

TRAFFIC SAFETY DIVISION

ANNUAL REPORT

2025



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

State of New Mexico

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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 crashes, 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 FFY2024 NMDOT/TSD Triennial Highway Safety Plan (3-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 FFY24 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 FFY24, these partners participated in the development of the NMDOT/TSD Triennial Highway Safety Plan (3-HSP) 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 2024 3-HSP planning efforts, and data collection and information systems, are coordinated with the State Strategic Highway Safety 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
Sunny505	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 2024 HSP Performance Targets

In order to provide the most currently available data, NMDOT utilizes several sources to assess the State’s progress in achieving performance targets identifies in the 3-HSP. The total traffic fatalities, unrestrained passenger vehicle occupant fatalities in all seat positions, alcohol-impaired driving fatalities, speeding-related fatalities, motorcyclist and un-helmeted motorcyclists’ fatalities, under-21 drivers fatalities, and pedestrian fatalities are all Preliminary 2023 NHTSA Data. Serious injuries in traffic crashes and fatalities/VMT are preliminary 2023 State Data. Progress results for alcohol-impaired fatalities utilizes 2022 FARS data and speeding related fatalities utilizes Preliminary FARS. 2024 seatbelt use data is from the finalized 2024 occupant seat belt observation survey. Regarding the Data Source/FY23 Progress Results, some PMs data comes from a 5-year moving average and some data comes from one year time periods. That data is reflected accordingly.

Performance Measure	Target Period	Target Year(s)	Benchmark Value for FY 24 listed in 3HSP	Data Source/ FY 23 Progress Results	On Track to Meet FY 24 Benchmark: YES/NO/In-Progress
C-1) Total Traffic Fatalities	5	2020-2024	450.0	2023 NHTSA Data 5-year moving average/ 437	In progress
C-2) Serious Injuries in Traffic Crashes	5	2020-2024	1018.6	2023 State 5-year moving average/ 1069.8	In progress
C-3) Fatalities/VMT	5	2020-2024	1.6899	2023 State Data 5- year moving average/ 1.655	In progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5	2020-2024	138.5	2023 NHTSA 5 year moving average/ 130	In progress
C-5) Alcohol-Impaired Driving Fatalities	1	2024	150	2023 NHTSA/ 118	In Progress
C-6) Speeding-Related Fatalities	1	2024	170	2023 NHTSA/ 131	In Progress
C-7) Motorcyclist Fatalities	5	2020-2024	49.8	2023 NHTSA 5-year moving average/ 53	In Progress
C-8) Un-helmeted Motorcyclist Fatalities	5	2020-2024	27.6	2023 NHTSA 5-year moving average/ 25	In Progress
C-9) Under-21 Drivers in Fatal Crashes	1	2024	60	2023 NHTSA/ 61	In Progress
C-10) Pedestrian Fatalities	1	2024	95	2023 NHTSA / 105	In Progress
C-11) Bicyclist Fatalities	5	2020-2024	6.0	2023 NHTSA 5-year rolling average/ 8	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	1	2024	90%	NHTSA Certified State Survey/ 93.6%	Yes



State Measures

Performance Measure	Target Period	Target Year(s)	Benchmark Value for FY 24 listed in 3HSP	Data Source/ FY 24 Progress Results	On Track to Meet FY 24 Benchmark: YES/NO/In-Progress
Police Traffic Services- Fatalities in Distracted Driving Crashes	1	2024	190	2023 State/ 181	In Progress
Traffic Records- Crash Database- Completeness, Accuracy and Timeliness (TraCS)	1	4/1/2023-3/21/2024	51	90	Yes
Crash Database- Completeness and Accuracy (non-TraCS)	1	4/1/2023-3/31/2024	77%	71%	No
Public Information	1	2024	80%	see narrative	In progress
Planning and Administration	1	2024	Yes/no	Yes	Yes

Activity Measures – FFY24

Number of seat belt citations issued during grant-funded enforcement activities	1,431
Number of impaired driving arrests made during grant-funded enforcement activities	1,619
Number of speeding citations issued during grant-funded enforcement activities	10,353

FFY24 NMDOT/Traffic Safety Division Programs

In FFY24, 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 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 FFY2024, 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. Most training courses, meetings and other project activities were able to go back to an in-person format.



DWI Workgroup Facilitation

164AL-2024-AL-07-00 (04-AL-64-P07)

New Mexico’s DWI Workgroup is comprised of multiple agencies and advocates that employ staff that are in positions of management level or higher that have shown a dedicated interest in working together to reduce the incidence of DWI. Workgroup members represent interests and experience in 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.

Workgroup members provided agency updates, and discussed a variety of issues including plans for updating the Impaired Driving Plan; the 2025 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 2024 Accomplishments

Alcohol/ Impaired Driving Enforcement

164AL-2024-AL-01-00 (04-AL-64-P01)

ENF_AL-2024-AL-01-00 M5HVE-2024-ID-01-00 (04-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 FFY24, 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 FFY24, enforcement hours increased by approximately 20%, as compared to FFY2023, resulting in a 25% increase in DWI arrests.

In FY24, NMDOT/TSD contracted with law enforcement agencies who 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 65 agencies. Law enforcement agencies conducted the following major operations in FFY24:

- ENDWI Winter Superblitz: November 17, 2023 – January 1, 2024
- St. Patrick’s Day Miniblitz: March 9 – March 17, 2024
- Cinco de Mayo Miniblitz: May 1 – May 7, 2024
- Fourth of July Miniblitz: July 1 – July 8, 2024
- NHTSA National DWI Mobilization: August 16 – September 2, 2024

During these enforcement operations, officers conducted 303 checkpoints and worked 26,321 directed patrol hours that resulted in 1,619 DWI arrests. While the focus during these activities is on DWI, law enforcement officers are able to cite other violations or apprehend individuals involved in other criminal activities. Along with the 1,619 DWI arrests, these enforcement operations resulted in the following:

10,353	Speeding citations
4,668	Uninsured citations
1,431	Seatbelt or child restraint citations
689	Suspended or revoked license citations
125	Reckless driving citations
104	Cell phone use citations
107	Texting citations
173	Felony arrests
686	Misdemeanor arrests



54	Drug arrests
66	Fugitives apprehended
9	Stolen vehicles recovered
15,749	Citations for violations other than these listed

Reduced numbers of citations in FFY24 from FFY23 were for suspended or revoked license citations, number of fugitives apprehended, and stolen vehicles recovered. The number of citations for all other actions increases. Most notably, cell phone use citations increased by 121%.

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-2024-AL-02-00 (04-AL-64-P02)

State 20100 - 04-ID-RF-P02



Figure 1: McKinley County DWI Task Force

This project provided funds for a DWI Enforcement Task Force in McKinley County. Utilizing a cross-commissioning agreement, the Task Force law enforcement agencies conduct checkpoints and directed patrols, and participate in statewide Superblitz operations in McKinley County, including portions of the Navajo Nation and Zuni Pueblo. Task Force members include McKinley County Sheriff's Office, Gallup Police, Navajo Nation Police, Zuni Police, Ramah-Navajo PD, and NM State Police – District 6, and the Eleventh Judicial Court District Attorney- Division 2 Court. McKinley County is the lead agency for the Task Force. Both Federal and State funds were used for this project. Funds were provided for a full-time Task Force coordinator who develops and manages the operational plan for the project; a full-time prosecuting attorney who handles DWI cases in State and Tribal courts and coordinates cases between jurisdictions; a full-time officer solely dedicated to enforcement of DWI laws. In FFY24, the District Attorney's Office declined to participate in the task force due to staffing shortages. During the FFY24, joint checkpoint operations were conducted with Task Force agencies including Gallup PD, New Mexico State Police, the Ramah-Navajo Chapter and the McKinley County Sheriff's Office. Zuni PD did schedule a few operations, but did have to cancel due to staffing issues. Navajo Nation PD did not conduct any activities in FFY24 as they were not able to get the contract signed in time for operations. The McKinley County Task Force officers worked 338.75 directed patrol hours and conducted 6 checkpoints. These numbers do not include NMSP District 6, since the checkpoints and DDEP hours were not reported, only citations and arrests stats were reported. These operations resulted in the following:

98	DWI Arrests
44	Open Containers
641	Speeding
252	Uninsured Motorists
41	Seatbelt or Child Restraints



3	Reckless Driving
209	Misdemeanor Arrests
6	Felony Arrests
3	Drug Arrests
27	Fugitives Apprehended/Bench Warrants
0	Stolen Vehicle Recovered
63	Suspended or Revoked Licenses
641	Other Citations Issued

There is separate funding for the McKinley County DWI Task Force and New Mexico State Police’s DWI efforts in McKinley County. In an effort to support the Task Force’s efforts, the NMSP and MCSO stats at the McKinley County Taskforce Checkpoint and Directed Patrols are listed below.

McKinley County Taskforce Checkpoint (supported by New Mexico State Police)

10	DWI Arrests
1	Open Container
31	Seatbelt or Child Restraints
31	Child Restraint
1	Felony arrest
8	Fugitives Apprehended
27	Suspended or Revoked Licenses
26	Uninsured Motorists
15	Other Arrests
149	Other Citations Issued

McKinley County Directed Patrol (supported by McKinley County SO)

19	DWI Arrests
38	Seatbelt Citations
6	Child Restraints
2	Felony arrests
4	Fugitives Apprehended
27	Suspended or Revoked Licenses
80	Uninsured Motorists
264	Speeding Citations
4	Reckless Driving
1	Drug Arrests
8	Other Arrests
249	Other Citations
1	Open Container

At the checkpoints, DWI prevention materials and promotional items were handed out to the drivers. MCTF also participated in events like the Sobriety Powwow, DWI Awareness Day, Public Safety Day, and conducted outreach in the schools.

Alcohol Sales Compliance Enforcement/DWI Warrants

ENF_AL-2024-AL-03-00 (04-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, which prohibits 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 83 enforcement operations statewide including: sales to intoxicated persons, underage sales enforcement, and DWI warrant round-up operations. In FFY24, the SIU enforcement operations resulted in the following:



- 459 establishments checked (430 fewer than in FFY23)
- 271 written premise inspections conducted (73 fewer than in FFY23)
- 504 education interactions with liquor establishments (235 fewer than in FFY23)
- 71 administrative citations issued for Liquor Control Act violations (88 fewer than in FFY23)
- Other Non-Traffic Citations Issued: 39
- Felony Arrests: 3
- Misdemeanor Arrests: 3

Supervised Probation – Bernalillo County Metropolitan Court

164AL-2024-AL-04-00

DUI_AL-2024-AL-04-01 (04-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. Officers conduct a risk and needs assessment 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-psycho-social 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 FFY24, the Bernalillo County Metro Court DWI First Offender Program had 1,079 referrals to the First Offender Program. As of September 30, 2024, the program had:

- 725 offenders on supervised probation
- 200 offenders on unsupervised probation/non-reporting status
- 108 Ignition interlock only/cases being monitored
- 347 Ignition interlocks installed/being monitored
- 5 defendants ordered to install ignition interlock, but defendants are still in custody.

Supervised Probation – Santa Fe County

164AL-2024-AL-05-00

DUI_AL-2024-AL-05-00 (04-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 FFY24, the Santa Fe County DWI Program conducted screenings for 300 offenders referred to Misdemeanor Compliance Supervision, with 299 from Magistrate Court and 1 from District Court. Of



those 300 clients, 289 completed a new client screening, 179 successfully installed new ignition interlocks, 62 signed no vehicle affidavits, and 59 were pending interlock installation. At the end of FFY24, the Santa Fe County DWI Program had 593 active clients under supervision, 277 more than at the end of FFY23.

Statewide DWI Enforcement Training

164AL-2024-AL-08-00 & LET_AL-2024-AL-08-00 (04-AL-64-P08)

AI-2024-AI-02-00 (04-AI-02-P02)

M5TR-2024-ID-09-00 (04-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 FFY24, SWTC conducted two 40-hour SFST Instructor Certification classes with 30 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 94 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 FFY24, one SFST Instructor training courses were conducted, one in south-central NM with 15 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. The Managing Police Traffic Services training was conducted in FFY24 with 5 students in Northern New Mexico. In FFY25 SWTC will focus efforts on reaching agencies that have not yet participated in trainings, including reiterating the benefits the training has on report writing.

During the FFY, three SFST Oversight Committee meetings were conducted virtually with Committee members from around the State. Committee members discussed a general overview of the 2024 SFST Instructor Refresher Training and development of the 2025 curriculum.

Traffic Safety Clearinghouse

164AL-2024-AL-09-00 (04-AL-64-P09)

This project provided funds for Traffic Safety information clearinghouse services, a statewide service, which utilizes a passthrough service through the Safer New Mexico Now's Injury Prevention Resource Center (IRPC). Utilizing this passthrough, NMDOT staff distributes DWI information and prevention materials to support NMDOT DWI projects and initiatives. 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 FFY24, Safer distributed 29,752 pieces of DWI prevention material, available in both English and Spanish. The biannual ZeroProof email newsletter focused on underage alcohol prevention was sent to 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-2024-AL-10-00 & EDU_AL-2024-AL-10-00 (0-AL-64-P10)

M5CS-2024-ID-06-00 (04-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 FY2024. No funds were expended on this project in FFY2024.

Alcohol-ID Program Management – FTEs

164AL-2024-AL-11-00 & ENF_AL-2024-AL-11-00 (04-AL-64-P11)

This project provided funds for TSD's staff time for the 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-2024-AL-12-00 & ENF_AL-2024-AL-12-00 (04-AL-64-P12)

Through a contract with Safer NM Now, this project funded three full-time 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 law enforcement 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 the 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 FFY24, 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 15-16, 2024. Approximately 200 law enforcement personnel, and representatives from NHTSA and the NMDOT Traffic Safety Division attended the symposium. Local and national speakers presented topics including: emotional wellness in law enforcement, prioritizing traffic safety, building relationships between LEAs, trainings on DUI testing and toxicology, DWI trends and legal and administrative updates.



DWI Media Creative Design and Production

164AL-2024-AL-15-00 & EDU_AL-2024-AL-15-00 (04-AL-64-15)

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-2024-PM-16-00 (04-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 of this project are in the Media and Marketing Campaigns section of this report.

General Media Creative and Production

04-CP-RF-P01 and 04-EE-05-P02

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

General Paid Media

(04-PM-RF-P02) (04-EE-PM-P03)

The project funds paid media for general traffic safety efforts including messaging on increasing seat belt and child restraint use, deterring speeding and distracted driving, and increasing construction zone safety awareness.

Court Monitoring – MADD

164AL-2024-AL-17-00 & DUI_AL-2024-AL-17-00 (04-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 eight of the project, court monitoring of misdemeanor DWI cases was conducted in magistrate courts in Bernalillo, Doña Ana, McKinley, Rio Arriba, San Juan, and Santa Fe counties. Project staff monitored 3,069 cases, 3 more than in Year 7. Of these cases, 2,232 were adjudicated (72.7% compared to 65.3% in 2023 and 66.3% in 2022). Of cases adjudicated, 29 percent were guilty; 1 percent not guilty, 29 percent deferred prosecution, and 39 percent were dismissed (up from 49 percent in 2022); 7 cases were transferred to District Court, and less than 1 percent were amended.

Court monitoring continued to be impacted by the after-effects of COVID-19. Courts have maintained online and telephonic formats as the primary mode of monitoring. Teleconferencing has added challenges for monitoring including poor sound quality.

For this year’s findings, Court Monitors have observed:

- Increases in dismissals of misdemeanor DWI cases in several counties.
- Cases being amended down to “DWI 1st” despite not being “true firsts” and having an enhanced DWI charge.



- Increases in bench warrant issuances in some lower-income counties due to defendants' lack of internet-accessible phones and laptops.

Recommendations from the project report include the following:

- Strengthen Support Staff Coordination
- Encourage Timely and Complete Discovery Submission by Law Enforcement
- Maintain Adequate Staffing and Provide Development Resources for District Attorney's Offices.

UAD Prevention Creative Design & Production

*164AL-2024-AL-18-00 & EDU_AL-2024-AL-18-00 (04-AL-64-P18)
State 20700 – 04-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 FFY24, the ZeroProof brand was included in the media campaign strategy, with an increased focus on social media platforms particularly accessed by the Gen Z target audience.

