

TRAFFIC SAFETY DIVISION

# ANNUAL REPORT

2023



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

# State of New Mexico

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Editor: Jeff Barela, NMDOT

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## Acronyms

ALR	Administrative license revocation
AOC	Administrative Office of the Courts
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood/ Breath Alcohol Content
BKLUP	Buckle Up (occupant protection enforcement and media messaging)
CIOT	Click It or Ticket
CPS	Child Passenger Safety
DNTXT	Don't Text (distracted driving enforcement and media messaging)
DRE	Drug Recognition Expert
DWI	Driving While Impaired
ENDWI	End DWI (alcohol/impaired driving enforcement and media messaging)
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FTE	Full-time Equivalent
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
ID	Impaired Driving
IPRC	Injury Prevention Resource Center
LEA	Law Enforcement Agencies
LECS	Law Enforcement Coordinator's Symposium
LELs	Law Enforcement Liaisons
MADD	Mothers Against Drunk Driving
MVD	Motor Vehicle Division
NHTSA	National Highway Traffic Safety Administration
NMDOT	New Mexico Department of Transportation
NMDOH	New Mexico Department of Health
OP	Occupant Protection
PSA	Public Service Announcement
SFST	Standard Field Sobriety Testing
SLD	Scientific Laboratory Division (of State Department of Health)
STEP	Selective Traffic Enforcement Program
SWTC	Southwest Training Consultants
TraCS	Traffic and Criminal Software
TS	Traffic Safety
TSC	Traffic Safety Center
TSD	Traffic Safety Division (of NMDOT)
TSRP	Traffic Safety Resource Prosecutor
UCR	Uniform crash report
UNM	University of New Mexico

## Overview and Mission

The Traffic Safety Division (TSD) of the New Mexico Department of Transportation (NMDOT) is the state entity responsible for managing traffic safety programs designed to prevent and reduce traffic-related crashes, deaths and injuries. In partnership with the National Highway Traffic Safety Administration, the Federal Highway Safety Administration, the Federal Motor Carrier Safety Administration and other national, state and local safety advocates, the TSD develops and implements statewide and community-level strategies that will have the greatest traffic safety impact.

TSD data-driven approaches are focused on identifying high crash, fatality and injury areas, and supporting strategies and projects most likely to improve traffic safety and reduce harmful outcomes. These strategies and projects are detailed in the FFY2023 NMDOT/TSD Highway Safety Plan (HSP). The TSD provides Federal and State project funds to a variety of organizations including State and local agencies, nonprofit corporations, private contractors and other experts in traffic records, statistics, public information, health and the judicial system.

In FFY23 some NMDOT/TSD program/ project staff and subrecipients continued to offer virtual options to in-person participation in meetings, trainings, public and community outreach and awareness activities, including youth traffic safety related activities make a more efficient use of time and resources.

## Traffic Safety Planning Participants/ Partners

TSD's traffic safety partners include representatives from government agencies, law enforcement, and community and constituent stakeholders involved in safety issues, education and training, research and analysis, and media and marketing. In FFY23, these partners participated in the development of the NMDOT/TSD Triennial Highway Safety Plan (THSP) by providing information regarding traffic safety issues and needs, providing input on strategies, projects and performance targets, and by serving on various TS committees. New Mexico's FFY23 THSP planning efforts, and data collection and information systems, are coordinated with the State Strategic Highway Safety Plan and the Highway Safety Improvement Plan.

Administrative Office of the Courts Attorney General's Office	NM Department of Transportation
Bernalillo County Metro Court	NM Law Enforcement Agencies
Boys & Girls Clubs	NM Restaurant Association
BRV Consulting	NM Regulation & Licensing Department
Bureau of Indian Affairs & NM Tribes	Alcoholic Beverages Control Div.
Federal Highway Administration	NM Taxation and Revenue Department/Motor Vehicle
Federal Motor Carrier Safety Administration	NM Transportation Safety Mgt Team
Marketing Solutions	Office of 2nd Judicial District
Metropolitan Planning Organizations	Preusser Research Group, Inc.
Mothers Against Drunk Driving	Pricehall Research, Inc.
MA Strategies	RK Venture
NHTSA Region 6	Safer NM Now
New Mexico Activities Assn.	Sandoval County DWI & Prevention
NM Broadcasters Association	Santa Fe County Supervised
NM Dept. of Finance & Administration	Probation Southwest Training Consultants
NM Motorcycle Safety Program/ MSF	Traffic Records Coordinating Comm.
NM Department of Health	TR Executive Oversight Committee
Scientific Lab Division	University of New Mexico
EMS Tracking & Reporting System	Traffic Research Unit
Substance Abuse Epidemiology	Institute of Public Law/ Judicial Ed
Vital Records & Health Statistics	Dept. of Emergency Medicine
NM Department of Public Safety	Office of the Medical Investigator
State Police	Continuing Ed/ Community Services
Motor Transportation	Center for Injury Prevention Research and Education
Special Investigations Unit	Transportation Safety Center
	Various City & County Governments



## Assessment of State’s Progress

### Toward Achieving FFY 2023 HSP Performance Targets

2023 total fatalities, suspected serious injuries, fatality rate, unrestrained occupant fatalities, alcohol-impaired fatalities, motorcyclist and unhelmeted motorcyclist fatalities, under-21 drivers in fatal crashes, pedestrian fatalities and bicyclist fatalities outcome data are based on 5-year projections. 2023 speeding fatalities outcome data is based on a 1-year projection. 2023 seatbelt use data is final. As 2021 NHTSA ARF data were not available, 2022 final State data was used for this table, however once the 2022 NHTSA ARF data are available, the State will use that data to assess whether it met its 2022 targets.

CM=common outcome measure; OM=outcome measure; B=behavioral measure; S=State measure

	Performance Outcome Measures	2023 HSP Target	2023 Projected Data	2022 HSP Target	2022 State Data	Met 2022 Target
CM-1	Total Fatalities	446.6(5 yr)	452.1	421.9 (5 yr)	432.4	In Progress
CM-2	Serious Injuries	995.4 (5 yr)	1038.5	1,030.5 (5 yr)	1035.8	In Progress
CM-3	Fatality Rate	1.695 (5 yr)	1.709	1.645 (5 yr)	1.631	In Progress
OM-4	Unrestrained Occupant Fatalities	139 (5 yr)	141.1	119 (1 yr)	144	In Progress
OM-5	Alcohol-impaired Fatalities	131 (5 yr)	146.0	131 (5 yr)	135.4	In Progress
OM-6	Speeding-related Fatalities	174 (1 yr)	199	166 (1 yr)	185	In Progress
OM-7	Motorcyclist Fatalities	54 (1 yr)	51	53 (1 yr)	54	In Progress
OM-8	Unhelmeted MC Fatalities	34 (5 yr)	27.6	32 (5 yr)	26.4	In Progress
OM-9	Under-21 Drivers in Fatal Crashes	60 (5 yr)	57.4	55 (1 yr)	51	In Progress
OM-10	Pedestrian Fatalities	93 (5 yr)	91.8	87 (1 yr)	94	In Progress
OM-11	Bicyclist Fatalities	9 (5 yr)	6.6	10 (1 yr)	4	In Progress
		2023 HSP Target	Met 2023 Target	2022 HSP Target	2022 State Final Data	Met 2022 Target
B-1	Seatbelt Use Percent	90.1 (1 yr)	Yes (+1.4)	90.5 (1 yr)	89.6	No (-.9)

### State Measures

		2023 HSP Target	2023 Final or Projected	State Data vs. 2023 Target	Status
S-1	A&A Survey Respondents Reporting Hearing/ Seeing TS Safety Messaging	80% (1 yr)	86%	+6% of target	Achieved
S-2	Fatalities in Distracted Driving-involved Crashes	172 (5 yr)	180.5	-8.5	Not Achieved

	TR Performance Measure 4/1/2021-3/31/2022 to 4/1/2022-3/31/2023	2023 HSP Target	2023 State Data	State Data vs. 2023 Target	Status
S-3	Increase the number of reportable crash reports received using the new uniform crash report form vs. older uniform crash report forms	68%	80%	+12 of target	Achieved & Exceeded
S-4	Increase the percentage of reportable crash reports transferred directly from TraCS to the State crash database	65%	70%	+5 of target	Achieved & Exceeded

### Activity Measures – FFY23

A1: Number of seatbelt/CR\* citations issued during grant-funded enforcement activities: 8,075; FFY22 = 8,702  
 A2: Number of impaired driving arrests made during grant-funded enforcement activities: 1,444; FFY22 =1,463

A3: Number of speeding citations issued during grant-funded enforcement activities: 33,556; FFY22 = 39,082

\*child restraint

## **FFY23 NMDOT/Traffic Safety Division Programs**

In FFY23, the NMDOT/TSD applied for and received funding under the NHTSA State Highway Safety Grant Programs for Section 402 – Highway Safety Plan and Section 405 – Impaired Driving, Occupant Protection, State Traffic Safety Information System Improvement, Motorcyclist Safety, Non-motorized Safety and Ignition Interlock. In addition to federal funds, state funds were used for projects in all program areas. Federal fund expenditures are detailed by project number in the Project Expenditure Close-out Report.

Some Traffic Safety Division Highway Safety Plan program projects continued to be affected by manpower and staffing issues with some of the law enforcement agencies.

### **Alcohol-Impaired Driving Program**

#### Program Overview

The Alcohol-Impaired Driving Program is a primary component of New Mexico's Highway Safety Plan and in the State's efforts to reduce impaired driving traffic crashes, fatalities and injuries. To accomplish these objectives in FFY2023, the Traffic Safety Division (TSD) managed programs and projects focused on individual and multi-agency DWI enforcement and intervention efforts, and on comprehensive awareness and prevention activities.

High-visibility enforcement activities, including statewide and local community-based ENDWI, Superblitz and the National Crackdown, were coordinated with high-visibility media and public awareness activities. Typically, sustained enforcement activities and checkpoints are conducted periodically throughout the year, as are underage drinking enforcement, alcohol compliance checks and DWI warrant roundups.

To ensure that alcohol-impaired driving law enforcement activities are most effective, the TSD provides funding for specialized training on standard field sobriety testing (SFST); drug recognition expert (DRE) and advanced roadside impaired driving enforcement (ARIDE); blood/breath alcohol content (BAC) testing; and on crash reporting. Other projects focus on judicial adjudication/compliance, supervised probation and prevention issues. As public health guidance and restrictions allowed, most training courses, meetings and other project activities were able to go back to an in-person format.

New Mexico's DWI Workgroup is comprised of multiple agencies and advocates of management level or above staff interested in working together to reduce the incidence of DWI. Workgroup members represent law enforcement, criminal justice, prosecution, adjudication, probation, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health, and communications. These stakeholder agencies contribute greatly to NMDOT's efforts to continually reduce impaired driving fatalities and injuries.

In FFY23, DWI Workgroup meetings were conducted in January 2023 and in June 2023. Workgroup members provided agency updates, and discussed a variety of issues including plans for updating the Impaired Driving Plan; the 2023 legislative session; potential policy issues regarding New Mexico's legalization of recreational cannabis and issues regarding New Mexico cannabis use law; difficulties with filling ARIDE classes – police chiefs cannot afford to have officers away for training; the State Scientific Labs role in DWI testing and testimony; and a review of the most recent Attitude and Awareness Survey results.

## NHTSA Funded Projects and 2023 Accomplishments

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

**164AL-2023-AL-01-00 (03-AL-64-P01)**

**ENF\_AL-2023-AL-01-00 M5HVE-2023-ID-01-00 (03-ID-05d-P01)**

The primary objective of this enforcement project is to cite and arrest those who fail to comply with New Mexico’s DWI laws. The project funds overtime enforcement for DWI checkpoints and directed patrols. Funds are used to maintain the program, and as funds allow, expand enforcement in areas of the State with identified high rates of DWI. In FFY23, 63 agencies, including the State Police participated in enforcement activities under this project, with estimated coverage of at least 95% of the State’s population. In FFY23, enforcement hours were slightly fewer than in FFY22, as some law enforcement agencies continued to have manpower issues.

In the FFY, law enforcement agencies participated in ENDWI Superblitz and Miniblitz operations, the NHTSA National Crackdown, and directed DWI patrol enforcement activities. The 12 State Police districts are counted as one of the 63 agencies. Law enforcement agencies conducted the following major operations in FFY23:

- ENDWI Winter Superblitz      November 18, 2022 – January 1, 2023
- St. Patrick’s Day Miniblitz      March 11 – March 18, 2023
- Cinco de Mayo Miniblitz      May 1 – May 7, 2023
- Fourth of July Miniblitz      July 1 – July 8, 2023
- NHTSA National Crackdown      August 18 – September 4, 2023

During these enforcement operations, officers conducted 324 checkpoints and worked 21,814 directed patrol hours that resulted in 1,294 DWI arrests. While the focus during these activities is on DWI, law enforcement officers can cite for other violations or apprehend individuals involved in other criminal activities. Along with the 1,294 DWI arrests, these enforcement operations resulted in the following:

7,505	speeding citations
3,781	uninsured citations
920	seatbelt or child restraint citations
746	suspended or revoked license citations
90	reckless driving citations
47	cell phone use citations
69	texting citations
121	felony arrests
365	misdemeanor arrests
38	drug arrests
132	fugitives apprehended
12	stolen vehicles recovered
12,473	citations for violations other than these listed

Reduced numbers of citations in FFY23 from FFY22 were for speeding, uninsured, seatbelt or child restraint, suspended or revoked licenses, reckless driving, and misdemeanor arrests.

Increased numbers of citations were for DWI arrests, cell phone use, texting, felony and drug arrests, fugitives apprehended, and other citations.

Additional NM State Police citations and arrest data are included in the McKinley County Task Force enforcement numbers shown below and are a result of joint operations with the Task Force.

**DWI Task Force - McKinley County**  
**ENF\_AL-2023-AL-02-00 (03-AL-64-P02)**  
**State 20100 - 03-ID-RF-P02**



*Figure 1: McKinley County DWI Task Force*

Funds were provided for a full-time Task Force coordinator that develops and manages the operational plan for the project; and a full-time officer solely dedicated to enforcement of DWI laws In FFY23, the DWI Task Force coordinator also participated in McKinley County DWI/Drug Court planning meetings.

During the FFY, joint checkpoint operations were conducted with Task Force agencies including Zuni PD, Gallup PD, New Mexico State Police, the Ramah-Navajo Chapter and the McKinley County Sheriff's Office. Due to the impacts of COVID-19, the Navajo Nation PD did not conduct any activities in FFY22. The McKinley County Task Force officers worked 378.5 directed patrol hours and conducted 14 checkpoints. These operations resulted in the following:

95	DWI arrests
60	open container
699	speeding citations
149	uninsured citations
58	seatbelt or child restraints citations
7	reckless driving citations
2	misdemeanor arrests
1	felony arrests; 0 drug arrests
11	fugitives apprehended/bench warrants
0	stolen vehicle recovered
51	suspended or revoked licenses
399	citations for violations other than these listed

At the checkpoints, DWI prevention materials and promotional items were handed out to the drivers and officers were thanked for their efforts in combating DWI in the county. MCTF also participated in events like the Sobriety Pow Wow, DWI Awareness Day, Public Safety Day and conducted school outreach.

**Alcohol Sales Compliance Enforcement/DWI Warrants**  
**ENF\_AL-2023-AL-03-00 (03-AL-64-P03)**

This project provided overtime funds to the NM Department of Public Safety Special Investigations Unit (SIU) to conduct compliance checks at establishments serving or selling alcohol, and to conduct underage enforcement sting operations and DWI warrant enforcement. The SIU focuses on enforcing New Mexico's fourth-degree felony law against providing or purchasing alcohol for minors. In New

Mexico, on a third offense for sale of liquor to a minor, the liquor establishment is fined \$10,000, and the liquor license is revoked.

The SIU conducted 154 enforcement operations statewide including: sales to intoxicated persons, underage sales enforcement, and DWI warrant round-up operations. In FFY23, the SIU enforcement operations resulted in the following:

- 889 establishments checked (345 less than in FFY22)
- 344 written premise inspections conducted (78 more than in FFY22)
- 739 education interactions with liquor establishments (222 less than in FFY22)
- 159 administrative citations issued for Liquor Control Act violations (2 more than in FFY22)

### ***Supervised Probation – Bernalillo County Metropolitan Court***

**164AL-2023-AL-04-00**

**DUI\_AL-2023-AL-04-01 (03-AL-64-P04)**

The goal of the Bernalillo County Metropolitan Court DWI First Offender Enhanced Supervision Program is to enhance the supervision of true first-time DWI offenders and thereby reduce recidivism among this population. A risk and needs assessment is conducted at the initial intake, along with a state-mandated impaired driving assessment. These tools allow the probation officers to better determine which offenders are high risk and need a more structured supervision plan.

All offenders meeting eligibility for supervision are required to participate in four face-to-face meetings with their probation officer within a two-month period to determine their supervision level. During this period, offenders are assessed for compliance with court directives, treatment level need, bio-psychosocial indicators, and the need for other services that will support their success while on supervision and will provide them with needed resources upon completion of their probation.

This project funds two probation officers and one surveillance officer in the probation office whose time is dedicated to identifying and providing enhanced supervision of eligible convicted high-risk first-time DWI offenders. The surveillance officer also conducts visits to ensure compliance with the ignition interlock program by verifying that offenders who do not have a vehicle are not driving illegally; ensuring drugs and alcohol are not being used by the offender; and assisting with treatment compliance. When feasible, they also assist with monitoring the compliance of other DWI offenders with orders for an ignition interlock.

During FFY23, the Bernalillo County Metro Court DWI First Offender Program had 793 referrals to the First Offender Program. As of September 30, 2023, program had:

- 421 on supervised probation
- 158 on unsupervised probation/non-reporting status
- 82 Ignition interlock only/cases being monitored
- 345 Ignition interlocks installed/being monitored
- 2 defendants ordered to install ignition interlock, but defendants still in custody

### ***Supervised Probation – Santa Fe County***

**164AL-2022-AL-05-00**

**DUI\_AL-2022-AL-05-00 (02-AL-64-P05)**

This project is focused on providing enhanced supervision of identified high-risk first-time DWI offenders in Santa Fe County. The project funded one full-time employee in the Santa Fe County DWI Compliance Monitoring/Tracking Program whose time is dedicated to supervising and monitoring eligible DWI offenders subject to ignition interlock restrictions.

The program works closely with the Santa Fe Magistrate Court and the First Judicial District Court, with



the primary source of client referrals coming from the Magistrate Court. Sentencing of these offenders can include one or more of the following: DWI School; Treatment Program; Victim Impact Panel; Ignition Interlock; Electronic Monitoring; or Community Service.

In FFY23, the Santa Fe County DWI Program conducted screenings for 197 offenders referred to Misdemeanor Compliance Supervision, with 189 from Magistrate Court and 8 from District Court. Of those 197 clients, 192 completed a new client screening. Out of 193 clients, 129 successfully installed new ignition interlocks, 35 signed no vehicle affidavits, 28 were pending interlock installation, and 4 were out-of-State clients (who did not install interlocks in NM). At the end of FFY23, the Santa Fe County DWI Program had 316 active clients under supervision, 233 less than at the end of FFY22.

### ***Statewide DWI Enforcement Training***

**164AL-2023-AL-08-00 & LET\_AL-2023-AL-08-00 (03-AL-64-P08)**

**AI-2023-AI-02-00 (03-AI-02-P02) & M5TR-2023-ID-09-00 (03-ID-05d-P09)**

This project funded a contract with Southwest Training Consultants, LLC (SWTC) to provide DWI/Standard Field Sobriety Testing (SFST) training to officers and others involved in DWI-related police traffic services.

Training includes New Mexico Law Enforcement Academy accredited DWI/ SFST Instructor Certification (Train the Trainer) courses, SFST Instructor Refresher courses, Managing Police Traffic Services classes and Traffic Crash Report Completion classes. SWTC provides statewide coordination and oversight of the SFST training program to ensure compliance with existing training standards and procedures, and they conduct SFST Oversight Committee meetings.

In FFY23, SWTC conducted two 40-hour SFST Instructor Certification classes with 35 students. SWTC provided all students with a USB flash drive uploaded with the NHTSA training materials, as well as a binder with paper copies of the training materials.

Five 8-hour SFST Instructor Refresher classes were conducted with 120 students. The focus of the training is on administrative license revocation and instructor proficiency. All instructors must demonstrate SFST proficiency at the start of the course to continue in this class. Instructor manuals are updated annually with the most current training materials. During the FFY, two SFST Instructor training courses were conducted, one in northwestern NM and one in south-central NM with 55 students.

Five 4-hour Traffic Crash Report Completion courses that focus on correctly and fully completing the State's current uniform crash report (UCR) were conducted with 65 students. The Traffic Crash Report course also included a review of the Traffic and Criminal Software (TraCS) program, along with information on its efficiency and effectiveness. Managing Police Traffic Services training was conducted in FFY23 with 7 students in southern NM.

During the FFY, three SFST Oversight Committee meetings were conducted virtually with Committee members from around the State. Committee members discussed: overview of the 2023 SFST Instructor Refresher Training; 2024 SFST Instructor Refresher Training curriculum development; certification for officers that test for impaired boat drivers; and National Association of State Boating Law Administration applications for certification of officers that test boat drivers.

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

**164AL-2023-AL-09-00 (03-AL-64-P09)**

This project provided funds for Traffic Safety information clearinghouse services statewide. Through Safer New Mexico Now's Injury Prevention Resource Center (IPRC), staff distributes DWI information and prevention materials to support NMDOT DWI projects. They staff a 1-800 toll-free service to respond to public queries about DWI-related materials and other traffic safety information. Both Federal and State funds are used for Clearinghouse activities. The 164AL funds are expended only for alcohol-impaired driving materials or activities associated with this project.

In FFY23, Safer distributed 215,675 pieces of DWI prevention material, available in both English and Spanish. A ZeroProof newsletter focused on underage alcohol prevention is distributed twice a year electronically to more than 1,100 recipients including schools and traffic safety advocates. The current ZeroProof newsletter can be accessed at: <https://www.safernm.org/resources/news/> and the NMDOT ZeroProof website, and underage drinking and DWI prevention resources can be accessed via: <https://www.safernm.org/resources/prevention/>.

