

NMDOT

TRAFFIC SAFETY DIVISION



20
22 ANNUAL REPORT

State of New Mexico

Michelle Lujan Grisham
Governor

MICHAEL R. SANDOVAL
NMDOT Cabinet Secretary
Governor's Representative for Highway Safety

Jeff Barela
Traffic Safety Division Director

Transportation Commission

District One – Jennifer Sandoval
District Two – Bruce Ellis
District Three – Hilma Chynoweth
District Four – Walter Adams
District Five – Thomas C. Taylor
District Six – Charles Lundstrom

Acknowledgments

The NMDOT Traffic Safety Division would like to thank Governor Michelle Lujan Grisham, former NMDOT Cabinet Secretary Michael Sandoval, NMDOT Cabinet Secretary Ricky Serna, NMDOT Modal Director Franklin Garcia, NMDOT Traffic Safety Division Director Jeff Barela, the National Highway Traffic Safety Administration, the Federal Highway Administration, local officials and law enforcement, and other traffic safety partners and organizations for their support of Traffic Safety Division programs and initiatives during the past year. These partnerships are vital to our efforts to reduce crashes, fatalities and injuries on New Mexico's roadways. Thanks to Traffic Safety Division staff, contractors and partners for providing information for this 2022 NMDOT/TSD Annual Report.

Editor: Ilene Hall, Pricehall Research, Inc.
Cover Photos: RK Venture; NMDOT
Cover Design: Jaime Bencomo, NMDOT

Table of Contents

| | |
|--|----|
| Overview and Mission | 4 |
| Traffic Safety Planning Participants/ Partners | 4 |
| Assessment of State's Progress | 5 |
| FFY22 NMDOT/TRAFFIC SAFETY DIVISION PROGRAMS | 6 |
| Alcohol-Impaired Driving Program..... | 6 |
| Occupant Protection Program | 20 |
| Police Traffic Services Program | 25 |
| Motorcycle Safety Program..... | 28 |
| Pedestrian and Bicyclist Safety Program | 30 |
| Driver Education and Safety Program | 32 |
| Media and Marketing Campaigns | 37 |
| Traffic Records Program..... | 46 |
| State's Evidence-Based TS Enforcement Program | 48 |
| Planning and Administration | 49 |
| NMDOT Traffic Safety Division Staff | 50 |
| Acronyms | 51 |
| 2022 Project Expenditure Close-Out Report..... | 52 |

Overview and Mission

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

TSD data-driven approaches are focused on identifying high crash, fatality and injury areas, and supporting strategies and projects most likely to improve traffic safety and reduce harmful outcomes. These strategies and projects are detailed in the FFY2022 NMDOT/TSD Highway Safety Plan (HSP). The TSD provides Federal and State project funds to a variety of organizations including State and local agencies, nonprofit corporations, private contractors and other experts in traffic records, statistics, public information, health and the judicial system.

In FFY22, due to continuing impacts of COVID-19, 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.

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 FFY22, these partners participated in the development of the NMDOT/TSD Highway Safety Plan 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 FFY22 HSP planning efforts, and data collection and information systems, are coordinated with the State Strategic Highway Safety Plan and the Highway Safety Improvement Plan.

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

Assessment of State's Progress

Toward Achieving FFY 2022 HSP Performance Targets

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

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

| | Performance Outcome Measures | 2022 HSP Target | 2022 Projected Data | 2021 HSP Target | 2021 State Data | Met 2021 Target |
|-------|-----------------------------------|-----------------|---------------------|-----------------|-----------------------|-----------------|
| CM-1 | Total Fatalities | 421.9 (5 yr) | 403.6 | 411.6 (5 yr) | 398.6 | In Progress |
| CM-2 | Serious Injuries | 1,030.5 (5 yr) | 999.9 | 1,030.5 (5 yr) | 1,040.0 | In Progress |
| CM-3 | Fatality Rate | 1.645 (5 yr) | 1.605 | 1.486 (5 yr) | 1.528 | In Progress |
| OM-4 | Unrestrained Occupant Fatalities | 119 (5 yr) | 131 | 114 (1 yr) | 165 | In Progress |
| OM-5 | Alcohol-impaired Fatalities | 131 (5 yr) | 126 | 110 (5 yr) | 122 | In Progress |
| OM-6 | Speeding-related Fatalities | 166 (1 yr) | 182 | 155 (1 yr) | 186 | In Progress |
| OM-7 | Motorcyclist Fatalities | 53 (5 yr) | 51 | 56 (1 yr) | 55 | In Progress |
| OM-8 | Unhelmeted MC Fatalities | 32 (5 yr) | 29 | 30 (5 yr) | 29 | In Progress |
| OM-9 | Under-21 Drivers in Fatal Crashes | 55 (5 yr) | 56 | 61 (1 yr) | 66 | In Progress |
| OM-10 | Pedestrian Fatalities | 87 (5 yr) | 90 | 91 (1 yr) | 105 | In Progress |
| OM-11 | Bicyclist Fatalities | 10 (5 yr) | 9 | 9 (1 yr) | 6 | In Progress |
| | | | | | | |
| | | 2022 HSP Target | Met 2022 Target | 2021 HSP Target | 2021 State Final Data | Met 2021 Target |
| B-1 | Seatbelt Use Percent | 90.5 (1 yr) | No (-0.8) | 91.0 (1 yr) | 89.6 | No (-1.4) |

State Measures

| | | 2022 HSP Target | 2022 Final or Projected | State Data vs. 2022 Target | Status |
|-----|--|-----------------|-------------------------|----------------------------|--------------|
| S-1 | A&A Survey Respondents Reporting Hearing/ Seeing TS Safety Messaging | 80% (1 yr) | 86% | +6% of target | Achieved |
| S-2 | Fatalities in Distracted Driving-involved Crashes | 157 (5 yr) | 168 | +11 | Not Achieved |

| | TR Performance Measure 4/1/2020-3/31/2021 to 4/1/2021-3/31/2022 | 2022 HSP Target | 2022 State Data | State Data vs. 2022 Target | Status |
|-----|---|-----------------|-----------------|----------------------------|---------------------|
| S-3 | Increase the percentage of crash reports received from agencies using TraCS that have crash coordinates filled in | 36% | 39.7% | +3.7% of target | Achieved & Exceeded |
| S-4 | Increase the number of data elements provided for end-user crash data | 380 | 412 | +32 of target | Achieved & Exceeded |

Activity Measures – FFY22

A1: Number of seatbelt/CR* citations issued during grant-funded enforcement activities: **8,702**; FFY21 = 7,465

A2: Number of impaired driving arrests made during grant-funded enforcement activities: **1,463**; FFY21 =1,532

A3: Number of speeding citations issued during grant-funded enforcement activities: **39,082**; FFY21 = 35,828

*child restraint

FFY22 NMDOT/TRAFFIC SAFETY DIVISION PROGRAMS

In FFY22, 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 COVID-19-related impacts in FFY22. NM State Police and local law enforcement experienced COVID-19 outbreaks during the FFY, as well as manpower issues.

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 FFY2022, 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 and supervised probation, and on prevention issues. As public health guidance and restrictions allowed, most training, meetings and other project activities were able to go back to an in-person format.

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

In FFY22, DWI Workgroup meetings were conducted in October 2021 and in January and July 2022. Workgroup members provided agency updates, and discussed a variety of issues including plans for updating the Impaired Driving Plan; the 2022 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 2022 Accomplishments

Alcohol/ Impaired Driving Enforcement

164AL-2022-AL-01-00 (02-AL-64-P01)

ENF_AL-2022-AL-01-00

M5HVE-2022-ID-01-00 (02-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 FFY22, 60 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 FFY22, enforcement hours were slightly fewer than in FFY21, as some law enforcement agencies continued to have manpower issues,

In the FFY, law enforcement agencies participated in ENDWI Superblitz and Miniblitz operations, the NHTSA National Crackdown, and directed DWI patrol enforcement activities. The 12 State Police districts are counted as one of the 60 agencies. Law enforcement agencies conducted the following major operations in FFY22:

- ENDWI Winter Superblitz November 19, 2021 – January 1, 2022
- St. Patrick's Day Miniblitz March 11 – March 19, 2022
- Cinco de Mayo Miniblitz May 1 – May 7, 2022
- Fourth of July Miniblitz July 1 – July 8, 2022
- NHTSA National Crackdown August 17 – September 5, 2022

During these enforcement operations, officers conducted 303 checkpoints and worked 23,729 directed patrol hours that resulted in 1,239 DWI arrests. While the focus during these activities is on DWI, law enforcement officers are able to cite for other violations or apprehend individuals involved in other criminal activities. Along with the 1,239 DWI arrests, these enforcement operations resulted in the following:

- ◆ 9,220 speeding citations
- ◆ 3,904 uninsured citations
- ◆ 968 seatbelt or child restraint citations
- ◆ 965 suspended or revoked license citations
- ◆ 120 reckless driving citations
- ◆ 35 cell phone use citations
- ◆ 59 texting citations
- ◆ 98 felony arrests
- ◆ 427 misdemeanor arrests
- ◆ 27 drug arrests
- ◆ 108 fugitives apprehended
- ◆ 62 stolen vehicles recovered
- ◆ 11,706 citations for violations other than these listed

Reduced numbers of citations in FFY22 from FFY21 were for DWI arrests, suspended or revoked licenses, cell phone use, and felony, misdemeanor or drug arrests, and fugitives apprehended.

Increased numbers of citations were for speeding, uninsured, seatbelt or child restraint use, reckless driving, texting, and stolen vehicles.

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-2022-AL-02-00 (02-AL-64-P02)

State 20100 - 02-ID-RF-P02

This project provided funds for regular and overtime enforcement for the DWI Enforcement Task Force in McKinley County. Utilizing cross-commissioning agreements, the Task Force law enforcement agencies conduct checkpoints, directed patrols, and other DWI enforcement activities in McKinley County (including the Navajo Nation). They participate in statewide Superblitz operations in McKinley County, including portions of the Navajo Nation and Zuni Pueblo. Task Force member agencies also participate in underage drinking prevention efforts, including: Shoulder Taps, Compliance Checks, and DWI Warrant Roundups.

Task Force members include McKinley County Sheriff's Department - the lead agency for the Task Force, Gallup PD, Ramah/Navajo PD, Zuni PD, and the Navajo Nation PD. The NM State Police participate with the Task Force via a separate agreement. Both Federal and State funds were used for this project.



Funds were provided for a full-time Task Force coordinator that develops and manages the operational plan for the project; and a full-time officer solely dedicated to enforcement of DWI laws. In FFY22, the DWI Task Force coordinator also participated in McKinley County DWI/Drug Court planning meetings.

During the FFY, joint checkpoint operations were conducted with Task Force agencies including Zuni PD, Gallup PD, New Mexico State Police, the Ramah-Navajo Chapter and the McKinley County Sheriff's Office. Due to the impacts of COVID-19, the Navajo Nation PD did not conduct any activities in FFY22. The McKinley County Task Force officers worked 1,947 directed patrol hours and conducted 21 checkpoints. These operations resulted in the following:

- ◆ 134 DWI arrests
- ◆ 25 open container
- ◆ 942 speeding citations
- ◆ 192 uninsured citations
- ◆ 190 seatbelt or child restraints citations
- ◆ 5 reckless driving citations
- ◆ 59 misdemeanor arrests
- ◆ 12 felony arrests; 1 drug arrest
- ◆ 20 fugitives apprehended/bench warrants
- ◆ 2 stolen vehicle recovered
- ◆ 148 suspended or revoked licenses
- ◆ 803 citations for violations other than these listed

At the checkpoints, DWI prevention materials and promotional items were handed out to the drivers, and officers were thanked for their efforts in combating DWI in the county.

Alcohol Sales Compliance Enforcement/DWI Warrants

ENF_AL-2022-AL-03-00 (02-AL-64-P03)

This project provided overtime funds to the NM Department of Public Safety Special Investigations Unit (SIU) to conduct compliance checks at establishments serving or selling alcohol, and to conduct underage enforcement sting operations and DWI warrant enforcement. The SIU focuses on enforcing New Mexico's fourth-degree felony law against providing or purchasing alcohol for minors. In New Mexico, on a third offense for sale of liquor to a minor, the liquor establishment is fined \$10,000, and the liquor license is revoked.

The SIU conducted 177 enforcement operations statewide including: sales to intoxicated persons, underage sales enforcement, and DWI warrant round-up operations. In FFY22, the SIU enforcement operations resulted in the following:

- ❖ 1,234 establishments checked (521 more than in FFY21)
- ❖ 266 written premise inspections conducted (67 fewer than in FFY21)
- ❖ 961 education interactions with liquor establishments (478 more than in FFY21)
- ❖ 157 administrative citations issued for Liquor Control Act violations (104 more than in FFY21)

Supervised Probation – Bernalillo County Metropolitan Court

164AL-2022-AL-04-00 & DUI_AL-2022-AL-04-01 (02-AL-64-P04)

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

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

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

During FFY22, the Bernalillo County Metro Court DWI First Offender Program had 752 referrals to the First Offender Program. As of September 30, 2022, program had:

- 496 on supervised probation
- 120 on unsupervised probation/non-reporting status
- 69 Ignition interlock only/cases being monitored
- 439 Ignition interlocks installed/being monitored
- 4 defendants ordered to install ignition interlock, but defendants still in custody

Supervised Probation – Santa Fe County

164AL-2022-AL-05-00 & DUI_AL-2022-AL-05-00 (02-AL-64-P05)

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

The program works closely with the Santa Fe Magistrate Court and the First Judicial District Court, with the primary source of client referrals coming from the Magistrate Court. Sentencing of these offenders can include one or more of the following: DWI School; Treatment Program; Victim Impact Panel; Ignition Interlock; Electronic Monitoring; or Community Service.

In FFY22, the Santa Fe County DWI Program conducted screenings for 121 new clients, with 105 from Magistrate Court and 16 from District Court. Of the 121 clients, 65 successfully installed new ignition interlocks, 17 signed no vehicle affidavits, 25 were pending interlock install, 12 were already on interlock requirements, and 2 were out-of-State clients (who did not install interlocks in NM). At the end of FFY22, the Santa Fe County DWI Program had 549 active clients under supervision, 261 more than at the end of FFY21.