RK Venture again developed sports-focused sponsorship ads and promotions for university and school campuses, and for education or sports-oriented events/organizations. Primary focuses on social media platforms included “Say No Thanks to Alcohol”, “It’s OK to Say No to Alcohol” and “Be Zero Proof”. Media design examples are in the Media and Marketing Campaigns section of this report.

ZeroProof Campaign

164AL-2024-AL-19-00 & EDU_AL-2024-AL-19-00 (04-AL-64-P19)

In FFY24, the ZeroProof campaign continued raising awareness about underage drinking, targeting youth, parents, and teachers to foster community involvement. Research shows that kids who drink before age 15 face a higher risk of developing alcohol use disorder (AUD), leading to behaviors like impaired driving. In New Mexico, 20.5% of surveyed kids reported their first drink before age 13—nearly 37% higher than the national average—highlighting the urgency of addressing this issue.

To expand its reach, NMDOT partnered with Alliance Sport Marketing for in-school outreach. Guest speakers engaged students on the dangers of underage drinking and risky driving behaviors. Custom ZeroProof graphics enhanced event materials, strengthening the campaign’s branding and impact.

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

2nd Judicial District DWI Prosecution Support

164AL-2024-AL-23-00 & DUI_AL-2024-AL-23-00 (04-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 discoveries; liaise 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 FFY24, 38.18% of the cases sent to the DA’s office were from the Albuquerque Police Department, 32.17% from New Mexico State Police, 25.1% from Bernalillo County Sheriff’s Office, and the remainder from UNM Police Department, Isleta Police Department and Sandia Pueblo Police Department.

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 FFY24, the project-funded paralegals handled 1,896 cases, an increase from 1,676 cases in FFY24. The paralegals also tracked how many of the DWI cases involved a crash. In FFY24, 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 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-2024-ID-02-00 (04-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. The courts are present 12 of the 13 District Courts in the state.

In May 2024, the AOC hosted the 2nd Annual New Mexico Alumni summit. This summit is planned by treatment court alumni for treatment court alumni. To our knowledge, this is the only summit of its kind in the United States that is focused specifically for alumni. Approximately 150 individuals including alumni, court staff and various speakers from across the country attended the two-day event.

September is recognized as "National Recovery Month." It serves as a national observance to educate Americans that substance use treatment and mental health services can enable those with mental and substance use disorders to live healthy and rewards lives. This year, AOC-TJSP staff attended community-wide recovery events hosted throughout the state. Event locations included Albuquerque, Carlsbad, Las Vegas and Pojoaque.

Also, in September 2024, the AOC-TJSP hosted the New Mexico Treatment Court Judges Summit. This summit was a first of its kind in New Mexico and focused on training topics/discussions specifically for treatment court judges. Approximately 35 judges were in attendance for the 1.5 days event.

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 FY24, the New Mexico DWI Court Graduate recidivism rate was 8.1 percent, and the average Drug Court Graduate recidivism rate was 11.8 percent (three years post program exit). The average New Mexico Drug Court Intent-to-Treat Drug Court recidivism rate was 17.7 percent (three years post program exit).



FFY24 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	4	55	9.6	12.1	91	100
Eddy County	7	88	10	8.3	91	86
San Juan County	3	15	24	25	83	100
San Miguel County	9	82	3.2	0	92	78
Santa Fe County	4	100	7.1	9.1	50	75
Torrance County	0	0	0	0	94	71
Valencia County	7	70	6.6	7.1	94	71
McKinley County	1	33	n/a	n/a	97	71
Rio Arriba County	2	50	n/a	n/a	92	50
Farmington Municipal	10	71	8.6	5.6	79	100

In June 2024, AOC 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 FFY24, AOC-DTJ staff attended numerous events throughout the state and country. Events included the Impaired Driving Solutions Implementation Conference in Billings, MT; National Association of Pretrial Service Agencies Conference in New Orleans, LA; 2nd Annual New Mexico Alumni Summit in Santa Ana Pueblo, NM; New Mexico Treatment Court Judges Summit in Santa Ana Pueblo, NM; Tribal Probation Academy in Albuquerque, NM; Court Officer Basic Training in Santa Fe, NM; Tribal Healing-to-Wellness Conference in Santa Ana Pueblo, NM; and the 2024 Judicial Conclave in Albuquerque, NM. In some cases, the AOC-DTJ tabled at the events and staff members provided information on AOC-DTJ services provided.

BAC Testing Training – SLD

M5BAC-2024-ID-03-00 (04-ID-05d-P03)

This project is with the New Mexico Department of Health- Scientific Labs Division (SLD) to conduct training to law enforcement personnel across the state and to calibrate all intoximeters in the state. Project activities include training, equipment procurement, and outreach efforts.

Key highlights for Federal Fiscal Year 2024 include:

Training Programs:

- Conducted extensive training sessions on the Intoxilyzer 8000 and IR 9000 breath-testing instruments.
- Trained over 1,582 law enforcement officers across four quarters, including both full certification and recertification courses.
- Included key operator training for advanced users, training 59 key operators in total.

Equipment and Resources:

- Acquired and maintained forensic tools, including calibration parts, pipettes, and balances for casework.
- Memberships in professional organizations for staff and participation in forensic science conferences and training sessions to ensure continuing education.

Outreach:

- Conducted 160 outreach seminars to train officers in alcohol testing and the effects of alcohol on driving.
- Implemented both in-person and online training to maximize reach and accessibility.



Administrative Notes:

- Provided details on reimbursements, fiscal inquiries, and staff participation in advanced training and conferences.

The report underscores SLD's role in supporting traffic safety through forensic science and training, emphasizing collaboration with law enforcement agencies to improve DUI detection and prevention.

DRE and ARIDE Training

M5TR-2024-ID-04-00 (04-ID-05d-P04)

The Drug Recognition Expert (DRE) Program in New Mexico is managed by the New Mexico Department of Transportation through BRV Consulting. Due to the legalization of recreational marijuana in New Mexico, the importance of the DRE Program and training law enforcement has increased. The DRE Program continues to ensure that drug-impaired driving enforcement/training is running according to plan by implementing procedures and practices in FFY24. These procedures and practices include, but are not limited to, training and certification expansion, program implementation and support, and standards compliance and reporting.

Currently there are 15 certified DRE instructors in New Mexico. In FFY24, the New Mexico DRE Committee received and accepted 20 applications for the 2024 DRE School. Of the 20 qualifying applicants, four withdrew from training after registration, then two more withdrew from the first class and two additional withdrew prior to the second training. Of the remaining 12 students, all successfully completed the three phases of the training and were certified as Drug Recognition Experts. The NM DRE Program currently has 80 certified DREs, 15 of which are also certified DRE instructors. Staff members continue 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 FFY24 utilizing the NM Department of Public Safety accredited DRE Recertification curriculum. Last year, 25 DREs received eight hours of advanced training, with instruction provided by the State DRE Coordinator, a Traffic Safety 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.

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 FFY24, 8 DRE representatives from New Mexico attended the 2024 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-2024-ID-05-00 (04-ID-05d-P05)

This project provided funds for a full-time traffic safety resource prosecutor (TSRP) and an 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 191 hours of training via 33 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 also presented at the 2-day DWI Conference for prosecutors and law enforcement officers statewide.

Impaired Driving Media Creative Design & Production

M5PEM-2024-ID-07-00 (04-ID-05d-P07)

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-2024-ID-08-00 (04-ID-05d-P08)

The NMDOT contracted with Sunny505 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 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. Across all traffic safety messaging in FFY24 was estimated 64,230,000 media impressions. Both Federal and State funds were used for this project.

New Mexico State Judicial Outreach Liaison

04-PT-02-P03

In FY24, the New Mexico State Judicial Outreach Liaison (JOL) focused on enhancing judicial education, treatment court initiatives, and impaired driving awareness. The year began with distributing information from national entities like NHTSA, DOT, and All Rise, while engaging in key meetings such as the Cannabis Working Group and the Drug Recognition Expert coordinating committee. The JOL revised the DWI Bench Book, presented at national events, and contributed to various training opportunities, including at the National Judicial College. Throughout the year, the JOL supported New Mexico treatment courts, assisting with funding for trainings and planning a Treatment Court Judges Summit. Other notable activities included presenting at the Municipal Judges Conference, co-hosting the Treatment Court Judges Association meeting, and working on bringing an impaired driving course for non-lawyer judges to New Mexico. Additionally, the JOL was involved in national conferences, including the All Rise convention and the National Lifesavers Conference, while continuing to share information on upcoming events and training. The JOL also completed the DWI Bench Book revision, published an article on ignition interlocks and electric/hybrid vehicles, and facilitated training for judges on impaired driving. Key achievements included presenting at various judicial conferences, collaborating with national partners, and ensuring New Mexico's courts remain at the forefront of impaired driving education and treatment court practices.



State Funds-Only Projects and SFY2024 Accomplishments

Underage Drinking Prevention Projects

In SFY24, 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. Additionally, the youth were given a glimpse into the training that local merchants receive on Liquor Control Act violations to reinforce the idea that merchants are well-informed about the rules, preventing students from assuming they can bypass them undetected.

New Mexico Alliance of Boys and Girls Club

In SFY24, 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, 69 were in Grades K-2, 82 were in grades 3-5 and 115 were in grades 6-12; 138 were males and 128 were females. The clubs' staff also provided alcohol and substance abuse prevention education through SMART Choices Parent Education Classes or Family Engagement Events to 360 parents, 313% 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:

Research-Informed Indicators	Post-program responses
Gained more understanding of the dangers of the use of alcohol and binge drinking	90%
Abstained from alcohol use in the 30 days prior to the survey	96%
Abstained from marijuana use in the 30 days prior to the survey	96%
Feel a sense of belonging and connection to the Club	88%
Have an adult they can trust and feel connected to at the Club	87%
Believe that Club staff have high expectations for them	85%

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

The New Mexico Department of Transportation funded the New Mexico Activities Association (NMAA) Life of an Athlete (LoA) program. The Life of an Athlete program is a statewide prevention/intervention program focused on alcohol education for student athletes, their parents, coaches, and athletic administrators. The NMAA maintains the Life of an Athlete website:

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

Life of an Athlete online courses were conducted between November 2023 -October 2024. During this period, 1,280 students completed the course. During this same period, NMAA staff visited 24 schools to record their regular "Gametime" school spotlight and to promote the Life of an Athlete program.

Gametime broadcasts are posted on the NMAA website and promote the Life of an Athlete program during each broadcast.

During the year, television (KRQE), web, and print campaigns were used to outreach students and their



families about the Life of an Athlete program. The LoA logo was used on several thousand bag tags and wrist bands for athletes, coaches, media personnel, officials, and NMAA event workers.

Additionally, Life of an Athlete was the title sponsor of the 2024 NMAA Spirit Championships and was a premier sponsor of the first annual New Mexico Summer Sports Conference which included all stakeholders of interscholastic athletics and activities including the NMAA, NMADA (New Mexico Athletic Directors Association), NMOA (New Mexico Officials Association), NMHSCA (New Mexico High School Association), and the NMATA (New Mexico Athletic Trainers Association).

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) of the NMSA 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 34 counties are eligible to receive a portion of the funds, but not all cities/ counties apply for the funds every year. In SFY24, \$248,295.15 of CDWI funds was distributed to 15 local governmental agencies and the State Police. On July 1, 2024, Section 31-12-7 was repealed. At this time there is no plan to develop an alternative funding source for these activities.

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: nmtsc.unm.edu/.

In SFY24, TSC staff processed original or renewal licensing applications for 8 ignition interlock manufacturers, 71 service centers, 133 installers, 46 service technicians and 100 mobile units. TSC staff conducted monitoring (record reviews, calibrations, installations, removals) of 22 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 SFY24, TSD staff processed 1,362 applications for indigent status, with 997 approved and 365 denied.



Ignition Interlock Indigent FTE

04-II-54-P02

This project provides funds to provide one FTE to administer the ignition interlock fund program. The Department, per State statute, can use up to 10% of the fund for program administration.

E&E (Education and Enforcement)

04-EE-05-P01

This project provides funds to cities or counties that are used for law enforcement overtime, commodities, education, training, and program administration. Funding for the EE project comes from a \$3.00 fee imposed on traffic citations as allowed by NMSA 1978, Section 66-7-512, and NMAC 18.20.2.6. Fifty percent of the money deposited in the traffic safety education and enforcement fund and the remaining fifty percent is allocated to the law enforcement agency that issued the citation. All of New Mexico's 126 counties are eligible to receive a portion of the funds, but not all cities/ counties apply for the funds every year. In SFY24, \$150,376.00 in E&E funds was distributed to 21 local governmental agencies and the State Police.

Projects' Contribution toward Achieving Performance Targets

Preliminary 2023 NHTSA data indicates that New Mexico is in progress toward meeting the state's 2024 alcohol-impaired driving performance target of 150 fatalities (5-year average). The 5-year average (2019-2023) calculated from final and preliminary data from NHTSA is 118 fatalities. 2024 data is in progress and will be reported accordingly.

The State continues to support projects designed to reduce alcohol-impaired driving crashes, fatalities and injuries statewide. In FFY24, 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 2024 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 FFY24, 87% reported seeing Traffic Safety messaging, with 80.4% 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

NMDOT'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 2024 National Click It or Ticket (CIOT) seatbelt enforcement



campaign. Enforcement activity was coordinated with high-visibility BKLUP and CIOT media and public awareness campaigns.

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 FFY24.

NHTSA Funded Projects and 2024 Accomplishments

Child Restraint Program

CR-2024-OP-01-00 (04-OP-02-P01)

State 20100 – 04-OP-RF-P02 & 04-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.

In collaboration with law enforcement agencies, fire safety personnel, healthcare organizations and Safer, inspection events are conducted statewide. Events include Car Seat Inspection Clinics and Fitting Stations to educate parents and caregivers on the correct selection, installation, and use of car seats. Funded by the NMDOT, Safer hosts the National Child Passenger Safety Training program to train new technicians to participate in inspection events. The NMDOT TSD and its certified technicians put additional emphasis on holding and attending events in rural and historically underserved communities. TSD and Safer staff attend community events to provide educational materials and educate parents and caregivers on child passenger safety, again with an emphasis on rural and underserved communities. In FFY2024, community educational events included DEA Family Summit in Shiprock, New Mexico, and at several “Cabinet in your Community” events, where Governor Lujan-Grisham's and leadership from agencies travel to New Mexico towns to introduce state agencies responsibilities and services. TSD Child Passenger Program was requested by Secretary Serna to represent the NMDOT.

New Mexico Child Safety Seat Distribution Program (NMCSSDP)

With the support of more than 44 major hospitals, public health clinics, Native American health centers, 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 FFY24, Safer staff conducted four 6-hour NMCSSDP training courses and four 2-hour Refresher trainings. Five National Child Passenger Safety Technician Training courses were also conducted, certifying 88 new technicians.



In FFY24, 44 agencies participated in the New Mexico Child Safety Seat Distribution Program (NMCSSDP) distributing 1,410 child safety seats, including 826 convertible seats, 216 combination seats, 58 high-back belt-positioning booster seats, 17 low-back booster seats, and 293 infant seats, to low-income families and making the program services available to an estimated 82.5 percent of the State's population. A \$35 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 FFY24, the fees generated \$26,892, 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 a total of 1,979 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 1,934.50 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 FFY24, five National Standardized CPST 32-hour Training classes were conducted, with 88 individuals newly certified. Statewide, there are 380 certified CPS technicians (369 technicians and 11 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 13-14, 2024. The event was sponsored by NMDOT/TSD and coordinated by Safer New Mexico Now. Approximately 170 Child Passenger Safety Technicians (CPSTs), presenters, manufacturers, and traffic safety dignitaries attended the training. In addition, Maggie Gunnels, Region 6 Administrator for NHTSA, Tabatha Austin-Harris, Region 6 RPM, and Barbara Penny, Regional Program Manager for NHTSA attended in support of the conference.

The 2024 BUNM featured a variety of presentations covering important safety topics from leading experts in the field of CPS. Topics included applying the Injury Equity Framework to meet child passenger needs of diverse families, updates and new product demonstrations from child passenger restraint manufacturers, remote assessment of child restraint system misuse, CPS regulations and research, child passenger safety on school buses, what's new and next in automotive safety, CPS Bootcamp, and a review of CPS recertification 'dos and don'ts'. Additionally, a Car Seat Inspection Clinic was held during the conference 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 2024 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. Additionally, Safer also received support from numerous corporate partners, including State Farm, local hospitals and birthing programs, as well as national and international child restraint manufactures such as BubbleBum, Evenflo/Goodbaby International, Nuna, and Safe Traffic System, Inc.