### ***ALR Hearing Prosecution Attorney***

**164AL-2023-AL-10-00 & EDU\_AL-2023-AL-10-00 (03-AL-64-P10)**  
**M5CS-2023-ID-06-00 (03-ID-05d-P06)**

This project provided funds for an NMDOT administrative license revocation traffic safety resource prosecution attorney (ALR-TSRP) housed in the Attorney General's Office.

The ALR-TSRP position was vacant for FY2023. The ALR-TSRP co-instructed with the NMDOT TSRP at the Central NM Community College Law Enforcement Academy, training cadets in trial testimony and conducting mock direct/cross examinations; represented the interest of the State at four ALR hearings; attended DWI Workgroup and Santa Fe County DWI Planning Council meetings; and guest spoke at a Los Alamos Women Voters meeting on a proposed criminal justice reform position statement.

### ***Alcohol-ID Program Management – FTEs***

**164AL-2023-AL-11-00 & ENF\_AL-2023-AL-11-00 (03-AL-64-P11)**

This project provided funds for TSD's management of the Alcohol-Impaired Driving Program to coordinate ENDWI and Superblitz enforcement activities, participation in the National Crackdown enforcement activities and other projects related to reducing impaired driving. FTE staff members monitor program area projects and oversee quality assurance initiatives. TSD staff members collaborate with the State's law enforcement liaisons, law enforcement agencies and other traffic safety partners to increase the effectiveness and efficiency of the State's efforts to reduce DWI.

### ***Traffic Safety Law Enforcement Liaisons***

**164AL-2023-AL-12-00 & ENF\_AL-2023-AL-12-00 (03-AL-64-P12)**

Through a contract with Safer NM Now, this project funded three full-time position law enforcement liaisons (LELs) to provide coordination between State, county, municipal and tribal law enforcement agencies for NMDOT and national traffic safety initiatives. TSD LELs provide technical assistance to LE agencies on standard operating procedures and enforcement plans, and with public information and education via on-site meetings, telephone contacts, and email correspondence.

LELs work with agencies to determine the number of high-visibility law enforcement operations to be conducted during the year based on a problem identification process and available funding. LELs also develop a plan for monitoring progress toward achievement of agency performance goals. To facilitate these processes, the LELs use the NMDOT E-Grant System to solicit, review and monitor law enforcement agency applications, operational plans, reimbursement requests and available reports. The LELs also use the system to maintain documentation of correspondence with each funded agency. In FFY23, Safer law enforcement liaisons maintained oversight of 93 individual law enforcement agencies.

Annually, the LELs assist with developing and coordinating the statewide Law Enforcement Coordinator's Symposium (LECS). The LECS was conducted on May 3-4, 2023. This was the first year LECS was held in person since the beginning of the COVID-19 pandemic. Approximately 200 law enforcement personnel, and representatives from NHTSA and the NMDOT Traffic Safety Division attended the symposium. Local and national speakers presented on topics including: crash energy management, a legal update, effectively using traffic information and data, traffic safety challenges, tactical mind on and off duty, commercial vehicle enforcement, seat belt safety, as well as an

administrative update. The LECS sessions provided law enforcement representatives the opportunity to obtain current program information, legal and administrative updates, and receive continuing education units.

### ***DWI Media Creative Design and Production***

#### **164AL-2023-AL-15-00 & EDU\_AL-2023-AL-15-00 (03-AL-64-15)**

The NMDOT contracted with the RK Venture creative-design firm to create, design and produce television, radio, outdoor marketing, social media/video, print and educational materials for DWI awareness and enforcement efforts. Media design details and examples are in the Media and Marketing Campaigns section of this report.

### ***DWI Media Placement***

#### **164PM-2023-PM-16-00 (03-AL-PM-P16)**

This project provided funds for television, radio and outdoor (billboard) media placement during the DWI Superblitz Mobilizations conducted throughout the year, the NHTSA National Crackdown and ENDWI messaging during non-Superblitz Mobilization periods. Media includes strong enforcement and deterrence messaging targeted at high-risk populations. Details on this project are in the Media and Marketing Campaigns section of this report.

### ***Court Monitoring – MADD***

#### **164AL-2023-AL-17-00 & DUI\_AL-2023-AL-17-00 (03-AL-64-P17)**

This project provided funds for a court monitoring program in high DWI-risk counties to monitor and gather information and report back to the NMDOT on at least 250 DWI court cases per year using a court monitoring tool. Funds are provided for training of staff, and monitoring and reporting on DWI court cases to assist the NMDOT in identifying strengths and weaknesses in the court processes. Project reporting includes recommended systematic improvements to more efficiently and effectively adjudicate DWI cases.

In year seven of the project, court monitoring of misdemeanor DWI cases was conducted in magistrate courts in Bernalillo, Doña Ana, McKinley, Rio Arriba, San Juan Santa Fe. Project staff monitored 3,066 cases, 144 less than in Year 6. Of these cases, 2,001 were adjudicated (65.3% compared to 66.3% in 2022 and 61% in 2021). Of cases adjudicated, 21 percent were guilty; 2 percent not guilty, 25 percent deferred prosecution, and 51 percent were dismissed (up from 49 percent in 2022); less than 1 percent were transferred to District Court, and less than 1 percent were amended.

Court monitoring continued to be impacted by COVID-19 State, county and individual court restrictions and guidelines that affected the 'mode of monitoring, logistics of DWI hearings and prioritization of attendance', and necessitated that the program monitors transition from in-person to virtual and/or telephonic monitoring.

Key observations by court monitors included:

- Local courts limited access to in-person activities during some misdemeanor hearings. Online and telephonic formats continue to be the primary mode of monitoring.
- Video conferencing posed disturbances and challenges to proceedings. When hearings are a combination of telephonic and in-person, communication between parties in the courtroom is difficult to hear due to the lack of microphones.
- Misdemeanor DWI dockets have increased speed in most counties, although some counties continued to see low filings.

It should be noted that the above list is non-exhaustive and is subject to whatever else may be required to keep Court Monitors, court personnel, and the public at-large safe and administration of the court activities efficient.



Recommendations from the year seven project report include the following:

- Increase support staff throughout all agencies to oversee complete collection of discovery
- Facilitation of pre-trial interviews and scheduling officer appearances
- Maintain continued support of high visibility of law enforcement
- Increasing the number of attorneys in the District Attorney offices could decrease the number of cases per person and allow for greater oversight

### ***UAD Prevention Creative Design & Production***

#### **164AL-2023-AL-18-00 & EDU\_AL-2023-AL-18-00 (03-AL-64-P18) State 20700 – 03-DPE-10-P01**

This project funded a contract with RK Venture to develop an underage drinking (UAD) media campaign targeted at youths aged 10 to 18, and/or their parents, regarding the dangers and consequences of underage drinking. In FFY23, the ZeroProof brand was included in media campaign strategy, with an increased focus on social media platforms particularly accessed by the Gen Z target audience. A ZeroProof 'Not That Kind of Party' video was developed to run during the ENDWI Summer Campaign, with snippets of the video running on TikTok.

RK Venture again developed sports-focused sponsorship ads and promotions for university and school campuses, and for education or sports-oriented events/organizations. Media design examples are in the Media and Marketing Campaigns section of this report.

### ***ZeroProof Campaign***

#### **164AL-2023-AL-19-00 & EDU\_AL-2023-AL-19-00 (03-AL-64-P19)**

This project funded a contract with RK Venture to continue maintenance and support of a ZeroProof website that focuses on information and outreach to youths and parents on the importance of delaying the onset of alcohol use and to reduce binge drinking. Graphics were updated on the ZeroProof website, and posts were created and run on Facebook, Instagram and TikTok.

<https://www.zeroproofnm.com/>

### ***2nd Judicial District DWI Prosecution Support***

#### **164AL-2023-AL-23-00 & DUI\_AL-2023-AL-23-00 (03-AL-64-P22)**

This project provided funds to the Office of the 2nd Judicial District Attorney for four FTE paralegals whose time is dedicated exclusively to supporting tasks necessary to prosecute DWI cases. The paralegals coordinate and schedule pre-trial interviews; attend the interviews as needed; train new Assistant District Attorneys regarding DWI discovery and process; check and draft necessary pleadings; obtain all relevant discovery; liaison between the arresting agency and DA office, and perform other duties related to prosecuting DWI cases. The 2nd Judicial District Attorney encompasses Bernalillo County and receives cases primarily from Albuquerque Police Department, Bernalillo County Sheriff's Office and New Mexico State Police. In FFY23, 58.29% of the cases sent to the DA's office were from the Albuquerque Police Department, 12% from New Mexico State Police, 27.74% from Bernalillo County Sheriff's Office, and the remainder from UNMPD, Rio Rancho, Isleta, Sandia.

One of the primary focuses of the paralegals is to make initial contact with victims involved in DWI crashes within 72 hours of receiving the full police and crash reports. One purpose of this is to determine if the case should be classified as a misdemeanor or a felony DWI. Paralegals also serve as a resource for victim assistance, such as providing a copy of the police report for insurance or other purposes, letting them know where to find their towed vehicle, and providing contact information for victims' assistance agencies, such as legal aid and MADD.

In FFY23, the project-funded paralegals handled 1,676 cases up from 1,553 cases in FFY22. The paralegals also tracked how many of the DWI cases involved a crash. In FFY23, COVID-19 restrictions were lifted but staff including DOT paralegals continued to work a hybrid schedule, both remotely and

in-office.

Although the Supreme Court put a moratorium on Officer pretrial interviews (“PTIs”) there are still occasions when PTIs are ordered by the court so another focus for the paralegals is to ensure that PTIs between the defense counsel and police officers involved with a DWI case are scheduled and conducted in a timely manner. When they are ordered, PTIs are considered relevant case discovery and having the paralegals track and calendar PTIs reduces the possibility of dismissal of the case as a sanction. They facilitated the rescheduling of the interview between the officer and defense counsel, which served to reduce the chance for automatic dismissal of the case.

Finally, paralegals are responsible for obtaining and reviewing all evidence used to prosecute DWI cases. This information is used to create pleadings and a screening sheet to be used by the Attorney in court. Paralegals have worked diligently to forge positive relationships with law enforcement partners through the process of obtaining evidence. Paralegals track missing evidence and follow up with agencies on a continuous basis so that the number of cases dismissed due to a discovery violation is greatly reduced.

### **DWI/ Drug Courts – AOC**

#### **M5CS-2023-ID-02-00 (03-ID-05d-P02)**

There are twelve DWI / Drug Courts in New Mexico that focus on alcohol and/or drug cases, with another 45 treatment court programs (adult, young adult, juvenile, family dependency, veterans, tribal healing to wellness, domestic violence and mental health) that handle a broad range of drug- or behavioral health-involved cases. These courts operate in 28 of New Mexico's 33 counties at District, Metropolitan, Magistrate, and Municipal court levels.

Through a contract with the State Administrative Office of the Courts (AOC), the NMDOT Traffic Safety Division provided funding to support ten of the twelve DWI/ Drug Courts operating in magistrate and municipal courts. The Bernalillo County Metropolitan Court also houses a DWI/ Drug Court, and the Second Judicial District has a Felony DWI/ Drug Court Program.

In FY23, the New Mexico DWI Court Graduate recidivism rate was 5.99 percent, and the average Drug Court Graduate recidivism rate was 9.77 percent (three years post program exit). The average New Mexico Drug Court Intent-to-Treat Drug Court recidivism rate was 17.41 percent (three years post program exit).

### **FFY22 NM Magistrate and Municipal DWI/ Drug Court Results**

Magistrate Courts	# of Program Graduates	% Graduated	Recidivism %		% Retention	% Employed Upon Graduation
			All Admits	Grads		
Dona Ana County	9	84	3.85	5.41	65.0	100
Eddy County	9	82	10.53	6.67	85.0	78
San Juan County	9	43	19.57	18.75	63.0	78
San Miguel County	7	78	6.06	5.56	72.0	71
Santa Fe County	3	75	0	0	59	100
Torrance County	3	100	0	0	95	100
Valencia County	11	92	0	0	76	91
McKinley County	0	n/a	n/a	n/a	100	n/a
Rio Arriba County	0	n/a	n/a	n/a	100	n/a
Farmington Municipal	7	64	16.13	11.76	64	86

In June 2023, AOC-DTJ staff, along with 50+ other treatment court professionals from around New Mexico, attended the All Rise, formerly National Association of Drug Court Professionals (NADCP), RISE23 conference in Houston, TX. As has been the case in previous years, the AOC-DTJ's very own Carlos Gonzales, Statewide Program Manager, presented as the drug court alumnus on various alumni/recovery related topics.

In September 2023, AOC-DTJ staff committed to attending numerous recovery events throughout the state. Events included a “Walk for Recovery” in Carlsbad, a motorcycle rally in Pojoaque, and community events in both Gallup and Las Vegas. In some cases, the AOC-DTJ was asked to have a booth so that staff members could provide information on the services provided.

### ***BAC Testing Training – SLD***

#### **M5BAC-2023-ID-03-00 (03-ID-05d-P03)**

This project provided funding for a full-time person from the NM Department of Health - Scientific Laboratory Division (SLD) to provide IR 8000 intoximeter (alcohol detection) training to law enforcement. The SLD provides a comprehensive, multi-strategy educational program on the enforcement and successful prosecution of alcohol-impaired driving for State, district and local prosecutors, law enforcement and community advocates. They produce State alcohol and drug-impaired driving prevalence and trend data and data on surviving drivers in alcohol-impaired driving crashes, along with bi-weekly BAC reports on all fatal crashes.

In FFY23, the SLD conducted the following certification training classes:

- 140 Intoxilyzer 8000 Breath Operator Full Certification\* classes and Intoxilyzer 8000 Breath Operator Recertification classes, training a total of 1,425 officers. Recertification only classes are offered on-site in various cities or online through an IT platform
- 4 Intoxilyzer 8000 Key Operator classes with 31 officers trained

\*Full Certification requires 8 hours of training; Recertification requires 4 hours of training and is used when an operator is already certified on one instrument and is seeking an additional certification. Officers attending the 8-hour training can also recertify by attending the second half of the full-certification course.

SLD staff attended a number of online or in-person trainings/conferences in FFY23 including: California Association for Toxicologists Annual Meeting; Robert Borkenstein Alcohol Course on Alcohol and Highway Safety and Course on Drugs and Human Performance.

### ***DRE and ARIDE Training***

#### **M5TR-2023-ID-04-00 (03-ID-05d-P04)**

This project funded a contract with BRV Consulting to identify areas of the State with limited or no drug recognition expert (DRE) resources and to provide DRE training, DRE recertification training, and Advanced Roadside Impaired Driving Enforcement (ARIDE) classes to increase the number of DRE and ARIDE experts statewide, particularly in areas where the trainings had not been previously conducted. Trainers utilize the NHTSA-approved curriculum, and training is conducted per the International Association of Chiefs of Police Drug Evaluation and Classification Programs International Standards for certification. The DRE Program has 14 certified instructors, and the DRE Committee continues to qualify candidates for DRE Instructor School.

In FFY23, the New Mexico DRE Committee accepted 23 of 23 applications for the 2023 DRE School. Of the 20 qualifying applicants, five withdrew and one did not pass the first phase of the training. Of the remaining 20 students, 15 successfully completed all three phases of the training and were certified as Drug Recognition Experts. The NM DRE Program currently has 76 certified DREs and staff continues to work diligently to identify qualified candidates to become DREs. Throughout the year, the State's DREs share with members their knowledge about the dangers of drugs and drug-impaired driving.

Three DRE Recertification courses were conducted in FFY23 utilizing the NM Department of Public Safety accredited DRE Recertification curriculum. 25 DREs received eight hours of advanced training, with instruction provided by the State DRE Coordinator, one TS Resource Prosecutor and a chemist from the NMDOH Scientific Laboratory Division. DREs must demonstrate proficiency with the Drug

Influence Evaluation during recertification prior to receiving their two-year recertification.

In addition to the DRE Program, BRV conducted 16 Advanced Roadside Impaired Driving Enforcement (ARIDE) courses, training 169 officers and prosecutors from around the State. The two-day ARIDE course is focused on the signs and symptoms associated with drug-impaired drivers. Given the State's 2021 legalization of recreational cannabis, the ARIDE course and the DRE training are particularly essential for officers and prosecutors from around the State.

The NM DRE Committee conducted three meetings during the FFY. The Committee assists in selecting the most qualified applicants to attend DRE training and in selecting qualified DRE instructors. This review and selection process has been successful in achieving a low attrition rate for both DREs and DRE instructors.

In FFY23, 3 DRE representatives from New Mexico attended the 2023 IACP Drugs, Alcohol and Impaired Driving conference. Topics included: Identification and Prosecution of Drug-Impaired Drivers; Cannabis DWI Investigations; and Emerging Drugs of Abuse.

### ***Traffic Safety Resource Prosecutor***

#### **M5CS-2023-ID-05-00 (03-ID-05d-P05)**

This project provided funds for a full-time traffic safety resource prosecutor (TSRP) and administrative assistant to conduct statewide training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and county DWI program managers with the aim of improving the prosecution of DWI cases. Training includes but is not limited to: DWI-related case law, including updates of local, State or Federal laws; and use of evidence derived from video cameras, passive alcohol sensors, and traffic records systems. The TSRP and administrative assistant positions are housed under the New Mexico Attorney General's office.

During the year, the TSRP provided 280 hours of training via 48 training sessions, including legal updates, to DWI prosecutors, law enforcement and traffic safety partners on DWI Search and Seizure; Case Law; and DRE (drug recognition expert). The TSRP provided technical assistance and advice on DWI policy matters to law enforcement, the NM DRE coordinator, NMDOT/TSD staff, the Standardized Field Sobriety Testing (SFST) coordinator, MADD, and NM Attorney General's office. The TSRP served as a 'special prosecutor' in impaired driving cases, as needed and drafted bill analyses on 'DWI Blood Testing' and 'Cannabis and DWI Testing'.

The TSRP also presented at the 2-day DWI Conference for prosecutors and law enforcement officers statewide.

### ***Impaired Driving Media Creative Design & Production***

#### **M5PEM-2023-ID-07-00 (03-ID-05d-P07)**

The NMDOT contracted with the RK Venture creative-design firm to create, design and produce television, radio, outdoor marketing, social media/video, print and educational materials for DWI awareness and enforcement efforts. Media design details and examples are in the Media and Marketing Campaigns section of this report.

### ***Impaired Driving Media Placement***

#### **M5PEM-2023-ID-08-00 (03-ID-05d-P08)**

The NMDOT contracted with Marketing Solutions for placement and monitoring of media conducted in support of enforcement mobilizations and ongoing traffic safety activities. The contractor assists in marketing the NMDOT's traffic safety messages through promotions and events involving the broadcast media. They provide reports on traffic safety ads aired on the stations under contract with the NMDOT.

Radio, television and billboard advertising across the State have proven to be effective ways of reaching the public with traffic safety messaging. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure

and maximize the State’s media budget. Additionally, the NMDOT works with county DWI prevention and safety coalitions to distribute collateral materials to supplement paid media messaging. Media impressions reached with all Traffic Safety messaging in FFY23 were calculated at 64,230,000. Both Federal and State funds were used for this project.

The following Alcohol-Impaired Driving project was listed in the 2023 HSP, but no NHTSA funds were expended in FFY23:

- DWI Workgroup Meeting Facilitation
- 164AL-2023-AL-07-00 (03-AL-64-P07)
- Members of the DWI Workgroup did meet in January and June 2023, but no federal funds were expended for this project.

## State Funds-Only Projects and SFY2023 Accomplishments

### ***Underage Drinking Prevention Projects***

In SFY23, the NMDOT/TSD again funded a variety of projects aimed at reducing underage drinking, and underage drinking and driving behaviors. These projects provided program services to school-age youths and their families, including educational presentations on underage drinking awareness, underage drinking laws and media literacy, and classroom discussions on positive family communication and increasing self-esteem skills. Middle and high school youths also receive education on preventing and/or reducing alcohol use, on the dangers of binge-drinking, and on how to conduct shoulder taps and provide merchant education about liquor control act violations.

Data from New Mexico’s most recent State Youth Risk and Resiliency Survey (YRRS) regarding alcohol use by teens in grades 9-12 found that the number of students reporting currently drinking alcohol fell from 28.6 percent in 2019 to 19.5 percent in 2021. The number of NM students reporting having their first drink before the age of 13 decreased from 20.5 percent in 2019 to 19.2 percent in 2021; and binge drinking fell from 12.1% in 2019 to 9.2 percent in 2021. Having a parent or some other adult who is interested in the youth's schoolwork, or who believes the youth will be a success, or who knows where the youth is and who they are with when they are not at home were identified as protective factors for a youth not drinking alcohol before age 13.

### ***New Mexico Alliance of Boys and Girls Club***

In SFY23, staff from Boys and Girls Clubs from around the State conducted 'SMART Moves' substance use prevention programs for 253 youth, 110% of their goal of 230 youth. Of these youth, 62 were in Grades K-2, 107 were in grades 3-5 and 84 were in grades 6-12; 137 were males and 116 were females. The clubs' staff also provided alcohol and substance abuse prevention education through SMART Choices Parent Education Classes or Family Engagement Events to 128 parents, 111% of their goal of 115 parents.

SMART Moves curriculum is designed to provide participants with knowledge, peer-group support and self- esteem skills to help them make healthy choices and practice responsible behavior regarding alcohol use. Pre- and post-surveys of New Mexico’s Boys and Girls Clubs youth showed the following results:

<b>Research-Informed Indicators</b>	
Gained more understanding of the dangers of the use of alcohol and binge drinking	97%
Abstained from alcohol use in the 30 days prior to the survey	92%
Abstained from marijuana use in the 30 days prior to the survey	91%
Feel a sense of belonging and connection to the Club	86%
Have an adult they can trust and feel connected to at the Club	90%
Believe that Club staff have high expectations for them	95%



During the year, Clubs worked with several community partners including: the Unified Prevention Coalition; Las Cruces PD; Bernalillo County Behavioral Health Services; Carlsbad Community Anti-Drug/Gang Coalition; Mescalero Prevention Program; Otero County DWI Prevention Program; McKinley County DWI Prevention Program; Aztec Police Department; Mescalero Prevention Program; and the Bureau of Indian Affairs Law Enforcement.

