

NMDOT

Traffic Safety Bureau

Annual Report
2005

State of New Mexico

Governor

Bill Richardson

Transportation Secretary

Rhonda G. Faight, P.E.

Transportation Commission

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John Hummer

District Two

Johnny Cope

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Acknowledgments

The NMDOT Traffic Safety Bureau would like to thank Governor Bill Richardson, DWI Czar Rachel O'Connor, the National Highway 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.

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A letter from the Secretary

Dear Fellow New Mexicans,

The New Mexico Department of Transportation and the State of New Mexico are embarking on a new era in transportation safety. With funding from the Federal Highway Administration, the National Highway Traffic Safety Administration and the State of New Mexico, we will develop and implement New Mexico's Comprehensive Transportation Safety Plan – a collaboration to reduce traffic injuries and fatalities. This plan addresses the "four Es" of transportation safety - Engineering, Education, Enforcement and Emergency Medical Services. It will cover every public road in New Mexico and is data driven to put the most funding where the need is the greatest.

To identify infrastructure needs, hazardous locations, the severity of crashes in those locations and where we can have the most impact, we are including stakeholders from every facet of New Mexico's traffic safety community. The NMDOT is working with all stakeholders to

not only look at the problems, but also to identify strategies and help develop programs that will have the greatest impact. Working together, we can address the unique traffic safety problems with infrastructure and behavioral solutions.

Governor Richardson's Investment Partnership expanded our thinking from highway transportation to multimodal transportation and "Mobility for Everyone"—to me that doesn't just mean providing new modes of transportation...it means "SAFE" mobility for everyone. Now we must call on "Everyone" in the coming months to develop and implement New Mexico's Comprehensive Traffic Safety Plan and help us achieve the safest transportation system possible in New Mexico.

Sincerely,

Rhonda G. Faight

Rhonda G. Faight, P. E.

Cabinet Secretary

New Mexico Department of Transportation

Legislative Update

2005 Legislative Changes to New Mexico DWI Laws

Summary of Major Changes:

1. **License Revocation Periods:** The license revocation period for the criminal conviction is as follows:

- a. One year for a first conviction—first offenders are now revoked for a year, regardless of whether or not they attend DWI school.
- b. Two years for a second conviction
- c. Three years for a third conviction
- d. The remainder of the offender's life for a fourth or subsequent conviction, subject to a five year review in the district court.

2. **License revocation** for a criminal conviction **begins on the date the conviction becomes final** and all rights to appeal have been exhausted.

3. **License revocation under implied consent has been increased** from 90 days to six months for drivers 21 and over; and from six months to one year for all under-21 drivers, regardless of whether or not they have been previously convicted.

4. **No more limited licenses for first time DWI offenders.** Limited licenses were already prohibited for subsequent offenders.

5. **Ignition Interlock:** ANY convicted offender must now obtain an ignition interlock license and have an ignition interlock installed and operating on all motor vehicles driven by offender, as follows:

- a. One year for a first conviction
- b. Two years for a second conviction
- c. Three years for a third conviction
- d. Lifetime for a fourth or subsequent conviction, subject to a five year review in the district court.
- e. Juveniles will now have to contribute to the interlock indigency fund (officially titled the "Interlock Device Fund"). Juveniles will also now be able to receive benefits from the Interlock Device Fund, if they are eligible.

6. **Mandatory community service** has been added for first (24-48 hours) and third (96 hours) offenses.

7. TSB, MVD and DPS will collaborate on making **DWI arrest records and procedures standard** among all New Mexico state and local law enforcement agencies, and all such agencies will be required to use these records and procedures.

8. The Alcohol and Gaming Division will assemble a **task force to study emerging technologies** on age verification, and report its findings back to the appropriate legislative interim committee.

New Mexico Highway Safety Plan

Performance Goals Progress

FY July 1, 2004 - June 30, 2005

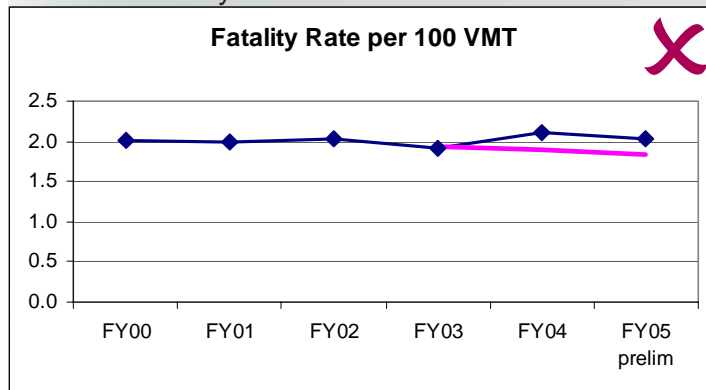
Overall Traffic Fatality Rate

Goal

Reduce the traffic fatality rate of 1.94 per 100 million vehicle miles (MVM) traveled (FY03 data, most recent available) to 1.84 per 100 MVMs traveled, by the end of FY05.

Status

FY05 Preliminary: 2.03



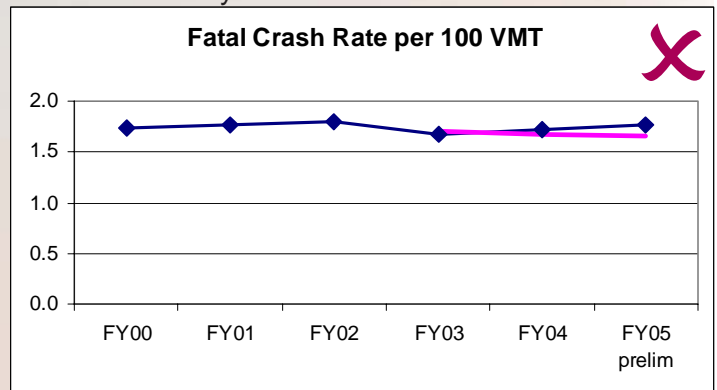
Overall Fatal Crash Rate

Goal

Reduce the fatal traffic crash rate of 1.70 per 100 MVMs traveled (FY03 data, most recent available) to 1.66 per 100 MVMs traveled, by the end of FY05.

Status

FY05 Preliminary: 1.76



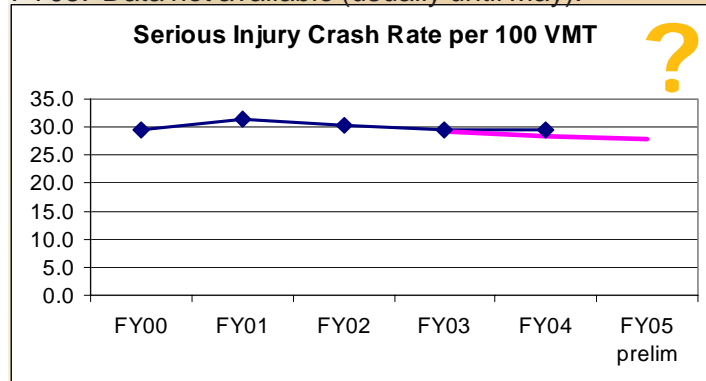
Serious Injury Crash Rate

Goal

Reduce the serious injury traffic crash rate of 29.2 per 100 MVMs traveled (FY03 data, most recent available) to 27.7 per 100 MVMs traveled, by the end of FY05.

