive Assistant**

[Tammy.Lujan@state.nm.us](mailto:Tammy.Lujan@state.nm.us)

Public Information Requests

505 827 0430 or 505 238 3415

**Ivette Montoya, Support Staff**

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505 827 0427

**Maria Martinez, Mgr. (Contractor)**

[mariae.martinez@state.nm.us](mailto:mariae.martinez@state.nm.us)

Five County DWI Enforcement Program

505 827 7528 or 505 470 1285

***Finance and Traffic Records***

**Sandra E. Martinez, Staff Manager**

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Traffic Records

Planning Administration

State and Federal Funding Sources

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**AnnaMarie Coriz, Support Staff**

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File Manager

505 827 0426 or 490 1109

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**Financial Supervisor**

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505 827 1579 or 470 8586

**Marcea Dark, Financial Specialist**

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Reimbursement Claims, Encumbrances

505 476 3737

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[Thomas.Lujan@state.nm.us](mailto:Thomas.Lujan@state.nm.us)

Grantee Inventory, Purchase Requisitions

Non-Employee Reimbursements

505 827 1588

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505 827 1582

***Public Education Programs***

**Franklin Garcia, Staff Manager (contact for District 4)**

[Franklin.Garcia@state.nm.us](mailto:Franklin.Garcia@state.nm.us)

Public Education and Information

Driver Training Programs (Driver Ed, Driver Safety, DWI Schools)

Ignition Interlock Program

UNM/ IPL State Funded Programs

DWI Awareness Program

SFST and STEP Training

505 827 3200 or 505 490 0890

Bernalillo County Interlock Compliance Program

NM Broadcasters Assn

None for the Road

Motorcycle Training

**Mershawn Martinez, Support Staff**

[Mershawn.Martinez@state.nm.us](mailto:Mershawn.Martinez@state.nm.us)

505 827 2143

**Juliet Armijo-Pana, Program Manager  
District 2**

[Juliet.Armijo-Pana@state.nm.us](mailto:Juliet.Armijo-Pana@state.nm.us)

Bicycle, Pedestrian, and Equestrian Safety

505 827 1425 or 505 470 8358

**Cindy Abeyta, Program Manager  
District 3**

[Cindy.Abeyta@state.nm.us](mailto:Cindy.Abeyta@state.nm.us)

Occupant Protection

Child Restraints

505 827 0490 or 505 490 2637

**Jolyn Sanchez, Manager**

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Ignition Interlock Program

505 827 1587

***Enforcement and Prevention Programs***

**Melvin Martinez, Staff Manager (contact for District 6)**

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Enforcement Programs

Traffic Safety Bureau Newsletter

505 827 1568 or 505 490 2556

**Cora Madrid, Support Staff**

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505-827-0456

**Mike Quintana, Program Manager  
District 1**

[Johnny.Quintana@state.nm.us](mailto:Johnny.Quintana@state.nm.us)

Selective Traffic Enforcement Programs

Police Traffic Services

Traffic Safety Enforcement

Safety Corridors

505 827 0491 or 505 490 0951

**Kirene Bargas, Program Manager  
District 5**

[Kirene.Bargas@state.nm.us](mailto:Kirene.Bargas@state.nm.us)

Administrative License Revocation Program

Community DWI

Prevention Programs

Underage Drinking and Blood Alcohol Content

UNM-Campus Office of Substance Abuse

Teen Mobilization

MADD-Multi Media Presentations

505 827 0553 or 505 490 1183