### ***Life of an Athlete***

This project provided funds to the New Mexico Activities Association (NMAA) to implement statewide Life of an Athlete (LoA), an alcohol and other drug use and abuse education, prevention, and intervention course for student athletes, their parents, coaches, and for athletic directors. Information on the NMAA training and other related resources can be found on their website:

<https://www.nmact.org/activities/life-of-an-athlete/>.

Online LoA courses were conducted from September 2022 through September 2023, with 4,209 students completing the course. In addition, in-person presentations were conducted at 23 middle and high schools for an estimated 1,450 students.

Throughout the year, the NMAA used KRQE television, and web and print campaigns to outreach to students and their families about the LoA program. The NMAA further promoted the program by providing 5,000 athletic bag tags to student athletes, coaches, athletic trainers, NMAA event workers, the media and corporate sponsors. NMAA staff, workers, athletic directors and officials wear LoA logo athletic gear to further highlight the program.

### ***Community Driving While Impaired (CDWI)***

This project provides funds to cities or counties for alcohol-related prevention, enforcement, public information/ education and DWI offender projects. State funds come from a \$75.00 fee imposed on convicted drunk drivers, as allowed by Section 31-12-7(B) and Regulation 18.20.6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous State fiscal year. All of New Mexico's 33 counties are eligible to receive a portion of the funds, but not all cities/ counties apply for the funds every year. In SFY23, \$235,241 of CDWI funds was distributed to 13 local governmental agencies and the State Police.

### ***Ignition Interlock Program***

The NMDOT/TSD is responsible for the licensing and monitoring of ignition interlock manufacturers and service centers and the certification of installers and service technicians. Once approved, manufacturer and service center provider information is available on the University of New Mexico (UNM) Traffic Safety Center (TSC) website for use by agencies and the public: <http://transportation.unm.edu/>.

In SFY23, TSC staff processed original or renewal licensing applications for 8 ignition interlock manufacturers, 67 service centers, 122 installers, 47 service technicians and 105 mobile units. TSC staff conducted monitoring

(record reviews, calibrations, installations, removals) of 31 ignition interlock service centers/installers to ensure compliance with New Mexico Administrative Code Regulations. The TSC also provided Ignition Interlock training to installers/removers, service technicians and manufacturers.

The TSD Ignition Interlock Program Manager (IIPM) monitors, investigates and resolves complaints, and responds to calls for information about ignition interlock requirements from the public, service providers, the courts and government agencies statewide and nationally. The IIPM also meets with and assists the NM Motor Vehicle Division, the courts, compliance personnel and law enforcement with ignition interlock issues.

### ***Ignition Interlock Indigent Fund***

The NMDOT/TSD is legislatively mandated to administer New Mexico's Ignition Interlock (II) Indigent Fund. Annually, \$300,000 is appropriated to the fund from the State's liquor excise tax revenues. Additional funds come from a \$50 indigent device fund fee paid by all non-indigent individuals every year that they obtain or renew an ignition interlock license. Indigent device fund fees are waived for approved indigent drivers during their indigent eligibility period. No more than ten percent of the money in the II Indigent Fund can be used for administrative purposes in any State fiscal year (NMSA 11-6A-3).

TSD staff processes applications for individuals seeking a subsidy from the II Indigent Fund. The subsidy covers one vehicle per offender up to \$50.00 for the cost of the interlock installation, \$30.00 monthly for verified active use of the interlock device and \$50.00 for the cost of removal of the device during the indigent individual's eligibility period. During SFY23, TSD staff processed 1,343 applications for indigent status, with 1,093 approved and 250 denied.

### ***Projects' Contribution toward Achieving Performance Targets***

Final 2022 State data indicate the State will not meet its 2022 alcohol-impaired driving performance target of 131 fatalities (5-yr.avg.) and is projecting 135.4 alcohol-impaired fatalities in 2022; additionally, the State is not projected to meet its 2023 target of 131 (5-yr.avg.) alcohol-impaired fatalities, but preliminary fatality numbers for calendar year 2023 show fatalities trending downward.

The State continues to support projects designed to reduce alcohol-impaired driving crashes, fatalities and injuries statewide. In FFY23, 63 law enforcement agencies, including the New Mexico State Police, participated, which is an increase from 60 in the previous year, in high-visibility enforcement activities focused on identified alcohol-involved high crash, high fatality areas.

The NMDOT met and exceeded its 2023 public information State performance target of at least 80 percent of Attitude & Awareness Survey respondents reporting they have heard or seen traffic safety messaging in the past year. In FFY23, 86% reported seeing Traffic Safety messaging, with 93% reporting hearing or seeing messaging regarding drinking and driving.

In the coming year, the NMDOT will increase outreach to community partners to address the rising numbers of alcohol-impaired fatalities. In addition, the NMDOT will continue to support all impaired-driving program activities, including enforcement, DWI/drug courts, DRE/ARIDE training for law enforcement, ignition interlock mandates, traffic safety resource prosecutors, judicial DWI prosecution support, supervised probation of DWI offenders, and high-visibility media and prevention programs that highlight the dangers of impaired driving, with the goal of reducing alcohol-impaired crashes, fatalities and injuries.

## **Occupant Protection Program**

### **Program Plan Overview**

New Mexico's primary seatbelt and child safety/ booster seat laws, child safety seat distribution program, and fitting stations and inspection clinics are instrumental in NMDOT/TSD's ability to achieve high use of occupant protection and in reducing the number of unrestrained occupant fatalities. Child passenger safety seat technician and instructor training courses are a critical component of the State's Occupant Protection program, and have contributed to successfully maintaining high standards of safety seat distribution and installation.

Annual seatbelt surveys help the State monitor the need for focus on particular populations and/or areas of the State. High-visibility enforcement of seatbelt and child safety seat State statutes was conducted year-round, including during the 2023 National Click It or Ticket (CIOT) seatbelt enforcement campaign. Enforcement activity was coordinated with high-visibility BKLUP and CIOT media and public awareness campaigns.

## **NHTSA Funded Projects and 2023 Accomplishments**

### ***Child Restraint Program***

**CR-2023-OP-01-00 (03-OP-02-P01)**

**State 20100 – 03-OP-RF-P02 & 03-OP-RF-P03**

The Child Restraint Program project provides funds to maintain, and as feasible, expand the child safety seat/ booster seat distribution system; maintain or increase availability of child safety seat /booster seat equipment for low-income families; maintain high levels of child safety seat/ booster seat inspection clinics and fitting stations throughout the State; and provide training to child safety seat/ booster seat technicians.

TSD contractor, Safer New Mexico Now (Safer) provides technical and administrative oversight and maintenance of the Child Restraint Program. Safer contracts with an occupant protection liaison to provide support, education and technical expertise to child passenger safety (CPS) technicians, and agencies and organizations that serve children and families.

The four activities detailed below encompass the Child Restraint Program, and both Federal and State funds were used for this project. Some Child Restraint Program activities were limited or conducted virtually during FFY23.

### ***New Mexico Child Safety Seat Distribution Program (NMCSSDP)***

With the support of public health clinics, Native American health centers, hospitals, shelters, social service and family resource centers, and community organizations, lower income families are provided child safety seats and instruction on their proper use. Several distribution sites serve primarily Spanish-speaking populations. All distribution sites receive educational materials throughout the year from Safer's Injury Prevention Resource Center. Distribution site staff show child passenger safety videos, review educational brochures with the families and provide individual instruction on how to install a child safety seat.

All NMCSSDP agency site personnel who distribute child safety seats are required to be a certified child passenger safety technician (CPST) or to complete a six-hour advocacy training session conducted by a certified Child Passenger Safety instructor and complete a two-hour refresher course every two years to stay abreast of updated information and education. The training includes lectures, hands-on activities and a written test to educate health care personnel on proper seat selection and administrative aspects of the NMCSSDP. In FFY23, Safer staff conducted five 6-hour NMCSSDP trainings and four 2-hour Refresher trainings. Five National Child Passenger Safety Technician Training courses were also conducted certifying 85 new technicians.

In FFY23, 44 agencies participated in the New Mexico Child Safety Seat Distribution Program (NMCSSDP) distributing 1,207 child safety seats to low-income families and making the program services available to an estimated 82.5 percent of the State's population. A \$25 fee is requested when providing a child safety seat, but all families are able to receive a child safety seat regardless of their ability to pay. In FFY23, the fees generated \$14,054, with all fees going back into the program to assist other families. In conjunction with the fees collected and additional NMDOT funding, Safer was able to order over 1,000 car seats for distribution through the NMCSSDP sites, fitting stations, and clinics. During the year, site coordinators monitored the number of personnel volunteer hours dedicated to their distribution site, and personnel from all sites worked over 1,840 volunteer hours during the year.

### ***Child Passenger Safety Technician (CPST) Certification Training***

Agency personnel and law enforcement officers providing services at child safety seat distribution sites must be certified utilizing NHTSA's Standardized CPST Certification Training. Safer conducts these certification training classes, as well as certification renewal courses.

During FFY2023, five National Standardized CPST 32-hour Training classes were conducted, with 85



individuals newly certified. Statewide, there are 283 certified CPS technicians (273 technicians and 10 instructors), representing all six NMDOT districts and 28 of 33 counties.

### ***Buckle-Up New Mexico Recertification Training Conference***

The annual Buckle-Up New Mexico Recertification Training conference was conducted on March 8-9, 2023. The event was sponsored by NMDOT/TSD and coordinated by Safer New Mexico Now. Approximately 150 Child Passenger Safety Technicians (CPSTs), presenters, manufacturers, and traffic safety dignitaries attended the training. In addition, Barbara Penny, Regional Program Manager with the National Highway traffic Safety Administration, attended in support of the conference.

The 2023 BUNM featured a variety of presentations covering important safety topics from leading experts in the field of CPS. Topics included energy management, the National Digital, Car Seat check Form, saving kids using lessons learned from public health and behavioral economics, preventing heatstroke, choosing the best car seat, a hands-on CPS bootcamp, and an interactive trivia session. Additionally, a Car Seat Sign-Off event was held to assist CPSTs earn the seat signoffs they need to maintain their certification.

This training is made available to current CPSTs who participate in New Mexico Department of Transportation (NMDOT) programs and Child Passenger Safety (CPS) events, and who need credits to maintain or renew their certification. To maintain their certification, CPSTs are required to earn six continuing education units (CEUs) every two years. The 2023 BUNM training was approved by Safe Kids Worldwide, the New Mexico Law Enforcement Academy, the New Mexico Emergency Medical Services Bureau, and the California Board of Registered Nursing.

NMDOT TSD leadership attended and supported the conference. Safer also received support from numerous corporate partners, including State Farm, and national and international child restraint manufactures such as BubbleBum, Chicco, Evenflo/Goodbaby International, Nuna, Orbit Baby, Peg Perego, and UPPAbaby.

### ***Child Safety Seat Inspection Clinics, Fitting Stations and Car Seat Checks***

New Mexico has ten permanent child safety seat fitting stations statewide, and child safety seat inspection clinics are conducted throughout the year. Child safety technicians and volunteers, including law enforcement and fire safety personnel, and healthcare organizations statewide assist with local child safety seat clinics and fitting stations.

Events are advertised via local and/or statewide radio and/or television stations, local newspapers, flyers, at law enforcement training events and on the Safer website. A \$25 fee is requested at fitting stations and clinic events when providing a child safety seat, but all families are able to receive a child safety seat regardless of their ability to pay.

In FFY23, Safer conducted 40 car seat inspection clinics. At these clinics, 259 child safety seats were inspected and 93 (35.9%) replaced. Safer found that 77 percent of child safety seats inspected at the clinics were being misused. Additionally, at 60 fitting station events, 274 child safety seats were inspected, and 108 (39.4%) replaced. Safer found that 75 percent of child safety seats inspected were being misused.

### **Occupant Protection Program Management-FTEs**

#### **OP-2023-OP-02-00 (03-OP-02-P02)**

This project provided program management of TSD's Occupant Protection Program, including coordination of statewide law enforcement occupant protection operations. Program personnel oversee funding to local law enforcement agencies for overtime enforcement and assist in developing strategies for inter-jurisdictional enforcement efforts. They provide program management for projects related to child occupant protection, including safety seat/ booster seat clinics/ fitting stations and distribution.

## Seatbelt Observation Surveys

### **M1OP-2023-OP-01-00 (03-OP-05b-P01)**

This project funded a contract with Preusser Research Group, Inc. to conduct New Mexico’s annual statewide pre and post daytime seatbelt observation survey and its nighttime observation survey. The daytime surveys were conducted prior to and following the Click It or Ticket National Seatbelt Mobilization (June 5 – June 21, 2023) to determine the annual seatbelt use percentage; the nighttime observations were conducted from July 21 – July 26, 2023.

NHTSA-approved survey methods and processes were used for all surveys. The findings of the surveys help NMDOT assess the impact of New Mexico’s primary seatbelt law (a citation can be issued for non-belt use even if no other violation occurs). In FFY23, New Mexico again conducted its seatbelt observation surveys on cars/vans/suvs and pickup trucks. Trained observers recorded front shoulder belt use by drivers and outboard passengers (sitting by the front right-side door).

### **Results**

Utilizing weighted data, the 2023 daytime observed seatbelt use was documented at 91.5 percent, up from 89.7 percent in 2022. Fewer post observations were made in 2022 than in 2021 (6,410 vs. 6,881). The following table displays 2022 un-weighted data:

Daytime Survey - 2022	% Pre-survey Belt Use		% Post-survey Belt Use
Car/Van/SUVs (driver and outboard)	92.7		93
Pickup Truck (driver and outboard)	89.8		89.9
All Vehicles (driver and outboard)	91.9		92.2
Nighttime Observations	All Vehicles	Car/Van/SUV	Pickup Truck
Driver/ Front Seat Passenger	85.9	85.9	84.3
Driver	85.4	85.7	84.3
Passenger	88.0	88.9	84.6

Based on 2023 daytime post-survey results, increased observed seatbelt use was seen for those in pickup trucks (89.9 in 2022 vs. 89.8 in 2022), and particularly among drivers (92.2 in 2022 vs. 88.8 in 2022). While still having the lowest use percentages of seatbelt use overall, the increases in seatbelt use among pickup truck occupants supports New Mexico's ongoing focus on high-profile enforcement and media efforts, including the use of pickup trucks in creative media design.

Nighttime use remains lower than daytime use among all occupants; however, the nighttime observations found higher use among pickup truck drivers and passengers in 2023 as compared to 2022, particularly among passengers. The 2023 New Mexico Seatbelt Observation Study report is available at: <https://www.safernm.org/safe-driving/seat-belt-safety/>

## Click It or Ticket Paid Media Placement

### **M1\*PM-2023-PM-02-00 (03-OP-PM-P02)**

In support of National Child Passenger Safety Week, NMDOT aired the television spot ‘Child’s Drawing BKLUP’ and the radio spot ‘Child BKLUP’ in Spanish and English during the National CIOT OP Mobilization and the NM BKLUP Memorial Day period to highlight the importance of always buckling up and using child passenger protection.



Figure 2: Click it or Ticket

## Child Safety Seats/ Booster Seats

### **M7\*CR-2023-II-01-00 (03-OP-05dII-P01)**

This project provided funds for Safer New Mexico Now to purchase and distribute child safety seats and booster seats to enhance child passenger use efforts. In FFY23, a total of 1,835 child safety seats were ordered for distribution, as needed, to agencies statewide.

## **State Funds-Only Project and SFY2023 Accomplishments**

### ***Occupant Protection Enforcement***

BKLUP enforcement focuses on law enforcement participation in operations such as the NHTSA annual CIOT National Seatbelt Mobilization, and New Mexico's Superblitz and Miniblitz operations that combine statewide BKLUP enforcement activities with ENDWI alcohol-impaired driving enforcement.

The primary objectives of BKLUP and CIOT are to cite and educate those who fail to comply with New Mexico's seatbelt and child restraint laws. BKLUP and CIOT mobilizations are accompanied by media and education efforts. Enforcement activities included both checkpoint and directed patrol operations conducted throughout the year.

### ***BKLUP/CIOT***

In FFY23, NMDOT/TSD contracted with 74 law enforcement agencies to participate in BKLUP and CIOT enforcement activities. The 12 State Police districts are counted as one of the 74 agencies. Law enforcement officers conducting directed patrol enforcement worked 5,836 enforcement hours, resulting in 5,186 seatbelt and 285 child restraint citations.

While the focus of these enforcement activities is on the proper use of seatbelts and child restraints, law enforcement officers are able to cite other violations or apprehend individuals involved in other criminal activities. In addition to the seatbelt and child restraint citations, the OP enforcement operations resulted in the following:

- 1,775 speeding citations
- 1,687 uninsured citations
- 219 cell phone use citations
- 219 revoked or suspended license citations
- 5,104 citations for violations other than these listed

### ***Projects' Contribution toward Achieving Performance Targets***

Final 2022 State data indicates the State will not meet its 2022 Occupant Protection program one-year performance target of 119 unrestrained fatalities and is projecting 144 unrestrained fatalities in 2022. Projected 2023 data indicates the State is not on track to meet its 5-year target of 139 unrestrained fatalities. The State is seeing lower overall fatalities in calendar year 2023, however, preliminary unbelted fatalities for 2022 are showing a slight decrease from 2021.

In the coming year, the State will continue to support BKLUP and CIOT enforcement operations, combined with high-visibility occupant protection media and marketing. In addition, the NMDOT's statewide child restraint program will continue to provide families with child safety seats and seat belt use educational materials through its statewide fitting stations and clinics to help increase the safety of all vehicle passengers. The NMDOT will also focus on engagement with community partners to address the rising numbers of unrestrained fatalities.

The State did meet the 2023 target of 90.5 percent observed seatbelt use finishing at 91.5% . The NMDOT is implemented information from the NHTSA-facilitated program assessment to address deficiencies to bring stronger awareness around OP in the State.

The State met and exceeded its state performance measure target of maintaining the percentage of Attitude & Awareness Survey respondents reporting having heard or seen traffic safety messaging in the past year, with respondents reporting seeing or hearing 'Click It or Ticket' remaining above 80 percent, while 66 percent reporting seeing or hearing 'BKLUP'.

The NMDOT remains committed to increasing vehicle occupant safety awareness and occupant protection enforcement of drivers and passengers, particularly on identified higher-risk local roads and in rural areas of the State.

## **Police Traffic Services Program**

### **Program Overview**

The Police Traffic Services Program provides overtime funds to local law enforcement agencies for traffic safety enforcement in identified high-risk areas of the State. TSD staff and law enforcement liaisons assist agencies in identifying traffic safety problem areas, developing strategies, and prioritizing activities to maximize the impact of enforcement efforts occurring at State, county and city levels. Additional assistance to local law enforcement includes access to relevant training, education, technical support and equipment.

Police Traffic Services sustained enforcement activities include high-visibility checkpoints and directed patrols conducted throughout the year. In support of NHTSA and State traffic safety objectives, sustained enforcement activities focus on reducing high-risk driving behaviors by enforcing speeding, distracted driving, DWI, occupant protection, pedestrian, motorcyclist and bicyclist safety laws.

### **NHTSA Funded Projects and 2023 Accomplishments**

#### ***Traffic Safety Law Enforcement Liaisons***

##### **PT-2023-PT-01-00 (03-PT-02-P01)**

##### **State 20100 – 03-PT-RF-P02**

Through a contract with Safer NM Now, this project funded three full-time position law enforcement liaisons (LELs) to provide coordination between State, county, municipal and tribal law enforcement (LE) agencies for NMDOT and national traffic safety initiatives. TSD LELs provide technical assistance to LE agencies on standard operating procedures and enforcement plans, and with public information and education via on-site meetings, telephone contacts, and email correspondence. Both Federal and State funds were used for this project.

LELs work with agencies to determine the number of high-visibility law enforcement operations to be conducted during the year based on a problem identification process and available funding. LELs also develop a plan for monitoring progress toward achievement of agency performance goals. To facilitate these processes, the LELs use the NMDOT E-Grant System to solicit, review and monitor law enforcement agency applications, operational plans, reimbursement requests and available reports. The LELs also use the system to maintain documentation of correspondence with each funded agency. In FFY23, Safer law enforcement liaisons maintained oversight of 93 individual law enforcement agencies.

Annually, the LELs assist with developing and coordinating the statewide Law Enforcement Coordinator's Symposium (LECS). The LECS was conducted May 3-4, 2023. This was the first year LECS was held in person since the beginning of the COVID-19 pandemic. Approximately 200 law enforcement personnel, representatives from NHTSA and the NMDOT attended the symposium. Local and national speakers presented on topics including: crash energy management, a legal update, effectively using traffic information and data, traffic safety challenges, tactical mind on and off duty, commercial vehicle enforcement, seat belt safety, as well as an administrative update. The LECS sessions provided law enforcement representatives the opportunity to obtain current program information, legal and administrative updates, and receive continuing education units.

#### ***Police Traffic Services Program Management-FTEs***

##### **PT-2023-PT-02-00 (03-PT-02-P02)**

This project provided program management of TSD's Police Traffic Services (PTS) Program to coordinate traffic safety enforcement and training for law enforcement agencies participating in the PTS Program. TSD staff members also provide management of the State Traffic Safety Education and Enforcement funds that are supplied to local law enforcement agencies.

### ***Traffic Safety Resource Prosecutor***

#### **PT-2023-PT-04-00 (03-PT-02-P04)**

This project provided funds for a full-time traffic safety resource prosecutor (TSRP) and administrative assistant to conduct statewide training for other prosecutors and for law enforcement officers, probation officers/DWI compliance officers and county DWI program managers with the aim of improving the prosecution of DWI cases. Training includes but is not limited to DWI-related case law, including updates of local, State or Federal laws; and use of evidence derived from video cameras, passive alcohol sensors, and traffic records systems. The TSRP and administrative assistant positions are housed under the New Mexico Attorney General's office.

During the year, the TSRP provided 280 hours of training via 48 training sessions, including legal updates, to DWI prosecutors, law enforcement and traffic safety partners on DWI Search and Seizure; Case Law; and DRE (drug recognition expert). The TSRP provided technical assistance and advice on DWI policy matters to law enforcement, the NM DRE coordinator, NMDOT/TSD staff, the Standardized Field Sobriety Testing (SFST) coordinator, MADD, and NM Attorney General's office. The TSRP served as a 'special prosecutor' in impaired driving cases, as needed and drafted bill analyses on 'DWI Blood Testing' and 'Cannabis and DWI Testing'.