Statewide DWI Enforcement Training

164AL-2022-AL-08-00 & LET_AL-2022-AL-08-00 (02-AL-64-P08)

AI-2022-AI-02-00 (02-AI-02-P02) M5TR-2022-ID-09-00 (02-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 FFY22, SWTC conducted two 40-hour SFST Instructor Certification classes with 35 students. SWTC provides 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 110 students. The focus of the training is on administrative license revocation and instructor proficiency. All instructors are required to demonstrate SFST proficiency at the beginning of the course to continue in this class. Instructor manuals are updated annually with the most current training materials. During the FFY, two SFST Instructor trainings were conducted, one in northwestern NM and one in south-central NM with 38 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 71 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. No Managing Police Traffic Services trainings were conducted in FFY22, primarily due to issues with times the course could be scheduled and manpower issues among agencies.

During the FFY, four SFST Oversight Committee meetings were conducted virtually with Committee members from around the State. Committee members discussed: overview of the 2022 SFST Instructor Refresher Training; 2023 SFST Instructor Refresher Training curriculum development; certification for officers that test for impaired boat drivers; and National Association of State Boating Law Administration applications for certification of officers that test boat drivers.

Traffic Safety Clearinghouse

164AL-2022-AL-09-00 (02-AL-64-P09)

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

In FFY22, Safer distributed 39,072 pieces of DWI prevention material, available in both English and Spanish. A ZeroProof newsletter focused on underage alcohol prevention is distributed twice a year electronically to more than 1,100 recipients including schools and traffic safety advocates. The current ZeroProof newsletter can be accessed at: <https://www.safernm.org/resources/news/> and the NMDOT ZeroProof website, and underage drinking and DWI prevention resources can be accessed via: <https://www.safernm.org/resources/prevention/>.

ALR Hearing Prosecution Attorney

164AL-2022-AL-10-00 & EDU_AL-2022-AL-10-00 (02-AL-64-P10)

M5CS-2022-ID-06-00 (02-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 filled for only two months in early FFY22 (Oct. 15 - Dec. 15, 2021). During this period, the ALR-TSRP co-instructed with the NMDOT TSRP at the Central NM Community College Law Enforcement Academy, training cadets in trial testimony and conducting mock direct/cross examinations; represented the interest of the State at four ALR hearings; attended DWI Workgroup and Santa Fe County DWI Planning Council meetings; and guest spoke at a Los Alamos Women Voters meeting on a proposed criminal justice reform position statement.

Alcohol-ID Program Management – FTEs

164AL-2022-AL-11-00 & ENF_AL-2022-AL-11-00 (02-AL-64-P11)

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

Traffic Safety Law Enforcement Liaisons

164AL-2022-AL-12-00 & ENF_AL-2022-AL-12-00 (02-AL-64-P12)

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

LELs work with agencies to determine the number of high-visibility law enforcement operations to be conducted during the year based on a problem identification process and available funding. LELs also develop a plan for monitoring progress toward achievement of agency performance goals. To facilitate these processes, the LELs use the NMDOT E-Grant System to solicit, review and monitor law enforcement agency applications, operational plans, reimbursement requests and available reports. The LELs also use the system to maintain documentation of correspondence with each funded agency. In FFY22, Safer law enforcement liaisons maintained oversight of 92 individual law enforcement agencies.

Annually, the LELs assist with developing and coordinating the statewide Law Enforcement Coordinator's Symposium (LECS). On May 4, 2022, the LECS was conducted via a virtual platform with approximately 200 law enforcement personnel, and representatives from NHTSA and the NMDOT Traffic Safety Division. Local and national speakers presented on topics including: DWI and Cannabis; Getting New Mexico's Seat Belt Rate Back over 90%, the Risk of Dangerous Drivers, Reinvesting in Saving Lives, and a legal update. On August 17, 2022, a secondary LECS was conducted virtually to focus on regional and State updates, as well as important program requirements and guidelines. The LECS provides law enforcement representatives the opportunity to obtain current program information, legal and administrative updates, and receive continuing education units.

DWI Media Creative Design and Production

164AL-2022-AL-15-00 & EDU_AL-2022-AL-15-00 (02-AL-64-15)

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

DWI Media Placement

164PM-2022-PM-16-00 (02-AL-PM-P16)

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

Court Monitoring – MADD

164AL-2022-AL-17-00 & DUI_AL-2022-AL-17-00 (02-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 a minimum of 250 DWI court cases per year utilizing 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 six of the project, court monitoring of misdemeanor DWI cases was conducted in magistrate courts in Bernalillo, Doña Ana, McKinley, Rio Arriba, San Juan, Santa Fe, and Valencia counties. Project staff monitored 3,210 cases, 574 more than in Year 5. Of these cases, 2,129 were adjudicated (66.3% compared to 61.7% in 2021 and 58% in 2020). Of cases adjudicated, 24 percent were guilty; 1 percent not guilty, 25 percent deferred prosecution, and 49 percent were dismissed (up from 40 percent in 2021); another 1 percent were transferred to District Court, and 1 percent were amended.

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

Key observations by court monitors included:

- Increased numbers of dismissals of misdemeanor DWI cases in many counties
- Some cases pled down to a 1st DWI when they were not 'true firsts,' resulting in these cases not having an enhanced DWI charge
- NM Supreme Court-granted waivers to extend case timelines and suspend trials
- Fewer misdemeanor cases in DWI dockets

The higher number of dismissals in some counties may be the result of COVID-19-related aspects including law enforcement and prosecutor staff shortages resulting in poor transmission of discovery, officers unavailable to attend key proceedings, late filings and a backlog of cases.

Recommendations from the year six project report include the following:

- Work with courts to discourage premature dismissals of DWI cases which can preclude mandates for ignition interlocks
- Comply with the statutory requirement that interlocks be installed in all vehicles driven by offenders
- Maintain continued support of high-visibility of law enforcement
- Continue working with communities to highlight awareness of the tragic consequences of DWI

UAD Prevention Creative Design & Production

164AL-2022-AL-18-00 & EDU_AL-2022-AL-18-00 (02-AL-64-P18)

State 20700 – 02-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 FFY22, the ZeroProof brand was included in media campaign strategy, with an increased focus on social media platforms particularly accessed by the Gen Z target audience. A ZeroProof 'Not That Kind of Party' video was developed to run during the ENDWI Summer Campaign, with snippets of the video running on TikTok.

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

ZeroProof Campaign

164AL-2022-AL-19-00 & EDU_AL-2022-AL-19-00 (02-AL-64-P19)

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

2nd Judicial District DWI Prosecution Support

164AL-2022-AL-22-00 & DUI_AL-2022-AL-22-00 (02-AL-64-P22)

This project provided funds to the Office of the 2nd Judicial District Attorney for five 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; check and draft necessary pleadings and continuances; obtain all relevant discovery; 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 FFY22, 59.9 percent of the cases sent to the DA's office were from the Albuquerque Police Department.

A primary focus 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 FFY22, the project-funded paralegals handled 1,553 cases, up from 1,415 in FFY21. They tracked how many of the DWI cases involved a crash and the different law enforcement agencies involved. In FFY22, due to COVID-19 restrictions, staff worked both remotely and in-office.

Another focus for the paralegals is to ensure that pre-trial interviews between the defense counsel and police officers involved with a DWI case are scheduled and conducted in a timely manner in order to provide defense counsel with all relevant case discovery materials within 30 days of the DWI arrest, thus reducing the possibility of dismissal of the case. They facilitate rescheduling the interview between the officer and defense counsel, which serves to reduce the chance for automatic dismissal of the case.

Paralegals are able to track how many pre-trial interviews (PTIs) each officer has missed and the reason for missing the interviews. Reducing the number of officers that fail to appear for pre-trial interviews reduces costs associated with issuing subpoenas to officers to reschedule the interviews. In FFY22, the completion rate of pre-trial interviews with APD officers and private defense counsel was 81.7 percent, compared to 78.6 percent in FFY21. Primary reasons given for officers not appearing for the PTIs were 'being stuck in traffic or on mandatory call,' or officer gave no reason.

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

DWI/ Drug Courts – AOC

M5CS-2022-ID-02-00 (02-ID-05d-P02)

There are twelve DWI / Drug Courts in New Mexico that focus on alcohol and/or drug cases, with another 44 treatment court programs (adult, young adult, juvenile, family dependency, veterans, tribal healing to wellness, domestic violence and mental health) that handle a broad range of drug- or behavioral health-involved cases. These courts operate in 28 of New Mexico's 33 counties at District, Metropolitan, Magistrate, and Municipal court levels.

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

In FY22, the New Mexico DWI Court Graduate recidivism rate was 6.25 percent, and the average Drug Court Graduate recidivism rate was 9.77 percent (three years post program exit). The average New Mexico Drug Court Intent-to-Treat Drug Court recidivism rate was 17.41 percent (three years post program exit).

FFY22 NM Magistrate and Municipal DWI/ Drug Court Results

| Magistrate Courts | # of Program Graduates | % Graduated | Recidivism % | | % Retention | % Employed Upon Graduation |
|----------------------|--|-------------|--------------|-------|-------------|----------------------------|
| | | | All Admits | Grads | | |
| Dona Ana County | 15 | 71.4 | 7.7 | 9.1 | 92.8 | 100 |
| Eddy County | 7 | 70 | 11.1 | 12.5 | 95.5 | 100 |
| San Juan County | 18 | 90 | 14.3 | 10.5 | 97.9 | 88.9 |
| San Miguel County | 4 | 44.4 | 8 | 13 | 88.6 | 100 |
| Santa Fe County | 4 | 80 | 33.3 | 25 | 95 | 100 |
| Torrance County | 2 | 100 | 0 | 0 | 100 | 100 |
| Valencia County | 14 | 93.3 | 6.9 | 5.6 | 98.8 | 85.7 |
| McKinley County | Program anticipated to accept first participants in early 2023 | | | | | |
| Rio Arriba County | Program accepted first participant in April 2022; too new to report data | | | | | |
| Farmington Municipal | 4 | 44.4 | 20 | 14.3 | 90.8 | 100 |

Four DWI drug court program coordinators and their respective judges, the AOC Senior Statewide Program Manager, four AOC Statewide Program Managers, the AOC Behavioral Health Program Manager, and the AOC Court Operations Division Director attended the National Association of Drug Court Professionals (NADCP) RISE22 conference in Nashville, Tennessee In July 2022. NM AOC Behavioral Health Program Manager, Scott Patterson, gave a presentation on 'A Trauma-Informed Approach for Health and Well-Being' on the topic of self-regulation, and NM AOC Statewide Program Manager Carlos Gonzales presented as a drug court alumnus.

In September 2022, two AOC Statewide Program Managers attended a communitywide recovery event hosted by the Eddy County Magistrate Court as part of National Recovery Month. The event focuses on substance use treatment and mental health services that can enable those with mental and substance use disorders to live healthy and rewarding lives.

BAC Testing Training – SLD

M5BAC-2022-ID-03-00 (02-ID-05d-P03)

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

In FFY22, the SLD conducted the following certification training classes:

- 69 Intoxilyzer 8000 Breath Operator Full Certification* classes and 53 Intoxilyzer 8000 Breath Operator Recertification classes, training a total of 1,325 officers. Recertification only classes are offered on-site in various cities or online through an IT platform
- 6 Intoxilyzer 8000 Key Operator classes with 47 officers trained

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

SLD staff attended a number of online or in-person trainings/conferences In FFY22 including: American College of Medical Toxicology Forensic Toxicology Seminar; Robert Borkenstein Alcohol Course on Alcohol and Highway Safety and Course on Drugs and Human Performance; 2022 International Association for Chemical Testing; Analytical, Interpretive, and Legal Issues Surrounding THC Analogs in DUID Casework; and 2022 American Academy of Forensic Sciences Annual Conference.

DRE and ARIDE Training

M5TR-2022-ID-04-00 (02-ID-05d-P04)

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

In FFY22, the New Mexico DRE Committee accepted 24 of 25 applications for the 2022 DRE School. Of the 24 qualifying applicants, five withdrew and one did not pass the first phase of the training. Of the remaining 18 students, 16 successfully completed all three phases of the training and were certified as Drug Recognition Experts. The NM DRE Program currently has 73 certified DREs and staff continues to work diligently to identify qualified candidates to become DREs. Throughout the year, the State's DREs share with members their knowledge about the dangers of drugs and drug-impaired driving.

Three DRE Recertification courses were conducted in FFY22 utilizing the NM Department of Public Safety accredited DRE Recertification curriculum. A total of 17 DREs received eight hours of advanced training, with instruction provided by the State DRE Coordinator, one TS Resource Prosecutor and a chemist from the NMDOH Scientific Laboratory Division. DREs must demonstrate proficiency with the Drug Influence Evaluation during recertification prior to receiving their two-year recertification.

In addition to the DRE Program, BRV conducted 16 Advanced Roadside Impaired Driving Enforcement (ARIDE) courses, training 216 officers and prosecutors from around the State. The two-day ARIDE course is focused on the signs and symptoms associated with drug-impaired drivers. Given the State's 2021 legalization of recreational cannabis, the ARIDE course and the DRE training are particularly essential for officers and prosecutors from around the State.

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

In FFY22, six DRE representatives from New Mexico attended the 2022 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-2022-ID-05-00 (02-ID-05d-P05)

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

During the year, the TSRP provided 305 hours of training via 48 training sessions, including legal updates, to DWI prosecutors, law enforcement and traffic safety partners on DWI Search and Seizure; Case Law; and DRE (drug recognition expert). The TSRP provided technical assistance and advice on DWI policy matters to law enforcement, the NM DRE coordinator, NMDOT/TSD staff, the Standardized Field Sobriety Testing (SFST) coordinator, MADD, and NM Attorney General's office. The TSRP served as a 'special prosecutor' in impaired driving cases, as needed and drafted bill analyses on 'DWI Blood Testing' and 'Cannabis and DWI Testing'. The TSRP also presented at the 2-day DWI Conference for prosecutors and law enforcement officers statewide.

Impaired Driving Media Creative Design & Production

M5PEM-2022-ID-07-00 (02-ID-05d-P07)

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

Impaired Driving Media Placement

M5PEM-2022-ID-08-00 (02-ID-05d-P08)

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

Radio, television and billboard advertising across the State have proven to be effective ways of reaching the public with traffic safety messaging. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the NMDOT works with county DWI prevention and safety coalitions to distribute collateral materials to supplement paid media messaging. Media impressions reached with all Traffic Safety messaging in FFY22 were calculated at 74,800,000. Both Federal and State funds were used for this project.