Status

FY05: Data not available (usually until May).



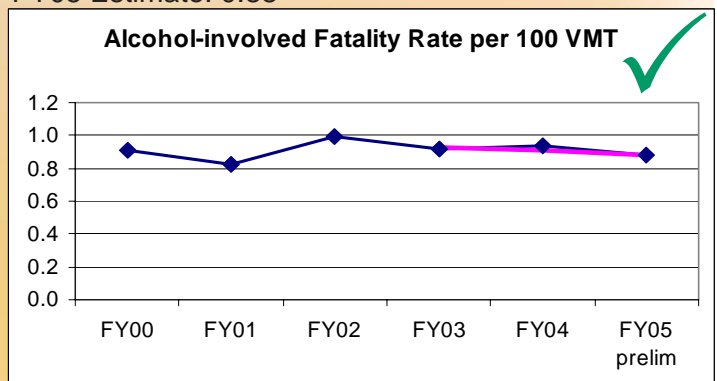
Alcohol Involved Traffic Fatality Rate

Goal

Reduce the alcohol-involved traffic fatality rate of 0.93 per one hundred MVMs traveled (FY03 data, most recent available) to 0.88 per one hundred MVMs traveled, by the end of FY05.

Status

FY05 Estimate: 0.88



Key to Graphs

Magenta line - Highway Safety Plan goal **Blue line** - New Mexico's progress in meeting goal

✓ Met goal. ✗ Did not meet goal.

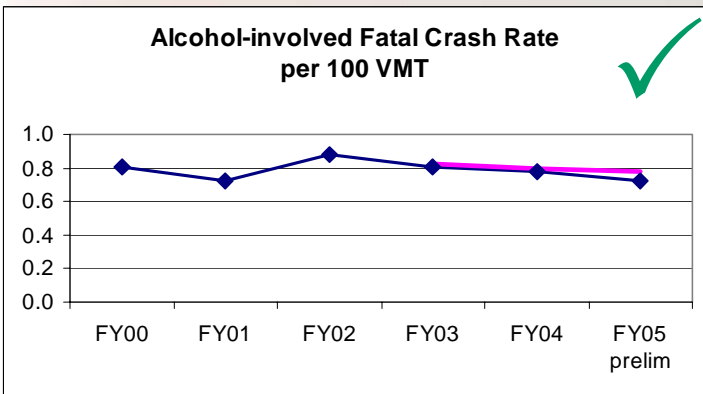
? To be determined: Data on non-fatal crashes is not available for FY05. Graphs that depend on the crash file cannot be completed for FY05.

Alcohol Involved Fatal Crash Rate Goal

Reduce the alcohol-involved fatal crash rate of 0.82 per one hundred MVMs traveled (FY03 data, most recent available) to 0.78 per one hundred MVMs traveled, by the end of FY05.

Status

FY05 Estimate: 0.78

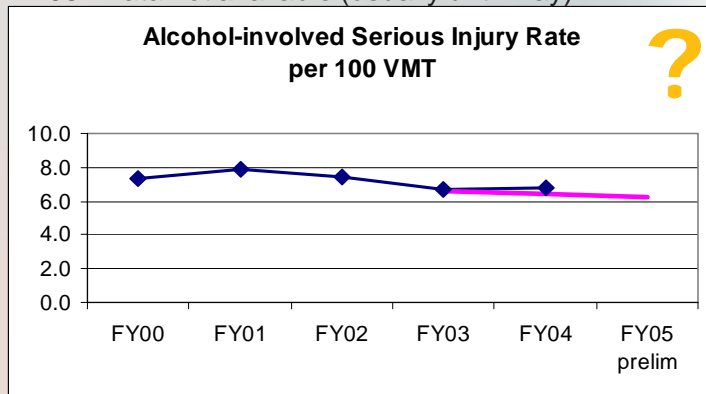


Alcohol Involved Serious Injury Rate Goal

Reduce the alcohol-involved serious injury rate of 6.60 per 100 MVMs traveled (FY03 data, most recent available) to 6.27 per 100 MVMs traveled, by the end of FY05.

Status

FY05: Data not available (usually until May).

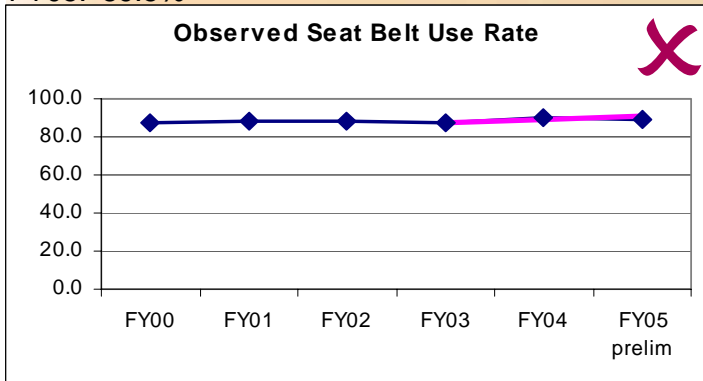


Safety Belt Use Rate Goal

Increase New Mexico's overall safety belt use from 87.2% in 2003 to 91% by the end of FY05.

Status

FY05: 89.5%



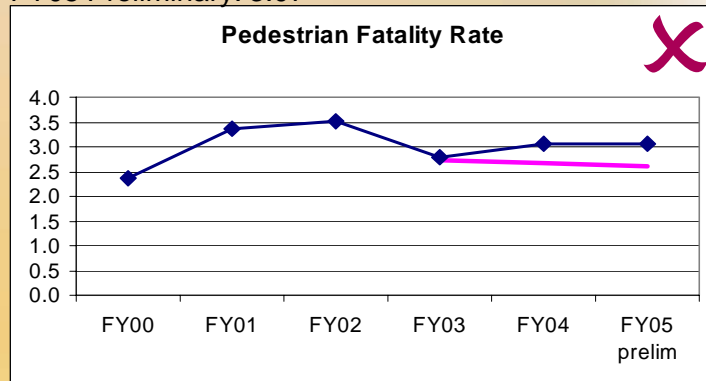
Pedestrian Fatality Rate Goal

Goal

Reduce the pedestrian fatality rate (per 100,000 population) from 2.74 (FY03 data, most recent available) to 2.60 by the end of FY05.