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

New Mexico has eight 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.

Clinics and fitting stations are promoted statewide through flyers and news releases distributed through the various NMDOT districts. Additionally, clinics and fitting stations are posted to online calendars on the Safer New Mexico Now website, as well as advertised using social media, and grassroots efforts, like posting/distributing flyers at local retailers and other community organizations located throughout the state. Remote (little localities) and NMDOT events requested are posted on the main NMDOT website.

In FFY24, Safer conducted 50 car seat inspection clinics. At these clinics, 469 child safety seats were inspected, and 136 were replaced, an increase from a total of 259 and 93 in FFY24, respectively. Safer found that 73 percent of child safety seats inspected at the clinics were being misused. Additionally, at 77 fitting station events, 393 child safety seats were inspected, and 110 replaced. Safer found that 59.8 percent of child safety seats inspected were being misused, a decrease from FFY24 where 75 percent were being misused.

The state of New Mexico only has 6 fitting stations statewide and only serves the more urban areas, and the state is severely underserved due to the lack of senior CPSTs. In the near-term, NMDOT is developing an incentive program to encourage more NMDOT staff from across the department to become technicians.

Occupant Protection Program Management-FTEs

OP-2024-OP-02-00 (04-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-2024-OP-01-00 (04-OP-05b-P01)

New Mexico's seat belt use rate has been increasing the past few years, reversing a several year decline except for an anomalous increase in 2019. The June 2024 rate of 93.6% surpasses the 90% benchmark for the second time since 2019 and represents the highest measure to date. NHTSA-approved survey methods and processes were used for all surveys. Historically low-usage groups, including pick-up truck drivers and travelers on local roads, remain a concern, with nighttime rates particularly low. To improve seatbelt usage, the report recommends timely and strong programming designed with consideration to the type and intensity of media and enforcement efforts.

As with previous years, there are areas deserving of extra efforts to continue to make New Mexico roads safer. Particularly, drivers of pickup trucks and occupants travelling on Local roads have the lowest daytime seat belt use rates. In addition, findings from the nighttime study showed lower seat belt use for the same subgroups of vehicles and road types compared to their corresponding daytime seat belt use rates. 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 FFY24, 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).

Utilizing weighted data, the 2024 daytime observed seatbelt use was documented at 93.6 percent, up from 91.5 percent in 2023. The following table displays 2024 un-weighted data:

Daytime Survey - 2024	% Pre-survey Belt Use	% Post-survey Belt Use	
Car/Van/SUVs (driver and outboard)	93.6	94.3	
Pickup Truck (driver and outboard)	90.1	90.4	
All Vehicles (driver and outboard)	92.6	93.2	
Nighttime Observations	All Vehicles	Car/Van/SUV	Pickup Truck
Driver/ Front Seat Passenger	86.785.9	88.3	80.9
Driver	85.8	87.2	80.7
Passenger	89.8	91.9	81.6

The 2024 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-2024-PM-02-00 (04-OP-PM-P02)*

In support of National Child Passenger Safety Week, NMDOT aired the television and radio spot ‘Excuses’ 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-2024-II-01-00 (04-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 FFY24, a total of 1,979 child safety seats were ordered for distribution, as needed, to agencies statewide and to fitting stations and clinics.

During car seat inspection events, car seats can be replaced or issued to families depending on the situation (broken, expired, not suitable, or non-existent) and the family status, sometimes a fee can be collected. Feedback on the availability of TSD services is collected via surveys, which is met with support and participation since the parents and caregivers appreciate the educational part of events.

State Funds-Only Project and SFY2024 Accomplishments

Occupant Protection Enforcement

04-OP-RF-P01

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

04-OP-RF-P01

In FFY24, NMDOT/TSD contracted with 72 law enforcement agencies to participate in BKLUP and CIOT enforcement activities. The 12 State Police districts are counted as one of the 72 agencies. Law enforcement officers conducting directed patrol enforcement worked 5,833.6 enforcement hours, resulting in 5,407 seatbelt and 346 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:

- 1,597 speeding citations
- 1,523 uninsured citations
- 157 cell phone use citations
- 153 revoked or suspended license citations
- 4,178 citations for violations other than these listed

Projects’ Contribution toward Achieving Performance Targets

Preliminary 2023 NHTSA data indicates the State is in progress to meet its 2024 Occupant Protection program five-year performance target of 138.5 unrestrained fatalities, with preliminary data indicating 130 fatalities as a 5-year average or unrestrained fatalities across 2019-2023.

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 2024 target of 90.5 percent observed seatbelt use, observing a rate of 93.6%. The NMDOT has 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.

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 2024 Accomplishments

Traffic Safety Law Enforcement Liaisons

PT-2024-PT-01-00 (04-PT-02-P01)

State 20100 – 04-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 conducted during the year based on a problem identification process and available funding. LELs also develop a plan for monitoring progress toward the 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 FFY24, Safer law enforcement liaisons maintained oversight of 96 individual law enforcement agencies. Safer's LELs also participated in coordination meetings with NMDOT during the transition from the E-Grants System to the IGX grants management system.

Annually, the LELs assist with developing and coordinating the statewide Law Enforcement Coordinator's Symposium (LECS). The LECS was held May 15-17, 2024. More than 200 law enforcement personnel, representatives from NHTSA, and the NMDOT attended the symposium. Local and national speakers presented on topics including: Emotional Wellness in Law Enforcement, Prioritizing Traffic Safety, Building Relationships, Navigating Current DWI Trends, Additional DUI Testing, and NMLEA Legal Updates and received continuing education units.

Police Traffic Services Program Management-FTEs

PT-2024-PT-02-00 (04-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.

Selective Traffic Enforcement Program (STEP)

PT-2024-PT-05-00 (04-PT-02-P05)

State 20100 – 04-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 FFY24, NMDOT/TSD contracted with 90 state, county, municipal and tribal law enforcement agencies to participate in STEP enforcement activities and worked 20,830 hours conducting directed patrols, safety corridors, 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 19 and September 21, 2024. 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 FFY24, STEP activities, including the Summer Enforcement Campaign, resulted in the following:

- 23,637 speeding citations
- 6,112 uninsured motorist citations
- 1,586 seatbelt and child restraint citations
- 518 suspended or revoked driver license citations
- 985 cell phone citations; 123 texting citations



- 49 reckless driving citations
- 61 DWI arrests; 10 drug arrests
- 339 misdemeanor arrests
- 46 felony arrests
- 80 fugitives apprehended
- 7 stolen vehicles recovered
- 17,181 citations for violations other than these listed

General Law Enforcement Training

PT-2024-PT-06-00 (04-PT-02-P06)

This project provided 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 FFY24, some training courses were held both in-person and virtually.

In FFY24, Safer New Mexico Now (Safer) conducted 19 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 333 students representing 77 state, county and municipal 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/>.

Projects' Contribution toward Achieving Performance Target

Final 2023 State data indicate the State met its Police Traffic Services performance target for limiting the increase in speeding-related fatalities to a one-year target of 170, with a total of 131 fatalities.

Both NHTSA and GHSA have reported on the increases in speeding-related fatalities nationwide, particularly in 2020, 2021, 2022 and 2023. National increases in speed related fatalities are expected for 2024, and the State anticipates that its speed-related fatality data is reflective of national trends. Speeding citations are by far the most common citation issued via STEP-funded law enforcement activities, with 10,853 issued in FFY24. 2024 data is in progress and will be reported accordingly.

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.



State Funds-Only Project and 2024 Accomplishments

Motorcycle Safety Program

Program Overview

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.

NHTSA Funded Project and FFY2024 Accomplishments

Motorcycle Safety Training

M11MT-2024-MC-01-00 (04-MC-05f-P01) State 20600 – 04-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 in the state. Student training fees provide additional funding for the training program. All training sites receive quality assurance visits during the year. Both Federal and State funds were used for this project.

The annual NM Motorcycle Advisory Council meeting was conducted February 15, 2024, with attendees including representatives from the Program Manager, members of NMDOT-TSD, Program Secretary, NMSP members, NMMRO members, lawyers, Airforce Base representatives, NMCOC members and MVD members. The agenda included:

- The New Mexico Motorcycle Safety Program (NMMSP) resumed training under a new four-year agreement between NMDOT and MSF after the previous contract expired in September 2023
- Key activities include:
 - New Resources: 15 new motorcycles distributed statewide, eight new rider coaches trained, and a search for more coaches in Roswell and Las Cruces.
 - Programs and Events: Rider prep events, professional development workshops, and the introduction of a free "Moto Intro" experience and a skills challenge in May.
 - Legislation Support: NMMSP backed SB 287, creating "Look Twice for Motorcycles" license plates, with proceeds supporting program funding. An additional \$5 motorcycle registration fee was approved for safety initiatives, including training range asphalt repairs.
 - Awareness Efforts: FFY25 plans include promoting plates via posters in MVD offices and social media, engage dealerships, and create new slogans for Motorcycle Safety Awareness Month.
 - NMMSP is also exploring an off-road training course and preparing for several upcoming events, including Bike Day (Feb. 16), a track day and swap meet (April 20-21), and a Ride Day/Skills Check (May 17-18).



Training and Quality Assurance

In FFY24, the NMMSP conducted 186 basic and experienced (BRCEP1x11, BRC2LW) classes in Albuquerque, Farmington, Santa Teresa, Roswell and Alamogordo. All sites throughout the state are using the BRC ePackage 1x11 curricula, and 2 NM sites have added the BRC2LW class, an experienced rider course. The NMMSP trained 1,437 students, 100 fewer than in FFY23 and 274 fewer than in FFY22. An overview of the MSF's "Intersection" Kit was provided to Driver's Education instructors where many showed an interest in adopting the kit as part of their curriculum. 7 new RiderCoach instructors were trained for the Albuquerque and Farmington locations.



Figure 3: RiderCoach

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 statewide and local bike events promoting the program and promoted safety awareness campaigns. The NMMSP continues to support New Mexico State Police, Albuquerque Police Department, Bernalillo County Sheriff's Office, and local dealerships allowing their personnel to attend classes free of charge.



Figure 4: Warning Signs

Projects' Contribution toward Achieving Performance Targets

Preliminary 2023 NHTSA data indicates New Mexico will exceed its 2024 performance target for motorcyclist fatalities, but is in progress to meet its 2024 performance target for non-helmeted motorcyclist fatalities. 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. 2024 data is in progress and will be reported accordingly.

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) works to educate and encourage 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.



NHTSA Funded Project and 2024 Accomplishments

Pedestrian and Bicyclist Safety

FHPE-2024-PS-01-00 (04-PS-05h-P01)

State 20100 – 04-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.

CIPRE worked diligently within our funding constraints to deliver impactful training for law enforcement. In partnership with the Institute of Police Technology and Management (IPTM), a training session was held in Las Cruces, covering key topics such as:

- Pedestrian crash problems
- Pedestrian impact dynamics
- Types of data and data collection
- Pedestrian conspicuity
- Reaction time and human factors
- Reconstruction techniques
- Bicycle collision analysis
- Hit-and-run investigation techniques

Additionally, NMDOT/TSD and CIPRE are developing a potential partnership with Safer NM Now for the annual Law Enforcement Coordinators' Symposium. This collaboration could include providing statute education through case-study reviews of collisions that occurred on New Mexico public roads. The proposed training may also align with TSD-sponsored enhanced enforcement programs, further supporting law enforcement initiatives.

Public Education, Community Outreach and Awareness

Staff members continue 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 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 FFY24: <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 FFY24, NMDOT 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.



Online 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

Preliminary 2023 NHTSA data indicates the State will not meet its Pedestrian or Bicyclist Fatalities performance targets for reducing both overall Pedestrian and Bicyclist fatalities. 2024 data is in progress and will be reported accordingly. However, 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. TSD staff are also partnering with the University Transportation Center for Pedestrian and Bicyclist Safety, housed at the University of New Mexico. The 5-year program, currently starting year 3, brings high-quality research, education, and technology transfer opportunities to the state on this critical issue.

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. Driver education, driving safety and DWI schools are evaluated and monitored for compliance with State regulations.

NHTSA Funded Projects and FFY2024 Accomplishments

Traffic Safety Information Clearinghouse

DE-2024-DE-01-00 (04-DE-02-P01) State 20100 – 04-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.

Safer New Mexico Now supports traffic safety initiatives which promote public education, enforcement, training, advocacy, and printed material through partnerships and collaboration with the IPRC. The IPRC enhances collaboration among the NHTSA, NMDOT TSD, law enforcement personnel, CPSTs, healthcare representatives, educators, and other traffic safety advocates. One of the IPRC's primary



components is the management of traffic safety and injury prevention material. Safer has directed this material to support ENDWI, BKLUP, Selective Traffic Enforcement Program (STEP), Click It or Ticket (CIOT), 100 Days and Nights of Summer, the New Mexico Law Enforcement Training Program (NMLETP), Underage Drinking Prevention and Education Program (UDPE), the Occupant Protection (OP), and the New Mexico Child Safety Seat Distribution Program (NMCSSDP).

In FFY24, the IPRC distributed 187,623 pieces of TS-related safety and prevention materials, including 19,262 in Spanish, 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 2024.

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. Four issues of this publication distributed electronically to more than 1,600 recipients in FFY24 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 FFY24, the Safer website received 80,768 page views and 21,192 sessions. Safer also maintains a social media presence through Facebook and Twitter pages located at www.facebook.com/saferNM and 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-2024-DE-02-00 (04-DE-02-P02)

M1TR-2024-DE-01-00 (04-DE-05b-P01)

State 20100 – 04-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. TSD amended the contract to add one PEP (Public Education Program) for Occupant Protection, and TV spots for all existing PEPs. NMBA received positive feedback on media trainings by all participants.

In FFY24, the NMBA provided five basic trainings and one 1-day advanced in-person training for 37 participants from different 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 FFY24, 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 FFY24 included: Distracted Driving - \$424,240 (23,840 spots); Motorcycle Safety - \$439,639 (24,074 spots); Pedestrian



Safety - \$444,438 (24,859 spots); and Underage Drinking Prevention - \$426,902 (23,468 spots). All PEPs commercial airings increased in FFY24.

A total of 300 distracted driving, motorcycle safety, pedestrian safety and underage drinking prevention spots and 15-second live liners ran on 30 stations throughout the State during the 3-day State Basketball Tournament in March 2024 for an estimated value of \$4,500.

Traffic Safety Awareness Survey

DE-2024-DE-03-00 (04-PT-02-P07)

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. This research study was conducted by Research & Polling and commissioned by SUNNY505 on behalf of the New Mexico Department of Transportation in order to assess various safety issues and driving habits of licensed drivers in New Mexico. This study also assessed driver awareness of various advertising slogans regarding seatbelt safety, texting while driving, and drunk driving. In June and July 2024, 1,017 surveys were conducted via an online panel, and 525 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.

The 2024 New Mexico Traffic Safety Attitude & Awareness Survey, conducted by Research & Polling, Inc. for the New Mexico Department of Transportation, evaluates the driving behaviors, safety awareness, and attitudes of licensed drivers in New Mexico. It highlights critical trends in seatbelt use, speeding, distracted driving, impaired driving, and responses to environmental hazards like dust storms. Key findings include:

Driving Behavior and Frequency

- Frequency: 69% of drivers operate a vehicle daily, a steady increase since 2020. Younger drivers, males, and residents in Eastern New Mexico drive more frequently.

Seatbelt Usage and Slogan Awareness

- Usage: 91% of drivers always wear a seatbelt, with older drivers more likely to comply.
- Slogan Awareness:
 - "Click It or Ticket": Recognized by 88% of respondents.
 - "BKLUP": 68% awareness.
 - "Buckle Up. Every Trip. Every Time.": 48% awareness.

Speeding and Speed Enforcement

- Behavior:
 - 48% of drivers never exceed the speed limit by 15-20 mph; 34% do so sometimes.
 - On 75 mph roads, 39% never exceed 80 mph, while 13% always do.
- Enforcement Awareness:
 - 78% believe they are likely to receive a ticket for speeding.
 - 51% recall recent speed enforcement campaigns.

Distracted Driving and Slogan Awareness

- Behavior: 70% claim they avoid using their phone while driving, but younger drivers and males are more likely to engage.
- Slogan Awareness:
 - "Stay Alive, Don't Text and Drive": 76%.
 - "DNTXT": 59%.
 - "Don't Drive InTEXTicated": 44%.
 - "U Drive. U Text. U Pay.": 46%.