The TSRP also presented at the 2-day DWI Conference for prosecutors and law enforcement officers statewide.

### ***Selective Traffic Enforcement Program (STEP)***

#### **PT-2023-PT-05-00 (03-PT-02-P05)**

##### **State 20100 – 03-PT-RF-P01**

STEP activities are used in areas that have been identified through local analyses as needing targeted enforcement due to high rates of traffic crashes, fatalities or injuries.

In FFY23, NMDOT/TSD contracted with 90 state, county, municipal and tribal law enforcement agencies to participate in STEP enforcement activities and worked 21,135 hours conducting directed patrols, safety corridor, speed and commercial traffic enforcement operations. Both Federal and State funds were used for this project.

As part of STEP activities, the annual NMDOT Summer Enforcement Campaign was conducted between June 21 and September 23, 2023. Campaign objectives are to decrease the number of high-summer season roadway crashes and fatalities, and to increase the public's awareness about safe and responsible driving.

Statewide, officers are on the look-out for speeders, alcohol-impaired and distracted or aggressive drivers, drivers not wearing seatbelts or buckling-up children, and other traffic safety violators.

In FFY23, STEP activities, including the Summer Enforcement Campaign, resulted in the following:

- 23,587 speeding citations
- 6,501 uninsured motorist citations
- 1,623 seatbelt and child restraint citations
- 719 suspended or revoked driver license citations
- 485 cell phone citations; 205 texting citations
- 52 reckless driving citations
- 43 DWI arrests; 12 drug arrests
- 223 misdemeanor arrests
- 44 felony arrests
- 80 fugitives apprehended
- 9 stolen vehicles recovered
- 19,649 citations for violations other than these listed



## **General Law Enforcement Training**

### **PT-2023-PT-06-00 (03-PT-02-P06)**

This project provided for a training program designed to educate law enforcement in the development, implementation and management of traffic safety initiatives. All certified New Mexico law enforcement personnel are eligible to receive the training courses at no cost. In FFY23, some training courses were held both in-person and virtually.

In FFY23, Safer New Mexico Now (Safer) conducted 21 training sessions including 10 STEP (5 in-person; 5 virtual), four DWI Checkpoint Operations, one Radar Operator, one LIDAR Operator, one At-Scene Traffic Crash Investigation, one Advanced Traffic Crash Investigation, and one Traffic Crash Reconstruction.

Training was provided to 305 students representing State, county, municipal and tribal law enforcement agencies. All training curricula was updated and submitted for accreditation. Training manuals were updated per curricula changes. All students must submit a course evaluation at the completion of each training course.

Annually, Safer maintains a database that includes each training course, law enforcement agency contact information and the projected number of students. Safer distributes a yearly calendar to regional law enforcement agencies listing all upcoming training courses. Course and registration information is made available on the Safer website at <https://www.safernm.org/law-enforcement-trainings/>.

## **State Funds-Only Project and 2023 Accomplishments**

### ***Education and Enforcement Funds to LEAs***

Education and Enforcement funds are State funds authorized by State Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, commodities, education, training and program administration. In SFY23, 7 law enforcement agencies, including the State Police, applied, and received \$129,326 in distributions to support local traffic law enforcement activities.

### ***Projects' Contribution toward Achieving Performance Target***

Final 2022 State data indicate the State did not meet its Police Traffic Services performance target for limiting the increase in speeding-related fatalities to a one-year target of 166, nor is it on track to meeting its 2023 one-year target of 174 fatalities.

Both NHTSA and GHSA have reported on the increases in speeding-related fatalities nationwide, particularly in 2020, 2021 and 2022. National increases in speed related fatalities are expected for 2023, and the State anticipates that its speed-related fatality data is reflective of national data. Speeding citations are by far the most common citation issued via STEP-funded law enforcement activities, with 39,082 issued in FFY23,

In the coming year, the NMDOT/TSD and contracted law enforcement liaisons will work to support STEP overtime enforcement activities. Law enforcement liaisons are instrumental in coordinating efforts between the NMDOT/TSD and law enforcement agencies statewide, and in providing technical assistance and monitoring of progress toward enforcement goals. The Traffic Safety resource prosecutors and police traffic services training are critical assets for increasing officer education and skill development to ensure their ability to make proper stops and arrests, and assist with the prosecution of cases, with the goal of reducing speeding activity and fatalities.

## Motorcycle Safety Program

### Program Overview

The NMDOT and safety stakeholders work to reduce the number of motorcyclist fatalities and injuries, despite the increasing number of motorcycles on the highways. Although certified motorcycle training is required for licensing in New Mexico, not all motorcyclists obtain a license or receive training. NMDOT's Motorcycle Training Program is designed to assist motorcyclists in obtaining critical training and increase licensure.

House Memorial 45 was signed by the Governor, recognizing May 2023 as "Motorcycle Safety Awareness Month". In addition, 67 mayors also signed individual proclamations declaring May as Motorcycle Awareness Month in their cities/towns/villages. All 33 NM Counties signed these proclamations.

In support of Motorcycle Safety Awareness month in May 2023, the NMDOT issued press releases to remind motorists to 'LOOK TWICE' for motorcyclists. Along with NHTSA's 'Get Up to Speed on Motorcycles' and 'Share the Road' campaigns, the NMDOT campaign also helps motorists understand that motorcyclist behaviors are different than those for standard vehicles and highlights what drivers can do to increase the safety of motorcyclists on the highways, such as staying aware by checking mirrors and blind spots for motorcyclists when changing lanes or when merging with traffic, especially at intersections.

### NHTSA Funded Project and FFY2023 Accomplishments

#### **Motorcycle Safety Training M11MT-2023-MC-01-00 (03-MC-05f-P01) State 20600 – 03-MC-08-P01**

This project provided funds for a contract with the Motorcycle Safety Foundation (MSF) to administer the New Mexico Motorcycle Safety Program (NMMSP), a quality statewide motorcycle safety rider training program designed to introduce skilled, responsible motorcycling. The project is partially funded by a \$7/motorcycle registration fee on all registered motorcycles. Student training fees provide additional funding for the training program. All training sites receive quality assurance visits during the FFY. Both Federal and State funds were used for this project.

The annual NM Motorcycle Advisory Council meeting was conducted February 8, 2023, with attendees including representatives from NMMSP, NMDOT, Motor Vehicle Division, NM Motorcycle Rights Organization, NM Biker Law, Law Tigers, and local independent motorcycle dealerships. The agenda included a review of crashes and fatalities and other motorcycle statistics. The group developed several activities to pursue in the coming months, including seeking help from the dealerships to promote safety awareness and promote rider training courses; bringing rider education to Driver's Education Schools; Thunderbird Harley Davidson was presented with an award for promoting motorcycle safety awareness.

### Training and Quality Assurance

In FFY23, the NMMSP conducted 219 basic and experienced (BRCEP1x11, BRC2LW) classes in Santa Fe, Albuquerque, Alamogordo, Farmington, Gallup, Roswell, and Las Cruces. All sites throughout the state are using the BRC ePackage 1x11 curricula, and 2 NM sites have added the BRC2LW class which is an experienced rider course. The NMMSP trained 1537 students, 174 less than in FFY22 and 301 more than in FFY21. Due to motorcycle thefts and down 2 sites the number of students trained was affected. This will be recovered, in part, with the 14 new motorcycles purchased with state funds as the program can now increase the number of students for classes previously restricted to 6. The Alamogordo site has also reopened. An overview of the MSF's "Intersection" Kit was provided to Driver's Education instructors where many showed an



Figure 3: RiderCoach

interest in adopting the kit as part of their curriculum. 98% attendance at the Professional Development Workshop that was provided to instructors for curriculum training and to ensure consistency and standardization. 7 new RiderCoach instructors were trained for the Albuquerque and Farmington locations.

Four different Motorcycle Awareness electronic messages were displayed throughout New Mexico for May Motorcycle Awareness for the entire month of May.

The MSF has completed updating the NMMSP website. The result is a new modern look that is “user friendly” with accurate information. In addition, the website can now add safety messages and share local motorcycle events.

There was a focus on community outreach and involvement throughout the year. NMMSP attended many local bike events. Motorcycle Safety Awareness Day at Thunderbird HD, Female Ride Day at Indian Motorcycle of ABQ, Law Enforcement Day at the State Fair, and many other local bike events promoting the program, and safety awareness campaigns. The NMMSP continues to support New Mexico State Police, Albuquerque Police Department, Bernalillo Count Sherriff’s Office, and local dealerships allowing their personnel to attend classes free of charge.



Figure 4: Warning Signs

Effective July 1, 2023, SB 396 was passed amending sections of the Motorcycle Training Fund statute to increase motorcycle registration fees to augment the motorcycle training funds that are distributed to the NMDOT for its motorcycle safety program. Funds to be used for additional training, equipment upgrades, motorcycle range improvements and increased motorcycle safety public awareness for riders and drivers, and other program needs.

### **Project’s Contribution toward Achieving Performance Targets**

Final 2022 State data indicates the State will meet and exceed its Motorcyclist Safety performance targets for reducing both overall and non-helmeted motorcyclist fatalities and is on track to meet or exceed its 2023 performance targets. The NM Motorcycle Safety Program training, education and awareness efforts are essential components of the State’s efforts to reduce motorcyclist fatalities and injuries. Motorcyclist safety media messaging and rider safety events augment training efforts and will continue to be supported in the coming year.

## **Pedestrian and Bicyclist Safety Program**

### **Program Overview**

The NMDOT seeks to reduce the number of pedestrian and bicyclist crashes in New Mexico, and to encourage walking and biking as comfortable, accessible, safe and efficient modes of transportation. To successfully reduce New Mexico’s pedestrian and bicyclist injury and fatality rates, at-risk populations need to be identified and their safety needs addressed. NMDOT provides support for community-based public awareness and information and education, primarily in high pedestrian and bike crash areas of the State. Both Federal and State funds were used for the Pedestrian and Bicyclist Safety Program project. University of New Mexico Center for Injury Prevention, Research and Education (CIPRE) reminded motorists to put down their phone; watch their speed; not to drive under the influence; and buckle up children no matter how short the trip. CIPRE was involved in 'Walk and Ride to School Day' in October 2023, reminding drivers, as they navigate to their destination, to 'Look for Me' – to look out for those walking, biking, or skating through school zones, residential neighborhoods, parks and wherever children may be out and about. Press releases issued in May highlighted National Bicycle Awareness Month and National Bike to School Day.



## **NHTSA Funded Project and 2023 Accomplishments**

### **Pedestrian and Bicyclist Safety FHPE-2023-PS-01-00 (03-PS-05h-P01) State 20100 – 03-PS-RF-P01**

This project funded a contract with the University of New Mexico Center for Injury Prevention, Research and Education (CIPRE) to provide pedestrian and bicyclist safety education to the public and increase awareness regarding pedestrian and bicyclist safety laws. Staff provided relevant education and training to law enforcement agencies and State and community pedestrian and bicyclist safety advocates. Staff also worked with Mid-Region Council of Governments, City of Albuquerque Vision Zero, Safe Routes to School coordinators and other municipal planning organizations on pedestrian and bicyclist safety issues.

### **Public Education, Community Outreach and Awareness**

Staff provided ped/bike safety information to attendees of the Albuquerque Community Walk in July 2023, and discussed further partnership opportunities. Staff continues to work with the Mid-Region Council of

Governments and the Farmington Metropolitan Planning Organization on pedestrian and bicyclist safety issues. Staff also met with the Albuquerque Public Schools (APS) planning staff on a proposed expansion of Vision Zero/Driver Education at APS high schools. In addition, NMDOT-approved driver instructors were provided with a pdf formatted PowerPoint presentation on 'Safe Motor Vehicle Travel with Pedestrians and Bicyclists', and with a list of pedestrian and bicyclist State statutes.

A new NMDOT 'Look for Me – Pedestrian Safety is a Two-Way Street' website was initiated in FFY23: <https://www.lookformenm.com/>. The website has: 'Facts About Pedestrian Safety' enumerating the high number of fatalities and injuries in New Mexico and in the US (United States); Safety Tips for Pedestrians and Drivers; and Pedestrians' Right-of-Way in Crosswalks, along with relevant New Mexico Statutes.

Pedestrian and bicyclist safety ads were run in the University of New Mexico 'Daily Lobo' news (mail & email) with a click-through to the CIPRE website where readers can access the State's pedestrian and bicyclist statutes, and local, regional and State pedestrian safety plans. The daily Lobo circulation is estimated to be 10,000 readers. In FFY23, CIPRE staff attended the New Mexico State Fair in Albuquerque, and provided information on relevant NM State statutes, and handed out other informational ped/bike safety materials.

### **On-line Safety Information**

In the FFY, the CIPRE 'LOOK FOR ME' website and Facebook page were maintained and updated, providing current information on pedestrian and bicycle safety events. Resources were available in English and Spanish and other relevant pedestrian and bicyclist safety information was also made available to the public. See: <http://emed.unm.edu/cipre/programs/nm-pedestrian-safety/index.html> and <https://www.facebook.com/pages/UNM-Statewide-Pedestrian-Bicycle-Safety-Program/237037049837947?ref=hl>.

### **Project's Contribution toward Achieving Performance Targets**

The latest state data for 2022 reveals that the state is falling short of achieving its one-year pedestrian safety goal of keeping pedestrian fatalities under 87. However, projections suggest that the state is ontrack to meet its five-year pedestrian safety target for 2023, which aims to limit pedestrian fatalities to 93, as there are 91.8 projected for 2023. Final 2022 State data and 2023 projected data indicate the State will meet its Bicyclist Safety performance targets. In the coming year, the NMDOT/TSD will continue to conduct its bicyclist and pedestrian safety education and outreach efforts and high visibility Look for Me campaign. Staff will actively engage in executing the NMDOT Pedestrian Safety Action Plan, emphasizing collaboration with law enforcement, state agencies, and community advocates

dedicated to pedestrian and bicyclist safety. Together, we aim to significantly decrease these avoidable tragedies.

## **Driver Education and Safety Program**

### **Program Overview**

The Driver Education and Safety Program funds projects to increase the dissemination of traffic safety information to the public from across a wide variety of traffic safety initiatives including impaired driving, occupant protection, pedestrian, motorcyclist, bicyclist, distracted driving, and underage drinking enforcement, prevention and education.

The Driver Education and Safety Program provides state funds for state-mandated driver education and training, media training for law enforcement and other traffic safety partners is also provided. Driver education, driving safety and DWI schools are evaluated and monitored for compliance with State regulations.

### **NHTSA Funded Projects and FFY2023 Accomplishments**

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

##### **DE-2023-DE-01-00 (03-DE-02-P01) State 20100 – 03-DE-RF-P03**

The NMDOT/TSD contracts with the Safer New Mexico Now (Safer) to maintain and distribute traffic safety materials to the public via its Injury Prevention Resource Center (IPRC) and to support NMDOT/TSD programs statewide. Both Federal and State funds were used for this project.

The IPRC maintains a bilingual staff and provides a 1-800 toll-free telephone number to enable individuals and agencies to request traffic safety and injury prevention information and educational tools. To facilitate efficient material ordering and tracking, an electronic shopping cart is available on the Safer website at: <http://shop.safernm.org/>. The IPRC shopping cart contains the complete inventory of materials by category. Safer makes available traffic safety and injury prevention-related brochures, rack cards, posters, flyers, activity books, CDs and videos on DWI prevention, child safety seat selection and use, driver education, and information on motorcyclist, bicyclist, pedestrian, and school bus safety issues.

In FFY23, the IPRC distributed 215,675 pieces of TS-related safety and prevention materials to organizations and agencies in all 33 counties in New Mexico.

Mass mailings of materials were sent to coordinators of ENDWI, BKLUP, Community DWI and Local DWI Programs; substance abuse prevention program administrators; Motor Vehicle Division office managers; DWI and driver education instructors; NM child safety seat distribution program coordinators; pediatricians and other community safety advocates. In addition, safety information and promotional materials were distributed at the New Mexico State Fair in September 2023.

Safer produces the quarterly 'Traffic Safety News' publication that includes information on local and national DWI, occupant protection, older driver, and pedestrian safety issues; and on local upcoming enforcement campaigns and training opportunities. The newsletter was distributed electronically to more than 1,100 recipients in FFY23 including State officials, child passenger safety coordinators and technicians, NMDOT TSD, and other traffic safety advocates. Safer also electronically distributed two issues of the ZeroProof underage drinking prevention newsletter.

Safer's website is where the public can access information about car seat safety, law enforcement and child passenger safety technician training opportunities, the IPRC shopping cart, ENDWI, BKLUP, CIOT and STEP enforcement summary reports, NM occupant protection, DWI and distracted driving laws. In FFY23, the Safer website received 19,821 page views and 5,135 sessions. Safer also maintains a social media presence through Facebook and Twitter pages located at [www.facebook.com/saferNM](http://www.facebook.com/saferNM) and [www.twitter.com/SAFERNM](http://www.twitter.com/SAFERNM). Information on child passenger safety

activities, ENDWI, BKLUP and DNTXT campaigns and current events are posted on these pages.

Demographic analysis indicates that viewers are primarily females, aged 25-44.

### ***NCSAs/ Media Training***

**DE-2023-DE-02-00 (03-DE-02-P02)**

**M1TR-2023-DE-01-00 (03-DE-05b-P01)**

**State 20100 – 03-DE-RF-P02**

This project funded a contract with the New Mexico Broadcasters Association (NMBA) to provide media training to law enforcement, community coordinators and government officials involved with traffic safety. The NMBA public information media workshops include media panels and role-playing that enable more professional interaction with the media and better delivery of traffic safety messages. Both Federal and State funds were used for this project.

In FFY23, the NMBA provided four basic trainings and two 1-day advanced in-person and virtual training for 31 participants from 9 New Mexico law enforcement agencies including State Police.

The Community Media Guide was reviewed and provided to participants to assist with their media outreach and coordination efforts. Hard-copy Media Guides were provided to those attending in-person training courses and mailed to those who participated in the virtual training session or to those requesting additional copies.

Additionally, in FFY23, the NMBA worked with State government agencies and the Office of the Governor to disseminate public safety and other messages through public education programs (PEPs). PEPs provide additional airtime for every dollar spent, and returns on investment in FFY23 included: Distracted Driving - \$253,252:14,995 spots; Motorcycle Safety - \$263,671:15,656 spots; Pedestrian Safety - \$268,831:15,715 spots; and Underage Drinking Prevention - \$253,311:15,400 spots. This was an 11 percent increase in PEP commercial airings in FFY23 from FFY22.

A total of 308 distracted driving, motorcycle safety, pedestrian safety and underage drinking prevention spots and three 10-second live liners ran on 77 stations throughout the State during the 3-day State Basketball Tournament (26 games) in March 2023 for an estimated value of \$8,000.

### ***Traffic Safety Awareness Survey***

**DE-2023-DE-03-00 (03-DE-02-P03)**

This project funded an Attitude and Awareness Survey on highway safety issues and media awareness to assess driving habits of New Mexico licensed drivers and to assess driver awareness of safety slogans used by NMDOT TSD media and marketing and by NHTSA. In June and July 2023, 1,066 surveys were conducted via an online panel, and 498 survey interviews were conducted via telephone (landline and cell phone). A pre-survey training session was conducted with experienced telephone interviewers to ensure understanding of the survey instrument. Responses from the five regions of the State accounted for a proportional share of the sample based on the most recent census population.

### ***Safety Slogans Most Often Seen or Heard in FFY23***

#### *Alcohol-impaired Driving*

**NM ENDWI:** 78%, up from 72% in 2022

**Don't Drink and Drive:** 93%, up from 82% in 2022

**Friends Don't Let Friends Drive Drunk:** 86%, up from 73% in 2022

#### *Occupant Protection*

**NM BKLUP:** 66%, up from 49% in 2022

**Click It or Ticket:** 86%, same as 2022

**Buckle Up Every Time Every Trip:** 45%, up from 29% in 2022

### Distracted Driving

**NM DNTXT:** 54%, up from 39% 2022

**U Drive U Text U Pay:** 42%, up from 37% in 2022

**Stay Alive, Don't Text & Drive:** 72%, up from 57% in 2022

Below are additional highlights from the 2023 survey. The TSD will use the entire survey results to inform its project planning and funding processes in the coming year.

- The percentage of respondents reporting not driving in the past 30 days when they thought they were over the alcohol legal limit was up from 82 percent in 2022 to 88 percent in 2023.
- The percentage of respondents reporting using a seatbelt every time they drive was up from 91 percent in 2022 to 92 percent in 2023. Those reporting that they are very likely to secure their child in a car/booster seat or seatbelt stayed the same in 2023 (95%) compared to 2022 (95%).
- The percentage of those who said they were likely to talk, text, or read texts on their cell phone while driving decreased to 13 percent in 2023, compared to 15 percent in 2022.
- The percentage of drivers that said they have read, seen, or heard something about speed enforcement by police in the past 2 months decreased by 5 percent in 2023 from 2022.
- In 2023, 76 percent of drivers said they thought it was very or somewhat likely they would get a ticket if they drove over the speed limit compared to 79 percent in 2022.
- In 2023, 60 percent of respondents reported always wearing a helmet while riding a motorcycle which is the same percentage as 2022.

The following Driver Education project was listed in the 2023 HSP, but the project was not implemented, and no NHTSA funds were expended in FFY23:

- Distracted Driving Awareness Media Placement FESPE-2023-DE-01-00 (03-DE-05e-P01)
- No distracted driving awareness media placement was contracted for in the FFY.

### State Funds-Only Projects and SFY2022 Accomplishments

#### **State Mandated Programs**

The University of New Mexico Transportation Safety Center (TSC) provides training for driver education, driving safety and DWI school instructors. The TSC also processes original and renewal school and instructor license applications and provides monitoring and compliance of driver education schools. In SFY23, the TSC processed 266 applications for driver education and driver safety schools, and driver education and driver safety school instructors. They also processed 370 applications for Ignition Interlock manufacturers, service centers, installers, service technicians and mobile sites.

The TSC maintains a website that provides information for Driver and Ignition Interlock Programs, including: the current licensing packet, which includes applications and relevant documents; contact lists; links to NMAC rules; a copy of the NM Graduated Licensing Act; a yearly training calendar with instructions on how sign up for training; and current approved licensing lists for all programs (<http://transportation.unm.edu/>).