Status

FY05 Preliminary: 3.07



New Mexico Highway Safety Plan Performance Goals Progress

FY July 1, 2004 – June 30, 2005

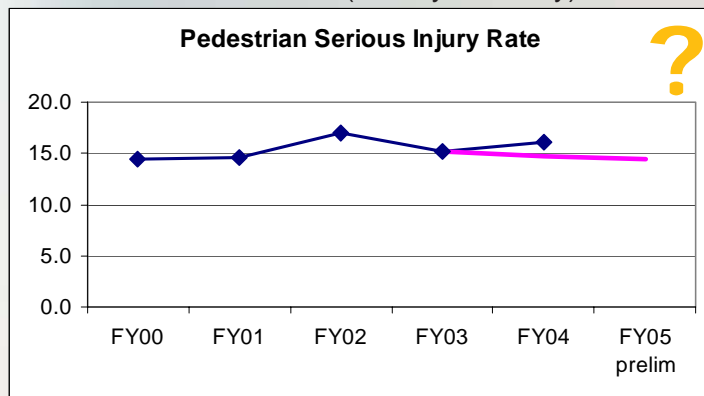
Pedestrian Serious Injury Rate

Goal

Reduce the pedestrian serious injury rate (per 100,000 population) from 15.2 (FY03 data, most recent available) to 14.4 by the end of FY05.

Status

FY05: Data not available (usually until May).



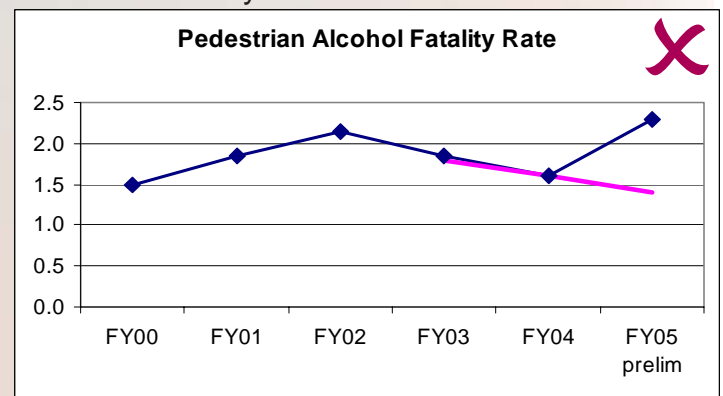
Alcohol Involved Pedestrian Fatality Rate

Goal

Reduce the alcohol-involved pedestrian fatality rate (per 100,000 population) from 1.8 (FY03 data, most recent available) to 1.4 by the end of FY05.

Status

FY05 Preliminary: 2.3



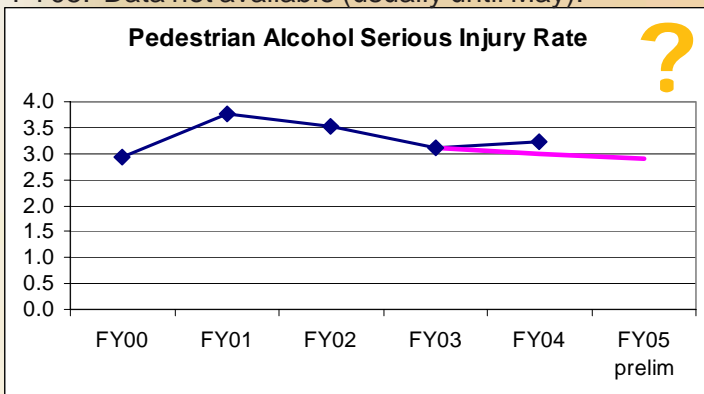
Alcohol Involved Pedestrian Serious Injury Rate

Goal

Reduce the alcohol-involved pedestrian serious injury rate (per 100,000 population) from 3.1 (FY03 data, most recent available) to 2.9 by the end of FY05.

Status

FY05: Data not available (usually until May).



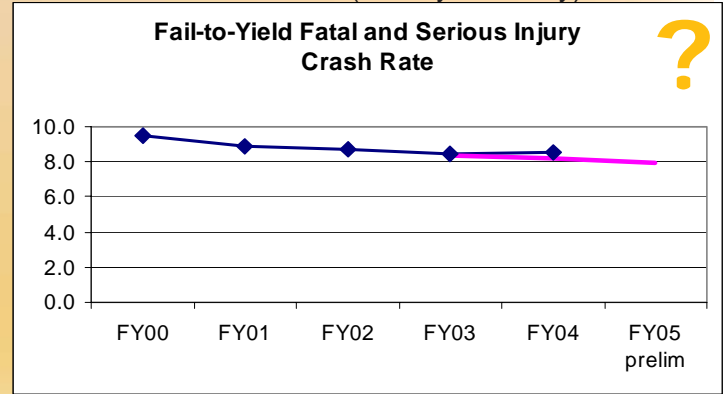
Failure to Yield Fatal and Serious Injury Crashes

Goal

Reduce "failure to yield" fatal and serious injury crashes from 8.36 per 100 million vehicle miles traveled (FY03 most recent data available) to 7.94 by the end of FY05.

Status

FY05: Data not available (usually until May).



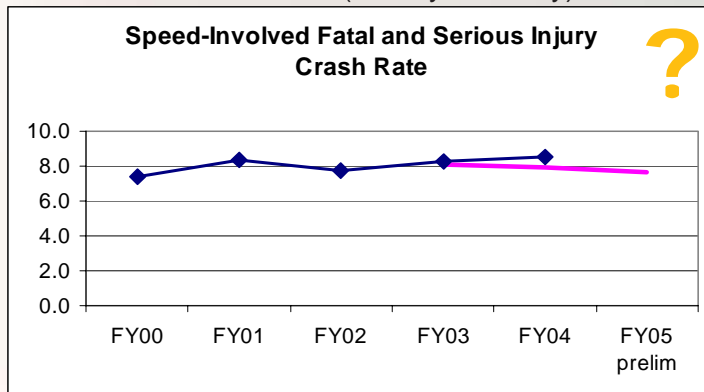
Speed Involved Fatal and Serious Injury Crash Rate

Goal

Reduce speed involved fatal and serious injury crashes from 8.09 per 100 million vehicle miles traveled (FY03 most recent data available) to 7.69 by the end of FY05.

Status

FY05: Data not available (usually until May).



Shortcomings on Goals

New Mexico experienced a sharp rise in non-alcohol related fatalities in FY05. The data has been analyzed. There is no single reason or variable to explain this increase, rather, it appears that there were small increases in several different areas. There is an overall concern that diminishing resources for law enforcement (specifically manpower) has resulted in less visibility, especially on rural highways. In FY06, TSB will be weighing options to increase law enforcement presence through additional officers dedicated to traffic safety issues. New Mexico will continue to monitor this increase and determine how best to place our resources to positively impact this concern.