Drunk Driving

- Behavior:
 - 71% of those who consumed alcohol never drove within two hours of drinking in the past year.
 - 82% never drove over the legal limit in the past 30 days.
- Awareness:
 - 81% believe it's likely someone would be arrested for drunk driving.
 - Awareness of penalties (e.g., fines, license suspension) is high (89-96%).
- Awareness of Slogans Regarding Drinking and Driving
 - 95% recognize "Don't Drink and Drive."
 - 86% recognize "Friends Don't Let Friends Drive Drunk."
 - 78% are familiar with "U Drink. U Drive. U Lose."

Cannabis Impairment

- Perceptions:
 - 78% believe cannabis use impairs driving; 66% think impairment begins with any amount.
- Usage:
 - 61% haven't consumed cannabis in the past year.
 - Among users, 52% have never driven within two hours of consuming.

Dust Storms

- Behavior and Awareness:
 - Only 9% correctly answered to "pull over with headlights off" during a dust storm.
 - Awareness through media: 39% from billboards, 33% from TV, and 30% from radio.

Survey observations show that slogan recall improved in most areas, indicating that the messaging is resonating with drivers. Additionally, the following was observed:

- Self-reported helmet use by motorcyclists improved slightly from previous years.
- Self-reported texting while driving has increased from 5% to 13%.
- Self-reported speeding has also increased on both surface streets and interstates.
- Self-reported seat belt usage continues to indicate that more than 90% of drivers buckle up every time.

Distractions Driving Awareness Media Placement

FESPE-2023-DE-01-00 (04-DE-05e-P01)

The project was not implemented in FY2024.

State Funds-Only Projects and SFY2024 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 SFY24, the TSC processed 273 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 SFY24, the TSC conducted the following trainings:

- one 40-hour Driver Education New Instructor trainings for 37 attendees
- two 8-hour Driver Education Refresher trainings for 92 attendees
- one 8-hour Teaching Techniques training for 10 attendees
- one 8-hour DWI New Facilitator training for 5 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.

Advanced Facilitators participated in a DWI School Curriculum that is state funded in the amount of \$60,000 to provide two trainings per year for these facilitators seeking advancement and yearly certification for DWI School. These two training sessions were held one time in person in Albuquerque and 1 session online.

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 SFY24, TSC staff conducted record review monitoring and compliance visits with 31 driver education schools, and a total of 2 driver education school websites were monitored for valid content. The TSC also conducted 22 Ignition Interlock provider reviews.

Licensing

The NMDOT/TSD is responsible for licensing driver education, driving safety, and DWI schools and instructors. In SFY24, the TSC processed original or renewal licensing applications for 44 driver education schools and 153 instructors, and 15 driving safety schools and 25 instructors. Original or renewal licenses were processed for 21 DWI schools and 40 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 SFY24, 11,141 individuals attended driver education courses. An additional 1,370 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 SFY24, 2,867 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 SFY24, all schools were conducted in-person. A total of 2,842 individuals attended DWI school, 173.82 percent increase from SFY23.

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 SFY24, 12,827 individuals completed this class, compared to 13,485 in SFY23.

Projects' Contribution toward Achieving Performance Target

State data for 2023 shows a decrease in fatalities in distracted driving crashes, from 190 in 2022 to 181 in 2023, indicating that New Mexico is in progress to meet the 2024 performance measure. Despite the improvement in fatalities related to distracted driving, the attitude and awareness survey shows that self-reported cell phone use is increasing.

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 failing to use proper restraints. 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 FFY24, 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. 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 FFY24, New Mexico launched awareness campaigns to shift the culture around drinking and driving. The winter campaign included the “Sole Survivor,” “Left Behind,” and “Somewhere Else,” spots that ran on television in both English and Spanish. The “Under Arrest” campaign was broadcast over radio in English and Spanish during the same time period.

Billboards are essential for brand messaging, offering a longer lifespan than most marketing materials. They often feature evergreen content or align with ongoing campaigns. Eye-catching graphics are key to their effectiveness, ensuring quick attention capture. To engage fast-moving audiences, billboard messages are kept brief, clear, and leverage the strong recognition of the ENDWI brand. The message is succinct and utilizes the strong equity of the ENDWI brand which has a high degree of public recognition.



Figure 5: endwi Ad

The National Highway Traffic Safety Administration reports drunk driving incidents increase by 40% on Super Bowl Sunday. To address this, campaigns like ‘Vanity Plates’ aired during the game, using narration-free storytelling ideal for social media and events, where silent viewing is common.

The spring ‘I Don’t Want to Die’ campaign tackled impaired driving and other safety issues like distracted driving and underage drinking. Using fear-based messaging, it highlighted the dire consequences of unsafe driving, leveraging emotional appeals to drive behavior change.

Summer’s ‘The Knock’ campaign shifted focus to law enforcement, showing the emotional toll of delivering fatal crash notifications. Ultra-slow-motion visuals heightened the impact, paired with a podcast offering insights from the Fatal Crash Unit.

For ‘Click It or Ticket’, the humorous ‘Excuses’ campaign resonated with younger audiences by showcasing excuses drivers give when pulled over. Humor made the message engaging, memorable, and effective at fostering behavioral change, capitalizing on research showing humor increases ad recall by 90%.

Four years after New Mexico legalized recreational cannabis, public education on the dangers of driving high remains essential. Building on the success of the ENDWI Signs Campaign, the initiative expanded to include drugged driving. In the three days leading up to 4/20, daily meme posts garnered significant engagement, achieving 34,137 impressions, 2,181 likes and reactions, 197 shares, and 176 comments across Instagram and Facebook.



ENDWI: Sports Sponsorships

Sports sponsorships provide a strategic opportunity to address drunk driving, given the strong link between alcohol consumption and sporting events. Research shows that 8% of fans leave games above the legal driving limit, nearly half consume alcohol, and fans under 35 are nine times more likely to drive drunk afterward.

To tackle this, the ENDWI campaign targeted high school, college, and professional sports, emphasizing the importance of designating a driver. The initiative featured consistent branding tailored to each event and leveraged the *Vanity Plates* video to amplify its reach and impact.

ENDWI Fall 2024: 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: Uber Promotion “Take a Ride On Us”

A study by the University of California, Berkeley, found that Uber has reduced alcohol-related traffic deaths by 6%, highlighting the impact of ridesharing in preventing drunk driving. Services like Uber offer an accessible alternative for those planning to drink, ensuring a safe way home.

The ENDWI campaign capitalized on this by promoting Uber discounts during alcohol-heavy seasonal events, when the risk of drunk driving is higher. Discount codes were strategically advertised online and on social media, reaching consumers at key moments. This approach encouraged ride-sharing adoption and reinforced the importance of planning ahead for a safe ride home.

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 FFY24, 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 FFY24, the ZeroProof campaign continued raising awareness about underage drinking, targeting youth, parents, and teachers to foster community involvement. Research shows that kids who drink before age 15 face a higher risk of developing alcohol use disorder (AUD), leading to behaviors like drunk driving. In New Mexico, 20.5% of surveyed kids reported their first drink before age 13—nearly 37% higher than the national average—highlighting the urgency of addressing this issue.

To expand its reach, NMDOT partnered with Alliance Sport Marketing for in-school outreach. Guest speakers engaged students on the dangers of underage drinking and risky driving behaviors. Custom ZeroProof graphics enhanced event materials, strengthening the campaign's branding and impact.

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/>

Additional Campaigns

ZeroProof Social Campaigns

According to a 2023 Pew Research study, approximately 76% of Gen Z uses platforms like Instagram, TikTok, and Snapchat, making these ideal channels for reaching young people. Gen Z has never known a world without social media or the internet. They value authenticity, with 79% reporting that brands must demonstrate an understanding of their concerns to gain trust. ZeroProof has a strong social media presence with short, digestible content like memes, animations, and short-form videos.

Motorcycle Awareness

In 2024, New Mexico saw 55 motorcycle fatalities, representing 13% of all traffic deaths in the state. Motorcyclists face unique risks on the road, particularly when sharing space with larger vehicles like cars and trucks, which heightens their vulnerability to serious injuries or fatalities in a crash. To address these dangers, a targeted campaign was launched in conjunction with a month-long statewide motorcycle safety and awareness initiative. The campaign incorporated a comprehensive social media



strategy for rapid, precise messaging to reach the appropriate audiences effectively. These digital efforts complemented broader awareness programs led by the NMDOT, amplifying the overall impact. Bold, attention-grabbing custom animations and poster graphics were central to the campaign, emphasizing the importance of motorcycle safety and shared responsibility on the road.

Live and Let Drive Podcast

Each month, 104 million Americans tune into podcasts, seeking in-depth discussions on a wide range of topics. With 64% of podcasts being listened to while driving, this medium offers a unique opportunity to engage with an audience already on the road. NMDOT’s innovative podcast on driving safety stands out as a first-of-its-kind initiative, offering a deeper level of engagement than traditional platforms. It positions the department as both a traffic safety expert and a leader in creative outreach.

The podcast features interviews with experts and individuals personally impacted by driving safety issues. Episodes cover a variety of topics, including drunk and drugged driving, emerging technologies, and pedestrian safety. By offering diverse content with different tones, the series appeals to a wide range of listeners. Episodes are available on popular platforms like Apple Podcasts, Amazon Music, Spotify, and the Live and Let Drive website, a dedicated hub for all content. This comprehensive approach ensures broad accessibility and reinforces NMDOT’s commitment to promoting safer roads.

Zippy Mascot and Digital Billboards

Roadwork zones often present hazardous conditions for both drivers and workers, with work zone fatalities increasing over the past decade. To address this, a creative public awareness campaign was launched to educate the public on the importance of safety in these areas. Central to the campaign was the introduction of Zippy the Spokesbird, a memorable mascot designed to serve as a light-hearted yet effective reminder to drive safely through work zones. Zippy became the face of the campaign, appearing across various platforms to reinforce the safety message in a fun, approachable way.

The campaign's messaging was clear and concise, ensuring drivers on New Mexico’s highways could quickly read and understand the safety guidelines. By combining a unique visual identity with straightforward communication, the initiative effectively emphasized the need for caution and responsibility in roadwork zones. Zippy's charm also drew the attention of local media, generating valuable coverage that helped expand the campaign’s reach and impact.

Social Media Impact

The NMDOT media campaigns website, www.endwi.com, had over 36,350 fans/followers/subscribers in FFY24. Social media metrics are provided below for all FFY24 media campaigns.

	Total	Platform
Impressions	1,169,949	FB, IG, YT
Link Clicks	7,122	FB, YT, IG
Video Views	501,202	FB, IG, YT

Media Marketing

The NMDOT contracts with Sunny505 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 FFY24 were calculated at 64,230,000. For each campaign the Gross Rating Point (GRP) is listed. The GRP is a metric used in advertising to measure how many people in a target audience was reached by the frequency of exposure. Both Federal and State funds were used for this project.

Winter Superblitz: November 2023 – January 2024

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 2023, through January 2024. Radio, broadcast ran “Under Arrest” in both English and Spanish; and TV ran “Sole Survivor”, “Left Behind” and “Somewhere Else” in both English and Spanish. 'Busted' and 'Handcuffs' billboard creative ran from mid-November 2023 through mid-June 2024.



Figure 8: Busted Ad

The media campaign generated:

Cash Spots: 8,334	Bonus Spots: 8,252	GRPs: 3386.6
Budget: \$380,000 inclusive	Actual: \$342,727.50	

SuperBowl: February 2024

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 'Vanity Plates' spot aired during the SuperBowl game and the pre-game show.

The combined media campaign generated:

Cash Spots: 3	Bonus Spots: 3	GRPs: 67.3
Budget: \$55,000 inclusive	Actual: \$55,000	

St. Patrick’s Day Superblitz: March 2024

NMDOT launched its springtime statewide Superblitz efforts with 'I Don’t Want to Die' in English and Spanish for radio, broadcast, cable, and satellite television, on OTT platforms. Television purchased for this campaign ran per an NCAA March Madness schedule and during NBA games.

The media campaign generated:

Cash Spots: 2,761	Bonus Spots: 2,306	GRPs: 4,040.9
Budget: \$115,000 inclusive	Actual: \$113,723.40	

Cinco de Mayo Superblitz: May 2024

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: 2,930	Bonus Spots: 2,209	GRPs: 4065.2
Budget: \$110,000 inclusive	Actual: \$107,760.40	



BKLUP/ Click It or Ticket: May/June 2024

NMDOT aired the television and radio spot 'Excuses' 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: 2,432	Bonus Spots: 2,147	GRPs: 4434.3
Budget: \$100,000 inclusive	Actual: \$100,131.21	

Summer Enforcement Campaign: June/July/August/September 2024

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.



Figure 9: 100%/0% Ad

The outdoor Traffic Safety message again focused on reminding drivers to make the right choice regarding drinking and driving. New 'endwi' creative was: “100% Preventable/ 0% acceptable”.

In FFY24, the new creative included the DWI spot “The Knock” 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 Radio and TV Summer Enforcement media campaign generated:

Cash Spots: 10,405	Bonus Spots: 8,448	GRPs: 15,239.73
Budget: \$310,000 inclusive	Actual: \$310388.60	

Labor Day Superblitz

The Labor Day Superblitz media campaign was cancelled in FFY2024 due to a budget shortfall,

Media Campaign Summaries – FFY24:

Campaign	GRPS	Impressions	Cash Spots	Bonus Spots	Total Spent
Winter SuperBlitz	3,386.6	17,860,000	8,334	8,252	\$342,727.50
Super Bowl	67.3	452,168	3	3	\$55,000.00
St. Patrick’s Day SuperBlitz	4,040.94	12,109,000	2,761	2,306	\$113,723.40
Cinco de Mayo SuperBlitz	4,065.2	10,273,398	2,930	2,209	\$107,760.40
Click It Or Ticket	4,434.33	9,139,100	2,432	2,147	\$100,131.21
Summer DWI SuperBlitz	15,239.73	15,735,600	10,405	8,448	\$310,388.60
Labor Day SuperBlitz	0	0	0	0	0

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	\$112,000	Take A Ride On Us/ Uber	\$30,000
NM Bowl Game	\$15,000	Eastern NM University Venue Signage	\$6,250
NMSU Sponsorship	\$85,000	Albuquerque Isotopes	\$80,083
NM High School Ticket Backs	\$45,000	Skycam	\$57,500
Zozobra	\$10,000	Topgolf	\$50,000



State Funds-Only Projects

SE NM Outdoor Advertising October 2023 – September 2024

Southeastern New Mexico Traffic Safety outdoor advertising continued through the spring of 2024 in the Roswell, Clovis, Portales, Artesia, Carlsbad, Hobbs and Lovington markets.



Figure 10: Stay Alert

Dust Storm Campaign Outdoor Advertising October 2023 – September 2024

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 11: Dust Storm

Projects’ Contribution toward Achieving Performance Target

The State achieved its 2024 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. NMDOT TSD and its media partners use a data-driven approach to target the most harmful driving behaviors, identify target audiences, and deploy campaigns to change behavior and improve safety on New Mexico’s roads.

In 2024, 87 percent of survey respondents reported having seen at least one of the traffic safety messages/slogans, which meets the performance target of 80 percent or above. Additionally, Sunny 505 reports that media impressions reached a total of 65.6 million, which is an increase from FY23 of 64.7 million impressions.

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 FFY24 which included the Statewide Traffic Records Executive Oversight Committee (STREOC). In FFY24, STRCC and STREOC members provided updates for the FFY2024-2025 TR Strategic Plan.

NHTSA and Federally Funded Projects and FFY2024 Accomplishments

Easy Street Draw-Insight

HWA9900881

The New Mexico Department of Transportation/Traffic Safety/Traffic Records is collaborating with New Mexico law enforcement agencies (LEA) to produce more comprehensive crash scene diagrams as



part of the crash report. Easy Street Draw is a user friendly and modern diagramming tool that simplifies the creation of a diagram using pre-designed street, vehicle, and environment symbols. The product can be used on multiple platforms and integrated for use with the Traffic and Criminal Software (TraCS) data exchanged between law enforcement agencies and the NMDOT Traffic Records. The software will help to improve the data quality of the crash report.