The following Alcohol-Impaired Driving project was listed in the 2022 HSP, but no NHTSA funds were expended in FFY22:

DWI Workgroup Meeting Facilitation

164AL-2022-AL-07-00 (02-AL-64-P07)

Members of the DWI Workgroup did meet in October 2021, and in January and July 2022, but no federal funds were expended for this project.

State Funds-Only Projects and SFY2022 Accomplishments

Underage Drinking Prevention Projects

In SFY22, the NMDOT/TSD again funded a variety of projects aimed at reducing underage drinking, and underage drinking and driving behaviors. These projects provided program services to school-age youths and their families, including educational presentations on underage drinking awareness, underage drinking laws and media literacy, and classroom discussions on positive family communication and increasing self-esteem skills. Middle and high school youths also receive education on preventing and/or reducing alcohol use, on the dangers of binge-drinking, and on how to conduct shoulder taps and provide merchant education about liquor control act violations.

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

New Mexico Alliance of Boys and Girls Club

In SFY22, staff from nine Boys and Girls Clubs from around the State conducted 'SMART Moves' substance use prevention programs for 257 youth, 112% of their goal of 230 youth. Of these youth, 71 were aged 6-9, 65 were aged 10-12 and 121 were aged 13-15; 142 were males and 115 were females. The clubs' staff also provided alcohol and substance abuse prevention education through SMART Choices Parent Education Classes or Family Engagement Events to 274 parents, 238% 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 | |
|---|------------|
| Gained more understanding of the dangers of the use of alcohol and binge drinking | 92% |
| Abstained from alcohol use in the 30 days prior to the survey | 84% |
| Abstained from marijuana use in the 30 days prior to the survey | 89% |
| Feel a sense of belonging and connection to the Club | 85% |
| Have an adult they can trust and feel connected to at the Club | 92% |
| Believe that Club staff have high expectations for them | 94% |

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

Life of an Athlete

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

On-line LoA courses were conducted from September 2021 through September 2022, with 2,696 students completing the course. In addition, in-person presentations were conducted at 19 middle and high schools for an estimated 1,300 students.

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

Sandoval County DWI & Prevention Program

The Sandoval County DWI & Prevention Program staff again collaborated with Independence High School students to help create public service announcements (PSAs) and billboards regarding youth access to alcohol and related State alcohol laws.



Digital billboards highlighting the 4th degree felony consequence for purchasing alcohol for minors were displayed throughout the county between April and December 2022. Billboard images were swapped occasionally for digital images produced by the Independence High School Media Literacy program. In addition, PSAs and billboard images highlighting youth drinking laws and consequences were displayed on the Sandoval County DWI & Prevention Program Facebook pages and on Instagram. Still images and videos were provided to the DWI Planning Council for their PSAs. Due to COVID-19 State restrictions, the annual Save a Life Sobriety Youth Powwow focused on preventing underage drinking was again postponed.

A limited number of underage alcohol compliance checks and shoulder tap operations were conducted by Sandoval County law enforcement between October 2021 and May 2022. The Sandoval County DWI Task Force met every other month in SFY22, and was well attended by Sandoval County law enforcement as well as representatives from the 13th Judicial District Attorney's office.

Community Driving While Impaired (CDWI)

This project provides funds to cities or counties for alcohol-related prevention, enforcement, public information/education and DWI offender projects. State funds come from a \$75.00 fee imposed on convicted drunk drivers, as allowed by Section 31-12-7(B) and Regulation 18.20.6 NMAC (2004). Funding amounts vary by fiscal year based on fees collected in the previous State fiscal year. All of New Mexico's 33 counties are eligible to receive a portion of the funds, but not all cities/ counties apply for the funds every year. In SFY22, \$259,433 of CDWI funds was distributed to 15 local governmental agencies and the State Police.

Ignition Interlock Program

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

In SFY22, TSC staff processed original or renewal licensing applications for 8 ignition interlock manufacturers, 73 service centers, 136 installers, 47 service technicians and 115 mobile units. TSC staff conducted monitoring

(record reviews, calibrations, installations, removals) of 40 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 SFY22, TSD staff processed 1,292 applications for indigent status, with 1,114 approved and 178 denied.

Projects' Contribution toward Achieving Performance Targets

Final 2021 State data indicate the State will not meet its 2021 alcohol-impaired driving performance target of 110 fatalities (5-yr.avg.), and is projecting 122 alcohol-impaired fatalities in 2021; however the State is projected to meet its 2022 target of 131 (5-yr.avg.) alcohol-impaired fatalities.

The State continues to support projects designed to reduce alcohol-impaired driving crashes, fatalities and injuries statewide. In FFY22, 60 law enforcement agencies, including the New Mexico State Police, participated in high-visibility enforcement activities focused on identified alcohol-involved high crash, high fatality areas.

The NMDOT met and exceeded its 2022 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 FFY22, 86% reported seeing Traffic Safety messaging, with 98% reporting hearing or seeing messaging regarding drinking and driving.

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

Occupant Protection Program

Program Plan Overview

New Mexico's primary seatbelt and child safety/ booster seat laws, child safety seat distribution program, and fitting stations and inspection clinics are instrumental in NMDOT/TSD's ability to achieve high use of occupant protection and in reducing the number of unrestrained occupant fatalities. Child passenger safety seat technician and instructor trainings 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 2022 National Click It or Ticket (CIOT) seatbelt enforcement campaign. Enforcement activity was coordinated with high-visibility BKLUP and CIOT media and public awareness campaigns.

NHTSA Funded Projects and 2022 Accomplishments

Child Restraint Program

CR-2022-OP-01-00 (02-OP-02-P01)

State 20100 – 02-OP-RF-P02 & 02-OP-RF-P03

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

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

The four activities detailed below encompass the Child Restraint Program, and both Federal and State funds were used for this project. Some Child Restraint Program activities were limited or conducted virtually during FFY22.

New Mexico Child Safety Seat Distribution Program (NMCSSDP)

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

All NMCSSDP agency site personnel who distribute child safety seats are required to be a certified child passenger safety technician (CPST) or to complete a six-hour advocacy training session conducted by a certified Child Passenger Safety instructor and complete a two-hour refresher course every two years to stay abreast of updated information and education. The training includes lectures, hands-on activities and a written test to educate health care personnel on proper seat selection and administrative aspects of the NMCSSDP. In FFY22, Safer staff conducted four 6-hour NMCSSDP trainings and four 2-hour Refresher trainings. Four National Child Passenger Safety Technician Training courses were also conducted certifying 76 new technicians. All trainings in FFY22 were conducted virtually.

In FFY22, 48 agencies participated in the New Mexico Child Safety Seat Distribution Program (NMCSSDP) distributing 1,207 child safety seats to low-income families and making the program services available to an estimated 82.5 percent of the State's population. A \$25 fee is requested when providing a child safety seat, but all families are able to receive a child safety seat regardless of their ability to pay. In FFY22, the fees

generated \$14,054, with all fees going back into the program to assist other families. In conjunction with the fees collected and additional NMDOT funding, Safer was able to order over 1,000 car seats for distribution through the NMCSSDP sites, fitting stations, and clinics. During the year, site coordinators monitored the number of personnel volunteer hours dedicated to their distribution site, and personnel from all sites worked over 1,840 volunteer hours during the year.

The NMCSSDP Annual Meeting was held virtually on November 23, 2021 with 33 site coordinators and personnel from around the State. The meeting provided attendees with a review of and updates to administrative requirements, an updated program reference manual, Child Passenger Safety updates, a NMCSSDP Trivia Game, and an interactive Q&A session with attendees.

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 FFY2022, four National Standardized CPST 32-hour Training classes were conducted, with 76 individuals newly certified. Two CPST Renewal Courses were conducted in July and August 2022 in Las Cruces and Rio Rancho, with 8 technicians receiving renewed certification. Statewide, there are 283 certified CPS technicians (273 technicians and 10 instructors), representing all six NMDOT districts and 28 of 33 counties.

Buckle-Up New Mexico Recertification Training Conference

The annual Buckle-Up New Mexico Recertification Training conference was conducted virtually in March 2022. The event was sponsored by NMDOT/TSD and coordinated by Safer New Mexico Now. This annual training provided 136 child passenger safety technicians, presenters, manufacturers, and traffic safety leadership with education and activities facilitated by experts in the field of child passenger safety and by National child passenger safety manufacturers.

Presentations from leading experts in the field of child passenger safety included:

- The Importance of Child Passenger Safety as Children Develop
- Non-compliant Car Seats
- National CPS Updates
- Seat Belt Syndrome
- The Difference Between Lock-Offs and Tensioning Devices on Car Seats
- New Car Seats and Features Updates

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

New Mexico has ten permanent child safety seat fitting stations statewide, and child safety seat inspection clinics are conducted throughout the year. Child safety technicians and volunteers, including law enforcement and fire safety personnel, and healthcare organizations statewide assist with local child safety seat clinics and fitting stations. Events are advertised via local and/or statewide radio and/or television stations, local newspapers, flyers, at law enforcement training events and on the Safer website. A \$25 fee is requested at fitting station and clinic events when providing a child safety seat, but all families are able to receive a child safety seat regardless of their ability to pay.

In FFY22, Safer conducted 35 car seat inspection clinics, including statewide car seat inspection clinics on September 24, 2022, as part of National Seat Check Saturday. At these clinics, 241 child safety seats were inspected and 93 (38.6%) replaced. Safer found that 68 percent of child safety seats inspected at the clinics were being misused. A total of 131 child passenger safety technicians and volunteers donated over 98.75 hours at the clinics. A total of \$263 in fees was collected, with fees applied to occupant protection programs to assist other families.

At 53 fitting station events, 162 child safety seats were inspected, and 19 (11.7%) replaced. Safer found that 56 percent of child safety seats inspected were being misused. A total of 161 child passenger safety technicians and volunteers donated 118 hours at the events. A total of \$158 in fees was collected, with fees applied to occupant protection programs to assist other families.

Safer also conducted 11 virtual checks on 16 car seats between October 2021 and June 2022. The sessions provided parents and caregivers with one-on-one education and instruction from nationally-certified child passenger safety technicians on proper selection, installation and use of their car seats. A total of 75 child passenger safety technicians and volunteers donated 89.5 hours at the events. The NMDOT issued a press release to the media on the virtual car seat inspections to better inform the public of this safe option.

Occupant Protection Program Management-FTEs

OP-2022-OP-02-00 (02-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-2022-OP-01-00 (02-OP-05b-P01)

This project funded a contract with Preusser Research Group, Inc. to conduct New Mexico's annual statewide pre and post daytime seatbelt observation survey and its nighttime observation survey. The daytime surveys were conducted prior to and following the Click It or Ticket National Seatbelt Mobilization (May 23 – June 5, 2022) to determine the annual seatbelt use percentage; the nighttime observations were conducted from July 22 – July 27, 2022.

NHTSA-approved survey methods and processes were used for all surveys. The findings of the surveys help NMDOT assess the impact of New Mexico's primary seatbelt law (a citation can be issued for non-belt use even if no other violation occurs). In FFY22, New Mexico again conducted its seatbelt observation surveys on cars/vans/suvs and pickup trucks. Trained observers recorded front shoulder belt use by drivers and outboard passengers (sitting by the front right-side door).

Results

Utilizing weighted data, the 2022 daytime observed seatbelt use was documented at 89.7 percent, up from 89.6 percent in 2021. Fewer post observations were made in 2022 than in 2021 (6,410 vs. 6,881). The following table displays 2022 un-weighted data:

| Daytime Survey - 2022 | % Pre-survey Belt Use | | % Post-survey Belt Use |
|------------------------------------|------------------------------|--------------------|-------------------------------|
| Car/Van/SUVs (driver and outboard) | 92.4 | | 92.6 |
| Pickup Truck (driver and outboard) | 89.6 | | 89.8 |
| All Vehicles (driver and outboard) | 91.7 | | 91.9 |
| Nighttime Observations | All Vehicles | Car/Van/SUV | Pickup Truck |
| Driver/ Front Seat Passenger | 85.3 | 86.2 | 81.6 |
| Driver | 84.7 | 85.7 | 80.4 |
| Passenger | 87.4 | 88.1 | 86.5 |

Based on 2022 daytime post-survey results, increased observed seatbelt use was seen for those in pickup trucks (89.8 in 2022 vs. 89.4 in 2021), and particularly among drivers (89.7 in 2022 vs. 88.8 in 2021). While still having the lowest use percentages of seatbelt use overall, the increases in seatbelt use among pickup truck occupants supports New Mexico's ongoing focus on high-profile enforcement and media efforts, including the use of pickup trucks in creative media design.

Nighttime use remains lower than daytime use among all occupants; however, the nighttime observations found higher use among pickup truck drivers and passengers in 2022 as compared to 2021, particularly among passengers. The 2022 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-2022-PM-02-00 (02-OP-PM-P02)

In support of National Child Passenger Safety Week, the NMDOT issued its annual statewide press release and ran television 'Child's Drawing BKLUP' and radio 'Child BKLUP' media in both Spanish and English. 'Slodwn/bklup' – Click It or Ticket – Day & Night' was tagged on radio and television during the National Click It or Ticket Mobilization in May and June.



Child Safety Seats/ Booster Seats

M7*CR-2022-II-01-00 (02-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 FFY22, a total of 1,140 child safety seats were ordered for distribution, as needed, to agencies statewide.