The TSC website also provides information for the public on finding an approved driver education, DWI or driving safety school; a graduated licensing guide; underage drinking and distracted driving prevention; ignition interlock manufacturers and service centers; applications for manufacturers, service centers, installers & service technicians; and links to other resources. TSC legal staff provides consultation on program concerns and ongoing rule revision or litigation, as needed.

## ***Training***

In SFY23, the TSC conducted the following trainings:

- two 40-hour Driver Education New Instructor trainings for 44 attendees
- two 8-hour Driver Education Refresher trainings for 79 attendees
- one 8-hour Teaching Techniques training for 2 attendees
- one 8-hour DWI New Facilitator training for 2 attendees

The 40-hour New Instructor Training topics included: Getting a NM Driving Permit & Driver's License; Facts about Teen Driving; Knowing Your Vehicle (pre-driving checks, occupant protection, communication & visibility); Following Distance; Types of Roads; Signs, Signals & Road Markings; Traffic Laws; Sharing the Road; Intersections & Freeway Driving; Alcohol/Drugs Impaired Driving; Distracted/Drowsy Driving; Ethics; Best Practices for Ensuring Student Success; How Emotions Affect Driving; Defensive Driving; Reading the Road; and Best Practices on How Students Learn and How to Teach.

Behind-the-Wheel (BTW) topics included: How to Create Safe Driving Routes; Traffic Maneuvers; Developing Lesson Plans; Verbal Cues and Directions; and BTW Evaluations.

The 8-hour Driver Education Refresher Training topics included: The 4 'E's (Education, Engineering, Enforcement and EMS) – Why We Teach Driver Education; Generation 'I' Students; Train Safety; Bicycle Safety; NMDOT/TSD Processes and the NM Administrative Code; and the NM Organ Donor Program.

## ***Monitoring and Compliance***

The TSC reviews and revises application forms yearly for Driver Education Programs and Ignition Interlock Programs to ensure they comply with NM state statutes, the NM Administrative Code (NMAC) rules and regulations, and TSD policies and procedures. In SFY23, TSC staff conducted record review monitoring and compliance visits with 17 driver education schools, and a total of 1 driver education school websites were monitored for valid content. The TSC also conducted 30 Ignition Interlock provider reviews.

## ***Licensing***

The NMDOT/TSD is responsible for licensing driver education, driving safety, and DWI schools and instructors. In SFY23, the TSC processed original or renewal licensing applications for 47 driver education schools and 148 instructors, and 30 driving safety schools and 41 instructors. Original or renewal licenses were processed for 20 DWI schools and 38 facilitators.

## ***Driver Education School***

New Mexico statute requires that persons under the age of 18 applying for their first New Mexico driver's license must successfully complete a TSD-approved driver education course provided by a TSD-approved driver education school or local public education school. These courses include a DWI prevention and education program, which aids in building a solid foundation for developing safe driving skills, attitudes and behaviors.

In SFY23, 10,922 individuals attended driver education courses. An additional 1,163 students were enrolled in a correspondence driver education course. This correspondence course 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.

## ***Driving Safety Schools***

The Traffic Safety Division is responsible for certifying and approving Driving Safety Schools. The curriculum is geared toward changing behaviors among problem drivers. The State recognizes two



types of driving safety programs for licensed drivers: a 6-hour Defensive Driving class or an 8-hour Suspended License class, which is required only for students whose driver's license has been suspended by the State Motor Vehicle Division based on the point system. In SFY23, 1,047 individuals attended driving safety or defensive driving schools.

### ***DWI School***

By statute, first time convicted DWI offenders must attend a TSD-approved DWI school. The purpose of the school is to attend and pass courses that set the foundation for positive change in each person's drinking and driving behavior. The NMDOT/TSD provides funds for a standardized curriculum for the State-mandated DWI schools. In SFY23, all schools were conducted in-person. A total of 2,950 individuals attended DWI school, 10.5 percent more than in SFY22.

### ***DWI Awareness Class***

The TSD is responsible for ensuring 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 'None for the Road' DWI awareness class. In SFY23, 13,485 individuals completed this class, compared to 12,478 in SFY22.

### **Projects' Contribution toward Achieving Performance Target**

Final 2023 State data indicate the State will not meet its State Driver Education 2023 performance target for reducing the number of fatalities in distracted driving-involved crashes\*. Although 5-year average data indicated a reduction in these fatalities, the State saw a larger than expected increase in final 2021 data which affected the 5-year average.

\* The crash involved distracted driving, but it was not necessarily the top contributing factor to the crash.

New Mexico's Driver Education and Safety Program projects are focused on increasing the quality and availability of driver safety training and education for both new and experienced drivers. NMDOT will continue to support public and private agencies that educate new drivers and remind all drivers about the dangers of risky driving behaviors that can lead to tragic outcomes.

### **Media and Marketing Campaigns**

In Support of the Alcohol-ID, Occupant Protection, Pedestrian, Distracted/Dangerous Driving, and Underage Education and Safety Programs.

### **Program Overview**

NMDOT/TSD's media campaigns, marketing messaging and public information strategies are designed to highlight program area traffic safety initiatives. Media campaigns are a critical component of the plan to enhance and support NMDOT/TSD's enforcement operations and prevention efforts. High-visibility media is coordinated with New Mexico's Superblitz and national enforcement campaigns to ensure that the public knows that law enforcement officers are on the streets and roadways enforcing DWI, occupant protection, speeding, distracted driving, pedestrian and other traffic safety laws. Both Federal and State funds are used for these projects.

Compelling television and radio ads raise awareness among drivers about the consequences of drinking and driving, speeding, using cell phones or being otherwise distracted while driving, or of not buckling up. They remind the motoring public about the importance of looking out for motorcyclists, bicyclists and pedestrians. High-visibility billboards and signage reinforce safety messaging and highlight the consequences of dangerous driving.

In FFY23, the safety campaigns again extended the messaging via social media with posts, video pre-roll and online digital ads on multiple platforms including Facebook, Instagram Stories, Twitter, YouTube and Snapchat resulting in increased engagement with target audiences and with garnering

earned media. Awareness campaigns can be viewed at: [www.endwi.com](http://www.endwi.com). The website provides links to all its campaign web pages, as well as information on State traffic safety laws and penalties, statistics, and the Newsroom.

### Media Creative Design

The NMDOT/ TSD media contractor, RK Venture, continued to develop unique creative design traffic safety messaging strategies for NMDOT enforcement and prevention programs.

#### **ENDWI**

In FFY23, The My Story campaign taps into one’s fear of regret while emphasizing the serious consequences of drinking and driving during a time when people are back to gathering for the holidays. Told in hindsight from the protagonist, the audience relives a fateful night the narrator will forever regret. The theme works for all initiatives including underage drinking, distracted driving, speeding, and seat belt usage. Broadcast spots and radio were produced in English and Spanish.

An integral part of the campaign is the placement of billboards along the highways in New Mexico,

a logical way to reach drivers. The message is succinct and utilizes the strong equity of the ENDWI brand which has a high degree of public recognition (72% of drivers). The headline ties into the My Story campaign. It also works as an evergreen message that reinforces the ENDWI brand.



Figure 5: endwi Add

The campaign extended to social media with posts and video pre-roll on multiple platforms including online digital ads, Facebook, Instagram Stories, YouTube, and TikTok, increasing engagement with the audience and garnering earned media. Digital ads tie into the theme of My Story with the Avoid a Costly Hangover message. In addition to drunk driving awareness, My Story social videos were also created to address the dangers of distracted driving (JustDrive) and Speeding (Slodwn).

The spring/summer 2023 NMDOT broadcast and social videos are all about staying out of the Bad Drivers Club using a unique illustrative style with recognizable characters showing up in all the spots. Humor is used to reach our main target audience, males aged 18-30. Humor builds engagement. Reactions, comments, and best of all, shares made these campaigns seriously effective. An Oracle study found that [90% of people were more likely to remember a brand's ad if it was funny](#). The campaign addresses all driving behaviors including drunk driving (ENDWI), drugged driving (ENDWI+), distracted driving (JustDrive), speeding (SLDWN), underage drinking (ZeroProof) and seat belt usage (BKLUP). A [microsite](#) was launched to support the campaign. The campaign extended to social media with posts and video pre-roll on multiple platforms including Facebook, Instagram Stories, Twitter, YouTube, and TikTok, increasing engagement with the audience and garnering earned media.

Even though alcohol-related traffic fatalities have been significantly reduced in the state over the last 15 years, any traffic fatality is one too many given its entirely preventable nature. NMDOT targets drivers during times when people are most likely to drink and drive. The Bad Drivers Club campaign ran during the St. Patrick’s Day holiday. During the 2023 St. Patrick’s Day period (3/16-3/18), [more than a third \(36%\) of fatal crashes involved a drunk driver](#) nationally. The Cinco de Mayo Mini-Blitz was supported by the Bad Drivers Club campaign which aired on TV and radio. A social media push helped generate on-going awareness and engagement with our sought-after demographic. During Cinco de Mayo, [more than a third \(38%\) of fatal crashes were caused by drunk drivers](#) nationally.

The FY23 Summer Campaign, Keeper of Ghosts is a sober take on how drinking and driving can affect anyone at any time. Through the use of magical realism as a storytelling technique, the campaign presents the protagonist’s narrative in an extraordinary light, serving as a powerful reminder of the fact

that drunk driving wrecks lives. Supporting the broadcast TV spots were social media posts with videos, online digital ads, and radio spots in both English and Spanish.

Billboards and digital ads tied into the theme of the broadcast and social videos added a full funnel marketing strategy that increased brand awareness, information, engagement, and most importantly, a strong consideration not to drive when out drinking. Digital ads also offered a platform to track metrics and show ROI. People will see the videos, drive by the billboards, hear the radio ads, and see the digital ads, reinforcing the reach of the multi-channel advertising campaign.

### *ENDWI Fall 2023: Vanity Plates*

Perfect for viewing while scrolling through social media or viewing at a local sporting event, the Vanity Plates videos need no narration. [Most people view videos without sound](#), and this spot captures the viewers' attention allowing them to follow the story without too much effort. What does your vanity plate say about you? While focusing on drunk driving, all dangerous driving behaviors are shown on the driver license plates.

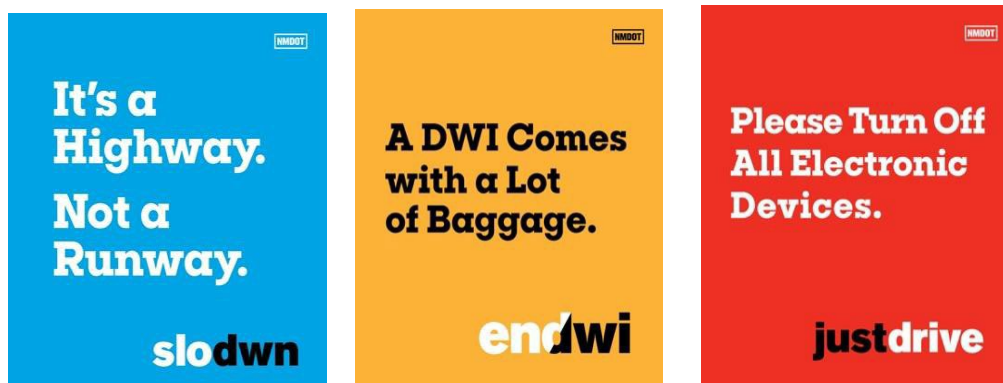
### *ENDWI Fall/Winter 2023: The Ones Left Behind*

Three different stories all focus on the victims left behind after a drunk driving crash. Shot in one take, the camera zooms out, slowly exposing the full scene, adding suspense to what we already suspect is a serious situation. It cleverly brings us into a haunting presence. The situations carry a thought-provoking message about the serious consequences of a drunk driving crash over time. How it affects not only the driver as seen in billboards and digital ads, but also how it affects those left behind. The lingering pain is felt in three different narratives of a drunk driving story. With a strong law enforcement element, the serious tone is an important reminder for New Mexicans as they enter the holiday season.

Supporting the broadcast TV spots are social media posts with videos, online digital ads, and radio spots in both English and Spanish.

### ***Albuquerque Sunport Airport Signage***

RK Venture created signage to be displayed at the Albuquerque International Sunport to remind passengers not to drink and drive, to not speed and to not drive distracted. According to surveys, more than 8 in 10 passengers say they have consumed alcohol while waiting at the airport, and that number increases to more than 90% once passengers are in the air. The survey also found that millennials are 10 percent more likely to be intoxicated on a flight than older passengers.



*Figure 6: Airport Signage*

In an effort to reach local sports fans with 'endwi' designated driver messaging, RK Venture targeted high school, university and professional sporting events with 'Be a Game Changer' 'Be a Designated Driver' ad messaging. The ads were customized for each sport and team and used team colors and team names in the messaging. Program ads, arena/playing field signs, and animated banners were utilized for University of New Mexico (UNM), New Mexico State University (NMSU), and Eastern New Mexico University (ENMU) games.





Figure 7: Signage

Statewide programs for junior and senior high school sports were also a focus for 'endwi' 'Be a Game Changer' messaging. In FFY23, RK Venture created a program ad that could be used for any of the inter-scholastic sports, public announcements, commercials and videos were played during the games to highlight the message.

The baseball-specific 'endwi Designated Driver' messaging developed for the Albuquerque Isotopes games included a program ad, pocket game schedule, outdoor signage, a backlit marquee sign, floor graphics, and concession stand signs.

### Underage Drinking Prevention – ZeroProof

In FFY23, the ZeroProof underage drinking prevention campaign utilized social media platforms including TikTok and Instagram to focus on the Gen Z target audience. The ZeroProof campaign employed influencers to expand its message. Videos of young people telling a story about their experience with underage drinking connect perfectly with the quirkiness of short videos enjoyed on Instagram and TikTok. Additionally, The Bad Drivers Club campaign extended to ZeroProof continuing its humor appeal.

The NMDOT continues to support underage drinking prevention communications and outreach via social media platforms and to maintain the 'zeroproof' website. <https://www.zeroproofnm.com/>



Figure 8: Prevention Communications

## 'ENDWI VR: Lives Changed Forever'

In FFY23, RK Venture continued to participate in events across the State with its virtual reality experience. ENDWI VR takes an individual inside the experience of an impaired driver crash and highlights the consequences of the crash from the perspective of the drunk driver, the police officer responding to the crash, and the innocent victim of the drunk-driving crash. Virtual reality has been found to be an 'actual experience,' not just a media experience. Events were held at high schools, health fairs, and other public events.

## Social Media Impact

The NMDOT media campaigns website, [www.endwi.com](http://www.endwi.com), had over 38,800 fans/followers/subscribers in FFY23. Social media metrics are provided below for all FFY23 media campaigns.

	Total	Platform
Impressions	5,728,954	FB, IG, YT
Link Clicks	28,628	FB, YT
Video Views	1,554,728	FB, IG, TT, YT

## Media Marketing

The NMDOT contracts with Marketing Solutions for placement and monitoring of media conducted in support of enforcement mobilizations and ongoing traffic safety activities. This contract is essential given the year- round DWI, occupant protection, distracted driving, underage drinking prevention and other traffic safety messaging required to support NMDOT Traffic Safety programs. The contractor assists in marketing the NMDOT's traffic safety messages through promotions and events involving the broadcast media. They prepare regular reports on traffic safety ads aired on the stations under contract with the NMDOT.

Radio, television and billboard advertising across the State have proven to be effective ways of reaching the public with traffic safety messaging. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the NMDOT works with county DWI prevention and safety coalitions to distribute collateral materials to supplement paid media messaging. Media impressions reached through Traffic Safety campaigns in FFY23 were calculated at 64,230,000. Both Federal and State funds were used for this project.

### **Winter Superblitz: November 2022 - January 2023**

The annual Winter Superblitz was advertised on broadcast, cable, and satellite television statewide and via OTT (over-the-top) platforms such as Netflix, AMZ Prime and Hulu. Ads were also run on radio and via outdoor venues.

The campaign ran from November 21, 2022, through January 1, 2023. Radio, broadcast and platform creative ran 'Morning' and 'Repeat' in both English and Spanish; and TV ran "Morning", "Badge" and "Repeat" in both English and Spanish. 'Avoid a Costly Hangover' and 'Ruin Your Holidays' billboard creative ran from mid-November 2022 through mid-June 2023.



Figure 9: Be Safe Add

The media campaign generated:

Cash Spots: 10,702	Bonus Spots: 9,641	GRPs: 4,096.4
Budget: \$387,000 inclusive	Actual: \$403,062.69	

### **SuperBowl: February 2023**

SuperBowl weekend is one of the year's highest weekends for DWI, and the NMDOT continued as a sponsor of game and pre-game coverage. The SuperBowl generates high ratings and is one of the market's highest ranked programs of the year. The 'Slang' spot aired during the SuperBowl game and the pre-game show.

The combined media campaign generated:

Cash Spots: 3	Bonus Spots: 3	GRPs: 47.3
Budget: \$51,500 inclusive	Actual: \$51,181.25	

### **St. Patrick's Day Superblitz: March 2023**

NMDOT launched its springtime statewide Superblitz efforts with 'Bad Driver's Club' in English and Spanish for radio and 'Cats' on broadcast, cable, and satellite television, on OTT platforms, and on radio in English and Spanish. Television purchased for this campaign ran per an NCAA March Madness schedule and during NBA games.

The media campaign generated:

Cash Spots: 2,621	Bonus Spots: 2,294	GRPs: 4,648.8
Budget: \$102,000 inclusive	Actual: \$101,391.03	

### **Cinco de Mayo Superblitz: May 2023**

NMDOT's Superblitz media focused on the days surrounding the popular Cinco de Mayo celebrations in select markets around the State. The campaign is aimed at the predominately Hispanic population during a time when there is a larger number of family and friend gatherings. The 'Bad Driver's Club' ran in English and Spanish on radio statewide, and 'Cats' ran in English and Spanish on broadcast, cable, and satellite television statewide and on OTT platforms.

The media campaign generated:

Cash Spots: 2,900	Bonus Spots: 2,287	GRPs: 3,603.7
Budget: \$100,000 inclusive	Actual: \$99,084.91	

### **BKLUP/ Click It or Ticket: May/June 2023**

NMDOT aired the television spot 'Child's Drawing BKLUP' and the radio spot 'Child BKLUP' in Spanish and English during the National CIOT OP Mobilization and the NM BKLUP Memorial Day period to highlight the importance of always buckling up and using child passenger protection.

The media campaign generated:

Cash Spots: 2,378	Bonus Spots: 2,229	GRPs: 3,940.0
Budget: \$100,000 inclusive	Actual: \$97,769.55	

### **Summer Enforcement Campaign: June/July/August/September 2023**

State officials kicked off the annual Summer Enforcement Campaign, the intensive summer-long effort to keep New Mexico's roads safe by cracking down on drunk and unsafe drivers. Paid media included television, radio and outdoor advertising.

The outdoor Traffic Safety message again focused on reminding drivers to make the right choice regarding drinking and driving.

New 'endwi' creative was: "Don't Wreck Your Life" and "Check Yourself Before You Wreck Yourself".



Figure 10: Traffic Add

In FFY23, the new creative included the DWI flight aired “Junkyard” in English and Spanish for statewide radio and broadcast/cable/OTT/satellite television in both July and August. The campaigns ran in English and Spanish on radio and on broadcast, cable, and satellite television statewide and on OTT platforms.

The Summer Enforcement media campaign generated:

Cash Spots: 10,987	Bonus Spots: 8,986	GRPs: 15,247.8
Budget: \$300,000 inclusive	Actual: \$297,415.13	

### **Labor Day Superblitz: August/September 2022**

The Labor Day Superblitz media campaign focused on the late summer holiday period, including the National 'Drive Sober or Get Pulled Over' campaign. Media continued with the 'Junkyard' messaging in English and Spanish on radio, on broadcast, cable, and satellite television statewide, and on OTT platforms.

The media campaign generated:

Cash Spots: 5,596	Bonus Spots: 4,548	GRPs: 7,811.2
Budget: \$150,000 inclusive	Actual: \$178,117.30	

### **Media Campaign Summaries – FFY23:**

Campaign	GRPS	Impressions	Cash Spots	Bonus Spots	Total Spent
Winter SuperBlitz	4,096.4	20,804,000	10,702	9,641	\$403,062.69
Super Bowl	47.3	132,000	3	3	\$51,181.25
St. Patrick's Day SuperBlitz	4,648.8	5,148,000	2,621	2,294	\$101,391.03
Cinco de Mayo SuperBlitz	3,603.7	4,789,000	2,900	2,287	\$99,084.91
BKLUP/ Click It Or Ticket	3,940.0	5,345,000	2,378	2,229	\$97,769.55
100 Days of Summer – DWI	15,247.8	19,101,000	10,987	8,986	\$297,415.13
Labor Day SuperBlitz	7,811.2	8,911,000	5,596	4,548	\$178,117.30

### **Community Engagement: October 2022 - September 2023**

UNM, NMSU, ENMU Sponsorships Annually, the NMDOT sponsors the University of New Mexico, New Mexico State, and Eastern New Mexico University football and basketball programs. These three public universities represent the largest university-level student populations in the State.

The sponsorships included full-page color ads in the game programs and in-venue signage for the football and basketball seasons.

Marketing Solutions again negotiated with UNM and NMSU to use cocktail napkins with the 'ENDWI' graphic in the suites and boxes where alcohol was being served.



Figure 11: Be a Game Changer Add

### **New Mexico Bowl**

In FFY23, New Mexico Bowl sponsorships included banners with the ENDWI messaging displayed in key areas of the football stadium and utilized audio and video messaging before and during the games.



### NM High School Sports Ticket Backs Sponsorship

NMDOT sponsored the ticket backs for all New Mexico 2022/2023 high school sports tickets. All high school sports now use paperless or electronic ticketing. In 2022-2023, all ticketing for high school sporting events were branded with NMDOT 'Be a Game Changer. Be a Designated Driver.' messaging.

Albuquerque Isotopes Baseball NMDOT again sponsored Albuquerque Isotopes baseball that included in-venue signage, and ads in the program and the pocket games schedule.

### Topgolf

In FFY23, NMDOT continued its sponsorship with Topgolf Albuquerque. The sponsorship included drink coasters branded with 'ENDWI' and digital displays that ran in the common areas and golfing bays. In FFY23, 'ENDWI' messaging reached more than 250,000 Topgolf customers.