TEG Maintenance and Support of the Traffic and Criminal Software (TraCS)

HWA9900882

TraCS is the data collection, records management, and reporting software for public safety professionals. NMDOT supports the development and deployment of TraCS to law enforcement agencies across the state. TEG, as co-owner of the TraCs software, can make coding changes, defect fixes, and enhancement updates to the TraCS application source code to satisfy the total support and maintenance requirements of the software for New Mexico’s statewide deployment.

Department of Public Safety/New Mexico State Police

HWA9900561

The New Mexico Department of Transportation/Traffic Safety/Traffic Records is working on an ongoing project with Department of Public Safety to support a statewide deployment of the Traffic and Criminal Software (TraCS), TraCS location tool, Easy Street Draw and a records management system to New Mexico law enforcement agencies. TraCS provides law enforcement officers with a uniform tool to automate crash reports, traffic citations, DWI citations, offense/incident reports and other reports as needed or required by the department and its stakeholders.

Dona Ana Sheriff’s Office

HWA9900562

The New Mexico Department of Transportation/Traffic Safety/Traffic Records is working on an ongoing project with the Dona Ana Sheriff’s Office to support deployment of the Traffic and Criminal Software (TraCS), TraCS location tool, Easy Street Draw, TraCS testing and a records management system to New Mexico law enforcement agencies. TraCS provides law enforcement officers with a uniform tool to automate crash reports, traffic citations, DWI citations, offense/incident reports and other reports as needed or required by the department and its stakeholders.

Iowa Department of Transportation

HWA9900567

The New Mexico Department of Transportation/Traffic Safety/Traffic Records is working on an ongoing project with the Iowa Department of Transportation to purchase an electronic data transfer tool (Traffic and Criminal Software) TraCS provides law enforcement officers with a uniform tool to automate crash reports, traffic citations, DWI citations, offense/incident reports and other reports as needed or required by the department and its stakeholders.

Traffic Records Committee and Strategic Plan Coordination

TR-2024-TR-02-00 (04-TR-02-P02)

Project provided funds used for contractual professional services with MA Strategies 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, Traffic Records, Strategic Plan, Traffic Records, assessments, and other Traffic Records related initiatives. The contractor also assists with identification, documentation, 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 organization, coordination, and facilitation of the STREOC (bi-annual) and STRCC (quarterly meetings) throughout FFY24, which included facilitation of STREOC and STRCC meetings, preparation of presentations, and the development and



distribution of meeting agendas and minutes. Additional deliverables and accomplishments are detailed below:

- Revised and managed the FFY2024-2025 NM Traffic Records Strategic Plan, in collaboration with and approval of the NMDOT/TSD, STREOC and STRCC members and stakeholders.
- Ongoing updates and development of the FFY2024-2025 Strategic Plan and corresponding Closeout Report for approval by the STREOC/STRCC. STREOC/STRCC members provided status and updates for the FFY2024-2025 TR Strategic Plan.
- 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. The Contractor and Program Managers from the six Traffic Records component areas continue to refine and provide updates and revisions for managing and reporting to the STREOC/STRCC.
- Assisted with the development of the Crash Data Improvement Plan and Application, specifically the data integration section related to the Traffic Records Program. Assisted with overall planning and application in alignment with the Traffic Records Strategic Plan.
- Continued in development and implementation of effective operations, best practices and process improvements 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 NHTSA Assessment specifications, requirements, improvements, and deficiencies.
 - Project/Performance Management Tool: Revise, update, enhance and create Traffic Records projects and funding status in the Strategic Plan.
 - Data Management Tool & Systems Inventory: Review, enhance, update the Data Systems Inventory and Legal Stewardship, Data Integration, Assessment Recommendations, NHTSA Performance Guidelines, and Performance Measures related to the six component areas.
- Initiated Traffic Records subcommittees to coordinate the traffic records data systems involved in the initiation, storage, and delivery of Traffic Records related information. The following subcommittees were established by STREOC/STRCC membership and stakeholders:
 - Pedestrian Safety/Fatality Data - to address immediate data system deficiencies for data users in developing countermeasures to reduce fatalities and injuries in NM.
 - Identified and addressed Crash Location inaccuracies.
 - Addressed Contributing Factors associated with Crash Reporting.
 - Facilitated discussions around communication and collaboration to streamline reporting of and access to Pedestrian Safety and Fatality data.
 - Abstract/Disposition Exchange - to address abstract/disposition exchange/integration data between the Courts, MVD, Ignition Integration, Probation/Parole, and Administrative Review collection systems.
 - Identified flow and process data exchange channels between the Courts and MVD.
 - Conducted outreach to Ignition Interlock, Probation/Parole, and Administrative Review entities to identify collection systems and possible exchange avenues.



- Architectural Design – to address exchange/integration of data contained within the Statewide Traffic Records System’s Current and Ideal Exchange Models.
 - Identified data exchange initiatives: EMS-Crash FARS Reporting, LEAs-AOC-MVD, Crash-Citation, to enhance STRS Analytical Database capabilities and integration.
 - Developed/revised STRS models for increased/enhanced integration and exchange of Traffic Records data.
- Conducted analysis to address the accessibility and development of a STRS data dashboard for all components of the Traffic Records program. Addressed the six component area’s data collection and accessibility capabilities to evaluate timely, accurate reporting.
- Provide support services to the Traffic Safety Division, collaborating agencies and contractors through research and technical assistance of statutory requirements, legislative actions, funding opportunities, and partnerships.
- Continued assistance in the development and implementation of essential initiatives impacting the Statewide Traffic Records Program, which include the advisory, project management, integration, and revision of the Strategic Plan Projects:
 - Department of Public Safety (DPS)
 - Rollout and Support
 - TraCS License Renewal
 - TraCS Maintenance and Support
 - Location Mapping Services
 - Electronic Citation Transfer
 - Easy Street Software License for TraCs
 - Crash Data Statistical and Analytical Reporting

State Funded Project and SFY2024 Accomplishments

Crash Data Statistical and Analytical Reporting

M3DA-2024-TR-01-00 (04-TR-05c-P01)

State 20100 – 04-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 FFY24, UNM-GPS finalized and made available the 2023 New Mexico Traffic Crash Annual Report, the 2023 New Mexico DWI Report, 2023 Community Reports (statewide, counties, cities and Native American reservations and pueblos), and monthly 2023-2024 crash fatality reports. CY 2023 crash data was finalized in September 2024.

UNM-GPS also produced 2022 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 maintains and updates Traffic Crash Dictionaries which include a description of each data variable in the NMDOT crash database. In FFY 2024, UNM-GPS worked with stakeholders on updates to the crash-level, vehicle-level, and occupant-level data dictionary and user guide, finalized in December 2024.

UNM-GPS provided data and analyses for New Mexico's 2024 Annual Report to NHTSA, and the 2024



Traffic Records Strategic Plan. Both Federal (FHWA) and State funds were used for this project.

Crash Records Data Entry/ Database Maintenance/ Quality Assurance

04-TR-RF-01

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 SFY24, the following objectives were achieved:

- The number of law enforcement agencies switching to electronic data transfer (i.e. TraCS) increased to 63 in 2024.
- 81 percent of reportable crashes statewide were submitted to the NMDOT via TraCS
- 86 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-2024-TR-01-00 (04-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 FFY24, 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 2024 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. older uniform crash report form.

The FFY24 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 FFY24 enforcement activities are provided in each of the relevant program areas.

Alcohol-Impaired Driving Program

Alcohol-ID Enforcement – ENDWI & NHTSA	164AL-2024-AL-01-00 (04-AL-64-P01)
National Crackdowns: Page 11	M5HVE-2024-ID-01-00 (04-ID-05d-P01)
DWI Task Force - McKinley County: Page 12	ENF_AL-2024-AL-02-00 (04-AL-64-P02) State Funds: 04-ID-RF-P02
Alcohol Sales Compliance Enforcement/DWI Warrants: Page 13	ENF_AL-2024-AL-03-00 (04-AL-64-P03)

Occupant Protection Program

BKLUP/CIOT Enforcement: Page 27	State Funds: 04-OP-RF-P01
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Police Traffic Services Program

Selective Traffic Enforcement Program: Pages 29	PT-2024-PT-05-00 (03) State Funds: 04-PT-RF-P01
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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-2024-PA-01-00 (04-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-2024-PA-02-00 (04-PA-02-P02) State 20800 – 04-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-2024-PA-13-00 (04-PA-64-P13) PA-2024-PA-03-00 (04-PA-02-P03)
State 20100 – 04-PA-RF-P01*

This project was not utilized in FFY24 due to the Manager retiring and the previous e-Grants system



becoming obsolete and unsupported. However, a new contract for Agate for FFY25 was procured and it is funded by the State. But for the purposes of the FFY24 report, no funds utilized.

Community Engagement

Law Enforcement Community Collaboration

The New Mexico Department of Transportation, in partnership with SAFER New Mexico, works with Law Enforcement Agencies across the state to implement data-driven, and community informed enforcement efforts including DWI checkpoints and directed patrols.

SAFER NM employs Law Enforcement Liaisons (LELs) who serve as the point of contact between law enforcement agencies and TSD. LELs assist the TSD in promoting traffic safety goals and assist with the selection of performance measures and with data analysis for law enforcement project agreements.

Data to inform enforcement and community collaboration comes from various sources including the most current Community Reports. Community Reports provide both statewide crash statistics and City and County-level crash statistics, crash locations, DWI statistics, and demographic information that can be used to inform enforcement activities.

NMDOT requires agencies to develop operational plans that include jurisdiction-specific strategies and locations to focus efforts. These operational plans are submitted to and reviewed by NMDOT program coordinators. Throughout the term of the agreement, TSD staff evaluate agency performance and conduct outreach if metrics are inconsistent with the project goals and measures.

NMDOT is integrating the Community Collaboration requirements into project agreements and into the grants management system utilized by all subrecipients. Law Enforcement Liaisons will continue providing technical assistance in the development of enforcement plans and community collaboration.

Bernalillo County Sheriff's Office

In FFY24, the Bernalillo County Sheriff's Office (BCSO) engaged in significant peer exchange and collaboration efforts aimed at strengthening community relationships and enhancing public safety. Key community collaboration activities, participating in several Neighborhood Association meetings, and speaking at a Youth Violence/Conflict Resolution Seminar. The BCSO also assisted three neighborhood associations with organizing 4th of July parades and supported eight neighborhood associations in hosting National Night Out events. These initiatives highlighted the Sheriff's commitment to proactive community engagement and safety education.

At the beginning of his term, newly elected Sheriff Allen created a community engagement team, open space unit, metro team, and drag racing operations at the behest of the community.

BCSO receives engagement requests from Captains across the jurisdiction, community associations make requests to Sergeants, and opportunities are identified by the Community Engagement Teams. The engagement opportunities provide officers with a chance to hear about community needs directly from community members and residents. Officers connect with participants and receive complaints or commendations, both of which direct future efforts.

New Mexico Department of Public Safety

The New Mexico Department of Public Safety (DPS) engages communities and community members throughout 2024. Driven by community need, and department priorities, DPS conducted the following activity types:

- School presentations and educational outreach
- Walkthroughs and personal engagement, with an emphasis on teachers and students
- Special events including community events, holiday celebrations, and community service opportunities
- Sporting events



- Visits to schools and facilities
- Traffic control and public safety
- Community Meals and events
- Training and recruitment
- Targeted outreach on homelessness crisis and health and housing.

DPS actively seeks out community engagement opportunities to better connect with the communities they serve, inform areas of focus, foster positive relationships, and provide educational and social support while enhancing public safety.

Public Participation and Engagement

In FFY2024, Traffic Safety Division integrated public education, engagement and feedback into their projects and public events. TSD did not hold any events dedicated solely on seeking and developing public participation and engagement.

Outreach events include tabling at the New Mexico State Fair, where Traffic Safety Division staff shared information about the programs administered by the NMDOT with attendees. Additionally, at car seat fitting clinics, TSD staff and subrecipients engage attendees and solicit feedback on larger traffic safety topics.



Figure 12: Car Fitting Station



Figure 13: Engagement at Zozobra

In the years preceding the development of the 2027-2029 3-HSP, the Traffic Safety Division will evaluate the statistics of people and communities impacted by traffic fatalities and serious injuries to better inform the development of projects, programs, and strategies. 3-HSP development will also include targeted public participation and engagement events.

TSD will continue to work with the Center for Pedestrian and Bicyclist Safety at the University of New Mexico to develop strategies and approaches to solicit feedback from pedestrians and other vulnerable road users.

Additional Projects of Note

Safety Summit

The New Mexico Department of Transportation held a Transportation Safety Summit in August, 2024. The summit centered the Safe System Approach as the framework NMDOT will be using to address the safety needs and develop strategies in New Mexico. The Safety Summit was the platform where NMDOT announced its adoption of 'Target Zero,' an initiative to eliminate roadway fatalities on New Mexico's roadways by 2050.

At the Albuquerque event, 279 participants from federal, state, local, and tribal agencies, and other traffic safety partners left with a common language around traffic safety, a better understanding of the safe system approach, and a call to action to help NMDOT develop the upcoming Strategic Highway Safety Plan. Additional information on the Safety Summit including the agenda, slide presentations, and additional resources available here.

CPBS Project with UNM on Pedestrian Outreach

The New Mexico Department of Transportation and the Center for Pedestrian and Bicyclist Safety (CPBS), a University Transportation Center housed at the University of New Mexico kicked off the development of a report identifying national best practices and recommendations for NMDOT to



establish a Pedestrian Outreach Program. This report will be coupled with the development of outreach materials and a pilot project to evaluate the effectiveness of the materials in rural communities in New Mexico. The project is funded through the UTC and with cost share being provided by NMDOT. Additional information on the CPBS is available here; <https://www.pedbikesafety.org/>.

State Electronic Data Collection Discretionary Grant

In FFY2024, NMDOT and New Mexico Department of Public Safety applied for funding from NHTSA 2024 State Electronic Data Collection Discretionary Grant. In December 2024, NMDOT learned the project was funded by NHTSA, and NMDOT was one of 19 states and territories awarded. The project's goal is to improve the state's crash data collection, evaluation, storage, and data sharing systems and processes. Over the next 5 years, NMDOT, NMDPS and various other public and private sector project delivery partners will work together to implement the Crash Data Improvement Plan.



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	Israel Lopez Crash Records Analyst Israel.Lopez@dot.nm.gov 505 660-3062		

2024 Expenditure Closeout Report

Please see Appendix 1.