The following Occupant Protection project was listed in the 2022 HSP, but no NHTSA funds were expended for this project in FFY22:

OP Assessment Honorarium
Costs were paid with State Funds

OP-2022-OP-03-00 (02-OP-02-P03)

State Funds-Only Project and SFY2022 Accomplishments

Occupant Protection Enforcement

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

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

BKLUP/CIOT

In FFY22, NMDOT/TSD contracted with 76 law enforcement agencies to participate in BKLUP and CIOT enforcement activities. The 12 State Police districts are counted as one of the 76 agencies. Law enforcement officers conducting directed patrol enforcement worked 6,664 enforcement hours, resulting in 5,318 seatbelt and 193 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 for 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:

- ◆ 2,421 speeding citations
- ◆ 1,749 uninsured citations
- ◆ 225 cell phone use citations
- ◆ 117 texting citations
- ◆ 292 revoked or suspended license citations
- ◆ 11 reckless driving citations
- ◆ 81 misdemeanor arrests
- ◆ 17 felony arrests
- ◆ 4 drug arrests
- ◆ 15 DWI arrests
- ◆ 29 fugitives apprehended
- ◆ 5 stolen vehicles recovered
- ◆ 4,904 citations for violations other than these listed

Projects' Contribution toward Achieving Performance Targets

Final 2021 State data indicate the State will not meet its 2021 Occupant Protection program one-year performance target of 114 unrestrained fatalities, and is projecting 165 unrestrained fatalities in 2021. Projected 2022 data indicate the State is not on track to meet its 5-year target of 119 unrestrained fatalities. The State is seeing higher overall fatalities in 2021, and current State data from January through November shows a 22 percent increase in unbelted fatalities between 2020 and 2021, and a further increase of 6 percent between 2021 and 2022.

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 not meet 2022 target of 90.5 percent observed seatbelt use, but did increase observed use in 2022 from 2021. The 2022 observed seatbelt use was 89.7 percent. The NMDOT is utilizing information from the NHTSA-facilitated program assessment to determine and implement the most beneficial activities for maintaining and increasing use of occupant protection.

The State met and exceeded its State performance measure target of maintaining the percentage of Attitude & Awareness Survey respondents reporting having heard or seen traffic safety messaging in the past year, with respondents reporting seeing or hearing 'Click It or Ticket' remaining above 80 percent, while 49 percent reporting seeing or hearing 'BKLUP'.

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

Police Traffic Services Program

Program Overview

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

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

NHTSA Funded Projects and 2022 Accomplishments

Traffic Safety Law Enforcement Liaisons

PT-2022-PT-01-00 (02-PT-02-P01)

State 20100 – 01-PT-RF-P02

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

LELs work with agencies to determine the number of high-visibility law enforcement operations to be conducted during the year based on a problem identification process and available funding. LELs also develop a plan for monitoring progress toward achievement of agency performance goals. To facilitate these processes, the LELs use the NMDOT E-Grant System to solicit, review and monitor law enforcement agency applications, operational plans, reimbursement requests and available reports. The LELs also use the system to maintain documentation of correspondence with each funded agency. In FFY22, Safer law enforcement liaisons maintained oversight of 92 individual law enforcement agencies.

Annually, the LELs assist with developing and coordinating the statewide Law Enforcement Coordinator's Symposium (LECS). Due to continuing COVID-19 precautions, the LECS was conducted via a virtual platform on May 4, 2022. Approximately 200 law enforcement personnel, representatives from NHTSA and the NMDOT attended the symposium. Local and national speakers presented on topics including: DWI and Cannabis; Getting New Mexico's Seat Belt Rate Back Over 90%; The Risk of Dangerous Drivers; Reinvesting in Saving Lives; and a Legal Update. A second component of LECS was held in August 2022. Topics for this Program Management virtual session included: Regional and State Updates, and Important Program Requirements and Guidelines. NMDOT staff provided administrative updates and information on navigating the E-Grant System. The LECS sessions provided law enforcement representatives the opportunity to obtain current program information, legal and administrative updates, and receive continuing education units.

Police Traffic Services Program Management-FTEs

PT-2022-PT-02-00 (02-PT-02-P02)

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

Traffic Safety Resource Prosecutor

PT-2022-PT-04-00 (02-PT-02-P04)

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

During the year, the TSRP provided 305 hours of training via 48 training sessions, including legal updates, to DWI prosecutors, law enforcement and traffic safety partners on DWI Search and Seizure; Case Law; and DRE (drug recognition expert). The TSRP provided technical assistance and advice on DWI policy matters to law enforcement, NM DRE coordinator, NMDOT/TSD, SFST coordinator, district attorney, MADD, and NM Attorney General's office. The TSRP served as a 'special prosecutor' in impaired driving cases, as needed and drafted legislative bill analyses on 'DWI Blood Testing' and 'Cannabis and DWI Testing'. The TSRP also presented at the 2-day DWI Conference for prosecutors and law enforcement officers statewide.

Selective Traffic Enforcement Program (STEP)

PT-2022-PT-05-00 (02-PT-02-P05)

State 20100 – 02-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 FFY22, NMDOT/TSD contracted with 92 State, county, municipal and tribal law enforcement agencies to participate in STEP enforcement activities and worked 24,265 hours conducting directed patrols, safety corridor, speed and commercial traffic enforcement operations. Both Federal and State funds were used for this project.

As part of STEP activities, the annual NMDOT Summer Enforcement Campaign was conducted between June 20 and September 27, 2022. 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.

While officer reported STEP-enforcement hours were slightly fewer compared to FFY21, more speeding, uninsured, seatbelt or child restraint, suspended or revoked driver license, cell phone or texting, and other citations were issued in FFY22.

In FFY22, STEP activities, including the Summer Enforcement Campaign, resulted in the following:

- ◆ 26,499 speeding citations
- ◆ 7,364 uninsured motorist citations
- ◆ 2,033 seatbelt or child restraint citations
- ◆ 1,005 suspended or revoked driver license citations
- ◆ 500 cell phone citations; 172 texting citations
- ◆ 58 reckless driving citations
- ◆ 75 DWI arrests; 17 drug arrests
- ◆ 346 misdemeanor arrests
- ◆ 67 felony arrests
- ◆ 68 fugitives apprehended
- ◆ 11 stolen vehicles
- ◆ 20,140 citations for violations other than these listed

General Law Enforcement Training

PT-2022-PT-06-00 (02-PT-02-P06)

This project provided for a training program designed to educate law enforcement in the development, implementation and management of traffic safety initiatives. All certified New Mexico law enforcement personnel are eligible to receive the training courses at no cost. In FFY22, some training courses were held virtually, and in-person courses were conducted with a limited number of attendees to ensure appropriate distancing practices due to COVID-19 precautions.

In FFY22, Safer New Mexico Now (Safer) conducted 17 training sessions including eight STEP (4 in-person; 4 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 321 students (up from 306 in FFY21) representing 60 State, county, municipal and tribal law enforcement agencies. All training curricula was updated and submitted for accreditation. Training manuals were updated per curricula changes. All students are required to submit a course evaluation at the completion of each training course.

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

State Funds-Only Project and 2022 Accomplishments

Education and Enforcement Funds to LEAs

Education and Enforcement funds are State funds authorized by State Statute 66-7-512 and by Regulation Part 2, 18.20.2.1 to institute and promote statewide traffic safety programs. Funds are used for law enforcement overtime, commodities, education, training and program administration. In SFY22, 10 law enforcement agencies, including the State Police, received \$166,982 in distributions to support local traffic law enforcement activities.

Projects' Contribution toward Achieving Performance Target

Final 2021 State data indicate the State did not meet its Police Traffic Services performance target for limiting the increase in speeding-related fatalities to a one-year target of 155, nor is it on track to meeting its 2022 one-year target of 165 fatalities.

Both NHTSA and GHSA have reported on the increases in speeding-related fatalities nation-wide, particularly in 2020 and 2021. National increases in speeding related fatalities are expected for 2022, and the State anticipates that its speed-related fatality data is reflective of national data. Speeding citations are by far the most common citation issued via STEP-funded law enforcement activities, with 26,499 issued in FFY22,

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

Motorcycle Safety Program

Program Overview

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

In support of Motorcycle Safety Awareness month in May 2022, the NMDOT issued press releases to remind motorists to 'LOOK TWICE' for motorcyclists. Along with NHTSA's 'Get Up to Speed on Motorcycles' and 'Share the Road' campaigns, the NMDOT campaign also helps motorists understand that motorcyclist behaviors are different than those for standard vehicles and highlights what drivers can do to increase the safety of motorcyclists on the highways, such as staying aware by checking mirrors and blind spots for motorcyclists when changing lanes or when merging with traffic, especially at intersections.

NHTSA Funded Project and FFY2022 Accomplishments

Motorcycle Safety Training

M11MT-2022-MC-01-00 (02-MC-05f-P01)

State 20600 – 02-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 provide an introduction to skilled, responsible motorcycling. The project is partially funded by a \$2/motorcycle registration fee on all registered motorcycles. Student training fees provide additional funding for the training program. All training sites receive quality assurance visits during the FFY. Both Federal and State funds were used for this project.

In April 2022, the NMDOT initiated a motorcyclist safety campaign to highlight the upcoming riding season. Thirty-second videos were run on social media with a wide range of motorcycle safety topics ranging from proper gear to safe cornering techniques. The number of views and shares exceeded expectations and response from the public has been very positive.

Unfortunately, the program lost a significant number of motorcycles to theft in FFY22. After countless hours on inter-staff meetings, on-site visits and interviews with security agencies, the NM Motorcycle Safety Foundation (MSF) entered into a contract with International Protective Services that provide 24/7 remotely monitored alarm security systems. This state-of-the-art system resulted in zero successful break-ins at the Albuquerque site. The intention is to expand this security to other locations, as feasible. Harley Davidson has offered to assist with costs related to this effort. In FFY22, the NMDOT expended \$46,671 for nine motorcycles to help supplant those that were stolen

Training and Quality Assurance

In August 2022, the NMMSP successfully transitioned all training sites to the new Motorcycle Safety Foundation curriculum: BRCEPackage1 x 11 (eP1x11). The curriculum change includes a new online course that students complete prior to on-motorcycle training. The e-course eliminates the need for a classroom, thus reducing program costs and allowing for more classes to be scheduled. On August 1, 2022, 33 RiderCoaches received 'eP1x11' training and were certified to teach the new e-course.

In FFY22, the NMMSP conducted 185 basic and experienced (BRC, BRC2 and BRCEP1x11) classes in Santa Fe, Albuquerque, Alamogordo, Farmington, Gallup, Roswell, and Las Cruces with 39 of the 185 classes using the new e-course. The NMMSP trained 1,711 students, 475 more than in FFY21 and 1,098 more than in FFY20. The NMMSP also provided 'eP1x11' training to five motorcycle dealer personnel.

MSF training is available to personnel at Holloman Air Force Base in Alamogordo and at Kirtland Air Force Base in Albuquerque. Additionally, as part of their agency 'Motorcop' certification process, officers from state, city and county law enforcement agencies receive MSF training.

The annual NM Motorcycle Advisory Council meeting was conducted in September 2022, with 15 attendees including representatives from NMMSP, NMDOT, Motor Vehicle Division, NM Motorcycle Rights Organization, NM Biker Law, Law Tigers, and local independent motorcycle dealerships. The group developed a number of activities to pursue in the coming months, including having a significant presence at the New Mexico State Fair, attending the annual Motorcycle Safety Day sponsored by Santa Fe Harley Davidson, and initiating the 'Ghost Bike' program that places motorcycles painted white on roads and highways with high numbers of motorcycle crashes or fatalities. The NMDOT and MSF donated several bikes to the initiative, and Thunderbird Harley Davidson and NMMRO personnel painted them. This grass roots initiative was a community initiative that was successfully implemented by volunteers to remind drivers to look out for motorcyclists, share the road and save lives. Currently, a 'Ghost Bike' is stationed at a State Motor Vehicle Division office. Ultimately, the plan is to place Ghost Bikes in high-visibility locations to raise MC awareness.



At the 2022 State Fair, the local Harley Davidson dealer again provided a 'jump start' motorcycle so interested fairgoers could learn how to start the motorcycle, shift gears, and familiarize themselves with the components of the motorcycle. Safer NM Now again provided motorcycle rider safety materials.

Plans for FFY23 include a legislative proposal to amend sections of the Motorcycle Training Fund statute to increase motorcycle registration fees to augment the motorcycle training funds that are distributed to the NMDOT for its motorcycle safety program. Funds would then be used for additional training, equipment upgrades, motorcycle range improvements and increased motorcycle safety public awareness for riders and drivers, and other program needs.

Project's Contribution toward Achieving Performance Targets

Final 2021 State data indicate the State will meet and exceed its Motorcyclist Safety performance targets for reducing both overall and unhelmeted motorcyclist fatalities, and is on track to meet or exceed its 2022 performance targets. The NM Motorcycle Safety Program training, education and awareness efforts are essential components of the State's efforts to reduce motorcyclist fatalities and injuries. Motorcyclist safety media messaging and rider safety events augment training efforts, and will continue to be supported in the coming year.

Pedestrian and Bicyclist Safety Program

Program Overview

The NMDOT seeks to reduce the number of pedestrian and bicyclist crashes in New Mexico, and to encourage walking and biking as comfortable, accessible, safe and efficient modes of transportation. To successfully reduce New Mexico's pedestrian and bicyclist injury and fatality rates, at-risk populations need to be identified and their safety needs addressed. NMDOT provides support for community-based public awareness, 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.

The NMDOT continued to emphasize pedestrian and bicyclist safety public awareness in FFY22. The NMDOT issued a pedestrian safety press release in October 2021 for Pedestrian Safety Month reminding drivers to watch out for pedestrians, especially during the upcoming Halloween trick-or-treat period. The press release also provided safety tips for trick-or-treaters, such as using flashlights, reflective tape on costumes, using crosswalks and staying on sidewalks when possible. Motorists are reminded to put down their phone; watch their speed; not to drive under the influence; and buckle up children no matter how short the trip.

NMDOT also issued a press release for 'Walk and Ride to School Day' in October 2021, reminding drivers, as they navigate to their destination, to 'Look for Me' – to look out for those walking, biking, or skating through school zones, residential neighborhoods, parks and wherever children may be out and about.

Press releases issued in May highlighted National Bicycle Awareness Month and National Bike to School Day. In 2022, the 'JustDrive' campaign continued to remind drivers to focus on the dangers to pedestrians by distracted drivers and to remind drivers that more people are riding bicycles to commute, exercise or for fun, and often they must use the vehicle roadways.

In FFY22, the Traffic Safety Division (TSD) along with both internal and external partners, worked to redesign and refresh the 'Look for Me' pedestrian safety campaign. The TSD partnered with the NMDOT Multimodal Planning and Programs Bureau; the University of New Mexico Center for Injury Prevention, Research and Education; and RK Venture to give the campaign a refreshed design and updated messaging. It was imperative to include these stakeholders given their interest in making the roads safer for all pedestrians.