### Take a Ride on Us / Uber Sponsorship

The NMDOT encourages Albuquerque area residents to utilize ride sharing options as part of their planning ahead strategy to not drink and drive via its sponsorship with the Cumulus Radio Group and Uber to promote safe rides home. Specific concerts, community events and holidays were selected and discounted safe rides were offered during these event periods.

In FFY23, the NMDOT has provided 10,900 safe rides home, and since the inception of these sponsorships with Uber and Cumulus Radio Group, 38,000 safe rides home have been provided.

### Zozobra

For the first time, NMDOT was a sponsor of Zozobra. A traditional cultural event that is held right before Labor Day Weekend in Santa Fe. Zozobra is a highly attended local event with a greater than average level of alcohol consumption. A designated driver message "Avoid the Gloom of a DWI. Designate a Driver.", was used on the beer cups that tied in with the overall messaging of the event.

### Alliance Highway Safety Initiatives

NMDOT partnered with Alliance to provide community outreach on Traffic Safety Initiatives at statewide high school sports championship tournaments, county fairs around the State, and high impact high attendance festivals around the State.

### Community Engagement Summary

Per year sponsorship costs shown below include only the sponsorship costs, and do not include the management/placement fee, gross receipts tax or production costs:

	Amount		Amount
UNM Sponsorship	\$106,000	NMSU Sponsorship	\$85,000
NM Bowl Game	\$15,000	Eastern NM University Venue Signage	\$6,000
Ice Wolves Hockey Venue Signage	\$7,500	Albuquerque Isotopes	\$80,083
NM High School Ticket Backs	\$45,000	Proview Sports	\$8,250
Zozobra	\$10,000	Take A Ride On Us/ Uber	\$30,000
Topgolf	\$50,000	Alliance Sports Marketing	\$75,000



Figure 12: Designated Driver Ads



Figure 13: Take a Ride on Us



## State Funds-Only Projects

### ***SE NM Outdoor Advertising October 2022 – September 2023***

Southeastern New Mexico Traffic Safety outdoor advertising continued during the entire fiscal year in the Roswell, Clovis, Portales, Artesia, Carlsbad, Hobbs and Lovington markets.



Figure 14: Stay Alert

### ***Dust Storm Campaign Outdoor Advertising October 2022 – September 2023***

The Dust Storm Campaign ran the entire fiscal year in Carlsbad, Deming, Farmington, Hobbs, Las Cruces, Lordsburg, Lovington, and Silver City markets. The goal of the campaign is to educate drivers on the hazards associated with driving during dust storms and the proper precautions they should take if they encounter a significant dust storm on New Mexico roadways.



Figure 15: Dust Storm

## Projects' Contribution toward Achieving Performance Target

The State achieved its 2023 Public Information performance target of maintaining the percentage of Attitude and Awareness Survey respondents that report having heard or seen traffic safety public information campaign messages/ slogans at or above 80 percent. The media creative design, production and placement projects that support NMDOT/TSD's enforcement and educational programs and activities reached targeted audiences, generated widespread message exposure, and maximized the effect on the public regarding risky driving behaviors and to increase awareness of vital traffic safety issues.

In 2023, 86 percent of survey respondents reported having seen at least one of the traffic safety messages/slogans. In addition, Marketing Solutions reported that media impressions with traffic safety messaging reached over 64 million.

## **Traffic Records Program**

### Program Overview

The NMDOT/TSD Traffic Records Program works to achieve the goals and objectives outlined in the State Traffic Records Strategic Plan. The Program provides support to members of both the technical and the executive oversight committees to continue development of the statewide traffic records data system, and improve traffic safety-related data collection, and analytical systems. The Traffic Records Program performance-based measures and targets are included in the annual Highway Safety Plan and the State Traffic Records Strategic Plan. Projects are coordinated with the State Strategic Highway Safety Plan and the Highway Safety Improvement Plan.

The State Traffic Records Coordinating Committee (STRCC) conducted quarterly virtual meetings throughout FFY23 which included the Statewide Traffic Records Executive Oversight Committee (STREOC). In FFY23, STRCC and STREOC members provided updates for the FFY2023-2025 TR Strategic Plan.

## NHTSA Funded Projects and FFY2023 Accomplishments

### ***Traffic Records Committee and Strategic Plan Coordination***

#### **TR-2023-TR-02-00 (03-TR-02-P02)**

Project provided funds used for contractual professional services to provide support for the NM Department of Transportation/Traffic Safety Division (NMDOT/TSD), the State Traffic Records Executive Oversight Committee (STREOC) and the State Traffic Records Coordinating Committee (STRCC) meetings, TR Strategic Plans, TR assessments, and other Traffic Records related initiatives.

The contractor also assists with identifying, documenting, and tracking the status of ongoing Traffic Records Projects contained in the New Mexico Statewide Traffic Records Strategic Plan.

- The TR contractor assisted the NMDOT/TRD staff with the organizing, conducting, and facilitation of the STREOC (bi-annual) and STRCC (quarterly meetings) throughout FFY23 which included facilitating STREOC and STRCC meetings, preparing presentations, and developing/distributing meeting agendas and minutes. Some additional accomplishments are detailed below:
- Revised and managed the FFY2023-2025 NM Traffic Records Strategic Plan, Effective October 1, 2022, in collaboration and approval of the STREOC and STRCC members and stakeholders.
- Finalized and presented FFY2020-2022 Strategic Plan Closeout Report to the STREOC and STRCC.
- The Contractor facilitated and conducted program management meetings and work sessions of the six traffic records components: Crash, Adjudication/Citation, Driver, Vehicle, Roadway and Injury Surveillance to assess project progress and improvement. Which resulted in the following accomplishments detailed below:
- STREOC and STRCC members provided status and updates for the FFY2023-2025 TR Strategic Plan.
- The Contractor and Program Managers from the six TR component areas continue to refine and update the Project Monitoring Tool for managing and reporting to the STREOC/STRCC.
- Developed/revised STRS models for increased/enhanced integration and exchange of TR data.
- Created TR subcommittees to coordinate the traffic records data systems involved in the initiation, storage, and delivery of TR information. The following subcommittees were established with STREOC/STRCC membership and stakeholders:
- Pedestrian Safety Data - to address immediate data system deficiencies for data users in developing countermeasures to reduce fatalities and injuries in NM.
- Abstract/Disposition Exchange - to address abstract/disposition exchange/integration data between the Courts, MVD, Ignition Integration, Probation/Parole, and Administrative Review collection systems.
- Architectural Design – to address exchange/integration of data contained within the Statewide Traffic Records System’s Current and Ideal Exchange Models.
- Continued assistance in developing and implementing effective operations of the Statewide Traffic Records Program which includes the maintenance, modifications, and revisions of the Strategic Plan and Project Management Tools:
- **TR Assessment Tool:** Review, enhance, update Assessment specifications, requirements, improvements, and deficiencies.
- **Project/Performance Mgt Tool:** Revise, update, enhance, and create TR Strategic Plan projects.
- **Data Management Tool & Systems Inventory:** Review, enhance, update the Data Systems Inventory and Legal Stewardship, Data Integration, Assessment Recommendations, NHSTA Performance Guidelines, and Performance Measures related to the six component areas.

The following Traffic Records Program projects were listed in the HSP, but no NHTSA funds were expended in FFY23; FHWA funds were made available for P03, P04, P05, P06, & P07; No contract was executed for P08.

- DPS Rollout and Support 02-TR-02-P04
- TraCS License Renewal 02-TR-02-P05
- TraCS Maintenance and Support 02-TR-02-P06
- Location Mapping Services 02-TR-02-P07

- Electronic Citation Transfer 02-TR-02-P08
- Easy Street Software License for TraCs 02-TR-02-P03

## **State Funded Project and SFY2023 Accomplishments**

### ***Crash Data Statistical and Analytical Reporting***

#### **M3DA-2023-TR-01-00 (03-TR-05c-P01) State 20100 – 03-TR-RF-P02**

The University of New Mexico Center for Geospatial and Population Studies (UNM-GPS) maintains a comprehensive traffic crash database for the State of New Mexico. Along with crash data, UNM-GPS utilizes driver, driver history, DWI arrest, roadway and population data for analyses of traffic safety issues and development of reports for NMDOT/TSD. UNM-GPS continues to maintain their geographical information system (GIS) capabilities and to provide geographic analyses.

In FFY23, UNM-GPS finalized and made available the 2021 New Mexico Traffic Crash Annual Report, the 2021 New Mexico DWI Report, 2021 Community Reports (statewide, counties, cities and Native American reservations and pueblos), and monthly 2022-2023 crash fatality reports. CY 2022 crash data was finalized in December 2023.

UNM-GPS also produced 2021 statewide crash maps: overall; fatal and injury; and statewide topic-specific crash maps: alcohol-involved, motorcycle, pedestrian, pedal cycle, dark conditions, speeding, heavy truck-involved, and animal-involved. Major city-specific crash maps included: overall crash density and alcohol-involved; pedestrian and pedal cycle; and motorcycle crash density. All reports and maps are available via the UNM-GPS New Mexico Crash Data website: <https://gps.unm.edu/index.html>

UNM-GPS provided data and analyses for New Mexico's 2024 Triennial Highway Safety Plan, 2023 Annual Report to NHTSA, and the 2023 Traffic Records Strategic Plan. Both Federal (FHWA) and State funds were used for this project.

### ***Crash Records Data Entry/ Database Maintenance/ Quality Assurance***

This project provided funds for data entry of uniform crash reports (UCRs) sent via hard copy, via TraCS data transfer or other electronic transfer methods, and provided funds for crash database maintenance. In SFY23, the following objectives were achieved:

- The number of law enforcement agencies switching to electronic data transfer (i.e. TraCS) continue to increase in 2023.
- 70 percent of reportable crashes statewide were submitted to the NMDOT via TraCS
- 80 percent of reportable crashes were submitted using the most current version of the crash report.
- Data entry servers were updated to maintain data security and compatibility compliance.

### ***Traffic Records Statistician***

#### **TR-2023-TR-01-00 (03-TR-02-P01)**

This project provided funds to conduct analyses on crash fatality and injury data based on parameters determined by Traffic Safety Division management and individual program managers.

In FFY23, the TR statistician published pedestrian and pedal cyclist crash data dashboards. Developed with extensive input from stakeholders, planners, and advisory groups, these dashboards provide current topic-specific, in-depth analyses on non-motorist crash fatalities, injuries and contributing factors. The statistician also worked on site specific studies and other special data requests.

## Projects’ Contribution toward Achieving Performance Targets

The State achieved and exceeded its two 2023 Traffic Records Program performance targets. Program staff worked with their traffic records agency partners to increase the percentage of reportable crash reports received using the new uniform crash report form vs. the port form vs. older uniform crash report form. Additionally, the goal to increase the percentage of reportable crash reports transferred directly from TraCS to the State crash database surpassed the target by 5%.

The FFY23 Traffic Records Program projects continued to increase the State's ability to provide more accurate, timely and accessible traffic safety data that is essential for planning, assessment and evaluation of NMDOT's traffic safety programs aimed at reducing traffic crash fatalities and injuries.

## **State’s Evidence-Based TS Enforcement Program**

New Mexico’s evidence-based Traffic Safety Enforcement Program (TSEP) is focused on reducing traffic crashes, fatalities, injuries and violations in the areas most at risk for such incidents. To best utilize limited funds available for traffic safety enforcement programs, the NMDOT/ TSD ensures that problem areas are identified, strategies prioritized, and enforcement focused on the State, city and county levels.

New Mexico continues to enforce its comprehensive DWI laws which include mandatory ignition interlocks on any vehicle driven by a person convicted of a first and any subsequent DWI. New Mexico has a primary seatbelt law, strong child safety seat laws, a graduated licensing law, and award-winning media to support its traffic safety enforcement efforts.

Preventing traffic violations is an important factor in reducing risky driving practices that can cause traffic crashes, fatalities and injuries. A number of the State’s high-visibility enforcement projects focus on the objectives of increasing driver awareness of traffic safety laws and issues, increasing safe driving habits and ultimately making roadways safer for drivers, passengers, pedestrians and bicyclists.

## Deployment of Resources Based on Crash Data Analyses

During the traffic safety planning processes, crash analyses is used to identify areas and populations at highest risk for traffic crashes, fatalities and injuries, and citation data is reviewed to ascertain whether areas with high numbers of crashes and fatalities are undermanned by enforcement. Evidence-based (EB) strategies are then researched and discussed to determine those most feasible and most beneficial to address the identified problems/ issues of concern. Once EB strategies are selected, potential projects are discussed, and project solicitations are issued. Funds are allocated to agencies based on the data analyses, as well as other factors including agency available manpower, agency location and size, and the agency’s ability to expend the funds during the agreement period.

To further ensure that problems are identified and there is strategic deployment of resources, TSD staff members collaborate throughout the year with their traffic safety partners and with the NMDOT Transportation Planning and Safety Division staff responsible for managing the Highway Safety Improvement Program (HSIP) and for developing the State Strategic Highway Safety Plan (SHSP).

Details on NMDOT/ TSD FFY23 enforcement activities are provided in each of the relevant program areas.

## Alcohol-Impaired Driving Program

Alcohol-ID Enforcement – ENDWI & NHTSA	164AL-2023-AL-01-00 (03-AL-64-P01)
National Crackdowns: Page 11	M5HVE-2023-ID-01-00 (03-ID-05d-P01)
DWI Task Force - McKinley County: Page 12	ENF_AL-2023-AL-02-00 (03-AL-64-P02) State Funds: 03-ID-RF-P02
Alcohol Sales Compliance Enforcement/DWI Warrants: Page 13	ENF_AL-2023-AL-03-00 (03-AL-64-P03)

## Occupant Protection Program

BKLUP/CIOT Enforcement: Page 27	State Funds: 03-OP-RF-P01
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## Police Traffic Services Program

Selective Traffic Enforcement Program: Pages 29	PT-2023-PT-05-00 (03)
	State Funds: 03-PT-RF-P01

## Planning and Administration

### Overview

The Planning and Administration Program includes financial management, planning, coordination, and communication among staff and traffic safety partners which is central to the successful development and implementation of New Mexico’s Highway Safety Plan and all its programs and projects.

### NHTSA Funded Projects

#### ***Financial Systems Management – FTEs***

##### **PA-2023-PA-01-00 (03-PA-02-P01)**

This project provided funds for one FTE financial specialist and one business operations specialist to assist with TSD’s project agreements and contracts, and to assist with conducting annual financial training for contractors. Included are funds for general finance functions related to managing NHTSA funding utilizing the Grants Tracking System.

#### ***HSP, Grant and Technical Writing Services***

##### **PA-2023-PA-02-00 (03-PA-02-P02) State 20800 – 03-EE-05-P04**

This project funded a contract to develop and prepare New Mexico’s Highway Safety Plan, federal or other agency grant applications the Annual Report to NHTSA, and to provide technical writing assistance, as necessary. Both Federal and State funds were used for this project.

#### ***E-Grants-Phase Two – Agate Software***

##### **164PA-2023-PA-13-00 (03-PA-64-P13) PA-2023-PA-03-00 (03-PA-02-P03) State 20100 – 03-PA-RF-P01**

This project provided funds to continue development and further enhancements to the E-grants system. Funds were used for the annual maintenance fee, system hosting, and technical support. Both Federal and State funds were used for this project; the 164 funds were used only to fund the E-Grants system directly related to alcohol-impaired driving.



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	Robert Cantu Crash Records Analyst <a href="mailto:robert.cantu@dot.nm.gov">robert.cantu@dot.nm.gov</a> 505 531 7424	Vacant II Indigent Fund	Vacant Admin Assistant
		Vacant Admin Assistant	

**U.S. Department of Transportation National Highway Traffic Safety Administration**

State: New Mexico

**Expenditure Close Out Report**

Page: 1

**2023-FINAL**

Report Date: 01/02/2024

Posted: 01/02/2024

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
<b>NHTSA</b>									
<b>FAST Act 405d Impaired Driving Int</b>									
<b>405d Impaired Driving Int</b>									
	M7X-2023-II-00-00	Interlock Program Efforts	\$ .00	\$ .00	\$ .00	\$ .00	0		
	M7X-2023-II-00-00		\$ .00	\$ .00	\$ .00	\$ .00	0		
	<b>405d Impaired Driving IntTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>0</b>		
<b>405d Int Child Restraint</b>									
	M7*CR-2023-OP-01-00	Child Safety Seats/Booster Sea	\$123,970.88	\$123,970.88	\$ .00	\$ .00	5 VOU-12		Dec-27-2023
	M7*CR-2023-OP-01-00		\$123,970.88	\$123,970.88	\$ .00	\$ .00	5 VOU-12		Dec-27-2023
	<b>405d Int Child RestraintTotal</b>		<b>\$123,970.88</b>	<b>\$123,970.88</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>5 VOU-12</b>		<b>Dec-27-2023</b>
	<b>FAST Act 405d Impaired Driving IntTotal</b>		<b>\$123,970.88</b>	<b>\$123,970.88</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>5 VOU-12</b>		<b>Dec-27-2023</b>
<b>FAST Act 405h Nonmotorized Safety</b>									
<b>405h Public Education</b>									
	FHPE-2023-PS-00-00	Fast Act Pedestrian Safety Eff	\$ .00	\$ .00	\$ .00	\$107,305.12	0		
	FHPE-2023-PS-00-00		\$ .00	\$ .00	\$ .00	\$107,305.12	0		
	<b>405h Public EducationTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$107,305.12</b>	<b>0</b>		
	<b>FAST Act 405h Nonmotorized SafetyTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$107,305.12</b>	<b>0</b>		
<b>BIL NHTSA 402</b>									
<b>Planning and Administration</b>									
	PA-2023-PA-01-00	Financial Systems Management	\$221,801.83	\$221,801.83	\$ .00	\$3,398.17	10 VOU-10		Oct-31-2023
	PA-2023-PA-01-00		\$221,801.83	\$221,801.83	\$ .00	\$3,398.17	10 VOU-10		Oct-31-2023
	PA-2023-PA-02-00	HSP, Grant and Technical Writi	\$68,738.38	\$68,738.38	\$ .00	\$1,261.62	4 VOU-12		Dec-27-2023
	PA-2023-PA-02-00		\$68,738.38	\$68,738.38	\$ .00	\$1,261.62	4 VOU-12		Dec-27-2023
	PA-2023-PA-03-00	E-Grants - Phase Two - Agate (	\$ .00	\$ .00	\$ .00	\$20,000.00	0		
	PA-2023-PA-03-00		\$ .00	\$ .00	\$ .00	\$20,000.00	0		
	<b>Planning and AdministrationTotal</b>		<b>\$290,540.21</b>	<b>\$290,540.21</b>	<b>\$ .00</b>	<b>\$24,659.79</b>	<b>11 VOU-12</b>		<b>Dec-27-2023</b>
<b>Safety Belts</b>									
	OP-2023-OP-01-00	Child Restraint Program (OP-RF	\$545,950.96	\$545,950.96	\$ .00	\$5,149.04	9 VOU-10		Oct-31-2023
	OP-2023-OP-01-00		\$545,950.96	\$545,950.96	\$ .00	\$5,149.04	9 VOU-10		Oct-31-2023
	OP-2023-OP-02-00	Occupant Protection Program Mg	\$97,861.08	\$97,861.08	\$ .00	\$96,343.92	10 VOU-11		Dec-04-2023
	OP-2023-OP-02-00		\$97,861.08	\$97,861.08	\$ .00	\$96,343.92	10 VOU-11		Dec-04-2023
	<b>Safety BeltsTotal</b>		<b>\$643,812.04</b>	<b>\$643,812.04</b>	<b>\$ .00</b>	<b>\$101,492.96</b>	<b>11 VOU-11</b>		<b>Dec-04-2023</b>