Traffic Records

Goal Complete the TraCS Evaluation Pilot Project with the six participating law enforcement agencies by the end of FY05.

Status ✗ Goal not met due to limited resources. This is being addressed in FY06.

Goal Enter electronically 15% of DWI citations, other traffic citations, and crash reports by the end of FY05. Data will be entered in the field by the six law enforcement agencies participating in the TraCS Evaluation Pilot Project.

Status ✗ Goal not met due to limited resources. This is being addressed in FY06.

Goal Expand the DWI Offender History database as part of the continued development of a complete Traffic Offender History (as outlined in the STRCC Strategic Plan). Complete testing phase for magistrate courts by the end of federal FY05.

Status ✓

Goal Continue to implement the STRCC Strategic Plan, to include completion of electronic abstract transfer between the courts and MVD by the end of federal FY05.

Status ✓

Funding

NHTSA Grant Funds

To assist states in carrying out their highway safety program, Congress provides annual grants for highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grant funds only for highway safety purposes and at least 40% of these funds are to be used to address local traffic safety problems.

Although the TEA-21 authorization expired in FY04, Congress allowed the State highway safety program offices to continue to operate under a continuing resolution for FY05. The continuing

Section 163 Fund New Mexico FY 2005

NHTSA Program Area	Amount			
	Planned	Obligated	Expended	Share to Local
AL	267,910	267,910	231,197	0
PA	130,000	130,000	43,949	0
PT	1,035,000	1,035,000	985,531	525,052
TR	153,485	153,485	51,950	0
Total	1,586,395	1,586,395	1,312,627	525,052

New Mexico is a Strategic Evaluation State (SES) and therefore also receives 163 Impaired Driving funds for additional law enforcement efforts and paid media (placed by NHTSA).

At least forty percent of funds were used to address local traffic safety problems.

Key

AL	Alcohol & Other Drugs	PT	Police Traffic Services
PA	Planning & Administration	TR	Traffic Records

NHTSA Grant Funds, continued

resolution reauthorized the State and Community Highway Safety formula grant program to support State highway safety programs. In addition, there are incentive grants to states that meet certain requirements, including Sections 154, 157, 163, 164, 405, 410 and 411 of TEA 21. These grants support planning to identify and quantify highway safety problems, provide start up “seed” money for new programs, and give new direction to existing safety programs. The funds are intended to catalyze innovative programs at the state and local level, and leverage commitments of state, local, and private resources.

New Mexico FY 2005 Obligation Limitations Report

Funding Category	Current Funds	Carry Forward Funds
Total NHTSA 402	\$1,303,116	\$82,326
Total 405 Occupant Protection-J2	\$271,743	\$350,589
Total 157 Incentive Funds	\$456,318	\$529,711
Total 157 Innovative Funds 2005	\$160,000	\$212,490
Total 164 Transfer Funds-AL	\$4,116,585	\$5,026,221
Total 164 Transfer Funds-HE*	\$2,465,502	\$6,020,534
Total 163 Impaired Driving 2005	\$250,000	\$100,000
Total New 410 Alcohol-J8		\$204,033
Total	\$9,023,264	\$13,649,744

* 164 funds not utilized by TSB

Partners and Programs

During the past year, NMDOT Traffic Safety Bureau (TSB) programs reached every age group, from all geographic areas of New Mexico and every ethnicity. From tots and adults who spout “You Drink, You Drive, You Lose!” and “Click It or Ticket” to seniors and young motorcyclists who attend classes to improve their driving skills, TSB impacts the lives of all New Mexicans.

TSB’s top priorities for funding include Impaired Driving, Traffic Records, and Occupant Protection projects. Law enforcement has a major role in all program areas and therefore are the highest priority for funding. The TSB also provides funding to a variety of different organizations including state agencies, nonprofit corporations and private contractors, experts in records, statistics, public information, health, and the judicial system. Each organization has a specific purpose in assisting TSB in reducing motor vehicle related crashes, injuries, and deaths. The following is a list of some of the larger TSB partners and their specific contributions to reducing death and injury in New Mexico.

Administrative Office of the Courts Judicial Information Division (JID)

The Judicial Information Division of the A.O.C. continued to act as the hosting facility for the Statewide Traffic Records System (STRS) while participating and contributing to a number of STRS initiatives in Federal Fiscal Year 2005.

Significant contributions were made by JID staff regarding the development and implementation

of the TraCS Electronic Citation Pilot, the development of a court “distribution” server prototype, and the electronic transfer pilot of court abstract data to the Motor Vehicle Division.

Under contract with TSB, the Judicial Information Division of the AOC continued with the development of the Ignition Interlock Data Repository and data integration/exchange initiatives to improve the quality, accuracy, integrity, consistency, and accessibility of ignition interlock data to state agencies, government entities and other authorized users. This effort culminated in the completion of a successful pilot project. The project was designed to assist the Traffic Safety Bureau in determining what type and format of information would be useful to personnel responsible for monitoring individuals sentenced to use an ignition interlock device. This pilot took place in July 2005 with the Santa Fe Magistrate Court and Santa Fe County DWI Screening and Assessment as participants. Plans for FY06 include a transfer of the Ignition Interlock Project from the AOC to the NMDOT.

The Judicial Information Division continues to maintain and operate the DWI Offender History Database. This entails JID senior management responding to public, press, and justice community questions regarding the use and accuracy of the DWI data. The JID team continues to generate custom reports for members of the judiciary on a per request basis. One of the more interesting highlights this year has been the inclusion of the DWI Offender History data into New Mexico’s criminal justice initiative.

Motorcycle Safety Foundation (MSF)

Since 1973, MSF has set internationally recognized standards that promote the safety of motorcyclists through rider education courses, operator licensing tests and public information programs.

In FY05, sponsored by TSB, MSF coordinated the New Mexico Motorcycle Safety Program and offered training for all skill levels to insure that riders had the skills to enjoy safe, responsible motorcycling. MSF offered 423 classes for basic and experienced riders to 3,622 students in Albuquerque, Roswell, Clovis, Las Cruces, Artesia, Ruidoso, Alamogordo, Farmington and Santa Fe. MSF also participated in Motorcycle Safety Awareness Day and provided technical assistance to New Mexico research, legislative and licensing programs.

Safer New Mexico Now (Safer)

Safer is a private nonprofit organization established in 1985 as part of a campaign to develop, coordinate, and implement efforts to promote motor vehicle occupant protection in New Mexico. Through law enforcement, marketing, media, education, and training, Safer coordinates and collaborates to increase public safety by means of harm reduction and injury prevention programs. Safer's varied partnerships allow for outreach and coordination among the smaller communities in the State. Safer also provides services to Spanish-speaking families and tribal communities.

On behalf of TSB, Safer provides management oversight in Operation DWI (ODWI); Operation

Buckle Down (OBD); Click It or Ticket mobilization; You Drink, You Drive, You Lose Crackdown; and the NHTSA Standardized Child Passenger Safety Technician Training.