NHTSA Funded Project and 2022 Accomplishments

Pedestrian and Bicyclist Safety

FHPE-2022-PS-01-00 (02-PS-05h-P01)

State 20100 – 02-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 provides relevant education and training to law enforcement agencies and State and community pedestrian and bicyclist safety advocates. Staff works with Mid-Region Council of Governments, City of Albuquerque Vision Zero, Safe Routes to School coordinators and other municipal planning organizations on pedestrian and bicyclist safety issues.

Public Education, Community Outreach and Awareness

NMDOT and CIPRE staff worked with pedestrian/bicyclist safety and media partners throughout the year on pedestrian and bicyclist safety/ education efforts. Staff provided NMDOT/TSD 'LOOK FOR ME' safety information and high-visibility items to schools via local Safe Routes to Schools coordinators, and to local organizations to distribute during pedestrian/bike-related club meetings and public events. CIPRE staff provided first responders from Farmington and Shiprock with pedestrian/ bicyclist State statutes information on ped/bike crash reconstruction, and attended the Navajo EMS Outreach Day.

Staff provided ped/bike safety information to attendees of the Albuquerque Community Walk in July 2022, and discussed further partnership opportunities. Staff continues to work with the Mid-Region Council of

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

CIPRE staff met with Farmington MPO staff during their Institute of Police Technology and Management training, and will present on pedestrian and bicyclist safety at their regional meeting in November 2022.

A new NMDOT 'Look For Me – Pedestrian Safety is a Two-Way Street' website was initiated in FFY22: <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; Safety Tips for Pedestrians and Drivers; and Pedestrians' Right-of-Way in Crosswalks, along with relevant New Mexico Statutes.

'LOOK FOR ME' ads with pedestrian and bicyclist safety messaging were again displayed on buses in Albuquerque and on transit vans in Santa Fe and Las Cruces, and on the Northern NM Park Ride route.



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. Daily Lobo circulation is estimated at 10,000 readers.

In FFY22, CIPRE staff attended the New Mexico State Fair in Albuquerque, and provided information on relevant NM State statutes, and handed out other informational ped/bike safety materials. Staff also provided bicycle safety information and bike safety wear with the LFM logo at the Embudo Valley Library and the Community Center in Rio Arriba County, and at the Albuquerque Community Safety/San Jose Neighborhood Walks. All events were well attended by community residents.

On-line Safety Information

In the FFY, the CIPRE 'LOOK FOR ME' website and Facebook page were maintained and updated, providing current information on pedestrian and bicycle safety events, resources in English and Spanish, and other relevant pedestrian and bicyclist safety information. 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

Final 2021 State data indicate the State will not meet its Pedestrian Safety one-year performance target of 91 pedestrian fatalities. The data shows 105 pedestrian fatalities in 2021, and projected data indicate the State is not on track to meet its 2022 pedestrian 5-year target of 90 fatalities. Final 2021 State data and 2022 projected data indicate the State will meet its Bicyclist Safety performance targets.

In the coming year, the NMDOT/TSD will continue to conduct its bicyclist and pedestrian safety education and outreach efforts and high-visibility Look for Me campaign. Staff will participate in the implementation of the NMDOT Pedestrian Safety Action Plan and focus on collaborative efforts with law enforcement, and State and community pedestrian and bicyclist safety agencies and advocates to reduce these preventable tragedies.

Driver Education and Safety Program

Program Overview

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

In addition, the DE Program provides State funds for State-mandated driver education and training, as well as media training for law enforcement and other traffic safety partners. Driver education, driving safety and DWI schools are evaluated and monitored for compliance with State regulations.

In October 2022, the NMDOT issued a press release in support of National Teen Driver Safety Week. The press release highlighted the importance of adults in their teen driver's success in keeping themselves and others safe by making smart choices when driving. The press release encouraged parents to share their driving experiences with their teens, and to set firm rules regarding safe driving practices.

NHTSA Funded Projects and FFY2022 Accomplishments

Traffic Safety Information Clearinghouse

DE-2022-DE-01-00 (02-DE-02-P01)

State 20100 – 02-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 bi-lingual 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 on motorcyclist, bicyclist, pedestrian, and school bus safety issues.

In FFY22, the IPRC distributed 191,061 pieces of TS-related safety and prevention materials to organizations and agencies in all 33 New Mexico's counties. The largest quantities of materials were distributed to Santa Fe County (32.1%), Bernalillo County (9.3%), and Dona Ana County (7.6%). Of all material distributed, 49 percent were driver education-related; 20 percent were DWI prevention-related; 17 percent were occupant protection-related - including child safety seat or seatbelt use; 5 percent were older driver-related; 6 percent were pedestrian or bicyclist-related; 1 percent was motorcycle safety-related; and 1 percent was ZeroProof-related. Approximately six percent of materials distributed were in Spanish.

During the year, the IPRC distributed 3,945 pieces of brochures and safety materials to NMDOT offices throughout the State and 100 traffic safety brochures and other safety materials were supplied to State Motor Vehicle Division offices for their information display racks.

Six mass mailings of materials were sent to coordinators of ENDWI, BKLUP, Community DWI and Local DWI Programs; substance abuse prevention program administrators; MVD 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 2022.

Safer produces the quarterly 'Traffic Safety News' publication that includes information on local and national DWI, occupant protection, older driver, and pedestrian safety issues; and on local upcoming enforcement

campaigns and training opportunities. The newsletter was distributed electronically to more than 1,100 recipients in FFY22 including to 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, and NM occupant protection, DWI and distracted driving laws. In FFY22, the Safer website received 70,511 page views and 19,516 sessions; approximately 82.5 percent were first-time visitors to the site. 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-2022-DE-02-00 (02-DE-02-P02) M1TR-2022-DE-01-00 (02-DE-05b-P01)

State 20100 – 02-DE-RF-P02

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

In FFY22, the NMBA provided one 3-day basic training, three 2-day basic trainings, and one 1-day advanced in-person and virtual training for 36 participants from 15 New Mexico law enforcement agencies including State Police, and 22 participants from other State, county or federal agencies.

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 trainings, and mailed to those who participated in the virtual training session or to those requesting additional copies.

Also in FFY22, 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 FFY22 included: Distracted Driving - \$231,716:14,862 spots; Motorcycle Safety - \$230,738:15,032 spots; Pedestrian Safety - \$253,091:16,629 spots; and Underage Drinking Prevention - \$226,909:14,850 spots. This was a 27 percent increase in PEP commercial airings in FFY22 from FFY21.

A total of 308 distracted driving, motorcycle safety, pedestrian safety and underage drinking prevention spots and three 10-second live liners ran on 77 stations throughout the State during the 3-day State Basketball Tournament (26 games) in March 2022 for an estimated value of \$8,000.

Traffic Safety Awareness Survey

DE-2022-DE-03-00 (02-DE-02-P03)

This project funded an Attitude and Awareness Survey on highway safety issues and media awareness to assess driving habits of New Mexico licensed drivers and to assess driver awareness of safety slogans used by NMDOT TSD media and marketing and by NHTSA. In April and May 2022, 1,085 surveys were conducted via an online panel, and 506 survey interviews were conducted via telephone (landline and cell phone). A pre-survey training session was conducted with experienced telephone interviewers to ensure understanding of the survey instrument. Responses from the five regions of the State accounted for a proportional share of the sample based on the most recent census population.

Safety Slogans Most Often Seen or Heard in FFY22

Alcohol-impaired Driving

NM ENDWI: 72%, up from 68% in 2021; **Drive Sober or Get Pulled Over:** 42%, up from 36% in 2021
U Drink, U Drive, U Lose: 69%, up from 68% in 2021

Occupant Protection

NM BKLUP: 49%, down from 50% in 2021; **Click It or Ticket:** 86%, up from 84% in 2021
Buckle Up Every Time Every Trip: 29%, not surveyed in 2021

Distracted Driving

NM DNTXT: 39%, down from 41% 2021; **U Drive U Text U Pay:** 37%, up from 35% in 2021
Stay Alive, Don't Text & Drive: 57%, down from 62% in 2021

Below are additional highlights from the 2022 survey. The TSD will use the entire survey results to inform its project planning and funding processes in the coming year.

- The percentage of respondents reporting not driving in the past 30 days when they thought they were over the alcohol legal limit was down from 88 percent in 2021 to 82 percent in 2022.
- The percentage of respondents reporting using a seatbelt every time they drive was down from 92 percent in 2021 to 91 percent in 2022. Those reporting that they are very likely to secure their child in a car/booster seat or seatbelt was lower in 2022 (95%) compared to 2021 (98%).
- The percentage of those who said they were likely to talk, text, or read texts on their cell phone while driving rose to 25 percent in 2022, compared to 20 percent in 2021.
- The percentage of drivers that said they have read, seen, or heard something about speed enforcement by police in the past 2 months increased by 6 percent in 2022 from 2021.
- In 2022, 79 percent of drivers said they thought it was very or somewhat likely they would get a ticket if they drove over the speed limit compared to 80 percent in 2021.
- In 2022, 60 percent of respondents reported always wearing a helmet while riding a motorcycle compared to 56 percent in 2021. The largest increases were in Las Cruces/SW NM (49% to 60%) and in North Central NM (57% to 62%). The only reported decrease was seen in Eastern NM (56% to 53%).

The following Driver Education project was listed in the 2022 HSP, but the project was not implemented and no NHTSA funds were expended in FFY22:

Distracted Driving Awareness Media Placement FESPE-2022-DE-01-00 (02-DE-05e-P01)

No distracted driving awareness media placement was contracted for in the FFY.

State Funds-Only Projects and SFY2022 Accomplishments

State Mandated Programs

The University of New Mexico Transportation Safety Center (TSC) provides training for driver education, driving safety and DWI school instructors. The TSC also processes original and renewal school and instructor license applications, and provides monitoring and compliance of driver education schools. In SFY22, the TSC processed 256 applications for driver education and driver safety schools, and driver education and driver safety school instructors. They also processed 379 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, including 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; and on 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 SFY22, the TSC conducted the following trainings:

- ❖ two 40-hour Driver Education New Instructor trainings for 39 attendees
- ❖ three 8-hour Driver Education Refresher trainings for 282 attendees
- ❖ one 8-hour Teaching Techniques training for 16 attendees
- ❖ one 8-hour DWI New Facilitator training for 11 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 DE Refresher Training topics included: The 4 'E's (Education, Engineering, Enforcement and EMS) – Why We Teach Driver Education; Generation 'I' Students; Train Safety; Bicycle Safety; NMDOT/TSD Processes and the NM Administrative Code; and the NM Organ Donor Program.

Monitoring and Compliance

The TSC reviews and revises application forms yearly for Drivers 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 SFY22, TSC staff conducted record review monitoring and compliance visits with 26 driver education schools, and a total of 11 driver education school websites were monitored for valid content. The TSC also conducted 40 Ignition Interlock provider reviews.

Licensing

The NMDOT/TSD is responsible for licensing driver education, driving safety, and DWI schools and instructors. In SFY22, the TSC processed original or renewal licensing applications for 46 driver education schools and 141 instructors, and 30 driving safety schools and 39 instructors. Original or renewal licenses were processed for 17 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, and build a solid foundation for developing safe driving skills, attitudes and behaviors.

In SFY22, 12,605 individuals attended driver education schools. An additional 1,253 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 SFY22, 1,655 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 goal of the school is to lay the foundation for positive changes in each person's drinking and driving behavior. The NMDOT/TSD provides funds for a standardized curriculum for the State-mandated DWI schools. In SFY22, most schools were conducted in-person, with a small number conducted virtually. A total of 2,800 individuals attended DWI schools, 26.6 percent more than in SFY21.

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 SFY22, 12,478 individuals completed this class, compared to 10,454 in SFY21.

Projects' Contribution toward Achieving Performance Target

Final 2022 State data indicate the State will not meet its State Driver Education 2022 performance target for reducing the number of fatalities in distracted driving-involved crashes*. Although 5-year average data indicated a reduction in these fatalities, the State saw a larger than expected increase in final 2021 data which affected the 5-year average.

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

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

Media and Marketing Campaigns

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

Program Overview

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

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

In FFY22, 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

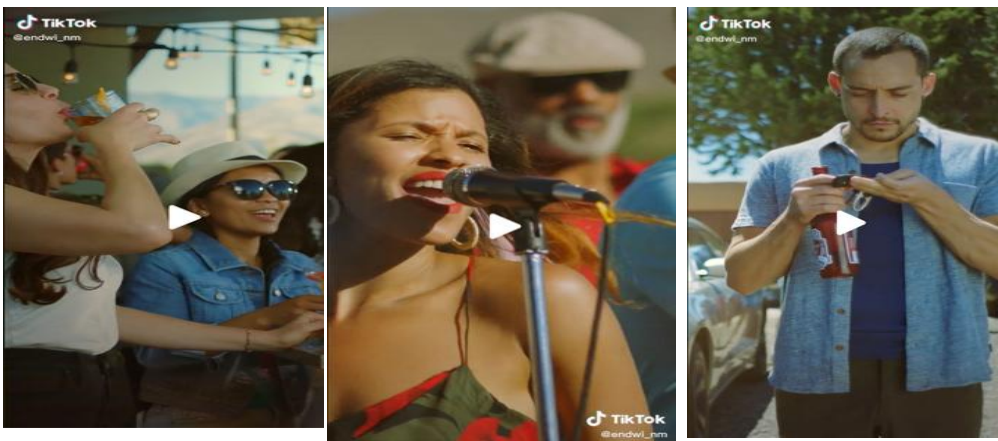
In FFY22, RK Venture developed the 'My Story' campaign that highlights the serious consequences of impaired driving, and focused on the anguish and regret resulting from the outcome of the impaired driver's harmful decision. In addition to the focus on drunk driving, a drugged driving awareness campaign was launched to coincide with the legalization of recreational cannabis in New Mexico. Radio ads ran in English and Spanish, and 30 and 60 second videos ran on Facebook, Instagram Stories, YouTube and TikTok to increase audience engagement. The winter campaign utilized television and radio spots as well as billboards, social media and digital 'Be Safe, Not Sorry', 'Say Goodbye to Driving High', and 'Don't Crash the Party' messaging.



The 2022 Spring Campaign continued the 'My Story' theme with personalized spots detailing the devastating consequences of a drunken driving crash on the victim's family. Television and radio spots were launched in English and Spanish, as well as on multiple social media platforms. The media campaign ran during the March St. Patrick Day and the Cinco de Mayo holiday enforcement campaigns. 'My Story' videos addressing distracted driving (JustDrive) and speeding (Slodwn) were also created for social media.