**Traffic Enforcement Services**

PT-2023-PT-00-00	Police Traffic Services Effort	\$ .00	\$ .00	\$ .00	\$1,705,876.16	0	
PT-2023-PT-00-00		\$ .00	\$ .00	\$ .00	\$1,705,876.16	0	
PT-2023-PT-01-00	TS Law Enforcement Liaisons (A	\$181,125.23	\$181,125.23	\$ .00	\$4,441.77	7	VOU-12 Dec-27-2023
PT-2023-PT-01-00		\$181,125.23	\$181,125.23	\$ .00	\$4,441.77	7	VOU-12 Dec-27-2023
PT-2023-PT-02-00	Financial Systems Management	\$146,052.38	\$146,052.38	\$ .00	\$54,047.62	8	VOU-11 Dec-04-2023
PT-2023-PT-02-00		\$146,052.38	\$146,052.38	\$ .00	\$54,047.62	8	VOU-11 Dec-04-2023
PT-2023-PT-03-00	AOC Judicial outreach Liaison	\$43,730.92	\$43,730.92	\$ .00	\$6,269.08	3	VOU-12 Dec-27-2023
PT-2023-PT-03-00		\$43,730.92	\$43,730.92	\$ .00	\$6,269.08	3	VOU-12 Dec-27-2023
PT-2023-PT-04-00	Traffic Safety Resource Prosec	\$83,532.29	\$83,532.29	\$ .00	\$1,467.71	6	VOU-12 Dec-27-2023
PT-2023-PT-04-00		\$83,532.29	\$83,532.29	\$ .00	\$1,467.71	6	VOU-12 Dec-27-2023
PT-2023-PT-05-00	Selective Traffic Enforcement	\$ .00	\$ .00	\$ .00	\$404,000.00	0	
PT-2023-PT-05-00		\$ .00	\$ .00	\$ .00	\$404,000.00	0	
PT-2023-PT-05-02	Albuquerque PD-STEP	\$50,991.11	\$50,991.11	\$ .00	\$22.89	3	VOU-11 Dec-04-2023
PT-2023-PT-05-02		\$50,991.11	\$50,991.11	\$ .00	\$22.89	3	VOU-11 Dec-04-2023
PT-2023-PT-05-08	Bernalillo County SO-STEP	\$87,877.68	\$87,877.68	\$ .00	\$175.32	5	VOU-12 Dec-27-2023
PT-2023-PT-05-08		\$87,877.68	\$87,877.68	\$ .00	\$175.32	5	VOU-12 Dec-27-2023
PT-2023-PT-05-31	Dona Ana County-STEP	\$45,853.21	\$45,853.21	\$ .00	\$1,186.79	5	VOU-12 Dec-27-2023
PT-2023-PT-05-31		\$45,853.21	\$45,853.21	\$ .00	\$1,186.79	5	VOU-12 Dec-27-2023
PT-2023-PT-05-35	Farmington PD-STEP	\$39,227.39	\$39,227.39	\$ .00	\$5,802.61	6	VOU-11 Dec-04-2023
PT-2023-PT-05-35		\$39,227.39	\$39,227.39	\$ .00	\$5,802.61	6	VOU-11 Dec-04-2023
PT-2023-PT-05-45	Hobbs PD-STEP	\$6,829.32	\$6,829.32	\$ .00	\$4,182.68	5	VOU-12 Dec-27-2023
PT-2023-PT-05-45		\$6,829.32	\$6,829.32	\$ .00	\$4,182.68	5	VOU-12 Dec-27-2023
PT-2023-PT-05-49	Las Cruces PD-STEP	\$17,262.92	\$17,262.92	\$ .00	\$12,752.08	6	VOU-12 Dec-27-2023
PT-2023-PT-05-49		\$17,262.92	\$17,262.92	\$ .00	\$12,752.08	6	VOU-12 Dec-27-2023
PT-2023-PT-05-81	Rio Rancho DPS-STEP	\$69,583.79	\$69,583.79	\$ .00	\$256.21	4	VOU-12 Dec-27-2023
PT-2023-PT-05-81		\$69,583.79	\$69,583.79	\$ .00	\$256.21	4	VOU-12 Dec-27-2023
PT-2023-PT-05-82	Roosevelt County PD-STEP	\$ .00	\$ .00	\$ .00	\$11,616.00	0	
PT-2023-PT-05-82		\$ .00	\$ .00	\$ .00	\$11,616.00	0	
PT-2023-PT-05-86	San Juan County-STEP	\$9,209.04	\$9,209.04	\$ .00	\$11,430.96	3	VOU-11 Dec-04-2023
PT-2023-PT-05-86		\$9,209.04	\$9,209.04	\$ .00	\$11,430.96	3	VOU-11 Dec-04-2023
PT-2023-PT-05-88	Sandoval County-STEP	\$9,490.54	\$9,490.54	\$ .00	\$17,509.46	3	VOU-11 Dec-04-2023
PT-2023-PT-05-88		\$9,490.54	\$9,490.54	\$ .00	\$17,509.46	3	VOU-11 Dec-04-2023
PT-2023-PT-06-00	General LE Training - Safer (A	\$196,500.00	\$196,500.00	\$ .00	\$ .00	6	VOU-12 Dec-27-2023
PT-2023-PT-06-00		\$196,500.00	\$196,500.00	\$ .00	\$ .00	6	VOU-12 Dec-27-2023
	<b>Traffic Enforcement ServicesTotal</b>	<b>\$987,265.82</b>	<b>\$987,265.82</b>	<b>\$ .00</b>	<b>\$2,241,037.34</b>	<b>12</b>	<b>VOU-12 Dec-27-2023</b>

**Traffic Records**

TR-2023-TR-01-00	TR Statistician	\$43,320.78	\$43,320.78	\$ .00	\$10,716.37	1	VOU-4 May-03-2023
TR-2023-TR-01-00		\$43,320.78	\$43,320.78	\$ .00	\$10,716.37	1	VOU-4 May-03-2023
TR-2023-TR-02-00	TR Committee and Strategic Pla	\$182,360.07	\$182,360.07	\$ .00	\$43,320.78	8	VOU-11 Dec-04-2023
TR-2023-TR-02-00		\$182,360.07	\$182,360.07	\$ .00	\$43,320.78	8	VOU-11 Dec-04-2023
	<b>Traffic RecordsTotal</b>	<b>\$225,680.85</b>	<b>\$225,680.85</b>	<b>\$ .00</b>	<b>\$54,037.15</b>	<b>9</b>	<b>VOU-11 Dec-04-2023</b>

**Crash Investigation**

AI-2023-AI-02-00	Basic Traffic Crash Report Tra	\$19,990.94	\$19,990.94	\$ .00	\$5,009.06	2	VOU-11 Dec-04-2023
AI-2023-AI-02-00		\$19,990.94	\$19,990.94	\$ .00	\$5,009.06	2	VOU-11 Dec-04-2023

<b>Crash InvestigationTotal</b>		<b>\$19,990.94</b>	<b>\$19,990.94</b>	<b>\$ .00</b>	<b>\$5,009.06</b>	<b>2 VOU-11</b>	<b>Dec-04-2023</b>
<b>Driver Education</b>							
DE-2023-DE-01-00	Traffic Safety Clearinghouse (	\$220,901.20	\$220,901.20	\$ .00	\$34,388.80	7 VOU-12	Dec-27-2023
DE-2023-DE-01-00		\$220,901.20	\$220,901.20	\$ .00	\$34,388.80	7 VOU-12	Dec-27-2023
DE-2023-DE-02-00	NCSAs - Media Training (DE-05b	\$160,000.00	\$160,000.00	\$ .00	\$ .00	10 VOU-11	Dec-04-2023
DE-2023-DE-02-00		\$160,000.00	\$160,000.00	\$ .00	\$ .00	10 VOU-11	Dec-04-2023
DE-2023-DE-03-00	Traffic Safety Awareness Surve	\$59,976.01	\$59,976.01	\$ .00	\$23.99	2 VOU-12	Dec-27-2023
DE-2023-DE-03-00		\$59,976.01	\$59,976.01	\$ .00	\$23.99	2 VOU-12	Dec-27-2023
<b>Driver EducationTotal</b>		<b>\$440,877.21</b>	<b>\$440,877.21</b>	<b>\$ .00</b>	<b>\$34,412.79</b>	<b>11 VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL NHTSA 402Total</b>		<b>\$2,608,167.07</b>	<b>\$2,608,167.07</b>	<b>\$ .00</b>	<b>\$2,460,649.09</b>	<b>12 VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 164 Transfer Funds</b>							
<b>164 Planning and Administration</b>							
164PA-2023-AL-11-00	Impaired Driving Program Manag	\$ .00	\$ .00	\$ .00	\$126,900.38	0	
164PA-2023-AL-11-00		\$ .00	\$ .00	\$ .00	\$126,900.38	0	
164PA-2023-AL-13-00	E-Grants - Phase Two - Agate (	\$ .00	\$ .00	\$ .00	\$40,000.00	0	
164PA-2023-AL-13-00		\$ .00	\$ .00	\$ .00	\$40,000.00	0	
<b>164 Planning and AdministrationTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$166,900.38</b>	<b>0</b>	
<b>Alcohol Enforcement</b>							
ENF_AL-2023-AL-01-00	Alcohol/ID Enforcement (ID-P01	\$ .00	\$ .00	\$ .00	\$1,143,953.87	0	
ENF_AL-2023-AL-01-00		\$ .00	\$ .00	\$ .00	\$1,143,953.87	0	
ENF_AL-2023-AL-01-01	Alamogordo DPS-ENDWI	\$124.78	\$124.78	\$ .00	\$8,867.22	1 VOU-1	Feb-02-2023
ENF_AL-2023-AL-01-01		\$124.78	\$124.78	\$ .00	\$8,867.22	1 VOU-1	Feb-02-2023
ENF_AL-2023-AL-01-02	Albuquerque PD-ENDWI	\$299,133.13	\$299,133.13	\$ .00	\$56,606.87	4 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-02		\$299,133.13	\$299,133.13	\$ .00	\$56,606.87	4 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-04	Artesia PD-ENDWI	\$2,208.20	\$2,208.20	\$ .00	\$4,825.80	1 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-04		\$2,208.20	\$2,208.20	\$ .00	\$4,825.80	1 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-05	Aztec PD-ENDWI	\$2,662.63	\$2,662.63	\$ .00	\$2,298.37	5 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-05		\$2,662.63	\$2,662.63	\$ .00	\$2,298.37	5 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-07	Belen PD-ENDWI	\$7,034.72	\$7,034.72	\$ .00	\$1,605.28	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-07		\$7,034.72	\$7,034.72	\$ .00	\$1,605.28	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-08	Bernalillo County SO-ENDWI	\$147,163.31	\$147,163.31	\$ .00	\$2,759.69	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-08		\$147,163.31	\$147,163.31	\$ .00	\$2,759.69	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-09	Bernalillo PD-ENDWI	\$2,953.65	\$2,953.65	\$ .00	\$3,921.35	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-09		\$2,953.65	\$2,953.65	\$ .00	\$3,921.35	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-10	Bloomfield PD-ENDWI	\$4,955.20	\$4,955.20	\$ .00	\$60.80	7 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-10		\$4,955.20	\$4,955.20	\$ .00	\$60.80	7 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-11	Bosque Farms PD-ENDWI	\$5,221.02	\$5,221.02	\$ .00	\$7,090.98	1 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-11		\$5,221.02	\$5,221.02	\$ .00	\$7,090.98	1 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-13	Carlsbad PD-ENDWI	\$15,440.66	\$15,440.66	\$ .00	\$14,743.34	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-13		\$15,440.66	\$15,440.66	\$ .00	\$14,743.34	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-18	Chaves County SO-ENDWI	\$7,871.48	\$7,871.48	\$ .00	\$11,508.52	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-18		\$7,871.48	\$7,871.48	\$ .00	\$11,508.52	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-19	Cibola County SO-ENDWI	\$ .00	\$ .00	\$ .00	\$5,986.00	0	
ENF_AL-2023-AL-01-19		\$ .00	\$ .00	\$ .00	\$5,986.00	0	
ENF_AL-2023-AL-01-23	Clovis PD-ENDWI	\$8,603.57	\$8,603.57	\$ .00	\$27,476.43	7 VOU-8	Aug-29-2023

ENF_AL-2023-AL-01-23		\$8,603.57	\$8,603.57	\$0.00	\$27,476.43	7 VOU-8	Aug-29-2023
ENF_AL-2023-AL-01-24	Colfax County-ENDWI	\$2,530.32	\$2,530.32	\$0.00	\$73.68	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-24		\$2,530.32	\$2,530.32	\$0.00	\$73.68	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-31	Dona Ana County SO-ENDWI	\$33,528.86	\$33,528.86	\$0.00	\$13,049.14	6 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-31		\$33,528.86	\$33,528.86	\$0.00	\$13,049.14	6 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-32	Eddy County SO-ENDWI	\$25,914.47	\$25,914.47	\$0.00	\$9,085.53	3 VOU-10	Oct-31-2023
ENF_AL-2023-AL-01-32		\$25,914.47	\$25,914.47	\$0.00	\$9,085.53	3 VOU-10	Oct-31-2023
ENF_AL-2023-AL-01-33	Espanola PD-ENDWI	\$0.00	\$0.00	\$0.00	\$10,723.00	0	
ENF_AL-2023-AL-01-33		\$0.00	\$0.00	\$0.00	\$10,723.00	0	
ENF_AL-2023-AL-01-35	Farmington PD-ENDWI	\$31,351.66	\$31,351.66	\$0.00	\$50,823.34	6 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-35		\$31,351.66	\$31,351.66	\$0.00	\$50,823.34	6 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-37	Gallup PD-ENDWI	\$21,742.71	\$21,742.71	\$0.00	\$16,575.29	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-37		\$21,742.71	\$21,742.71	\$0.00	\$16,575.29	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-39	Grants PD-ENDWI	\$4,790.48	\$4,790.48	\$0.00	\$5,439.52	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-39		\$4,790.48	\$4,790.48	\$0.00	\$5,439.52	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-40	Guadalupe County SO-ENDWI	\$2,602.80	\$2,602.80	\$0.00	\$373.20	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-40		\$2,602.80	\$2,602.80	\$0.00	\$373.20	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-41	Hagerman PD-ENDWI	\$0.00	\$0.00	\$0.00	\$3,526.00	0	
ENF_AL-2023-AL-01-41		\$0.00	\$0.00	\$0.00	\$3,526.00	0	
ENF_AL-2023-AL-01-45	Hobbs PD-ENDWI	\$11,262.40	\$11,262.40	\$0.00	\$8,848.60	5 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-45		\$11,262.40	\$11,262.40	\$0.00	\$8,848.60	5 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-49	Las Cruces PD-ENDWI	\$22,881.17	\$22,881.17	\$0.00	\$27,113.83	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-49		\$22,881.17	\$22,881.17	\$0.00	\$27,113.83	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-50	Las Vegas PD-ENDWI	\$3,274.23	\$3,274.23	\$0.00	\$7,467.77	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-50		\$3,274.23	\$3,274.23	\$0.00	\$7,467.77	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-51	Lea County-ENDWI	\$4,892.89	\$4,892.89	\$0.00	\$3,388.11	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-51		\$4,892.89	\$4,892.89	\$0.00	\$3,388.11	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-52	Lincoln County SO-ENDWI	\$0.00	\$0.00	\$0.00	\$2,070.00	0	
ENF_AL-2023-AL-01-52		\$0.00	\$0.00	\$0.00	\$2,070.00	0	
ENF_AL-2023-AL-01-57	Los Lunas PD-ENDWI	\$17,500.00	\$17,500.00	\$0.00	\$0.00	5 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-57		\$17,500.00	\$17,500.00	\$0.00	\$0.00	5 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-59	Lovington PD-ENDWI	\$942.12	\$942.12	\$0.00	\$6,182.88	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-59		\$942.12	\$942.12	\$0.00	\$6,182.88	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-60	Luna County SO-ENDWI	\$1,018.50	\$1,018.50	\$0.00	\$8,293.50	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-60		\$1,018.50	\$1,018.50	\$0.00	\$8,293.50	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-62	Mckinley County SO-ENDWI	\$13,873.32	\$13,873.32	\$0.00	\$6,846.68	6 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-62		\$13,873.32	\$13,873.32	\$0.00	\$6,846.68	6 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-66	Mora County SO-ENDWI	\$4,518.00	\$4,518.00	\$0.00	\$82.00	5 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-66		\$4,518.00	\$4,518.00	\$0.00	\$82.00	5 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-67	Moriarty PD-ENDWI	\$11,480.09	\$11,480.09	\$0.00	\$19.91	6 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-67		\$11,480.09	\$11,480.09	\$0.00	\$19.91	6 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-71	New Mexico State Police-MCTF	\$102,467.45	\$102,467.45	\$0.00	\$29,532.55	7 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-71		\$102,467.45	\$102,467.45	\$0.00	\$29,532.55	7 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-73	Otero County SO-ENDWI	\$4,021.39	\$4,021.39	\$0.00	\$6,922.61	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-73		\$4,021.39	\$4,021.39	\$0.00	\$6,922.61	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-75	Portales PD-ENDWI	\$3,623.56	\$3,623.56	\$0.00	\$5,255.44	4 VOU-10	Oct-31-2023



ENF_AL-2023-AL-01-75		\$3,623.56	\$3,623.56	\$0.00	\$5,255.44	4 VOU-10	Oct-31-2023
ENF_AL-2023-AL-01-80	Rio Arriba County SO-ENDWI	\$7,452.69	\$7,452.69	\$0.00	\$4,141.31	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-80		\$7,452.69	\$7,452.69	\$0.00	\$4,141.31	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-81	Rio Rancho DPS-ENDWI	\$56,989.89	\$56,989.89	\$0.00	\$27,700.11	4 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-81		\$56,989.89	\$56,989.89	\$0.00	\$27,700.11	4 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-82	Roosevelt County SO-ENDWI	\$884.69	\$884.69	\$0.00	\$4,107.31	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-82		\$884.69	\$884.69	\$0.00	\$4,107.31	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-83	Roswell PD-ENDWI	\$1,984.87	\$1,984.87	\$0.00	\$6.13	1 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-83		\$1,984.87	\$1,984.87	\$0.00	\$6.13	1 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-84	Ruidoso PD-ENDWI	\$0.00	\$0.00	\$0.00	\$7,020.00	0	
ENF_AL-2023-AL-01-84		\$0.00	\$0.00	\$0.00	\$7,020.00	0	
ENF_AL-2023-AL-01-85	Ruidoso Downs PD-ENDWI	\$0.00	\$0.00	\$0.00	\$2,055.00	0	
ENF_AL-2023-AL-01-85		\$0.00	\$0.00	\$0.00	\$2,055.00	0	
ENF_AL-2023-AL-01-86	San Juan County SO-ENDWI	\$21,316.56	\$21,316.56	\$0.00	\$6,375.44	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-86		\$21,316.56	\$21,316.56	\$0.00	\$6,375.44	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-87	San Miguel County SO-ENDWI	\$2,847.59	\$2,847.59	\$0.00	\$81.41	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-87		\$2,847.59	\$2,847.59	\$0.00	\$81.41	4 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-88	Sandoval County SO-ENDWI	\$18,708.56	\$18,708.56	\$0.00	\$12,291.44	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-88		\$18,708.56	\$18,708.56	\$0.00	\$12,291.44	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-90	Santa Fe PD-ENDWI	\$41,476.31	\$41,476.31	\$0.00	\$2,721.69	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-90		\$41,476.31	\$41,476.31	\$0.00	\$2,721.69	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-91	Santa Fe County SO-ENDWI	\$7,776.25	\$7,776.25	\$0.00	\$6,593.75	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-91		\$7,776.25	\$7,776.25	\$0.00	\$6,593.75	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-92	Santa Rosa PD-ENDWI	\$0.00	\$0.00	\$0.00	\$2,382.00	0	
ENF_AL-2023-AL-01-92		\$0.00	\$0.00	\$0.00	\$2,382.00	0	
ENF_AL-2023-AL-01-94	Silver City PD-ENDWI	\$9,040.31	\$9,040.31	\$0.00	\$6,361.69	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-94		\$9,040.31	\$9,040.31	\$0.00	\$6,361.69	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-95	Socorro County-ENDWI	\$4,090.87	\$4,090.87	\$0.00	\$933.13	5 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-95		\$4,090.87	\$4,090.87	\$0.00	\$933.13	5 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-98	Sunland Park PD-ENDWI	\$30,240.00	\$30,240.00	\$0.00	\$0.00	4 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-98		\$30,240.00	\$30,240.00	\$0.00	\$0.00	4 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-AN	Anthony PD-ENDWI	\$1,736.86	\$1,736.86	\$0.00	\$2,146.14	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-AN		\$1,736.86	\$1,736.86	\$0.00	\$2,146.14	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-RN	Ramah Navajo PD (AC 130)-ENDWI	\$0.00	\$0.00	\$0.00	\$1,995.00	0	
ENF_AL-2023-AL-01-RN		\$0.00	\$0.00	\$0.00	\$1,995.00	0	
ENF_AL-2023-AL-01-SA	Santa Ana Pueblo PD (AC 141)-E	\$0.00	\$0.00	\$0.00	\$4,000.00	0	
ENF_AL-2023-AL-01-SA		\$0.00	\$0.00	\$0.00	\$4,000.00	0	
ENF_AL-2023-AL-01-SJ	San Juan Pueblo PD (Ohkay Owin	\$3,585.00	\$3,585.00	\$0.00	\$3,125.00	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-SJ		\$3,585.00	\$3,585.00	\$0.00	\$3,125.00	3 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-SP	Sandia Pueblo PD (AC 116)-ENDW	\$6,102.50	\$6,102.50	\$0.00	\$1,447.50	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-SP		\$6,102.50	\$6,102.50	\$0.00	\$1,447.50	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-TC	T or C PD-ENDWI (AC 104)-ENDWI	\$3,082.28	\$3,082.28	\$0.00	\$486.72	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-TC		\$3,082.28	\$3,082.28	\$0.00	\$486.72	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-TL	Tularosa PD-ENDWI (AC 106)	\$0.00	\$0.00	\$0.00	\$2,088.00	0	
ENF_AL-2023-AL-01-TL		\$0.00	\$0.00	\$0.00	\$2,088.00	0	
ENF_AL-2023-AL-01-TQ	Tesuque Pueblo PD-ENDWI (AC 13	\$0.00	\$0.00	\$0.00	\$2,700.00	0	