New Mexico contracts for the services of three Law Enforcement Liaisons (LEL) through SAFER. These LEL, with a combined total of 75 years of law enforcement experience, oversee the coordination of the ODWI/OBD programs. As retired law enforcement officers, they are uniquely qualified to handle the specialized needs of the law enforcement sector. Coordination of the ODWI/OBD programs includes negotiating overtime agreements with the 57 participating law enforcement agencies; scheduling, providing, and/or coordinating training for these programs; providing technical assistance to law enforcement agencies; providing checkpoint equipment; and working with various law enforcement agencies and organizations statewide to ensure programs have enforcement support.

During FY05, participating New Mexico law enforcement agencies conducted 375 sobriety checkpoints and 837 saturation patrols through ODWI. A total of 1,345 people were arrested for suspected drunk driving through the ODWI program for the year.

During Operation Buckle Down (OBD), between October 1, 2004 and September 30, 2005, law enforcement issued 16,675 seat belt citations and 1,021 child restraint citations.

Although the primary objective of sobriety checkpoints and saturation patrols is to apprehend suspected drunk drivers, these proactive enforcement methods often result in an opportunity to apprehend individuals involved in other criminal activity or violations.

During ODWI sobriety checkpoints and saturation patrols in FY05, law enforcement made 1,348 arrests, issued 20,663 citations and 1,059 written warnings for violations other than DWI. During OBD activities in FY05, law enforcement officers made 743 arrests, issued 12,869 citations, and wrote 1,234 warnings for violations other than those related to seat belt or child restraint use.

Safer's Injury Prevention Resource Center (IPRC) has established a 20-year record of designing innovative occupant protection programs and building partnerships with other traffic safety advocates. Safer utilizes print material, public education, enforcement, training, and advocacy to increase occupant protection. Safer also supports collaborations with the NHTSA, the NMDOT, TSB, the Bureau of Indian Affairs, all levels of law enforcement, the media, SAFE KIDS communities, DWI Councils, EMS regional offices, the University of New Mexico, and the Department of Health Injury Prevention EMS Bureau.

The primary components of Safer's IPRC are traffic safety and injury prevention materials - brochures, posters, and promotional items. As an educational service, the IPRC stocks materials relating to the foremost traffic safety issues, including DWI, occupant protection, and graduated teen licensing. Representatives from every sector, including law enforcement, educators, parents, and other injury prevention advocates, regularly request items from the IPRC. During an average year, the IPRC fills over 500 orders and distributes more than 800,000 items.

Through funding from TSB and the Bureau of Indian Affairs, Safer provides trainings related to

child passenger safety. Programs currently offered include the NHTSA Standardized Child Passenger Safety (CPS) Technical Training, Operation Kids, the New Mexico Car Seat Distribution Training, and comprehensive presentations tailored for specific organizations.

The NHTSA Standardized CPS Technical Training is a 32-hour course for child passenger safety advocates. Successful completion of the training results in a two-year CPS certification from the NHTSA. The Operation Kids workshop is a six-hour training intended for law enforcement officers interested in child passenger safety. The New Mexico Car Seat Distribution Program training provides the staff at each distribution site with information on how to assist child safety seat recipients in the proper installation and use of their new child safety seat. The goal of each of these trainings is to prevent and reduce childhood injury and death related to misuse of child safety seats and other restraint devices.

Safer also holds more than 30 car seat clinics per year in communities throughout the State. Certified technicians educate parents on the correct use and installation of child safety seats. The clinics are a free public service available to everyone in the community.

Traffic safety information can be found on Safer's web site at www.safernm.org.

New Mexico Department of Health Scientific Laboratory Division Toxicology Bureau (SLD)

SLD provides breath alcohol and drug recognition testing and training and conducts more than 5000 toxicology investigations per year for use in impaired driver prosecutions.

SLD placed special emphasis on training for officers in FY05. In order to accomplish this, SLD hired and trained three new scientists for their Implied Consent Section (expanding the program by two) and a part-time Breathalyzer trainer. As a result of the additional staff, SLD was able to train more than 500 law enforcement officers.

SLD staff attended conferences and training sessions on a variety of topics related to DUI and forensic toxicology issues including: medical conditions and their impact on DUI investigations, ophthalmology issues and visual impairment, and signs and symptoms used by drug recognition experts (DRE). SLD staff also received training in drug interactions and pharmacy procedures, constitutional issues and defense challenges to breath-alcohol testing, breath and blood alcohol analysis and instrumentation, psychomotor (physical and mental) effects of alcohol, and presentation of expert testimony on breath alcohol instruments and breath test data.

Toxicology Bureau members also attended the Agilent Technologies GC/MSD ChemStation and Instrument Operation Course (a machine and software that processes a sample from introduction to final report.) To round out their training, all members of the Toxicology Bureau attended an in-house ChemStation software update and training in Albuquerque.

In FY05, SLD conducted more than 15 outreach seminars in Rio Rancho and at the University of New Mexico, training 511 law enforcement officers and one defense attorney in the operation of a Breathalyzer, how to conduct breath alcohol testing and the effect of drugs on driving.

T.A.C.T & Associates (T.A.C.T.)

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, a point highlighted in the Fall 2003 Traffic Safety Digest.

T.A.C.T. trained 497 students in Police Traffic Services during FY05. Classes offered included Management of Police Traffic Services, Standardized Field Sobriety Testing (refresher and instructor), DWI Checkpoint Training, Crash Investigation, Radar/Lidar Instructor, Police Officer as Prosecutor and Selective Traffic Enforcement Programs.

T.A.C.T. created a system to track all Police Traffic Services (PTS) training and began tracking all law enforcement officers statewide. Every law enforcement department in New Mexico was contacted by T.A.C.T. They will continue to use this record keeping system developed to gather information and document training for all law enforcement officer that are PTS trained. This comprehensive centralized record system has been coordinated with the New Mexico Law Enforcement Training Center (NMLETC). T.A.C.T. instructors are certified with the NMLETC and

have an expertise in their specific area of instruction.

Listed next is T.A.C.T.'s training summary for FY05.

T.A.C.T. FY05 Training Summary

STEP	247
MPTS	23
Crash Reconstruction	18
Advanced Crash Investigation	22
DWI Checkpoint Training	48
SFST Train the Trainer	26
Radar/Lidar Train the Trainer	27
SFST Refresher	28
SFST Training Wet Lab (2 day)	25
Police as a Prosecutor	32
Total Students	497

T.A.C.T. Students by Type of Agency

Local	263
County	123
Tribal	63
State	40
Other	8

University of New Mexico

Campus Office of Substance Abuse Prevention (COSAP)

COSAP continued its efforts to reduce drunk driving and other risky alcohol-related behaviors among its students through the UNM Designated Drivers Do It for Their Friends program, social norms correction modules, and peer education and outreach activities. COSAP trained peer

health educators to deliver presentations on Binge Drinking and The Effects of Alcohol and Other Drugs on Sexuality. This training was presented to 1,395 students and other information on the subject was provided to another 3,821 students and members of the university community through 21 outreach presentations.