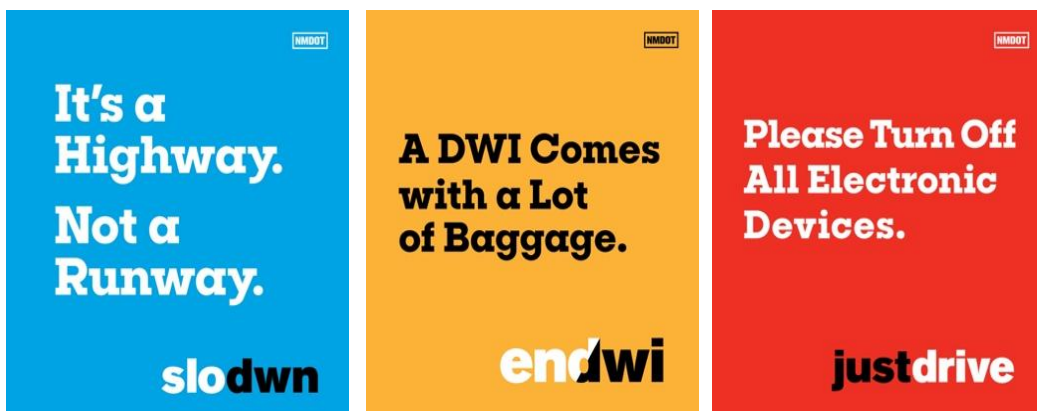
The 'endwi' Summer Campaign message, *'Don't Crash the Party'* is about having fun, hanging out with friends, music, dances, parties, but if you're drinking, don't drive – in other words – *Don't Crash the Party*. The messaging 'plays off musical dance movies', and is 'an example of a social norming campaign' designed and shown to be effective in motivating behavior change by friends keeping friends from drinking and driving. The campaign utilized broadcast television, billboards, videos on social media, online digital ads and radio spots in English and Spanish.

The campaign used entertaining TikTok videos as a way to reach the target audience of driving millennials and the soon-to-be driving Gen Z. Animated digital ads ran concurrently to support the campaign.



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.



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.



Statewide programs for junior and senior high school sports were also a focus for 'endwi' 'Be a Game Changer' messaging. In FFY22, 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 FFY22, the ZeroProof underage drinking prevention campaign utilized social media platforms including TikTok and Instagram to focus on the Gen Z target audience. 'Not That Kind of Party' followed the 'endwi' Summer Campaign's 'Don't Crash the Party.' This video shows friends intervening when someone shows up at the party with alcohol, but it's not that kind of party.

The 'My Story' campaign that highlights the fear of regret regarding the serious consequences of drinking and driving during a time when people are gathering for the holidays also included ZeroProof underage drinking prevention messaging. 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/>



In addition, signage focused on youth drinking and driving, and on distracted driving was developed for Santa Fe High School sporting events.



'ENDWI VR: Lives Changed Forever'

In FFY22, RK Venture continued to hold events across the State with its virtual reality experience. ENDWI VR takes an individual inside the experience of an impaired driver crash, and highlights the consequences of the crash from the perspective of the drunk driver, the police officer responding to the crash, and the innocent victim of the drunk-driving crash. Virtual reality has been found to be an 'actual experience,' not just a media experience. Events were held at high schools, health fairs and other public events.

'look for me' Pedestrian Safety Campaign

The new 'look for me' pedestrian safety campaign was launched in FFY22. A new look was developed for the campaign, with a new website launched with facts, statistics, tips for drivers and pedestrians, and pedestrian laws/statutes. New bus wraps and interior cards, bus shelter posters, and animated digital ads were developed, along with 'giveaways' including ice scrapers, beanies, blankets, light sticks, safety caps, text gloves and safety vests.



Social Media Impact

The NMDOT media campaigns website, www.endwi.com, had over 36,800 fans/followers/subscribers in FFY22. Social media metrics are provided below for all FFY22 media campaigns.

| | Total | Platform |
|-------------|-----------|-------------|
| Impressions | 8,496,340 | FB,IG,YT |
| Reach | 2,491,512 | FB,IG,YT |
| Engagements | 2,669,276 | FB,IG,YT |
| Reactions | 2,042 | FB,IG,YT |
| Shares | 1,784 | FB,IG,TT,YT |
| Comments | 856 | FB,IG,TT,YT |
| Link Clicks | 34,579 | FB,YT |
| Video Views | 2,772,571 | FB,IG,TT,YT |

Media Marketing

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

Radio, television and billboard advertising across the State have proven to be effective ways of reaching the public with traffic safety messaging. Earned media is a large component of the media mix, and intense efforts are made to obtain news coverage of the various campaigns to increase exposure and maximize the State's media budget. Additionally, the NMDOT works with county DWI prevention and safety coalitions to distribute collateral materials to supplement paid media messaging. Media impressions reached through Traffic Safety campaigns in FFY22 were calculated at 68,952,000. Both Federal and State funds were used for this project.

Winter Superblitz: November 2021 - January 2022

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 22, 2021 through January 2, 2022. Radio, broadcast and platform creative ran 'My Story' in both English and Spanish. 'Be Safe Not Sorry' billboard creative ran from mid-November 2021 through mid-June 2022.



The media campaign generated:

Cash Spots: 11,293

Budget: \$450,000 inclusive

Bonus Spots: 8,884

Actual: \$386,901.89

GRPs: 20,189.1

SuperBowl: February 2022

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 'My Story' spot aired during the SuperBowl game and the pre-game show.

The combined media campaign generated:

Cash Spots: 5

Budget: \$51,000 inclusive

Bonus Spots: 2

Actual: \$50,701.25

GRPs: 46.7

St. Patrick's Day Superblitz: March 2022

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

The media campaign generated:

Cash Spots: 2,871

Budget: \$105,000 inclusive

Bonus Spots: 2,337

Actual: \$104,929.90

GRPs: 4,685.7

Cinco de Mayo Superblitz: May 2022

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 period when there are a large number of family and friend gatherings. The 'My Story Mama' ran in English and Spanish on radio statewide, and 'My Story Mama' ran in English and Spanish on broadcast, cable, and satellite television statewide and on OTT platforms.

The media campaign generated:

Cash Spots: 3,023
Budget: \$110,000 inclusive

Bonus Spots: 2,299
Actual: \$109,674.25

GRPs: 4,443.10

BKLUP/ Click It or Ticket: May/June 2022

NMDOT aired the television spot '*Child's Drawing BKLUP*' and the radio spot '*Child BKLUP*' in Spanish and English during the National CIOT OP Mobilization and the NM BKLUP Memorial Day period from May 23 through June 5, 2022 to highlight the importance of always buckling up and using child passenger protection.

The media campaign generated:

Cash Spots: 2,629
Budget: \$100,000 inclusive

Bonus Spots: 2,507
Actual: \$97,529.36

GRPs: 4,730.0

Summer Enforcement Campaign: June/July/August/September 2022

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

The outdoor Traffic Safety message again focused on reminding drivers to make the right choice regarding drinking and driving. New 'endwi' creative was: '*Don't Crash the Party – Designate a Driver*'.



In FFY22, three flights of new creative included focus on DWI, Pedestrian Safety, and Drugged Driving. The campaign for DWI ran '*Don't Crash the Party – Designate a Driver*,' and the campaign for Drugged Driving ran '*Excuses – Pot.*' The campaigns ran in English and Spanish on radio and on broadcast, cable, and satellite television statewide and on OTT platforms. Pedestrian Safety '*Look for Me – 2-Way Street*' ran in English and Spanish on radio statewide.

The Summer Enforcement media campaign generated:

| | | | |
|-----------------|---|--|----------------|
| DWI | Cash Spots: 11,646 Budget: \$370,000 inclusive | Bonus Spots: 9,474 Actual: \$363,812.86 | GRPs: 18,468.1 |
| Drugged Driving | Cash Spots: 5,193 Budget: \$210,000 inclusive | Bonus Spots: 4,456 Actual: \$205,412.36 | GRPs: 8,359.7 |
| Pedestrian | Cash Spots: 2,180 Budget: \$70,000 inclusive | Bonus Spots: 2,196 Actual: \$67,909.44 | GRPs: 7,743.0 |

Labor Day Superblitz: August/September 2022

The Labor Day Superblitz media campaign focused on the late summer holiday period, including the National 'Drive Sober or Get Pulled Over' campaign. Media continued with the 'Don't Crash the Party' messaging in English and Spanish on radio, on broadcast, cable, and satellite television statewide, and on OTT platforms.

The media campaign generated:

Cash Spots: 5,583
Budget: \$165,000 inclusive

Bonus Spots: 4,364
Actual: \$161,223.29

GRPs: 9,787.0

Media Campaign Summaries – FFY22:

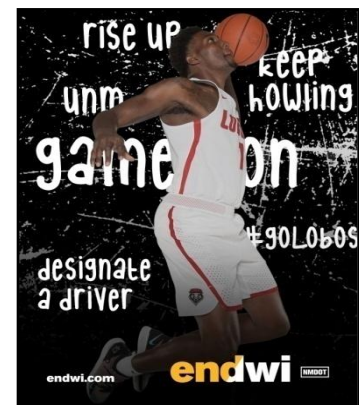
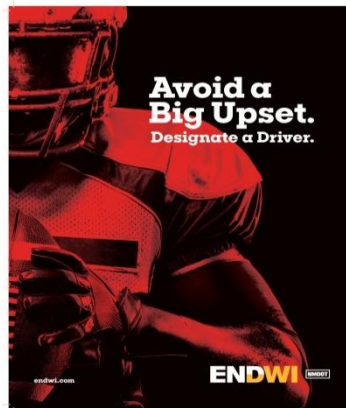
| CAMPAIGN | GRPs | IMPRESSIONS | CASH SPOTS | BONUS SPOTS | TOTAL SPEND |
|--|----------|-------------|------------|-------------|---------------|
| Winter SuperBlitz | 20,189.1 | 19,107,000 | 11,293 | 8,884 | \$ 386,901.89 |
| Super Bowl | 46.7 | 127,000 | 5 | 2 | \$ 50,701.25 |
| St. Patrick's Day SuperBlitz | 4,685.7 | 5,635,000 | 2,871 | 2,337 | \$ 104,929.90 |
| Cinco de Mayo SuperBlitz | 4,443.1 | 5,165,000 | 3,023 | 2,299 | \$ 109,674.25 |
| BKLUP/ Click It Or Ticket | 4,730.0 | 3,562,000 | 2,629 | 2,507 | \$ 97,529.36 |
| 100 Days of Summer – DWI | 18,468.1 | 12,288,000 | 11,646 | 9,474 | \$ 363,812.86 |
| 100 Days of Summer – Drugged Driving | 8,359.7 | 7,053,000 | 5,193 | 4,456 | \$205,412.36 |
| 100 Days of Summer – Pedestrian Safety | 7,743.0 | 7,228,000 | 2,180 | 2,196 | \$ 67,909.44 |
| Labor Day SuperBlitz | 9,787.0 | 8,787,000 | 5,583 | 4,364 | \$ 161,223.29 |

Community Engagement: October 2021 - September 2022

UNM, NMSU, ENMU Sponsorships

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

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



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



NEW MEXICO BOWL

In FFY22, New Mexico Bowl sponsorships included banners with the ENDWI messaging displayed in key areas of the football stadium, and utilized audio and video messaging before and during the games.

NM High School Sports Ticket Backs Sponsorship

NMDOT sponsored the ticket backs for all New Mexico 2021/2022 high school sports tickets. All high school sports now use paperless or electronic ticketing. In 2021-2022, all ticketing for high school sporting events were branded with NMDOT 'Choose to endwi' messaging.

Albuquerque Isotopes Baseball

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



Topgolf

In FFY22, NMDOT continued its sponsorship with Topgolf Albuquerque. The sponsorship included drinks coasters branded with 'ENDWI' and digital displays that ran in the common areas and golfing bays. In FFY22, 'ENDWI' messaging reached more than 250,000 Topgolf customers.

Take a Ride on Us / Uber Sponsorship

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

In FFY22, the NMDOT was able to provide 5,800 safe rides home, and since the inception of these sponsorships with Uber and Cumulus Radio Group, 27,600 safe rides home have been provided.



LIVE NATION

NMDOT again sponsored the Live Nation's Isleta Amphitheater. In FFY22, the sponsorship covered a full concert schedule with in-venue signage, and signage at the ride share pick-up/ drop-off areas, and at alcohol sales wristband stands.

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:

| | | | |
|---------------------------------|-----------|---------------------------------------|-----------|
| UNM Sponsorship | \$103,000 | NMSU Sponsorship | \$ 85,000 |
| NM Bowl Game | \$ 15,500 | Eastern NM University Venue Signage | \$ 6,000 |
| Ice Wolves Hockey Venue Signage | \$ 7,500 | Albuquerque Isotopes | \$ 80,083 |
| NM High School Ticket Backs | \$ 42,000 | Sports Primo Digital Online Streaming | \$ 7,000 |
| Live Nation | \$ 25,000 | Take A Ride On Us/ Uber | \$ 30,000 |
| Topgolf | \$ 50,000 | | |

State Funds-Only Projects

SE NM Outdoor Advertising October 2021 – September 2022

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



Dust Storm Campaign Outdoor Advertising October 2021 – September 2022

The Dust Storm Campaign ran the entire fiscal year in the 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.



Projects' Contribution toward Achieving Performance Target

The State achieved its 2022 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. In 2022, 86 percent of survey respondents reported having seen at least one of the traffic safety messages/slogans. In addition, Marketing Solutions reported that media impressions reached with traffic safety messaging were 74.8 million.

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.

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 FFY22. The FFY22 fourth quarter meeting was a joint STRCC and Statewide Traffic Records Executive Oversight Committee (STREOC) meeting. In FFY22, STRCC and STREOC members provided updates for the FFY2020-2022 TR Strategic Plan.

NHTSA Funded Projects and FFY2022 Accomplishments

Crash Data Statistical and Analytical Reporting

M3DA-2022-TR-01-00 (02-TR-05c-P01)

State 20100 – 02-TR-RF-P02

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

In FFY22, TRU finalized and made available the 2020 New Mexico Traffic Crash Annual Report, the 2020 New Mexico DWI Report, 2020 Community Reports (statewide, counties, cities and Native American reservations and pueblos), and monthly 2021-2022 crash fatality reports. Year 2021 crash data was finalized in September 2022.