ENF_AL-2023-AL-01-TQ		\$ .00	\$ .00	\$ .00	\$ 2,700.00	0	
ENF_AL-2023-AL-01-TR	Torrance County SO-ENDWI (AC 1	\$6,006.00	\$6,006.00	\$ .00	\$42.00	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-TR		\$6,006.00	\$6,006.00	\$ .00	\$42.00	3 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-TS	Taos County SO (AC 100)-ENDWI	\$8,057.52	\$8,057.52	\$ .00	\$2,722.48	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-TS		\$8,057.52	\$8,057.52	\$ .00	\$2,722.48	2 VOU-12	Dec-27-2023
ENF_AL-2023-AL-01-UC	Union County (AC 107)-ENDWI	\$ .00	\$ .00	\$ .00	\$2,254.00	0	
ENF_AL-2023-AL-01-UC		\$ .00	\$ .00	\$ .00	\$2,254.00	0	
ENF_AL-2023-AL-01-VL	Valencia County SO (AC 109)-EN	\$1,200.00	\$1,200.00	\$ .00	\$1,320.00	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-01-VL		\$1,200.00	\$1,200.00	\$ .00	\$1,320.00	2 VOU-11	Dec-04-2023
ENF_AL-2023-AL-02-00	DWI Task Force - McKinley Coun	\$90,223.44	\$90,223.44	\$ .00	\$284,191.56	7 VOU-12	Dec-27-2023
ENF_AL-2023-AL-02-00		\$90,223.44	\$90,223.44	\$ .00	\$284,191.56	7 VOU-12	Dec-27-2023
ENF_AL-2023-AL-03-00	Alc Sales Compliance Enforceme	\$116,969.73	\$116,969.73	\$ .00	\$33,030.27	4 VOU-12	Dec-27-2023
ENF_AL-2023-AL-03-00		\$116,969.73	\$116,969.73	\$ .00	\$33,030.27	4 VOU-12	Dec-27-2023
ENF_AL-2023-AL-11-00	Alcohol Program Management - F	\$176,213.31	\$176,213.31	\$ .00	\$76,841.69	11 VOU-11	Dec-04-2023
ENF_AL-2023-AL-11-00		\$176,213.31	\$176,213.31	\$ .00	\$76,841.69	11 VOU-11	Dec-04-2023
ENF_AL-2023-AL-12-00	TS Law Enforcement Liaisons (P	\$302,869.17	\$302,869.17	\$ .00	\$8,470.83	7 VOU-12	Dec-27-2023
ENF_AL-2023-AL-12-00		\$302,869.17	\$302,869.17	\$ .00	\$8,470.83	7 VOU-12	Dec-27-2023
<b>Alcohol EnforcementTotal</b>		<b>\$1,746,443.17</b>	<b>\$1,746,443.17</b>	<b>\$ .00</b>	<b>\$2,023,028.70</b>	<b>12 VOU-12</b>	<b>Dec-27-2023</b>
<b><i>DUI Courts and Support</i></b>							
DUI_AL-2023-AL-04-00	Supervised Probation - Santa F	\$112,513.74	\$112,513.74	\$ .00	\$87,486.26	8 VOU-12	Dec-27-2023
DUI_AL-2023-AL-04-00		\$112,513.74	\$112,513.74	\$ .00	\$87,486.26	8 VOU-12	Dec-27-2023
DUI_AL-2023-AL-05-00	Supervised Probation - Santa F	\$56,141.58	\$56,141.58	\$ .00	\$3,858.42	7 VOU-9	Sep-26-2023
DUI_AL-2023-AL-05-00		\$56,141.58	\$56,141.58	\$ .00	\$3,858.42	7 VOU-9	Sep-26-2023
DUI_AL-2023-AL-17-00	Court Monitoring - MADD	\$473,843.89	\$473,843.89	\$ .00	\$17,049.11	8 VOU-12	Dec-27-2023
DUI_AL-2023-AL-17-00		\$473,843.89	\$473,843.89	\$ .00	\$17,049.11	8 VOU-12	Dec-27-2023
<b>DUI Courts and SupportTotal</b>		<b>\$642,499.21</b>	<b>\$642,499.21</b>	<b>\$ .00</b>	<b>\$108,393.79</b>	<b>11 VOU-12</b>	<b>Dec-27-2023</b>
<b><i>Alcohol Paid Media</i></b>							
PM_AL-2023-AL-16-00	DWI Media Placement	\$1,523,085.74	\$1,523,085.74	\$ .00	\$276,914.26	6 VOU-12	Dec-27-2023
PM_AL-2023-AL-16-00		\$1,523,085.74	\$1,523,085.74	\$ .00	\$276,914.26	6 VOU-12	Dec-27-2023
<b>Alcohol Paid MediaTotal</b>		<b>\$1,523,085.74</b>	<b>\$1,523,085.74</b>	<b>\$ .00</b>	<b>\$276,914.26</b>	<b>6 VOU-12</b>	<b>Dec-27-2023</b>
<b><i>Alcohol Law Enforcement Training</i></b>							
LET_AL-2023-AL-08-00	Statewide DWI Enforcement Trai	\$90,405.63	\$90,405.63	\$ .00	\$9,594.37	5 VOU-11	Dec-04-2023
LET_AL-2023-AL-08-00		\$90,405.63	\$90,405.63	\$ .00	\$9,594.37	5 VOU-11	Dec-04-2023
<b>Alcohol Law Enforcement TrainingTotal</b>		<b>\$90,405.63</b>	<b>\$90,405.63</b>	<b>\$ .00</b>	<b>\$9,594.37</b>	<b>5 VOU-11</b>	<b>Dec-04-2023</b>
<b><i>Alcohol Education</i></b>							
EDU_AL-2023-AL-09-00	Traffic Safety Clearinghouse (	\$259,096.45	\$259,096.45	\$ .00	\$36,613.55	7 VOU-12	Dec-27-2023
EDU_AL-2023-AL-09-00		\$259,096.45	\$259,096.45	\$ .00	\$36,613.55	7 VOU-12	Dec-27-2023
EDU_AL-2023-AL-10-00	ALR Hearing Prosecution Attorn	\$ .00	\$ .00	\$ .00	\$50,000.00	0	
EDU_AL-2023-AL-10-00		\$ .00	\$ .00	\$ .00	\$50,000.00	0	
EDU_AL-2023-AL-15-00	DWI Media Creative Design and	\$795,865.38	\$795,865.38	\$ .00	\$404,134.62	6 VOU-8	Aug-29-2023
EDU_AL-2023-AL-15-00		\$795,865.38	\$795,865.38	\$ .00	\$404,134.62	6 VOU-8	Aug-29-2023
EDU_AL-2023-AL-18-00	UAD Prevention Creative Design	\$24,954.85	\$24,954.85	\$ .00	\$75,045.15	2 VOU-6	Jun-30-2023
EDU_AL-2023-AL-18-00		\$24,954.85	\$24,954.85	\$ .00	\$75,045.15	2 VOU-6	Jun-30-2023
EDU_AL-2023-AL-19-00	ZeroProof Campaign	\$149,433.13	\$149,433.13	\$ .00	\$50,566.87	5 VOU-9	Sep-26-2023
EDU_AL-2023-AL-19-00		\$149,433.13	\$149,433.13	\$ .00	\$50,566.87	5 VOU-9	Sep-26-2023

EDU_AL-2023-AL-22-00	2nd Judicial District DWI Pros	\$262,609.71	\$262,609.71	\$ .00	\$27,390.29	3	VOU-11	Dec-04-2023
EDU_AL-2023-AL-22-00		\$262,609.71	\$262,609.71	\$ .00	\$27,390.29	3	VOU-11	Dec-04-2023
<b>Alcohol EducationTotal</b>		<b>\$1,491,959.52</b>	<b>\$1,491,959.52</b>	<b>\$ .00</b>	<b>\$643,750.48</b>	<b>11</b>	<b>VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 164 Transfer FundsTotal</b>		<b>\$5,494,393.27</b>	<b>\$5,494,393.27</b>	<b>\$ .00</b>	<b>\$3,228,581.98</b>	<b>12</b>	<b>VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 405b OP High</b>								
<b>405b High Training</b>								
M1TR-2023-DE-01-00	NCSAs - Media Training (DE-02-	\$75,000.00	\$75,000.00	\$ .00	\$ .00	10	VOU-11	Dec-04-2023
M1TR-2023-DE-01-00		\$75,000.00	\$75,000.00	\$ .00	\$ .00	10	VOU-11	Dec-04-2023
<b>405b High TrainingTotal</b>		<b>\$75,000.00</b>	<b>\$75,000.00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>10</b>	<b>VOU-11</b>	<b>Dec-04-2023</b>
<b>405b High OP Information System</b>								
M1OP-2023-05-01-00	Seatbelt Observation Surveys	\$114,605.32	\$114,605.32	\$ .00	\$ .00	5	VOU-10	Oct-31-2023
M1OP-2023-05-01-00		\$114,605.32	\$114,605.32	\$ .00	\$ .00	5	VOU-10	Oct-31-2023
<b>405b High OP Information SystemTotal</b>		<b>\$114,605.32</b>	<b>\$114,605.32</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>5</b>	<b>VOU-10</b>	<b>Oct-31-2023</b>
<b>405b High Paid Advertising</b>								
M1*PM-2023-PM-02-00	Click It or Ticket Paid Media	\$ .00	\$ .00	\$ .00	\$ .00	0		
M1*PM-2023-PM-02-00		\$ .00	\$ .00	\$ .00	\$ .00	0		
<b>405b High Paid AdvertisingTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>0</b>		
<b>BIL 405b OP HighTotal</b>		<b>\$189,605.32</b>	<b>\$189,605.32</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>10</b>	<b>VOU-11</b>	<b>Dec-04-2023</b>
<b>BIL 405b OP Low</b>								
<b>405b Low Training</b>								
M2TR-2023-DE-01-00	NCSAs - Media Training (DE-02-	\$ .00	\$ .00	\$ .00	\$75,000.00	0		
M2TR-2023-DE-01-00		\$ .00	\$ .00	\$ .00	\$75,000.00	0		
<b>405b Low TrainingTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$75,000.00</b>	<b>0</b>		
<b>405b Low Public Education</b>								
M2PE-2023-PM-02-00	Click It or Ticket Media	\$ .00	\$ .00	\$ .00	\$100,000.00	0		
M2PE-2023-PM-02-00		\$ .00	\$ .00	\$ .00	\$100,000.00	0		
<b>405b Low Public EducationTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$100,000.00</b>	<b>0</b>		
<b>405b Low OP Information System</b>								
M2OP-2023-05-01-00	Seatbelt Observation Surveys	\$108,331.82	\$108,331.82	\$ .00	\$109,408.00	2	VOU-12	Dec-27-2023
M2OP-2023-05-01-00		\$108,331.82	\$108,331.82	\$ .00	\$109,408.00	2	VOU-12	Dec-27-2023
<b>405b Low OP Information SystemTotal</b>		<b>\$108,331.82</b>	<b>\$108,331.82</b>	<b>\$ .00</b>	<b>\$109,408.00</b>	<b>2</b>	<b>VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 405b OP LowTotal</b>		<b>\$108,331.82</b>	<b>\$108,331.82</b>	<b>\$ .00</b>	<b>\$284,408.00</b>	<b>2</b>	<b>VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 405c Data Program</b>								
<b>405c Data Program</b>								
M3DA-2023-TR-00-00	Data Program Efforts (Tracs 40	\$ .00	\$ .00	\$ .00	\$228,105.22	0		
M3DA-2023-TR-00-00		\$ .00	\$ .00	\$ .00	\$228,105.22	0		
M3DA-2023-TR-01-00	Crash Data Statistical and Ana	\$ .00	\$ .00	\$ .00	\$400,000.00	0		
M3DA-2023-TR-01-00		\$ .00	\$ .00	\$ .00	\$400,000.00	0		
<b>405c Data ProgramTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$628,105.22</b>	<b>0</b>		
<b>BIL 405c Data ProgramTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$628,105.22</b>	<b>0</b>		
<b>BIL 405d Impaired Driving Mid</b>								
<b>405d Mid HVE</b>								

M5HVE-2023-ID-01-00	Alcohol/ID Enforcement (see AL	\$582,241.02	\$582,241.02	\$ .00	\$ .00	6 VOU-12	Dec-27-2023
M5HVE-2023-ID-01-00		\$582,241.02	\$582,241.02	\$ .00	\$ .00	6 VOU-12	Dec-27-2023
<b>405d Mid HVETotal</b>		<b>\$582,241.02</b>	<b>\$582,241.02</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>6 VOU-12</b>	<b>Dec-27-2023</b>
<b>405d Mid Court Support</b>							
M5CS-2023-ID-02-00	DWI/ Drug Courts - AOC	\$186,804.46	\$186,804.46	\$ .00	\$ .00	3 VOU-12	Dec-27-2023
M5CS-2023-ID-02-00		\$186,804.46	\$186,804.46	\$ .00	\$ .00	3 VOU-12	Dec-27-2023
M5CS-2023-ID-05-00	Traffic Safety Resource Prosec	\$125,789.78	\$125,789.78	\$ .00	\$ .00	6 VOU-12	Dec-27-2023
M5CS-2023-ID-05-00		\$125,789.78	\$125,789.78	\$ .00	\$ .00	6 VOU-12	Dec-27-2023
M5CS-2023-ID-06-00	ALR Hearing Prosecution Attorn	\$ .00	\$ .00	\$ .00	\$ .00	0	
M5CS-2023-ID-06-00		\$ .00	\$ .00	\$ .00	\$ .00	0	
<b>405d Mid Court SupportTotal</b>		<b>\$312,594.24</b>	<b>\$312,594.24</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>7 VOU-12</b>	<b>Dec-27-2023</b>
<b>405d Mid BAC Testing/Reporting</b>							
M5BAC-2023-ID-03-00	BAC Testing Training - SLD	\$122,540.69	\$122,540.69	\$ .00	\$ .00	4 VOU-12	Dec-27-2023
M5BAC-2023-ID-03-00		\$122,540.69	\$122,540.69	\$ .00	\$ .00	4 VOU-12	Dec-27-2023
<b>405d Mid BAC Testing/ReportingTotal</b>		<b>\$122,540.69</b>	<b>\$122,540.69</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>4 VOU-12</b>	<b>Dec-27-2023</b>
<b>405d Mid Media/ID training/Enf Related exp.</b>							
M5PEM-2023-ID-07-00	ID Media Creative Design and P	\$ .00	\$ .00	\$ .00	\$ .00	0	
M5PEM-2023-ID-07-00		\$ .00	\$ .00	\$ .00	\$ .00	0	
M5PEM-2023-ID-08-00	ID Media Placement	\$269,596.24	\$269,596.24	\$ .00	\$ .00	1 VOU-6	Jun-30-2023
M5PEM-2023-ID-08-00		\$269,596.24	\$269,596.24	\$ .00	\$ .00	1 VOU-6	Jun-30-2023
<b>405d Mid Media/ID training/Enf Related exp.Total</b>		<b>\$269,596.24</b>	<b>\$269,596.24</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>1 VOU-6</b>	<b>Jun-30-2023</b>
<b>405d Mid Training</b>							
M5TR-2023-ID-04-00	DRE and ARIDE Training	\$282,657.59	\$282,657.59	\$ .00	\$ .00	11 VOU-11	Dec-04-2023
M5TR-2023-ID-04-00		\$282,657.59	\$282,657.59	\$ .00	\$ .00	11 VOU-11	Dec-04-2023
M5TR-2023-ID-09-00	Statewide DWI Enforcement Trai	\$59,000.00	\$59,000.00	\$ .00	\$ .00	5 VOU-9	Sep-26-2023
M5TR-2023-ID-09-00		\$59,000.00	\$59,000.00	\$ .00	\$ .00	5 VOU-9	Sep-26-2023
<b>405d Mid TrainingTotal</b>		<b>\$341,657.59</b>	<b>\$341,657.59</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>11 VOU-11</b>	<b>Dec-04-2023</b>
<b>BIL 405d Impaired Driving MidTotal</b>		<b>\$1,628,629.78</b>	<b>\$1,628,629.78</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>12 VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 405d Impaired Driving Int</b>							
<b>405d Impaired Driving Int Uncommitted</b>							
M7X-2023-II-00-00	Interlock Program Efforts	\$ .00	\$ .00	\$ .00	\$234,344.49	0	
M7X-2023-II-00-00		\$ .00	\$ .00	\$ .00	\$234,344.49	0	
<b>405d Impaired Driving Int UncommittedTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$234,344.49</b>	<b>0</b>	
<b>405d Int Child Restraint</b>							
M7*CR-2023-OP-01-00	Child Safety Seats/ Booster Se	\$11,029.12	\$11,029.12	\$ .00	\$123,970.88	1 VOU-12	Dec-27-2023
M7*CR-2023-OP-01-00		\$11,029.12	\$11,029.12	\$ .00	\$123,970.88	1 VOU-12	Dec-27-2023
<b>405d Int Child RestraintTotal</b>		<b>\$11,029.12</b>	<b>\$11,029.12</b>	<b>\$ .00</b>	<b>\$123,970.88</b>	<b>1 VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 405d Impaired Driving IntTotal</b>		<b>\$11,029.12</b>	<b>\$11,029.12</b>	<b>\$ .00</b>	<b>\$358,315.37</b>	<b>1 VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 405f Motorcycle Programs</b>							
<b>405f Motorcyclist Training</b>							
M11MT-2023-MC-01-00	Motorcycle Safety Training (MC	\$42,200.00	\$42,200.00	\$ .00	\$ .00	2 VOU-12	Dec-27-2023
M11MT-2023-MC-01-00		\$42,200.00	\$42,200.00	\$ .00	\$ .00	2 VOU-12	Dec-27-2023

<b>405f Motorcyclist TrainingTotal</b>		<b>\$42,200.00</b>	<b>\$42,200.00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>2 VOU-12</b>	<b>Dec-27-2023</b>
<b>405f Motorcycle Uncommitted</b>							
M11X-2023-MC-00-00	Motorcycle Training Efforts	\$ .00	\$ .00	\$ .00	\$29,556.42	0	
M11X-2023-MC-00-00		\$ .00	\$ .00	\$ .00	\$29,556.42	0	
<b>405f Motorcycle UncommittedTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$29,556.42</b>	<b>0</b>	
<b>BIL 405f Motorcycle ProgramsTotal</b>		<b>\$42,200.00</b>	<b>\$42,200.00</b>	<b>\$ .00</b>	<b>\$29,556.42</b>	<b>2 VOU-12</b>	<b>Dec-27-2023</b>
<b>BIL 405h Nonmotorized Safety</b>							
<b>405h Training</b>							
FHTR-2023-PS-00-00	UNM - Pedestrian and Bicycle S	\$ .00	\$ .00	\$ .00	\$208,712.18	0	
FHTR-2023-PS-00-00		\$ .00	\$ .00	\$ .00	\$208,712.18	0	
<b>405h TrainingTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$208,712.18</b>	<b>0</b>	
<b>405h Public Education</b>							
FHPE-2023-PS-01-00	Pedestrian and Bicyclist Safet	\$ .00	\$ .00	\$ .00	\$240,000.00	0	
FHPE-2023-PS-01-00		\$ .00	\$ .00	\$ .00	\$240,000.00	0	
<b>405h Public EducationTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$240,000.00</b>	<b>0</b>	
<b>BIL 405h Nonmotorized SafetyTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$448,712.18</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL NHTSA 402</b>							
<b>Traffic Enforcement Services</b>							
PT-2023-PT-00-00	Police Traffic Services Effort	\$ .00	\$ .00	\$ .00	\$181,681.74	0	
PT-2023-PT-00-00		\$ .00	\$ .00	\$ .00	\$181,681.74	0	
PT-2023-PT-05-00	Selective Enforcement (STEP)	\$ .00	\$ .00	\$ .00	\$179,445.60	0	
PT-2023-PT-05-00		\$ .00	\$ .00	\$ .00	\$179,445.60	0	
<b>Traffic Enforcement ServicesTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$361,127.34</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL NHTSA 402Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$361,127.34</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405b OP High</b>							
<b>405b High Safety Belts</b>							
M1*OP-2023-05-01-00	Seatbelt Observation Survey/Ni	\$24,935.86	\$24,935.86	\$ .00	\$ .00	1 VOU-10	Oct-31-2023
M1*OP-2023-05-01-00		\$24,935.86	\$24,935.86	\$ .00	\$ .00	1 VOU-10	Oct-31-2023
<b>405b High Safety BeltsTotal</b>		<b>\$24,935.86</b>	<b>\$24,935.86</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>1 VOU-10</b>	<b>Oct-31-2023</b>
<b>SUPPLEMENTAL BIL 405b OP HighTotal</b>		<b>\$24,935.86</b>	<b>\$24,935.86</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>1 VOU-10</b>	<b>Oct-31-2023</b>
<b>SUPPLEMENTAL BIL 405b OP Low</b>							
<b>405b OP Low Uncommitted</b>							
M2X-2023-05-01-00	Seatbelt Observation Survey/Ni	\$ .00	\$ .00	\$ .00	\$24,935.86	0	
M2X-2023-05-01-00		\$ .00	\$ .00	\$ .00	\$24,935.86	0	
<b>405b OP Low UncommittedTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$24,935.86</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405b OP LowTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$24,935.86</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405c Data Program</b>							
<b>405c Data Program</b>							
M3DA-2023-TR-01-00	Crash Data Statistical and Ana	\$ .00	\$ .00	\$ .00	\$56,463.41	0	



M3DA-2023-TR-01-00		\$ .00	\$ .00	\$ .00	\$56,463.41	0	
<b>405c Data ProgramTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$56,463.41</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405c Data ProgramTotal</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$56,463.41</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405d Impaired Driving Mid</b>							
<b>405d Mid HVE</b>							
M5HVE-2023-ID-01-00	Alc/ID Enforcement - (see AL-P	\$117,842.80	\$117,842.80	\$ .00	\$80,012.94	2	VOU-12 Dec-27-2023
M5HVE-2023-ID-01-00		\$117,842.80	\$117,842.80	\$ .00	\$80,012.94	2	VOU-12 Dec-27-2023
<b>405d Mid HVE Total</b>		<b>\$117,842.80</b>	<b>\$117,842.80</b>	<b>\$ .00</b>	<b>\$80,012.94</b>	<b>2</b>	<b>VOU-12 Dec-27-2023</b>
<b>SUPPLEMENTAL BIL 405d Impaired Driving Mid Total</b>		<b>\$117,842.80</b>	<b>\$117,842.80</b>	<b>\$ .00</b>	<b>\$80,012.94</b>	<b>2</b>	<b>VOU-12 Dec-27-2023</b>
<b>SUPPLEMENTAL BIL 405d Impaired Driving Int</b>							
<b>405d Impaired Driving Int Uncommitted</b>							
M7X-2023-II-00-00	Interlock Program Efforts	\$ .00	\$ .00	\$ .00	\$23,860.32	0	
M7X-2023-II-00-00		\$ .00	\$ .00	\$ .00	\$23,860.32	0	
<b>405d Impaired Driving Int Uncommitted Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$23,860.32</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405d Impaired Driving Int Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$23,860.32</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405f Motorcycle Programs</b>							
<b>405f Motorcycle Uncommitted</b>							
M11X-2023-MC-01-00	NM Motorcycle Safety Training	\$ .00	\$ .00	\$ .00	\$6,111.68	0	
M11X-2023-MC-01-00		\$ .00	\$ .00	\$ .00	\$6,111.68	0	
<b>405f Motorcycle Uncommitted Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$6,111.68</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405f Motorcycle Programs Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$6,111.68</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405h Nonmotorized Safety</b>							
<b>405h Training</b>							
FHTR-2023-PS-01-00	UNM - Pedestrian and Bicycle S	\$ .00	\$ .00	\$ .00	\$28,913.06	0	
FHTR-2023-PS-01-00		\$ .00	\$ .00	\$ .00	\$28,913.06	0	
<b>405h Training Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$28,913.06</b>	<b>0</b>	
<b>SUPPLEMENTAL BIL 405h Nonmotorized Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$28,913.06</b>	<b>0</b>	
<b>NHTSATotal</b>		<b>\$10,349,105.92</b>	<b>\$10,349,105.92</b>	<b>\$ .00</b>	<b>\$8,127,057.99</b>	<b>12</b>	<b>VOU-12 Dec-27-2023</b>
<b>Total</b>		<b>\$10,349,105.92</b>	<b>\$10,349,105.92</b>	<b>\$ .00</b>	<b>\$8,127,057.99</b>	<b>12</b>	<b>VOU-12 Dec-27-2023</b>