For the third consecutive year, every incoming first-year student participated in a small group social norms correction program. COSAP trained student leaders assigned to the New Student Orientation program to conduct a social norms module reaching more than 2,400 students. The remainder of incoming first-year students (221) received an expanded presentation delivered by COSAP that merged the social norms correction component with the binge drinking presentation.

COSAP also attended health fairs, provided DWI and alcohol-related materials to student affairs personnel at UNM Valencia, Taos, Gallup, and Los Alamos branch campuses and conducted surveys on high risk drinking.

Core Alcohol and Drug Survey results from FY05 showed that students reporting that they drove under the influence of alcohol or drugs were down from 43.8 percent in 2002 to 39.7 percent in 2005. An overwhelming majority of students (95.7%) indicated their friends would disapprove of them driving after drinking, with 71.6 percent of respondents identifying their reaction as one of strong disapproval. Seventy six percent of students reported "I'm going to drive." as a very important reason for limiting or excluding any intake of alcohol, with 15.2 percent indicating it was important, 5.1 percent said it was somewhat important, and less than 4 percent thought it wasn't at all important. This

is an indicator that the anti-drunk driving message is reaching students and changing their behavior.

A new question added to the survey on the use of designated drivers and cabs found that using alternatives to driving under the influence is becoming normative behavior among UNM students who drink alcohol. Seventy two percent of students understood the importance of not driving under the influence and routinely employed measures to avoid this behavior. That's the good news. The bad news is that almost 15 percent of students who drank reported rarely or never using a designated driver or cab, and 13.1 percent reported using a designated driver or cab some of the time. These students represent a "prevention challenge". During the next academic year, COSAP plans to conduct focus groups to develop effective strategies to combat this high-risk behavior.

COSAP won the grand prize in the annual College and University Drinking and Driving Prevention Competition for the year 2005.

Division of Government Research (DGR)

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. TSB has funded DGR for over twenty years to maintain and analyze the New Mexico traffic crash database.

In FY05, DGR finalized crash data for 2003 and 2004. They processed monthly fatalities log data and reported it on their web site - <http://www.unm.edu/~dgrint/dgr.html>.

DGR finished a rewrite of the programs that read the crash file, streamlining the process and allowing the crash file to be read directly from the state mainframe, enabling DGR to create analysis files in a single program. DGR also developed a new process for reporting the differences between the fatalities log and the crash file.

DGR processed driver master files, including the DWI Citation Tracking System (DWI CTS) file in October, January, April and July due to a 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 finalized and printed the 2003 rural and urban problem identification and community report publications and prepared the 2004 standard annual reports (Crash Report, DWI Report and Alcohol Crash Map.)

In any year, much of DGR's efforts are devoted to the production of special reports and analysis and FY05 was no exception. DGR provided information for over 100 special requests from TSB, other state agencies, individuals, law enforcement and the media. DGR also participated with the State Traffic Records Coordinating Committee and several other initiatives and provided data for the New Mexico Highway Safety Plan, as well as expertise in the process of updating it.

DGR maintained their Geographical Information Systems (GIS) capabilities and continued to

explore new ways to provide geographic analysis and display. As a result of the expanded GIS capabilities, coverage now includes all cities and towns in NM with a population greater than 4,000.

Although the NMDOT now maintains TSB's web site, the DGR updates and enhances the Traffic Crash Data pages on servers at UNM, which are accessed through a link from TSB's main page.

Department of Emergency Medicine Center for Injury Prevention Research and Education (CIPRE)

In 1995, the UNM Department of Emergency Medicine consolidated its injury activities into the Center for Injury Prevention Research and Education (CIPRE) to unify its injury prevention efforts and expand its research and education activities.

With funding from TSB, CIPRE encourages pedestrian activities such as 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 is working 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.

Pedestrian Safety Seed Grant funds were made available to communities to implement projects at the local level. TSB allocated \$52,000 for the Pedestrian Safety Seed Grant Program in FY05 to target areas at increased risk, primarily in urban communities and adjacent tribal areas.

CIPRE works with the Statewide Walkability Advocacy Group (SWAG) to oversee the development of local WAGs in 11 communities around the state. SWAG provides crash data analysis and technical assistance to WAGs on pedestrian safety. Objectives of local WAGs are to develop:

1. a local, broad-based coalition to promote pedestrian safety and walkability.
2. a local slideshow based upon a model developed by the statewide WAG.
3. a strategic plan that includes a Pedestrian Safety Road Show for promotion of walkability and pedestrian safety among local decision makers and the public.
4. the knowledge and training to implement community change in the area of pedestrian safety and walkability.

After two years in the Walkable Communities Program, communities are qualified to apply for funds through the Pedestrian Safety Seed Grant Program.

Administered by CIPRE and funded by TSB, the Urban Pedestrian Law Enforcement Pilot Study has three primary objectives:

1. to train law enforcement officers on how to conduct pedestrian “decoy” operations,
2. to implement pedestrian “decoy” operations in areas identified as high-risk for pedestrian injuries, and
3. to evaluate the effectiveness of the operations in terms of injury reduction and motorist yielding to pedestrian behavior.

“Decoy” operations were conducted in Albuquerque, which accounts for nearly 50% of all pedestrian crashes in New Mexico. A “decoy” operation consists of a uniform or undercover officer attempting to cross the street at a marked crosswalk and observing motorist compliance. If the motorist does not comply by stopping or yielding to the pedestrian, the uniform or undercover officer notifies other law enforcement officers located down the street to stop the motorist and issue an appropriate citation. These high visibility enforcement campaigns are aimed at reducing the number of turn-conflict related pedestrian crashes.

In FY05, New Mexico participated in a national study to evaluate the effectiveness of these law enforcement efforts. Educational handouts targeting pedestrians and motorists were also developed by CIPRE for distribution during these law enforcement operations.

CIPRE conducts public awareness campaigns through news conferences, writing letters to the editor, speaking at public meetings and responding to media requests for information and interviews. It also serves as an informal

clearinghouse for information on pedestrian safety.

CIPRE conducts pedestrian safety events including International Walk to School Day. The purpose of this annual event is to address a critical aspect of pedestrian safety – children at risk – through media attention on pedestrian needs and issues. During FY05, 14 communities in New Mexico participated. TSB provides materials for events including informational handouts, coloring books, and retro-reflective safety bracelets for child pedestrians and bicyclists. TSB sponsors the Pedestrian Advisory Group, which includes members from CIPRE. This group of researchers, data analysts, traffic safety personnel, engineers, planners, medical personnel, pedestrian activists and public works staff meet quarterly to advise and provide resources for the development of pedestrian safety projects.