U.S. Department of Transportation National Highway Traffic Safety Administration
Expenditure Close Out Report

State: New Mexico

Page: 1

2024-FINAL

Report Date: 01/27/2025

Posted: 01/27/2025

Program Area	Project	Description	Obligated	Expended	Unexpended	Forwarded into Next FY	Total # Vouchers	Last Voucher #	Last Voucher Posted
NHTSA									
FAST Act 405h Nonmotorized Safety									
405h Public Education									
	FHPE-2024-PS-01-00	UNM - Pedestrian and Bicycle S	-\$111,768.71	-\$111,768.71	\$.00	\$219,073.83	6	VOU-14	Jan-16-2025
	FHPE-2024-PS-01-00		-\$111,768.71	-\$111,768.71	\$.00	\$219,073.83	6	VOU-14	Jan-16-2025
	405h Public EducationTotal		-\$111,768.71	-\$111,768.71	\$.00	\$219,073.83	6	VOU-14	Jan-16-2025
	FAST Act 405h Nonmotorized SafetyTotal		-\$111,768.71	-\$111,768.71	\$.00	\$219,073.83	6	VOU-14	Jan-16-2025
BIL NHTSA 402									
Planning and Administration									
	PA-2024-PA-01-00	Financial Systems Management	\$252,096.84	\$252,096.84	\$.00	\$.00	10	VOU-12	Nov-04-2024
	PA-2024-PA-01-00		\$252,096.84	\$252,096.84	\$.00	\$.00	10	VOU-12	Nov-04-2024
	PA-2024-PA-02-00	Grant and Technical Writing	\$10,688.84	\$10,688.84	\$.00	\$.00	4	VOU-14	Jan-16-2025
	PA-2024-PA-02-00		\$10,688.84	\$10,688.84	\$.00	\$.00	4	VOU-14	Jan-16-2025
	PA-2024-PA-03-00	E-Grants - Phase 2 (AGATE)	\$.00	\$.00	\$.00	\$.00	0		
	PA-2024-PA-03-00		\$.00	\$.00	\$.00	\$.00	0		
	Planning and AdministrationTotal		\$262,785.68	\$262,785.68	\$.00	\$.00	11	VOU-14	Jan-16-2025
Safety Belts									
	OP-2024-OP-02-00	Occupant Protection Program Mg	\$142,819.23	\$142,819.23	\$.00	\$.00	10	VOU-12	Nov-04-2024
	OP-2024-OP-02-00		\$142,819.23	\$142,819.23	\$.00	\$.00	10	VOU-12	Nov-04-2024
	Safety BeltsTotal		\$142,819.23	\$142,819.23	\$.00	\$.00	10	VOU-12	Nov-04-2024
Traffic Enforcement Services									
	PT-2024-PT-00-00	Police Traffic Services Effort	\$.00	\$.00	\$.00	\$2,170,784.94	0		
	PT-2024-PT-00-00		\$.00	\$.00	\$.00	\$2,170,784.94	0		
	PT-2024-PT-01-00	Traffic Safety Law Enforcement	\$111,159.76	\$111,159.76	\$.00	\$.00	5	VOU-9	Jul-30-2024
	PT-2024-PT-01-00		\$111,159.76	\$111,159.76	\$.00	\$.00	5	VOU-9	Jul-30-2024
	PT-2024-PT-02-00	Police Traffic Services Progra	\$130,937.94	\$130,937.94	\$.00	\$.00	9	VOU-13	Nov-26-2024
	PT-2024-PT-02-00		\$130,937.94	\$130,937.94	\$.00	\$.00	9	VOU-13	Nov-26-2024
	PT-2024-PT-05-00	Selective Enforcement (STEP)	\$.00	\$.00	\$.00	\$402,300.00	0		
	PT-2024-PT-05-00		\$.00	\$.00	\$.00	\$402,300.00	0		
	PT-2024-PT-05-02	Albuquerque PD-STEP	\$28,699.49	\$28,699.49	\$.00	\$.00	6	VOU-15	Jan-27-2025
	PT-2024-PT-05-02		\$28,699.49	\$28,699.49	\$.00	\$.00	6	VOU-15	Jan-27-2025
	PT-2024-PT-05-08	Bernalillo County SO-STEP	\$78,200.85	\$78,200.85	\$.00	\$.00	8	VOU-14	Jan-16-2025
	PT-2024-PT-05-08		\$78,200.85	\$78,200.85	\$.00	\$.00	8	VOU-14	Jan-16-2025

PT-2024-PT-05-31	Dona Ana County-STEP	\$46,704.86	\$46,704.86	\$.00	\$.00	3 VOU-14	Jan-16-2025
PT-2024-PT-05-31		\$46,704.86	\$46,704.86	\$.00	\$.00	3 VOU-14	Jan-16-2025
PT-2024-PT-05-35	Farmington PD-STEP	\$34,460.90	\$34,460.90	\$.00	\$.00	4 VOU-14	Jan-16-2025
PT-2024-PT-05-35		\$34,460.90	\$34,460.90	\$.00	\$.00	4 VOU-14	Jan-16-2025
PT-2024-PT-05-45	Hobbs PD-STEP	\$10,889.34	\$10,889.34	\$.00	\$.00	6 VOU-14	Jan-16-2025
PT-2024-PT-05-45		\$10,889.34	\$10,889.34	\$.00	\$.00	6 VOU-14	Jan-16-2025
PT-2024-PT-05-49	Las Cruces PD-STEP	\$21,928.19	\$21,928.19	\$.00	\$.00	6 VOU-13	Nov-26-2024
PT-2024-PT-05-49		\$21,928.19	\$21,928.19	\$.00	\$.00	6 VOU-13	Nov-26-2024
PT-2024-PT-05-81	Rio Rancho DPS-STEP	\$69,515.95	\$69,515.95	\$.00	\$.00	6 VOU-14	Jan-16-2025
PT-2024-PT-05-81		\$69,515.95	\$69,515.95	\$.00	\$.00	6 VOU-14	Jan-16-2025
PT-2024-PT-05-82	Roosevelt County PD-STEP	\$13,699.79	\$13,699.79	\$.00	\$.00	7 VOU-13	Nov-26-2024
PT-2024-PT-05-82		\$13,699.79	\$13,699.79	\$.00	\$.00	7 VOU-13	Nov-26-2024
PT-2024-PT-05-86	San Juan County-STEP	\$14,716.16	\$14,716.16	\$.00	\$.00	6 VOU-14	Jan-16-2025
PT-2024-PT-05-86		\$14,716.16	\$14,716.16	\$.00	\$.00	6 VOU-14	Jan-16-2025
PT-2024-PT-05-88	Sandoval County-STEP	\$17,613.78	\$17,613.78	\$.00	\$.00	5 VOU-14	Jan-16-2025
PT-2024-PT-05-88		\$17,613.78	\$17,613.78	\$.00	\$.00	5 VOU-14	Jan-16-2025
PT-2024-PT-06-00	General LE Training -SAFER	\$174,000.00	\$174,000.00	\$.00	\$.00	6 VOU-11	Oct-03-2024
PT-2024-PT-06-00		\$174,000.00	\$174,000.00	\$.00	\$.00	6 VOU-11	Oct-03-2024
PT-2024-PT-07-00	Traffic Awareness Survey	\$59,919.02	\$59,919.02	\$.00	\$.00	1 VOU-14	Jan-16-2025
PT-2024-PT-07-00		\$59,919.02	\$59,919.02	\$.00	\$.00	1 VOU-14	Jan-16-2025
PT-2024-PT-08-00	NCSAs Media Training	\$154,173.40	\$154,173.40	\$.00	\$.00	6 VOU-11	Oct-03-2024
PT-2024-PT-08-00		\$154,173.40	\$154,173.40	\$.00	\$.00	6 VOU-11	Oct-03-2024
PT-2024-PT-09-00	Traffic Safety Clearinghouse (	\$195,119.85	\$195,119.85	\$.00	\$.00	4 VOU-15	Jan-27-2025
PT-2024-PT-09-00		\$195,119.85	\$195,119.85	\$.00	\$.00	4 VOU-15	Jan-27-2025
Traffic Enforcement ServicesTotal		\$1,161,739.28	\$1,161,739.28	\$.00	\$2,573,084.94	13 VOU-15	Jan-27-2025
Traffic Records							
TR-2024-TR-01-00	MA Strategies TR Committee	\$236,824.38	\$236,824.38	\$.00	\$.00	7 VOU-13	Nov-26-2024
TR-2024-TR-01-00		\$236,824.38	\$236,824.38	\$.00	\$.00	7 VOU-13	Nov-26-2024
Traffic RecordsTotal		\$236,824.38	\$236,824.38	\$.00	\$.00	7 VOU-13	Nov-26-2024
Crash Investigation							
AI-2024-AI-02-00	Basic Traffic Crash Report Tra	\$24,970.90	\$24,970.90	\$.00	\$.00	4 VOU-14	Jan-16-2025
AI-2024-AI-02-00		\$24,970.90	\$24,970.90	\$.00	\$.00	4 VOU-14	Jan-16-2025
Crash InvestigationTotal		\$24,970.90	\$24,970.90	\$.00	\$.00	4 VOU-14	Jan-16-2025
Judicial and Court Services							
TC-2024-PT-02-00	AOC Judicial outreach Liaison	\$41,331.95	\$41,331.95	\$.00	\$.00	4 VOU-14	Jan-16-2025
TC-2024-PT-02-00		\$41,331.95	\$41,331.95	\$.00	\$.00	4 VOU-14	Jan-16-2025
Judicial and Court ServicesTotal		\$41,331.95	\$41,331.95	\$.00	\$.00	4 VOU-14	Jan-16-2025
Child Restraint							
CR-2024-OP-01-00	Child Restraint Program	\$465,699.61	\$465,699.61	\$.00	\$.00	5 VOU-14	Jan-16-2025
CR-2024-OP-01-00		\$465,699.61	\$465,699.61	\$.00	\$.00	5 VOU-14	Jan-16-2025
Child RestraintTotal		\$465,699.61	\$465,699.61	\$.00	\$.00	5 VOU-14	Jan-16-2025
Prosecutor Training							
PRT-2024-PT-04-00	Traffic Safety Resource Prosec	\$102,226.67	\$102,226.67	\$.00	\$.00	4 VOU-14	Jan-16-2025
PRT-2024-PT-04-00		\$102,226.67	\$102,226.67	\$.00	\$.00	4 VOU-14	Jan-16-2025
Prosecutor TrainingTotal		\$102,226.67	\$102,226.67	\$.00	\$.00	4 VOU-14	Jan-16-2025

Heatstroke/Unattended passenger education

UNATTD-2024-HS-01-00	Heatstroke Safer Nm Now	\$2,500.00	\$2,500.00	\$.00	\$.00	1 VOU-15	Jan-27-2025
UNATTD-2024-HS-01-00		\$2,500.00	\$2,500.00	\$.00	\$.00	1 VOU-15	Jan-27-2025
Heatstroke/Unattended passenger educationTotal		\$2,500.00	\$2,500.00	\$.00	\$.00	1 VOU-15	Jan-27-2025

Uncommitted

X-2024-00-00-00	402 uncommitted	\$.00	\$.00	\$.00	\$614,075.18	0	
X-2024-00-00-00		\$.00	\$.00	\$.00	\$614,075.18	0	
Uncommitted Total		\$.00	\$.00	\$.00	\$614,075.18	0	
BIL NHTSA 402Total		\$2,440,897.70	\$2,440,897.70	\$.00	\$3,187,160.12	13 VOU-15	Jan-27-2025

BIL 164 Transfer Funds

164 Planning and Administration

164PA-2024-AL-13-00	E-Grants -Phase 2 (AGATE) (see	\$.00	\$.00	\$.00	\$.00	0	
164PA-2024-AL-13-00		\$.00	\$.00	\$.00	\$.00	0	
164 Planning and AdministrationTotal		\$.00	\$.00	\$.00	\$.00	0	

Alcohol Enforcement

ENF_AL-2024-AL-01-00	Alcohol/ID Enforcement (ID-P01	\$.00	\$.00	\$.00	\$2,928,152.98	0	
ENF_AL-2024-AL-01-00		\$.00	\$.00	\$.00	\$2,928,152.98	0	
ENF_AL-2024-AL-01-01	Alamogordo DPS-ENDWI	\$4,098.74	\$4,098.74	\$.00	\$.00	2 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-01		\$4,098.74	\$4,098.74	\$.00	\$.00	2 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-02	Albuquerque PD-ENDWI	\$315,888.45	\$315,888.45	\$.00	\$308,071.64	6 VOU-15	Jan-27-2025
ENF_AL-2024-AL-01-02		\$315,888.45	\$315,888.45	\$.00	\$308,071.64	6 VOU-15	Jan-27-2025
ENF_AL-2024-AL-01-04	Artesia PD-ENDWI	\$2,177.56	\$2,177.56	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-04		\$2,177.56	\$2,177.56	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-05	Aztec PD-ENDWI	\$3,477.94	\$3,477.94	\$.00	\$.00	6 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-05		\$3,477.94	\$3,477.94	\$.00	\$.00	6 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-07	Belen PD-ENDWI	\$8,706.25	\$8,706.25	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-07		\$8,706.25	\$8,706.25	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-08	Bernalillo County SO-ENDWI	\$155,742.94	\$155,742.94	\$.00	\$.00	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-08		\$155,742.94	\$155,742.94	\$.00	\$.00	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-09	Bernalillo PD-ENDWI	\$5,353.36	\$5,353.36	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-09		\$5,353.36	\$5,353.36	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-10	Bloomfield PD-ENDWI	\$5,003.29	\$5,003.29	\$.00	\$.00	7 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-10		\$5,003.29	\$5,003.29	\$.00	\$.00	7 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-11	Bosque Farms PD-ENDWI	\$7,923.84	\$7,923.84	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-11		\$7,923.84	\$7,923.84	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-13	Carlsbad PD-ENDWI	\$24,625.08	\$24,625.08	\$.00	\$.00	5 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-13		\$24,625.08	\$24,625.08	\$.00	\$.00	5 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-18	Chaves County SO-ENDWI	\$15,038.28	\$15,038.28	\$.00	\$.00	6 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-18		\$15,038.28	\$15,038.28	\$.00	\$.00	6 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-19	Cibola County SO-ENDWI	\$5,983.15	\$5,983.15	\$.00	\$.00	5 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-19		\$5,983.15	\$5,983.15	\$.00	\$.00	5 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-23	Clovis PD-ENDWI	\$5,745.46	\$5,745.46	\$.00	\$.00	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-23		\$5,745.46	\$5,745.46	\$.00	\$.00	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-24	Colfax County-ENDWI	\$3,022.04	\$3,022.04	\$.00	\$.00	4 VOU-14	Jan-16-2025

ENF_AL-2024-AL-01-24		\$3,022.04	\$3,022.04	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-31	Dona Ana County SO-ENDWI	\$45,144.00	\$45,144.00	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-31		\$45,144.00	\$45,144.00	\$.00	\$.00	4 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-32	Eddy County SO-ENDWI	\$18,920.98	\$18,920.98	\$.00	\$.00	4 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-32		\$18,920.98	\$18,920.98	\$.00	\$.00	4 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-33	Espanola PD-ENDWI	\$4,612.94	\$4,612.94	\$.00	\$.00	2 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-33		\$4,612.94	\$4,612.94	\$.00	\$.00	2 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-35	Farmington PD-ENDWI	\$82,106.36	\$82,106.36	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-35		\$82,106.36	\$82,106.36	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-37	Gallup PD-ENDWI	\$16,653.40	\$16,653.40	\$.00	\$.00	5 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-37		\$16,653.40	\$16,653.40	\$.00	\$.00	5 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-39	Grants PD-ENDWI	\$5,351.01	\$5,351.01	\$.00	\$.00	2 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-39		\$5,351.01	\$5,351.01	\$.00	\$.00	2 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-40	Guadalupe County SO-ENDWI	\$2,859.60	\$2,859.60	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-40		\$2,859.60	\$2,859.60	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-41	Hagerman PD-ENDWI	\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-41		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-45	Hobbs PD-ENDWI	\$15,219.41	\$15,219.41	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-45		\$15,219.41	\$15,219.41	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-49	Las Cruces PD-ENDWI	\$35,362.80	\$35,362.80	\$.00	\$.00	6 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-49		\$35,362.80	\$35,362.80	\$.00	\$.00	6 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-50	Las Vegas PD-ENDWI	\$1,052.18	\$1,052.18	\$.00	\$.00	1 VOU-10	Sep-03-2024
ENF_AL-2024-AL-01-50		\$1,052.18	\$1,052.18	\$.00	\$.00	1 VOU-10	Sep-03-2024
ENF_AL-2024-AL-01-51	Lea County-ENDWI	\$5,901.26	\$5,901.26	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-51		\$5,901.26	\$5,901.26	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-52	Lincoln County SO-ENDWI	\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-52		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-57	Los Lunas-ENDWI	\$16,420.00	\$16,420.00	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-57		\$16,420.00	\$16,420.00	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-58	Loving PD-ENDWI	\$1,235.58	\$1,235.58	\$.00	\$1,964.42	1 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-58		\$1,235.58	\$1,235.58	\$.00	\$1,964.42	1 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-59	Lovington PD-ENDWI	\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-59		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-60	Luna County SO-ENDWI	\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-60		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-62	Mckinley County SO-ENDWI	\$20,698.51	\$20,698.51	\$.00	\$.00	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-62		\$20,698.51	\$20,698.51	\$.00	\$.00	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-65	Milan PD	\$1,950.38	\$1,950.38	\$.00	\$.00	2 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-65		\$1,950.38	\$1,950.38	\$.00	\$.00	2 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-66	Mora County SO-ENDWI	\$4,419.00	\$4,419.00	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-66		\$4,419.00	\$4,419.00	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-67	Moriarty PD-ENDWI	\$11,422.50	\$11,422.50	\$.00	\$.00	8 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-67		\$11,422.50	\$11,422.50	\$.00	\$.00	8 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-71	New Mexico State Police-MCTF	\$100,090.01	\$100,090.01	\$.00	\$.00	7 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-71		\$100,090.01	\$100,090.01	\$.00	\$.00	7 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-73	Otero County SO-ENDWI	\$2,619.92	\$2,619.92	\$.00	\$.00	2 VOU-13	Nov-26-2024