Institute of Public Law (IPL)

IPL engages in research, analysis, teaching, training, writing and publishing to support the development of public policy and law. Founded in 1969 as the public service arm of the law school, IPL has a long history of collaboration with TSB.

Traffic Safety Law Center

During FY05, IPL provided training to new Driver Education and DWI Schools Instructors with classroom curriculum, behind the wheel and teaching techniques classes. IPL facilitated a 12-hour Recertification Training for Driving Safety and Driver Education instructors and DWI School facilitators, and provided DWI School facilitator training for new instructors. IPL also distributed information describing the waiver of training process. IPL offered training and networking

opportunities for both law enforcement and professional prosecutors at the Prosecutors Training Conference.

In an effort to reduce fatalities and injuries due to motorcycle crashes, IPL, working with Sandia Motorsports, held Motorcycle Safety Awareness Day as part of the three-day Sandia Classic vintage motorcycle races. All 3372 attendees were given entry wristbands and an agenda with anti-DWI and motorcycle safety information regarding training, gear and safe riding strategies. Attendees also had an opportunity to pick up additional materials at the IPL tent, view an antique motorcycle collection and enjoy entertainment for both children and adults. IPL advertised the event on radio and in print, brought in the star of the classic motorcycle movie *On Any Sunday* to encourage attendance and showed the movie as part of the entertainment. The press conference featured proclamations from the Mayor of Albuquerque and the Governor of New Mexico, a MADD presenter and the Chief of the Traffic Safety Bureau. Participating safety partners included the Motorcycle Safety Foundation, Safer New Mexico Now, and the Brain Injury Association of New Mexico.

IPL provided coordination and oversight for the Community Driving While Impaired Program (CDWI). CDWI is a statewide program sponsored by TSB. Of the 33 counties in New Mexico, 31 receive CDWI funding, totaling nearly \$900,000. 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 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 Rio Arriba County's "Cruise Don't Booze Night" program which targets teens between 16 and 19. The CDWI program has helped many communities throughout the state spread DWI awareness through media, prevention, and enforcement programs which would have been difficult without the funds provided through this program.

As part of its oversight responsibilities for the CDWI program, IPL reviewed requests and documents for reimbursement, implemented new agreements for each community, closed out the previous year's agreements and traveled to communities to provide technical support and training. IPL also hosted the Annual CDWI Conference and provided information on new and continuing programs to CDWI coordinators, as well as an overview of CDWI financial procedures. During a press conference at the completion of the FY05 conference, Governor Richardson praised the hard work and dedication of CDWI coordinators and staff.

IPL staff facilitated the MADD Public Policy Institute in Santa Fe and worked with MADD on speaker coordination. Conference highlights included a session at the Roundhouse and meeting Governor Richardson and MADD President Wendy Hamilton.

IPL staff processed 389 applications for licenses and certificates for driving while impaired, driver education, and driving safety schools as well as interlock providers and installers in FY05. The breakdown of licenses and certificates issued in FY05 is as follows:

Licenses & Certificates Issued in FY05

Licenses	Applications: Original Renewal	
Driver Ed School	1	29
Driving Safety School	0	16
DWI School	0	30
Ign Interlock Service Center	5	30
Certificates		
Driver Ed Instructor	7	90
High School Driver Ed Instructor	3	6
Driving Safety Instructor	2	30
DWI School Facilitator	3	62
Ign Interlock Installer	13	54
Ign Interlock Service Technician	6	2
Total	40	349

IPL monitoring staff visited 207 program sites for TSB. Each visit required completing a quality assurance checklist with the licensee to confirm program compliance. Monitors submitted reports to the licensing agents at IPL, who notified licensees of the results of the visits. The breakdown of FY05 visits is as follows:

Quality Assurance Site Visits

Program	Number of Visits
Community DWI Grant Program	28
Education and Enforcement Grant Program	1
Reviews of TSB Files	24
Driver Education Schools and Instructors	52
Driving Safety Schools and Instructors	23
DWI Schools and Facilitators	42
Ign Interlock Service Centers and Installers	37
Total	207

IPL hosted a conference for ignition interlock providers in Albuquerque. More than 60 providers attended, including representatives from all approved manufacturers, some coming from as far away as Canada. IPL developed the conference agenda in consultation with TSB staff to address issues identified during 2004's ignition interlock licensing program. Conference presenters included representatives from Governor Richardson's DWI Task Force, the New Mexico Motor Vehicle Division, Department of Finance and Administration, Administrative Office of the Courts, Department of Public Safety and IPL staff.

IPL also provides printed materials and web information for the NMDOT. 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 are available on IPL's Traffic Safety Law Center and NMDOT web sites.

The Traffic Safety Law Center web site contains traffic safety reference materials and links to sites of interest to the traffic safety community. IPL updated and printed the Under 21 Penalties and the High Cost of DWI posters, an updated Protect Your License brochure and designed, printed and distributed a poster featuring New Mexico's new felony DWI law. At the beginning of the 2004-05 school year, IPL mailed materials to every high school in the state. IPL also responded to special requests from TSB, other state agencies, individuals, law enforcement and the media.

Judicial Education Center

The Judicial Education Center (JEC), officially named the Rozier E. Sanchez Judicial Education

Center of New Mexico, was established under a federal grant in 1991 to provide education and training to judges, administrators and other staff of the New Mexico judicial branch.

In 1993, the New Mexico Legislature established JEC within the Institute of Public Law at the UNM School of Law, and provided state funding for its operation. Working with the guidance of the Judicial Education and Training Advisory Committee, JEC produces about two dozen educational programs annually, including annual conferences, regional seminars, teleconferences broadcast by satellite, and special interest seminars. JEC has also developed interactive training on its web site for judges and clerks. JEC developed and maintains benchbooks for limited jurisdiction courts. Additionally, JEC provided DWI training to all newly appointed magistrate judges and produced a public television documentary on New Mexico's limited jurisdiction courts.

During FY05, work completed by JEC for TSB fell into five major areas: municipal courts, magistrate and other courts, evaluation, benchbook, and distance learning and online training.

JEC met with the education committee for the municipal court judges and prepared DWI-related programming for their June annual conference. Judges were trained in search and seizure, evidence, sentencing, and changes in DWI law. Both judges and court staff heard presentations from the Motor Vehicle Division on various issues relating to DWI reporting and the new interlock device requirements.