ENF_AL-2024-AL-01-73		\$2,619.92	\$2,619.92	\$.00	\$.00	2 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-75	Portales PD-ENDWI	\$3,521.90	\$3,521.90	\$.00	\$.00	4 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-75		\$3,521.90	\$3,521.90	\$.00	\$.00	4 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-80	Rio Arriba County SO-ENDWI	\$11,475.12	\$11,475.12	\$.00	\$.00	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-80		\$11,475.12	\$11,475.12	\$.00	\$.00	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-81	Rio Rancho DPS-ENDWI	\$87,993.11	\$87,993.11	\$.00	\$.00	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-81		\$87,993.11	\$87,993.11	\$.00	\$.00	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-82	Roosevelt County SO-ENDWI	\$4,193.76	\$4,193.76	\$.00	\$.00	8 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-82		\$4,193.76	\$4,193.76	\$.00	\$.00	8 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-83	Roswell PD-ENDWI	\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-83		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-84	Ruidoso PD-ENDWI	\$2,325.52	\$2,325.52	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-84		\$2,325.52	\$2,325.52	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-85	Ruidoso Downs PD-ENDWI	\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-85		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-86	San Juan County SO-ENDWI	\$24,407.19	\$24,407.19	\$.00	\$.00	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-86		\$24,407.19	\$24,407.19	\$.00	\$.00	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-87	San Miguel County SO-ENDWI	\$2,399.68	\$2,399.68	\$.00	\$529.32	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-87		\$2,399.68	\$2,399.68	\$.00	\$529.32	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-88	Sandoval County SO-ENDWI	\$26,709.62	\$26,709.62	\$.00	\$.00	6 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-88		\$26,709.62	\$26,709.62	\$.00	\$.00	6 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-90	Santa Fe PD-ENDWI	\$30,377.68	\$30,377.68	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-90		\$30,377.68	\$30,377.68	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-91	Santa Fe County SO-ENDWI	\$6,650.17	\$6,650.17	\$.00	\$.00	2 VOU-11	Oct-03-2024
ENF_AL-2024-AL-01-91		\$6,650.17	\$6,650.17	\$.00	\$.00	2 VOU-11	Oct-03-2024
ENF_AL-2024-AL-01-92	Santa Rosa PD-ENDWI	\$558.00	\$558.00	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-92		\$558.00	\$558.00	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-94	Silver City PD-ENDWI	\$8,146.90	\$8,146.90	\$.00	\$.00	2 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-94		\$8,146.90	\$8,146.90	\$.00	\$.00	2 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-95	Socorro County-ENDWI	\$5,020.81	\$5,020.81	\$.00	\$.00	4 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-95		\$5,020.81	\$5,020.81	\$.00	\$.00	4 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-98	Sunland Park PD-ENDWI	\$18,476.09	\$18,476.09	\$.00	\$.00	6 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-98		\$18,476.09	\$18,476.09	\$.00	\$.00	6 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-AN	Anthony PD (AC 158)-ENDWI	\$2,927.90	\$2,927.90	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-AN		\$2,927.90	\$2,927.90	\$.00	\$.00	3 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-RN	Ramah Navajo PD (AC 130)-ENDWI	\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-RN		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-SA	Santa Ana Pueblo PD (AC 141)-E	\$3,976.31	\$3,976.31	\$.00	\$.00	1 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-SA		\$3,976.31	\$3,976.31	\$.00	\$.00	1 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-SJ	San Juan Pueblo PD (Ohkay Owin	\$600.00	\$600.00	\$.00	\$.00	1 VOU-9	Jul-30-2024
ENF_AL-2024-AL-01-SJ		\$600.00	\$600.00	\$.00	\$.00	1 VOU-9	Jul-30-2024
ENF_AL-2024-AL-01-SP	Sandia Pueblo PD (AC 116)-ENDW	\$7,239.96	\$7,239.96	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-SP		\$7,239.96	\$7,239.96	\$.00	\$.00	5 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-TC	T or C PD-ENDWI (AC 104)-ENDWI	\$3,295.92	\$3,295.92	\$.00	\$.00	4 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-TC		\$3,295.92	\$3,295.92	\$.00	\$.00	4 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-TL	Tularosa PD-ENDWI (AC 106)	\$.00	\$.00	\$.00	\$.00	0	

ENF_AL-2024-AL-01-TL		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-TQ	Tesuque Pueblo PD-ENDWI (AC 13	\$243.00	\$243.00	\$.00	\$.00	1 VOU-6	Apr-30-2024
ENF_AL-2024-AL-01-TQ		\$243.00	\$243.00	\$.00	\$.00	1 VOU-6	Apr-30-2024
ENF_AL-2024-AL-01-TR	Torrance County SO-ENDWI (AC 1	\$4,887.00	\$4,887.00	\$.00	\$.00	4 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-TR		\$4,887.00	\$4,887.00	\$.00	\$.00	4 VOU-13	Nov-26-2024
ENF_AL-2024-AL-01-TS	Taos County SO (AC 100)-ENDWI	\$9,788.55	\$9,788.55	\$.00	\$.00	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-TS		\$9,788.55	\$9,788.55	\$.00	\$.00	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-TU	Tucumcari PD (AC 105)-ENDWI	\$977.47	\$977.47	\$.00	\$.00	2 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-TU		\$977.47	\$977.47	\$.00	\$.00	2 VOU-12	Nov-04-2024
ENF_AL-2024-AL-01-UC	Union County (AC 107)-ENDWI	\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-UC		\$.00	\$.00	\$.00	\$.00	0	
ENF_AL-2024-AL-01-VL	Valencia County SO (AC 109)-EN	\$2,868.28	\$2,868.28	\$.00	\$.00	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-01-VL		\$2,868.28	\$2,868.28	\$.00	\$.00	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-02-00	DWI Task Force - McKinley Coun	\$52,496.37	\$52,496.37	\$.00	\$321,918.63	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-02-00		\$52,496.37	\$52,496.37	\$.00	\$321,918.63	7 VOU-14	Jan-16-2025
ENF_AL-2024-AL-03-00	Alc Sales Compliance Enforceme	\$128,786.96	\$128,786.96	\$.00	\$21,213.04	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-03-00		\$128,786.96	\$128,786.96	\$.00	\$21,213.04	3 VOU-14	Jan-16-2025
ENF_AL-2024-AL-07-00	DWI Task Force Meeting Facilit	\$.00	\$.00	\$.00	\$25,000.00	0	
ENF_AL-2024-AL-07-00		\$.00	\$.00	\$.00	\$25,000.00	0	
ENF_AL-2024-AL-11-00	Impaired Driving Program Manag	\$212,464.96	\$212,464.96	\$.00	\$67,535.04	10 VOU-12	Nov-04-2024
ENF_AL-2024-AL-11-00		\$212,464.96	\$212,464.96	\$.00	\$67,535.04	10 VOU-12	Nov-04-2024
ENF_AL-2024-AL-12-00	Traffic Safety Law Enforcement	\$330,190.00	\$330,190.00	\$.00	\$.00	7 VOU-15	Jan-27-2025
ENF_AL-2024-AL-12-00		\$330,190.00	\$330,190.00	\$.00	\$.00	7 VOU-15	Jan-27-2025
Alcohol EnforcementTotal		\$1,947,824.45	\$1,947,824.45	\$.00	\$3,674,385.07	13 VOU-15	Jan-27-2025
<i>DUI Courts and Support</i>							
DUI_AL-2024-AL-04-00	Supervised Probation - Bernali	\$138,073.99	\$138,073.99	\$.00	\$61,926.01	7 VOU-14	Jan-16-2025
DUI_AL-2024-AL-04-00		\$138,073.99	\$138,073.99	\$.00	\$61,926.01	7 VOU-14	Jan-16-2025
DUI_AL-2024-AL-05-00	Supervised Probation Expansion	\$52,284.31	\$52,284.31	\$.00	\$7,715.69	9 VOU-14	Jan-16-2025
DUI_AL-2024-AL-05-00		\$52,284.31	\$52,284.31	\$.00	\$7,715.69	9 VOU-14	Jan-16-2025
DUI_AL-2024-AL-17-00	MADD - Court Monitoring	\$481,245.54	\$481,245.54	\$.00	\$9,647.46	2 VOU-14	Jan-16-2025
DUI_AL-2024-AL-17-00		\$481,245.54	\$481,245.54	\$.00	\$9,647.46	2 VOU-14	Jan-16-2025
DUI_AL-2024-AL-22-00	2nd Judicial District DWI Pros	\$274,691.33	\$274,691.33	\$.00	\$.00	9 VOU-14	Jan-16-2025
DUI_AL-2024-AL-22-00		\$274,691.33	\$274,691.33	\$.00	\$.00	9 VOU-14	Jan-16-2025
DUI Courts and SupportTotal		\$946,295.17	\$946,295.17	\$.00	\$79,289.16	12 VOU-14	Jan-16-2025
<i>Alcohol Paid Media</i>							
PM_AL-2024-AL-16-00	DWI Media Placement	\$1,388,282.41	\$1,388,282.41	\$.00	\$411,717.59	6 VOU-15	Jan-27-2025
PM_AL-2024-AL-16-00		\$1,388,282.41	\$1,388,282.41	\$.00	\$411,717.59	6 VOU-15	Jan-27-2025
Alcohol Paid MediaTotal		\$1,388,282.41	\$1,388,282.41	\$.00	\$411,717.59	6 VOU-15	Jan-27-2025
<i>Alcohol Law Enforcement Training</i>							
LET_AL-2024-AL-08-00	Statewide DWI Enforcement Trai	\$108,028.13	\$108,028.13	\$.00	\$.00	8 VOU-14	Jan-16-2025
LET_AL-2024-AL-08-00		\$108,028.13	\$108,028.13	\$.00	\$.00	8 VOU-14	Jan-16-2025
LET_AL-2024-AL-10-00	ALR Hearing Prosecuting Attorn	\$.00	\$.00	\$.00	\$50,000.00	0	
LET_AL-2024-AL-10-00		\$.00	\$.00	\$.00	\$50,000.00	0	
Alcohol Law Enforcement TrainingTotal		\$108,028.13	\$108,028.13	\$.00	\$50,000.00	8 VOU-14	Jan-16-2025
<i>Alcohol Education</i>							

EDU_AL-2024-AL-09-00	Traffic Safety Clearinghouse (	\$162,645.13	\$162,645.13	\$.00	\$133,064.87	4 VOU-15	Jan-27-2025
EDU_AL-2024-AL-09-00		\$162,645.13	\$162,645.13	\$.00	\$133,064.87	4 VOU-15	Jan-27-2025
EDU_AL-2024-AL-15-00	DWI Media Creative Design and	\$1,046,558.30	\$1,046,558.30	\$.00	\$153,441.70	4 VOU-9	Jul-30-2024
EDU_AL-2024-AL-15-00		\$1,046,558.30	\$1,046,558.30	\$.00	\$153,441.70	4 VOU-9	Jul-30-2024
EDU_AL-2024-AL-18-00	UAD Prevention Creative Design	\$.00	\$.00	\$.00	\$100,000.00	0	
EDU_AL-2024-AL-18-00		\$.00	\$.00	\$.00	\$100,000.00	0	
EDU_AL-2024-AL-19-00	ZeroProof Campaign - RK Ventur	\$118,540.11	\$118,540.11	\$.00	\$81,459.89	3 VOU-8	Jun-28-2024
EDU_AL-2024-AL-19-00		\$118,540.11	\$118,540.11	\$.00	\$81,459.89	3 VOU-8	Jun-28-2024
Alcohol EducationTotal		\$1,327,743.54	\$1,327,743.54	\$.00	\$467,966.46	6 VOU-15	Jan-27-2025
Drug Courts and Support							
DUI_DG-2024-DG-64-23	2nd Judicial District DWI Pros	\$15,207.05	\$15,207.05	\$.00	\$24,792.95	8 VOU-14	Jan-16-2025
DUI_DG-2024-DG-64-23		\$15,207.05	\$15,207.05	\$.00	\$24,792.95	8 VOU-14	Jan-16-2025
Drug Courts and SupportTotal		\$15,207.05	\$15,207.05	\$.00	\$24,792.95	8 VOU-14	Jan-16-2025
Funds Uncommitted to Projects							
UP_164-2024-00-00-00	Alcohol Prevention Efforts unc	\$.00	\$.00	\$.00	\$75,000.00	0	
UP_164-2024-00-00-00		\$.00	\$.00	\$.00	\$75,000.00	0	
Funds Uncommitted to ProjectsTotal		\$.00	\$.00	\$.00	\$75,000.00	0	
BIL 164 Transfer FundsTotal		\$5,733,380.75	\$5,733,380.75	\$.00	\$4,783,151.23	14 VOU-15	Jan-27-2025
BIL 405b OP Low							
405b Low Public Education							
M2PE-2024-PM-02-00	Click It or Ticket Paid Media	\$52,550.47	\$52,550.47	\$.00	\$47,449.53	1 VOU-13	Nov-26-2024
M2PE-2024-PM-02-00		\$52,550.47	\$52,550.47	\$.00	\$47,449.53	1 VOU-13	Nov-26-2024
405b Low Public EducationTotal		\$52,550.47	\$52,550.47	\$.00	\$47,449.53	1 VOU-13	Nov-26-2024
405b Low Community CPS Services							
M2CPS-2024-US-01-00	Safer NM (CPS Underserved)	\$50,000.00	\$50,000.00	\$.00	\$.00	1 VOU-14	Jan-16-2025
M2CPS-2024-US-01-00		\$50,000.00	\$50,000.00	\$.00	\$.00	1 VOU-14	Jan-16-2025
405b Low Community CPS ServicesTotal		\$50,000.00	\$50,000.00	\$.00	\$.00	1 VOU-14	Jan-16-2025
405b Low OP Information System							
M2OP-2024-05-01-00	Seatbelt Observation Survey/Ni	\$237,473.00	\$237,473.00	\$.00	\$5,627.00	6 VOU-14	Jan-16-2025
M2OP-2024-05-01-00		\$237,473.00	\$237,473.00	\$.00	\$5,627.00	6 VOU-14	Jan-16-2025
405b Low OP Information SystemTotal		\$237,473.00	\$237,473.00	\$.00	\$5,627.00	6 VOU-14	Jan-16-2025
405b OP Low Uncommitted							
M2X-2024-00-00-00	OP Low Uncommitted	\$.00	\$.00	\$.00	\$290,949.29	0	
M2X-2024-00-00-00		\$.00	\$.00	\$.00	\$290,949.29	0	
405b OP Low UncommittedTotal		\$.00	\$.00	\$.00	\$290,949.29	0	
BIL 405b OP LowTotal		\$340,023.47	\$340,023.47	\$.00	\$344,025.82	6 VOU-14	Jan-16-2025
BIL 405c Data Program							
405c Data Uncommitted							
M3X-2024-00-00-00	Data Uncommitted	\$.00	\$.00	\$.00	\$1,080,609.55	0	
M3X-2024-00-00-00		\$.00	\$.00	\$.00	\$1,080,609.55	0	
405c Data UncommittedTotal		\$.00	\$.00	\$.00	\$1,080,609.55	0	
BIL 405c Data ProgramTotal		\$.00	\$.00	\$.00	\$1,080,609.55	0	
BIL 405d Impaired Driving Mid							

405d Mid HVE

M5HVE-2024-ID-01-00	Alc/ID Enforcement - (see AL-P	\$458,552.98	\$458,552.98	\$.00	\$.00	4 VOU-10	Sep-03-2024
M5HVE-2024-ID-01-00		\$458,552.98	\$458,552.98	\$.00	\$.00	4 VOU-10	Sep-03-2024
405d Mid HVE Total		\$458,552.98	\$458,552.98	\$.00	\$.00	4 VOU-10	Sep-03-2024

405d Mid Training

M5TR-2024-ID-04-00	DRE and ARIDE Training	\$195,086.69	\$195,086.69	\$.00	\$.00	10 VOU-13	Nov-26-2024
M5TR-2024-ID-04-00		\$195,086.69	\$195,086.69	\$.00	\$.00	10 VOU-13	Nov-26-2024
M5TR-2024-ID-09-00	Statewide DWI Enforcement Trai	\$49,440.75	\$49,440.75	\$.00	\$.00	4 VOU-11	Oct-03-2024
M5TR-2024-ID-09-00		\$49,440.75	\$49,440.75	\$.00	\$.00	4 VOU-11	Oct-03-2024
405d Mid Training Total		\$244,527.44	\$244,527.44	\$.00	\$.00	10 VOU-13	Nov-26-2024

405d Mid Court Support

B5CS-2024-ID-02-00	DWI/ Drug Courts - AOC	\$113,148.25	\$113,148.25	\$.00	\$.00	3 VOU-10	Sep-03-2024
B5CS-2024-ID-02-00		\$113,148.25	\$113,148.25	\$.00	\$.00	3 VOU-10	Sep-03-2024
B5CS-2024-ID-05-00	Traffic Safety Resource Prosec	\$88,241.48	\$88,241.48	\$.00	\$.00	3 VOU-10	Sep-03-2024
B5CS-2024-ID-05-00		\$88,241.48	\$88,241.48	\$.00	\$.00	3 VOU-10	Sep-03-2024
B5CS-2024-ID-06-00	ALR Hearing Prosecution Attorn	\$.00	\$.00	\$.00	\$.00	0	
B5CS-2024-ID-06-00		\$.00	\$.00	\$.00	\$.00	0	
405d Mid Court Support Total		\$201,389.73	\$201,389.73	\$.00	\$.00	5 VOU-10	Sep-03-2024

405d Mid BAC Testing/Reporting

B5BAC-2024-ID-03-00	BAC Testing Training - SLD	\$18,563.62	\$18,563.62	\$.00	\$.00	2 VOU-9	Jul-30-2024
B5BAC-2024-ID-03-00		\$18,563.62	\$18,563.62	\$.00	\$.00	2 VOU-9	Jul-30-2024
405d Mid BAC Testing/Reporting Total		\$18,563.62	\$18,563.62	\$.00	\$.00	2 VOU-9	Jul-30-2024

405d Mid Media/ID training/Enf Related exp.

B5PEM-2024-05-07-00	Media Production and Design	\$266,528.44	\$266,528.44	\$.00	\$.00	1 VOU-8	Jun-28-2024
B5PEM-2024-05-07-00		\$266,528.44	\$266,528.44	\$.00	\$.00	1 VOU-8	Jun-28-2024
B5PEM-2024-05-08-00	Media Placement	\$406,328.94	\$406,328.94	\$.00	\$.00	3 VOU-9	Jul-30-2024
B5PEM-2024-05-08-00		\$406,328.94	\$406,328.94	\$.00	\$.00	3 VOU-9	Jul-30-2024
405d Mid Media/ID training/Enf Related exp. Total		\$672,857.38	\$672,857.38	\$.00	\$.00	3 VOU-9	Jul-30-2024

BIL 405d Impaired Driving Mid Total

\$1,595,891.15 \$1,595,891.15 \$.00 \$.00 10 VOU-13 Nov-26-2024

BIL 405d Impaired Driving Int**405d Impaired Driving Int Uncommitted**

M7X-2024-II-00-00	Interlock Uncommitted	\$.00	\$.00	\$.00	\$412,162.59	0	
M7X-2024-II-00-00		\$.00	\$.00	\$.00	\$412,162.59	0	
405d Impaired Driving Int Uncommitted Total		\$.00	\$.00	\$.00	\$412,162.59	0	

405d Int Child Restraint

M7*CR-2024-OP-01-00	Child Safety Seats/Booster Sea	\$138,738.93	\$138,738.93	\$.00	\$1,261.07	6 VOU-15	Jan-27-2025
M7*CR-2024-OP-01-00		\$138,738.93	\$138,738.93	\$.00	\$1,261.07	6 VOU-15	Jan-27-2025
405d Int Child Restraint Total		\$138,738.93	\$138,738.93	\$.00	\$1,261.07	6 VOU-15	Jan-27-2025
BIL 405d Impaired Driving Int Total		\$138,738.93	\$138,738.93	\$.00	\$413,423.66	6 VOU-15	Jan-27-2025

BIL 405f Motorcycle Programs**405f Motorcyclist instructors**

M11MI-2024-MC-01-00	NM Motorcycle Safety Training	\$42,200.00	\$42,200.00	\$.00	\$.00	3 VOU-9	Jul-30-2024
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M11MI-2024-MC-01-00		\$42,200.00	\$42,200.00	\$.00	\$.00	3 VOU-9	Jul-30-2024
405f Motorcyclist instructorsTotal		\$42,200.00	\$42,200.00	\$.00	\$.00	3 VOU-9	Jul-30-2024
405f Motorcycle Uncommitted							
M11X-2024-MC-00-00	Motorcycle uncommitted	\$.00	\$.00	\$.00	\$36,522.73	0	
M11X-2024-MC-00-00		\$.00	\$.00	\$.00	\$36,522.73	0	
405f Motorcycle UncommittedTotal		\$.00	\$.00	\$.00	\$36,522.73	0	
BIL 405f Motorcycle ProgramsTotal		\$42,200.00	\$42,200.00	\$.00	\$36,522.73	3 VOU-9	Jul-30-2024
BIL 405h Nonmotorized Safety							
405h Public Education							
FHPE-2024-PS-01-00	UNM - Pedestrian and Bicycle S	\$20,938.77	\$20,938.77	\$.00	\$219,061.23	1 VOU-14	Jan-16-2025
FHPE-2024-PS-01-00		\$20,938.77	\$20,938.77	\$.00	\$219,061.23	1 VOU-14	Jan-16-2025
405h Public EducationTotal		\$20,938.77	\$20,938.77	\$.00	\$219,061.23	1 VOU-14	Jan-16-2025
405h Nonmotorized Safety Uncommitted							
FHX-2024-PS-01-00	Pedestrian Safety Uncommitted	\$.00	\$.00	\$.00	\$208,712.18	0	
FHX-2024-PS-01-00		\$.00	\$.00	\$.00	\$208,712.18	0	
405h Nonmotorized Safety UncommittedTotal		\$.00	\$.00	\$.00	\$208,712.18	0	
BIL 405h Nonmotorized SafetyTotal		\$20,938.77	\$20,938.77	\$.00	\$427,773.41	1 VOU-14	Jan-16-2025
SUPPLEMENTAL BIL NHTSA 402							
Traffic Enforcement Services							
PT-2024-PT-00-00	Police Traffic Services Effort	\$.00	\$.00	\$.00	\$350,713.87	0	
PT-2024-PT-00-00		\$.00	\$.00	\$.00	\$350,713.87	0	
PT-2024-PT-01-00	Traffic Safety Law Enforcement	\$64,149.43	\$64,149.43	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-01-00		\$64,149.43	\$64,149.43	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-02-00	Police Traffic Services Progra	\$2,536.95	\$2,536.95	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-02-00		\$2,536.95	\$2,536.95	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-00	Selective Enforcement (STEP)	\$.00	\$.00	\$.00	\$.00	0	
PT-2024-PT-05-00		\$.00	\$.00	\$.00	\$.00	0	
PT-2024-PT-05-02	Albuquerque PD-STEP	\$1,646.40	\$1,646.40	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-02		\$1,646.40	\$1,646.40	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-08	Bernalillo County SO-STEP	\$1,389.02	\$1,389.02	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-08		\$1,389.02	\$1,389.02	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-31	Dona Ana County-STEP	\$335.14	\$335.14	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-31		\$335.14	\$335.14	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-35	Farmington PD-STEP	\$9,120.76	\$9,120.76	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-35		\$9,120.76	\$9,120.76	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-82	Roosevelt County PD-STEP	\$1,400.73	\$1,400.73	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-82		\$1,400.73	\$1,400.73	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-86	San Juan County-STEP	\$1,867.92	\$1,867.92	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-86		\$1,867.92	\$1,867.92	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-88	Sandoval County-STEP	\$7,592.28	\$7,592.28	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-05-88		\$7,592.28	\$7,592.28	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-06-00	General LE Training -Safer	\$22,500.00	\$22,500.00	\$.00	\$.00	1 VOU-12	Nov-04-2024

PT-2024-PT-06-00		\$22,500.00	\$22,500.00	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-08-00	NCSAs Media Training	\$15,417.34	\$15,417.34	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-08-00		\$15,417.34	\$15,417.34	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-09-00	Traffic Safety Clearinghouse (	\$51,489.63	\$51,489.63	\$.00	\$.00	1 VOU-12	Nov-04-2024
PT-2024-PT-09-00		\$51,489.63	\$51,489.63	\$.00	\$.00	1 VOU-12	Nov-04-2024
Traffic Enforcement ServicesTotal		\$179,445.60	\$179,445.60	\$.00	\$350,713.87	1 VOU-12	Nov-04-2024
SUPPLEMENTAL BIL NHTSA 402Total		\$179,445.60	\$179,445.60	\$.00	\$350,713.87	1 VOU-12	Nov-04-2024
SUPPLEMENTAL BIL 405b OP Low							
405b OP Low Uncommitted							
M2X-2024-05-00-00	OP Low Uncommitted	\$.00	\$.00	\$.00	\$49,807.45	0	
M2X-2024-05-00-00		\$.00	\$.00	\$.00	\$49,807.45	0	
405b OP Low UncommittedTotal		\$.00	\$.00	\$.00	\$49,807.45	0	
SUPPLEMENTAL BIL 405b OP LowTotal		\$.00	\$.00	\$.00	\$49,807.45	0	
SUPPLEMENTAL BIL 405c Data Program							
405c Data Uncommitted							
M3X-2024-TR-00-00	Data Uncommitted	\$.00	\$.00	\$.00	\$84,624.92	0	
M3X-2024-TR-00-00		\$.00	\$.00	\$.00	\$84,624.92	0	
405c Data UncommittedTotal		\$.00	\$.00	\$.00	\$84,624.92	0	
SUPPLEMENTAL BIL 405c Data ProgramTotal		\$.00	\$.00	\$.00	\$84,624.92	0	
SUPPLEMENTAL BIL 405d Impaired Driving Mid							
405d Mid HVE							
M5HVE-2024-ID-01-00	Alc/ID Enforcement - (see AL-P	\$129,540.27	\$129,540.27	\$.00	\$4,278.83	2 VOU-12	Nov-04-2024
M5HVE-2024-ID-01-00		\$129,540.27	\$129,540.27	\$.00	\$4,278.83	2 VOU-12	Nov-04-2024
405d Mid HVETotal		\$129,540.27	\$129,540.27	\$.00	\$4,278.83	2 VOU-12	Nov-04-2024
405d Mid Training							
M5TR-2024-ID-04-00	DRE and ARIDE Training	\$36,220.31	\$36,220.31	\$.00	\$.00	2 VOU-13	Nov-26-2024
M5TR-2024-ID-04-00		\$36,220.31	\$36,220.31	\$.00	\$.00	2 VOU-13	Nov-26-2024
M5TR-2024-ID-09-00	Statewide DWI Enforcement Trai	\$9,559.25	\$9,559.25	\$.00	\$.00	1 VOU-14	Jan-16-2025
M5TR-2024-ID-09-00		\$9,559.25	\$9,559.25	\$.00	\$.00	1 VOU-14	Jan-16-2025
405d Mid TrainingTotal		\$45,779.56	\$45,779.56	\$.00	\$.00	3 VOU-14	Jan-16-2025
SUPPLEMENTAL BIL 405d Impaired Driving MidTotal		\$175,319.83	\$175,319.83	\$.00	\$4,278.83	4 VOU-14	Jan-16-2025
SUPPLEMENTAL BIL 405d Impaired Driving Int							
405d Impaired Driving Int Uncommitted							
M7X-2024-II-00-00	Interlock Uncommitted	\$.00	\$.00	\$.00	\$35,956.64	0	
M7X-2024-II-00-00		\$.00	\$.00	\$.00	\$35,956.64	0	
405d Impaired Driving Int UncommittedTotal		\$.00	\$.00	\$.00	\$35,956.64	0	
SUPPLEMENTAL BIL 405d Impaired Driving IntTotal		\$.00	\$.00	\$.00	\$35,956.64	0	
SUPPLEMENTAL BIL 405f Motorcycle Programs							
405f Motorcycle Uncommitted							
M11X-2024-MC-00-00	Motorcycle uncommitted	\$.00	\$.00	\$.00	\$9,171.53	0	

M11X-2024-MC-00-00		\$.00	\$.00	\$.00	\$9,171.53	0
405f Motorcycle UncommittedTotal		\$.00	\$.00	\$.00	\$9,171.53	0
SUPPLEMENTAL BIL 405f Motorcycle ProgramsTotal		\$.00	\$.00	\$.00	\$9,171.53	0
SUPPLEMENTAL BIL 405h Nonmotorized Safety						
405h Public Education						
FHPE-2024-PS-01-00	UNM - Pedestrian and Bicycle S	\$.00	\$.00	\$.00	\$28,913.06	0
FHPE-2024-PS-01-00		\$.00	\$.00	\$.00	\$28,913.06	0
405h Public EducationTotal		\$.00	\$.00	\$.00	\$28,913.06	0
SUPPLEMENTAL BIL 405h Nonmotorized SafetyTotal		\$.00	\$.00	\$.00	\$28,913.06	0
BIL 405e Distracted Driving Awareness 24-26						
405e Distracted Driving Uncommitted						
B8AX-2024-DD-00-00	Distracted Driving Awareness 2	\$.00	\$.00	\$.00	\$261,402.05	0
B8AX-2024-DD-00-00		\$.00	\$.00	\$.00	\$261,402.05	0
405e Distracted Driving UncommittedTotal		\$.00	\$.00	\$.00	\$261,402.05	0
BIL 405e Distracted Driving Awareness 24-26Total		\$.00	\$.00	\$.00	\$261,402.05	0
BIL 405e Distracted Driving Laws 24-26						
405e Distracted Driving Uncommitted						
B8LX-2024-DL-00-00	Distracted Driving Laws 24-26	\$.00	\$.00	\$.00	\$256,570.99	0
B8LX-2024-DL-00-00		\$.00	\$.00	\$.00	\$256,570.99	0
405e Distracted Driving UncommittedTotal		\$.00	\$.00	\$.00	\$256,570.99	0
BIL 405e Distracted Driving Laws 24-26Total		\$.00	\$.00	\$.00	\$256,570.99	0
BIL 405g Nonmotorized Safety 24-26						
405g Nonmotorized Safety Uncommitted						
BGX-2024-00-00-00	NonMotorized Safety Uncommite	\$.00	\$.00	\$.00	\$267,039.69	0
BGX-2024-00-00-00		\$.00	\$.00	\$.00	\$267,039.69	0
405g Nonmotorized Safety UncommittedTotal		\$.00	\$.00	\$.00	\$267,039.69	0
BIL 405g Nonmotorized Safety 24-26Total		\$.00	\$.00	\$.00	\$267,039.69	0
SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26						
405e Distracted Driving Uncommitted						
B8AX-2024-DD-00-00	Distracted Driving Awareness 2	\$.00	\$.00	\$.00	\$17,506.55	0
B8AX-2024-DD-00-00		\$.00	\$.00	\$.00	\$17,506.55	0
405e Distracted Driving UncommittedTotal		\$.00	\$.00	\$.00	\$17,506.55	0
SUPPLEMENTAL BIL 405e Distracted Driving Awareness 24-26Total		\$.00	\$.00	\$.00	\$17,506.55	0
SUPPLEMENTAL BIL 405e Distracted Driving Laws 24-26						
405e Distracted Driving Uncommitted						
B8LX-2024-DL-00-00	Distracted Driving Laws 24-26	\$.00	\$.00	\$.00	\$23,932.54	0

B8LX-2024-DL-00-00		\$.00	\$.00	\$.00	\$23,932.54	0
405e Distracted Driving UncommittedTotal		\$.00	\$.00	\$.00	\$23,932.54	0
SUPPLEMENTAL BIL 405e Distracted Driving Laws 24- 26Total		\$.00	\$.00	\$.00	\$23,932.54	0
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26						
405g Nonmotorized Safety Uncommitted						
BGX-2024-00-00-00	NonMotorized Safety Uncommitte	\$.00	\$.00	\$.00	\$16,619.16	0
BGX-2024-00-00-00		\$.00	\$.00	\$.00	\$16,619.16	0
405g Nonmotorized Safety UncommittedTotal		\$.00	\$.00	\$.00	\$16,619.16	0
SUPPLEMENTAL BIL 405g Nonmotorized Safety 24- 26Total		\$.00	\$.00	\$.00	\$16,619.16	0
NHTSATotal		\$10,555,067.49	\$10,555,067.49	\$.00	\$11,898,277.63	15 VOU-15 Jan-27-2025
Total		\$10,555,067.49	\$10,555,067.49	\$.00	\$11,898,277.63	15 VOU-15 Jan-27-2025