JEC reviewed and compiled evaluations from DWI-related presentations at the Magistrate Judges Conference conducted during FY04. JEC

updated and published scripts and checklists for magistrate and metropolitan court judges applicable to DWI cases and planned and executed the 2005 Magistrate Courts Annual Conference, attended by 260 clerks and 70 judges. Topics for clerks included ethics, legislative issues, data standards, landlord/tenant procedures, advanced criminal procedures, interlock law requirements, dealing with difficult defendants, and tips for helping non-English speaking customers, legal research and court security. Topics for judges included ethics, civil and criminal law and procedure, jury trials, alternative sentencing, commercial drivers licenses, domestic violence and stress management. A portion of the judges training demonstrated the use of the published and online resources available to the courts on DWI. DWI training was then presented to the entire group of magistrate judges, including a session on hard core drunk driving presented by the Century Council.

The first phase of JEC's project to evaluate its educational offerings for New Mexico magistrate courts has been completed. Consultant Tom Langhorne conducted 13 confidential focus group interviews of magistrate judges and court staff throughout the state to gain information on their educational needs and the extent to which JEC is fulfilling them. The next phase will be distribution of a confidential survey by mail to all magistrate judges and staff. JEC appreciates the time and attention many judges and staff have devoted to this project and encourages full participation in the mail surveys. The result will be a comprehensive assessment of JEC's services along with recommendations for improvement.

JEC monitored developments in DWI statutes and case law and revised, published and

distributed updated material for the DWI Benchbook to all New Mexico judges who handle DWI cases.

JEC completed a detailed outline and flow chart and developed an enhancement for the DWI virtual trial. Work was also done on developing and constructing a database necessary to create the second phase of the DWI virtual trial, as well as an upgrade to the first trial. Several new items of interest for New Mexico judges were added to the DUI online resource library.

JEC met with Judicial Information Division (JID) staff to discuss the new JID statewide video conferencing system. JEC held three video conferences on statutory and case law developments in DWI in July and August. Courts with high-speed internet access were linked, and magistrate and municipal court judges and staff from courts without high-speed internet access participated either by attending a session at a nearby court with access, or by phoning in over a GSD trunk line. A prosecuting and defense attorney presented their perspectives on new DWI legislation and case law in each program. This new form of delivering updates between annual conferences worked well, with complete support from the JID.

403 Demonstration Project Comprehensive Impaired Driving Program

In September 2004, NHTSA awarded the New Mexico Department of Transportation Traffic Safety Bureau funds to develop a Comprehensive Impaired Driving Program. New Mexico vied with 19 other states for this Section 403 Demonstration Project Grant and will receive

approximately \$2.6 million for this program in FY05, FY06, and FY07.

NM's Comprehensive Impaired Driving (ID) Program has three major components:

1. Development and implementation of a Law Enforcement Plan, to include full-time dedicated ID law enforcement;
2. development and implementation of an annual Media Plan to coincide NMDOT media efforts with law enforcement activity; and
3. development and implementation of a three-year ID Work Plan, in conjunction with a multi-agency DWI Leadership Team.

A full-time program manager oversees the implementation of the ID Program.

Accomplishments

In FY 2005, TSB completed the following tasks, listed next by component:

Law Enforcement

Contracts were implemented with five counties at highest risk for DWI to hire two full-time, dedicated DWI law enforcement officers. A contract with the Navajo Nation is pending that will support two DWI officers in the NM portion of the Navajo Nation.

A contract was implemented with a creative design media consultant to develop new messages for the ID Program, and to design and distribute media kits to local communities.

A contract was implemented with an outreach coordinator to develop earned media plans for the five counties and the Navajo Nation. The coordinator assists locally with plan

implementation and coordinated community efforts.

A Law Enforcement Work Plan was completed that outlines an oversight process, planning and coordination, enhanced enforcement, high visibility techniques, resources, training, and evaluation.

A quarterly planning process for law enforcement was developed, and a web-based monthly activity reporting process was completed.

Media

A Media and Marketing Communications Plan was developed and implemented by the NMDOT/TSB. The Plan outlines how media efforts will coincide with high-enforcement operations, such as Super Blitz and the National Mobilization.

DWI Leadership Team

A multi-agency DWI Leadership Team was convened in August and met monthly throughout the remainder of 2005. The Team, co-chaired by the Governor's DWI Coordinator and the TSB Bureau Chief, coordinates agency efforts in completing tasks outlined in the three-year ID Work Plan.

As part of the ID Work Plan, NMDOT helps support a full-time Traffic Safety Resource Prosecutor to provide training to prosecutors and court personnel, and to provide technical assistance in DWI cases.

New Mexico Broadcasters Association (NMBA)

NMBA is a nonprofit corporation chartered by the State of New Mexico in 1954. Its membership includes radio and television stations, as well as

other community members with a stake in broadcasting throughout New Mexico. Committed to public service, the NMBA works closely with many agencies within state government and the Governor's Office to help disseminate valuable information to the public, such as Amber Alerts to help locate missing children believed to have been abducted.

TSB funded the NMBA to provide media training for law enforcement, community coordinators and local government officials involved in traffic safety. Through NMBA two-day media workshops, public information officers are better able to present a traffic safety message that will have an impact on the public. Using role playing and media panels, participants are taught skills to give their interaction with the media a more professional quality.

In FY05, the NMBA trained 146 participants at sites in Albuquerque, Rio Rancho, Las Cruces, Clovis and Farmington. Since 2001, 718 people have developed better communication skills and learned to work more effectively with the media as a result of this course.

Paid Media

In January 2005, TSB applied to NHTSA for Section 1571G funding to increase law enforcement and paid media for the National Click It or Ticket campaign in May 2005. TSB was awarded funding and asked NHTSA to keep the paid media portion, which was placed by a NHTSA contractor on behalf of the State. As a result, the State was able to maintain a high seatbelt usage rate (89.5%) for FY 2005.

A Message on the Future from the TSB Bureau Chief

Dear Traffic Safety Partners,

The NMDOT Traffic Safety Bureau looks forward to continuing projects such as the Section 403 Impaired Driving Demonstration Grant and improving the Standard Field Sobriety Testing Program in FY 2006.

The Traffic Safety Bureau will continue to take the lead on reducing death and injury due to motor vehicle crashes in New Mexico.

Several major initiatives that will take shape in 2006 are:

1. the new ignition interlock law for all convicted DWI offenders,
2. the Department of Public Safety's mobile strike unit designed to reduce the availability of alcohol to our young people,
3. the Drunkbuster's hotline which will allow all New Mexicans to become part of the solution by reporting suspected drunk drivers, and
4. the completion of a Comprehensive Transportation Safety Plan that will bring together new partners to assist in reducing all types of vehicle crashes.

These programs combined with new initiatives such as:

1. replicating the San Juan County model of combined incarceration, treatment, and aftercare;

2. amending the Liquor Control Act regulations holding irresponsible establishments accountable; and

3. allowing for more flexibility with law enforcement funding to assist with keeping more officers out in the field;

will all contribute to making New Mexico a safer place to walk, ride, and drive.

Sincerely,



Michael Sandoval
NMDOT
Traffic Safety Bureau Chief

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