TRU also produced 2020 statewide crash maps: overall; and fatal and injury; and statewide topic-specific crash maps: alcohol-involved, motorcycle, pedestrian, pedalcycle, dark conditions, speeding, heavy truck-involved, and animal-involved. Major city-specific crash maps included: overall crash density and alcohol-involved; pedestrian and pedalcyclist; and motorcycle crash density. All reports and maps are available via the TRU New Mexico Crash Data website: <https://gps.unm.edu/tru>.

TRU provided data and analyses for New Mexico's 2023 Highway Safety Plan, 2022 Annual Report to NHTSA, and the 2022 Traffic Records Strategic Plan. Both Federal and State funds were used for this project.

Traffic Records Statistician

TR-2022-TR-01-00 (02-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 FFY22, the TR statistician worked on special-topic reports including Pedalcyclist, Animal-Involved and Heavy-Truck crash statistics reports for selected counties and cities with the highest frequency of incidents. Developed with extensive input from stakeholders, planners and advisory groups, these reports provide current topic-specific, in-depth analyses on crash fatalities, injuries and contributing factors. The statistician also worked on site specific studies and other special data requests.

Traffic Records Committee and Strategic Plan Coordination

TR-2022-TR-02-00 (02-TR-02-P02)

This project provided funds for a contract to provide support for State Traffic Records Coordinating Committee (STRCC) and Executive Oversight Committee (STREOC) meetings, TR Strategic Plans and TR assessments. The contractor also assists with identifying, documenting, and tracking the status of ongoing STRCC projects.

In FFY22, the TR contractor and staff facilitated quarterly STRCC Meetings, including preparing and distributing meeting agendas and meeting minutes. Some additional accomplishments are detailed below:

- Completed updates/revisions to the STREOC and STRCC charter and by-laws
- Implemented the project/performance monitoring tool to assist with project/system updates and status
- Revised the FFY20-22 NM Traffic Records Strategic Plan
- Worked with the members of the STREOC and STRCC to develop the FFY23-25 TR Strategic Plan
- Developed/revised STRS models for increased/enhanced integration and exchange of TR data
- Implemented a Data Management Plan, including a Data Systems Inventory; Legal Stewardship; Data use and Integration Matrix, and Performance Measures

EZ Street Software License for TraCS

TR-2022-TR-03-03 (02-TR-02-P03)

This project provided funds for the purchase of EZ Street Draw software license for TraCS.

The following Traffic Records Program projects were listed in the 2022 HSP, but no NHTSA funds were expended in FFY22; FHWA funds were made available for P04, P05, P06, & P07; No contract was executed for P08.

| | | | |
|-------------------------------|--------------|---------------------------|--------------|
| DPS Rollout and Support | 02-TR-02-P04 | TraCS License Renewal | 02-TR-02-P05 |
| TraCS Maintenance and Support | 02-TR-02-P06 | Location Mapping Services | 02-TR-02-P07 |
| Electronic Citation Transfer | 02-TR-02-P08 | | |

State Funded Project and SFY2022 Accomplishments

Crash Records Data Entry/ Database Maintenance/ Quality Assurance

This project provided funds for data entry of uniform crash reports (UCRs) sent via hard copy, via TraCS data transfer or other electronic transfer methods, and provided funds for crash database maintenance. In SFY22, the following objectives were achieved:

- ❖ The number of law enforcement agencies switching to electronic data transfer (e.g. TraCS software) which began in 2015, continued to increase in 2022
- ❖ Over 70 percent of reportable crashes statewide were submitted to the NMDOT via TraCS
- ❖ 76 percent of reportable crashes were submitted using the most current version of the crash report
- ❖ Adjustments to the hardcopy data entry process were implemented to improve data quality

Projects' Contribution toward Achieving Performance Targets

The State achieved and exceeded its two 2022 Traffic Records Program performance targets. Program staff worked with their traffic records agency partners to increase the percentage of crash reports received from agencies using TraCS that have crash coordinates filled in, and to increase the number of data elements provided for end-use crash data.

The FFY22 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 at 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 are 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 FFY22 enforcement activities are provided in each of the relevant program areas.

Alcohol-Impaired Driving Program

Alcohol-ID Enforcement – ENDWI & NHTSA
National Crackdowns: Page 7

164AL-2022-AL-01-00 (02-AL-64-P01)
M5HVE-2022-ID-01-00 (02-ID-05d-P01)

DWI Task Force - McKinley County: Page 8

ENF_AL-2022-AL-02-00 (02-AL-64-P02)
State Funds: 02-ID-RF-P02

Alcohol Sales Compliance Enforcement/DWI Warrants: Page 9

ENF_AL-2022-AL-03-00 (02-AL-64-P03)

Occupant Protection Program

BKLUP/CIOT Enforcement: Page 23

State Funds: 02-OP-RF-P01

Police Traffic Services Program

Selective Traffic Enforcement Program: Pages 26
(Includes Summer Enforcement Campaign)

PT-2022-PT-05-00 (02-PT-02-P05)
State Funds: 02-PT-RF-P01

Planning and Administration

Overview

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

NHTSA Funded Projects

Financial Systems Management – FTEs

PA-2022-PA-01-00 (02-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 an 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-2022-PA-02-00 (02-PA-02-P02)

State 20800 – 02-EE-05-P04

This project funded a contract to develop and prepare New Mexico's Highway Safety Plan, federal or other agency grant applications and 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-2022-PA-13-00 (02-PA-64-P13)

PA-2022-PA-03-00 (02-PA-02-P03)

State 20100 – 01-PA-RF-P01

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

NMDOT Traffic Safety Division Staff

1120 Cerrillos Road Santa Fe, NM 87504 505-827-0427 or 1-800-541-7952

http://dot.nm.gov/content/nmdot/en.traffic_safety.html

Franklin Garcia, Executive Manager, Modal Divisions

franklin.garcia@dot.nm.gov

505 490 0890

Jeff Barela, Director, Traffic Safety Division

jeff.barela2@dot.nm.gov

505 660 7696

Stephanie Lopez-Porras, Admin Assistant

stephanie.lopez-por3@dot.nm.gov

505-570-7305

IMPAIRED DRIVING ENFORCEMENT, OCCUPANT PROTECTION & MOTORCYCLE SAFETY

TRAFFIC RECORDS

PUBLIC EDUCATION & IGNITION INTERLOCK

FINANCE & ADMINISTRATIVE SUPPORT

Kimberly Wildharber Staff Manager

kimberly.wildharber@dot.nm.gov

505 490 1121

Nick Rivera District 1

Program Manager

nick.rivera2@dot.nm.gov

505 470 8907

Amber Montoya District 2

Program Manager

amber.montoya1@dot.nm.gov

505 231 5556

Cora Lee Anaya District 3

Program Manager

Motorcycle Safety

coral.anaya@dot.nm.gov

505 490 1183

Steve Lujan

Districts 4 & 6

Program Manager

steve.lujan@dot.nm.gov

505 709 7861

John Vargas

District 5

Program Manager

john.vargas2@dot.nm.gov

505 231 6784

Vacant Staff Manager

Roberta Vasquez Crash Records Supervisor

roberta.vasquez@dot.nm.gov

505 629 3499

Kariann Blea TraCS Project Manager

kariann.blea1@dot.nm.gov

505 660 1906

Christian Quintana TraCS Project Manager

christian.quintana@dot.nm.gov

505 470 4817

Marcus Sandoval Crash Records Analyst

marcus.sandoval@dot.nm.gov

505 490 3651

Vanessa Ortiz FARS Analyst

vanessa.ortiz@dot.nm.gov

505 690 5046

Vacant FARS Analyst

Leann Adams Staff Manager

leann.adams@dot.nm.gov

505 629 2948

Pierrot Bendegue Driver Education/ NMBA

pierrot.bendegue@dot.nm.gov

505 629 3762

Jonathan Fernandez Pedestrian Safety DWI Schools

jonathanm.fernandez@dot.nm.gov

505 469 2736

Esteban Trujillo Ignition Interlock

esteban.trujillo2@dot.nm.gov

505 660 1967

Debbie Varela II Indigent Fund

debbiel.varela@dot.nm.gov

505 795 4489

Venus Howley II Indigent Fund

venus.howley@dot.nm.gov

505 919 9212

Vacant II Indigent Fund & Admin Assistant

Thomas Lujan Finance Director

thomas.lujan1@dot.nm.gov

505 490 2637

Rey Martinez Finance Staff Manager

rey.martinez@dot.nm.gov

505 795 1917

Carmelita Chavez Quality Assurance

carmelita.chavez@dot.nm.gov

505 629 3770

Clarice Marien Financial Specialist

claricel.marien@dot.nm.gov

505 699 1094

Avalon Gabaldon Financial Specialist

avalon.gabaldon@dot.nm.gov

505-660-8103

Tommy Campos Financial Specialist

tommy.campos1@dot.nm.gov

505 795 2321

Stephanie Lopez-Porras Admin Assistant

stephanie.lopez-por3@dot.nm.gov

505-570-7305

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

2022 Project Expenditure Close-Out Report

12/28/22

| Program Area | Project | Description | Obligated | Expended | Unexpended | Forwarded into Next FY | Total # Vouchers | Last Voucher # | Last Voucher Posted |
|---------------------------------|---------------------------------------|--------------------------------|-------------|-------------|------------|------------------------|------------------|----------------|---------------------|
| NHTSA | | | | | | | | | |
| 164 Transfer Funds | | | | | | | | | |
| 164 Planning and Administration | | | | | | | | | |
| | 164PA-2022-PA-13-00 | E-Grants - Phase Two - Agate (| \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| | 164PA-2022-PA-13-00 | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| | 164 Planning and Administration Total | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| 164 Alcohol | | | | | | | | | |
| | 164AL-2022-AL-01-00 | Alcohol/ID Enforcement (ID-P01 | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| | 164AL-2022-AL-01-00 | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| | 164AL-2022-AL-01-02 | Albuquerque PD-ENDWI | \$40,828.55 | \$40,828.55 | \$.00 | \$.00 | 3 | VOU-5 | May-31-2022 |
| | 164AL-2022-AL-01-02 | | \$40,828.55 | \$40,828.55 | \$.00 | \$.00 | 3 | VOU-5 | May-31-2022 |
| | 164AL-2022-AL-01-04 | Artesia PD-ENDWI | \$97.66 | \$97.66 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| | 164AL-2022-AL-01-04 | | \$97.66 | \$97.66 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| | 164AL-2022-AL-01-05 | Aztec PD-ENDWI | \$1,467.94 | \$1,467.94 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-05 | | \$1,467.94 | \$1,467.94 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-07 | Belen PD-ENDWI | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| | 164AL-2022-AL-01-07 | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| | 164AL-2022-AL-01-08 | Bernalillo County SO-ENDWI | \$35,939.49 | \$35,939.49 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-08 | | \$35,939.49 | \$35,939.49 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-10 | Bloomfield PD-ENDWI | \$593.52 | \$593.52 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-10 | | \$593.52 | \$593.52 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-11 | Bosque Farms PD-ENDWI | \$2,831.86 | \$2,831.86 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-11 | | \$2,831.86 | \$2,831.86 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-13 | Carlsbad PD-ENDWI | \$2,919.00 | \$2,919.00 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-13 | | \$2,919.00 | \$2,919.00 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-23 | Clovis PD-ENDWI | \$150.48 | \$150.48 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| | 164AL-2022-AL-01-23 | | \$150.48 | \$150.48 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| | 164AL-2022-AL-01-32 | Eddy County SO-ENDWI | \$1,064.93 | \$1,064.93 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| | 164AL-2022-AL-01-32 | | \$1,064.93 | \$1,064.93 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |

| | | | | | | | | |
|---------------------|-----------------------------------|--------------|--------------|--------|--------|---|-------|-------------|
| 164AL-2022-AL-01-37 | Gallup PD-ENDWI | \$3,027.01 | \$3,027.01 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-37 | | \$3,027.01 | \$3,027.01 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-40 | Guadalupe County SO-ENDWI | \$970.02 | \$970.02 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-40 | | \$970.02 | \$970.02 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-51 | Lea County-ENDWI | \$214.00 | \$214.00 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| 164AL-2022-AL-01-51 | | \$214.00 | \$214.00 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| 164AL-2022-AL-01-57 | Los Lunas PD-ENDWI | \$2,000.00 | \$2,000.00 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-57 | | \$2,000.00 | \$2,000.00 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-59 | Lovington PD-ENDWI | \$159.00 | \$159.00 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-59 | | \$159.00 | \$159.00 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-62 | McKinley County SO-ENDWI | \$6,519.29 | \$6,519.29 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-62 | | \$6,519.29 | \$6,519.29 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-66 | Mora County SO-ENDWI | \$708.00 | \$708.00 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-01-66 | | \$708.00 | \$708.00 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-01-67 | Moriarty PD-ENDWI | \$209.04 | \$209.04 | \$.00 | \$.00 | 2 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-01-67 | | \$209.04 | \$209.04 | \$.00 | \$.00 | 2 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-01-71 | New Mexico State Police-MCTF | \$147,102.35 | \$147,102.35 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-71 | | \$147,102.35 | \$147,102.35 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-73 | Otero County SO-ENDWI | \$730.30 | \$730.30 | \$.00 | \$.00 | 3 | VOU-7 | Aug-01-2022 |
| 164AL-2022-AL-01-73 | | \$730.30 | \$730.30 | \$.00 | \$.00 | 3 | VOU-7 | Aug-01-2022 |
| 164AL-2022-AL-01-80 | Rio Arriba County SO-ENDWI | \$1,065.90 | \$1,065.90 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-80 | | \$1,065.90 | \$1,065.90 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-81 | Rio Rancho DPS-ENDWI | \$7,371.04 | \$7,371.04 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-81 | | \$7,371.04 | \$7,371.04 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-86 | San Juan County SO-ENDWI | \$234.36 | \$234.36 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-86 | | \$234.36 | \$234.36 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-88 | Sandoval County SO-ENDWI | \$1,743.18 | \$1,743.18 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-88 | | \$1,743.18 | \$1,743.18 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-01-TC | T or C PD-ENDWI (AC 104)-ENDWI | \$316.20 | \$316.20 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-01-TC | | \$316.20 | \$316.20 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-01-TR | Torrance County SO-ENDWI (AC 1 | \$141.36 | \$141.36 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| 164AL-2022-AL-01-TR | | \$141.36 | \$141.36 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| 164AL-2022-AL-01-UC | Union County (AC 107)-ENDWI | \$270.00 | \$270.00 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-01-UC | | \$270.00 | \$270.00 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-04-00 | Supervised Probation - Bernalillo | \$38,176.50 | \$38,176.50 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |

| | | | | | | | | |
|-----------------------------------|----------------------------------|----------------|----------------|--------|--------|---|-------|-------------|
| 164AL-2022-AL-04-00 | | \$38,176.50 | \$38,176.50 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-05-00 | Supervised Probation - Santa Fe | \$16,880.74 | \$16,880.74 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-05-00 | | \$16,880.74 | \$16,880.74 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-08-00 | Statewide DWI Enforcement Train | \$34,998.44 | \$34,998.44 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-08-00 | | \$34,998.44 | \$34,998.44 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-09-00 | Traffic Safety Clearinghouse (| \$69,910.91 | \$69,910.91 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-09-00 | | \$69,910.91 | \$69,910.91 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-10-00 | ALR Hearing Prosecution Attorney | \$15,895.20 | \$15,895.20 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-10-00 | | \$15,895.20 | \$15,895.20 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-11-00 | Alcohol/ID Program Management | \$109,599.62 | \$109,599.62 | \$.00 | \$.00 | 5 | VOU-5 | May-31-2022 |
| 164AL-2022-AL-11-00 | | \$109,599.62 | \$109,599.62 | \$.00 | \$.00 | 5 | VOU-5 | May-31-2022 |
| 164AL-2022-AL-12-00 | TS Law Enforcement Liaisons | \$68,006.99 | \$68,006.99 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-12-00 | | \$68,006.99 | \$68,006.99 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-15-00 | DWI Media Creative Design and | \$168,883.73 | \$168,883.73 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| 164AL-2022-AL-15-00 | | \$168,883.73 | \$168,883.73 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| 164AL-2022-AL-17-00 | Court Monitoring - MADD | \$133,710.43 | \$133,710.43 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-17-00 | | \$133,710.43 | \$133,710.43 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-18-00 | UAD Prevention Creative Design | \$72,652.74 | \$72,652.74 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-18-00 | | \$72,652.74 | \$72,652.74 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 164AL-2022-AL-19-00 | Zero Proof Campaign | \$24,466.47 | \$24,466.47 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| 164AL-2022-AL-19-00 | | \$24,466.47 | \$24,466.47 | \$.00 | \$.00 | 1 | VOU-1 | Jan-31-2022 |
| 164AL-2022-AL-22-00 | 2nd Judicial District DWI Pros | \$84,395.92 | \$84,395.92 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164AL-2022-AL-22-00 | | \$84,395.92 | \$84,395.92 | \$.00 | \$.00 | 1 | VOU-3 | Mar-31-2022 |
| 164 Alcohol Total | | \$1,096,252.17 | \$1,096,252.17 | \$.00 | \$.00 | 6 | VOU-7 | Aug-01-2022 |
| 164 Paid Media | | | | | | | | |
| 164PM-2022-PM-16-00 | DWI Media Placement | \$300,000.00 | \$300,000.00 | \$.00 | \$.00 | 2 | VOU-5 | May-31-2022 |
| 164PM-2022-PM-16-00 | | \$300,000.00 | \$300,000.00 | \$.00 | \$.00 | 2 | VOU-5 | May-31-2022 |
| 164 Paid Media Total | | \$300,000.00 | \$300,000.00 | \$.00 | \$.00 | 2 | VOU-5 | May-31-2022 |
| 164 Transfer Funds Total | | \$1,396,252.17 | \$1,396,252.17 | \$.00 | \$.00 | 6 | VOU-7 | Aug-01-2022 |
| FAST Act NHTSA 402 | | | | | | | | |
| PA-2022-PA-01-00 | Financial Systems Management- | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| PA-2022-PA-01-00 | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| PA-2022-PA-03-00 | E-Grants - Phase Two - Agate (| \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| PA-2022-PA-03-00 | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| Planning and Administration Total | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |

Occupant Protection

| | | | | | | | | |
|---------------------------|--------------------------------|-------------|-------------|--------|--------|---|-------|-------------|
| OP-2022-OP-02-00 | Occupant Protection Program Mg | \$76,155.12 | \$76,155.12 | \$.00 | \$.00 | 6 | VOU-6 | Jun-30-2022 |
| OP-2022-OP-02-00 | | \$76,155.12 | \$76,155.12 | \$.00 | \$.00 | 6 | VOU-6 | Jun-30-2022 |
| Occupant Protection Total | | \$76,155.12 | \$76,155.12 | \$.00 | \$.00 | 6 | VOU-6 | Jun-30-2022 |

Police Traffic Services

| | | | | | | | | |
|-------------------------------|--------------------------------|--------------|--------------|--------|--------|---|-------|-------------|
| PT-2022-PT-01-00 | TS Law Enforcement Liaisons (A | \$62,714.02 | \$62,714.02 | \$.00 | \$.00 | 5 | VOU-6 | Jun-30-2022 |
| PT-2022-PT-01-00 | | \$62,714.02 | \$62,714.02 | \$.00 | \$.00 | 5 | VOU-6 | Jun-30-2022 |
| PT-2022-PT-02-00 | PTS Program Management - FTEs | \$86,658.89 | \$86,658.89 | \$.00 | \$.00 | 7 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-02-00 | | \$86,658.89 | \$86,658.89 | \$.00 | \$.00 | 7 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-04-00 | Traffic Safety Resource Prosec | \$35,333.77 | \$35,333.77 | \$.00 | \$.00 | 4 | VOU-6 | Jun-30-2022 |
| PT-2022-PT-04-00 | | \$35,333.77 | \$35,333.77 | \$.00 | \$.00 | 4 | VOU-6 | Jun-30-2022 |
| PT-2022-PT-05-00 | Selective Traffic Enforcement | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| PT-2022-PT-05-00 | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| PT-2022-PT-05-02 | Albuquerque PD-STEP | \$16,736.16 | \$16,736.16 | \$.00 | \$.00 | 3 | VOU-6 | Jun-30-2022 |
| PT-2022-PT-05-02 | | \$16,736.16 | \$16,736.16 | \$.00 | \$.00 | 3 | VOU-6 | Jun-30-2022 |
| PT-2022-PT-05-08 | Bernalillo County SO-STEP | \$61,590.66 | \$61,590.66 | \$.00 | \$.00 | 5 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-05-08 | | \$61,590.66 | \$61,590.66 | \$.00 | \$.00 | 5 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-05-32 | Eddy County SO-STEP | \$5,365.25 | \$5,365.25 | \$.00 | \$.00 | 4 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-05-32 | | \$5,365.25 | \$5,365.25 | \$.00 | \$.00 | 4 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-05-35 | Farmington PD-STEP | \$17,179.89 | \$17,179.89 | \$.00 | \$.00 | 3 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-05-35 | | \$17,179.89 | \$17,179.89 | \$.00 | \$.00 | 3 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-05-81 | Rio Rancho DPS-STEP | \$13,619.68 | \$13,619.68 | \$.00 | \$.00 | 2 | VOU-4 | Apr-27-2022 |
| PT-2022-PT-05-81 | | \$13,619.68 | \$13,619.68 | \$.00 | \$.00 | 2 | VOU-4 | Apr-27-2022 |
| PT-2022-PT-05-86 | San Juan County-STEP | \$3,746.07 | \$3,746.07 | \$.00 | \$.00 | 4 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-05-86 | | \$3,746.07 | \$3,746.07 | \$.00 | \$.00 | 4 | VOU-7 | Aug-01-2022 |
| PT-2022-PT-05-88 | Sandoval County-STEP | \$1,225.52 | \$1,225.52 | \$.00 | \$.00 | 1 | VOU-5 | May-31-2022 |
| PT-2022-PT-05-88 | | \$1,225.52 | \$1,225.52 | \$.00 | \$.00 | 1 | VOU-5 | May-31-2022 |
| PT-2022-PT-06-00 | General LE Training - Safer (A | \$148,470.29 | \$148,470.29 | \$.00 | \$.00 | 5 | VOU-8 | Aug-30-2022 |
| PT-2022-PT-06-00 | | \$148,470.29 | \$148,470.29 | \$.00 | \$.00 | 5 | VOU-8 | Aug-30-2022 |
| Police Traffic Services Total | | \$452,640.20 | \$452,640.20 | \$.00 | \$.00 | 8 | VOU-8 | Aug-30-2022 |

Traffic Records

| | | | | | | | | |
|------------------|---------------------------------|--------------|--------------|--------|--------|---|-------|-------------|
| TR-2022-TR-01-00 | TR Statistician | \$17,703.27 | \$17,703.27 | \$.00 | \$.00 | 5 | VOU-7 | Aug-01-2022 |
| TR-2022-TR-01-00 | | \$17,703.27 | \$17,703.27 | \$.00 | \$.00 | 5 | VOU-7 | Aug-01-2022 |
| TR-2022-TR-02-00 | TR Committee and Strategic Plan | \$117,743.82 | \$117,743.82 | \$.00 | \$.00 | 6 | VOU-7 | Aug-01-2022 |
| TR-2022-TR-02-00 | | \$117,743.82 | \$117,743.82 | \$.00 | \$.00 | 6 | VOU-7 | Aug-01-2022 |

| | | | | | | | | |
|---------------------------------------|---------------------------------|----------------|----------------|--------|--------|----|--------|-------------|
| TR-2022-TR-03-03 | EZ Street software license (In | \$27,438.07 | \$27,438.07 | \$.00 | \$.00 | 1 | VOU-4 | Apr-27-2022 |
| TR-2022-TR-03-03 | | \$27,438.07 | \$27,438.07 | \$.00 | \$.00 | 1 | VOU-4 | Apr-27-2022 |
| Traffic Records Total | | \$162,885.16 | \$162,885.16 | \$.00 | \$.00 | 6 | VOU-7 | Aug-01-2022 |
| Accident Investigation | | | | | | | | |
| AI-2022-AI-02-00 | Basic Traffic Crash Report Tra | \$14,998.88 | \$14,998.88 | \$.00 | \$.00 | 2 | VOU-5 | May-31-2022 |
| AI-2022-AI-02-00 | | \$14,998.88 | \$14,998.88 | \$.00 | \$.00 | 2 | VOU-5 | May-31-2022 |
| Accident Investigation Total | | \$14,998.88 | \$14,998.88 | \$.00 | \$.00 | 2 | VOU-5 | May-31-2022 |
| Driver Education | | | | | | | | |
| DE-2022-DE-01-00 | Traffic Safety Clearinghouse (| \$79,999.71 | \$79,999.71 | \$.00 | \$.00 | 5 | VOU-6 | Jun-30-2022 |
| DE-2022-DE-01-00 | | \$79,999.71 | \$79,999.71 | \$.00 | \$.00 | 5 | VOU-6 | Jun-30-2022 |
| DE-2022-DE-02-00 | NCSAs - Media Training (DE-05b | \$106,666.66 | \$106,666.66 | \$.00 | \$.00 | 7 | VOU-7 | Aug-01-2022 |
| DE-2022-DE-02-00 | | \$106,666.66 | \$106,666.66 | \$.00 | \$.00 | 7 | VOU-7 | Aug-01-2022 |
| DE-2022-DE-03-00 | Traffic Safety Awareness Survey | \$41,882.47 | \$41,882.47 | \$.00 | \$.00 | 1 | VOU-7 | Aug-01-2022 |
| DE-2022-DE-03-00 | | \$41,882.47 | \$41,882.47 | \$.00 | \$.00 | 1 | VOU-7 | Aug-01-2022 |
| Driver Education Total | | \$228,548.84 | \$228,548.84 | \$.00 | \$.00 | 7 | VOU-7 | Aug-01-2022 |
| Child Restraint | | | | | | | | |
| CR-2022-OP-01-00 | Child Restraint Program (OP-RF | \$277,571.53 | \$277,571.53 | \$.00 | \$.00 | 3 | VOU-5 | May-31-2022 |
| CR-2022-OP-01-00 | | \$277,571.53 | \$277,571.53 | \$.00 | \$.00 | 3 | VOU-5 | May-31-2022 |
| Child Restraint Total | | \$277,571.53 | \$277,571.53 | \$.00 | \$.00 | 3 | VOU-5 | May-31-2022 |
| FAST Act NHTSA 402Total | | \$1,212,799.73 | \$1,212,799.73 | \$.00 | \$.00 | 8 | VOU-8 | Aug-30-2022 |
| FAST Act 405b OP High | | | | | | | | |
| M1TR-2022-DE-01-00 | NCSAs - Media Training (DE-02- | \$50,000.00 | \$50,000.00 | \$.00 | \$.00 | 7 | VOU-7 | Aug-01-2022 |
| M1TR-2022-DE-01-00 | | \$50,000.00 | \$50,000.00 | \$.00 | \$.00 | 7 | VOU-7 | Aug-01-2022 |
| 405b High Training Total | | \$50,000.00 | \$50,000.00 | \$.00 | \$.00 | 7 | VOU-7 | Aug-01-2022 |
| 405b High OP Information System | | | | | | | | |
| M1OP-2022-OP-01-00 | Seatbelt Observation Surveys | \$149,168.78 | \$149,168.78 | \$.00 | \$.00 | 6 | VOU-11 | Nov-30-2022 |
| M1OP-2022-OP-01-00 | | \$149,168.78 | \$149,168.78 | \$.00 | \$.00 | 6 | VOU-11 | Nov-30-2022 |
| 405b High OP Information System Total | | \$149,168.78 | \$149,168.78 | \$.00 | \$.00 | 6 | VOU-11 | Nov-30-2022 |
| 405b High Paid Advertising | | | | | | | | |
| M1*PM-2022-OP-PM-02 | Click It or Ticket Paid Media | \$2,323.07 | \$2,323.07 | \$.00 | \$.00 | 1 | VOU-9 | Sep-29-2022 |
| M1*PM-2022-OP-PM-02 | | \$2,323.07 | \$2,323.07 | \$.00 | \$.00 | 1 | VOU-9 | Sep-29-2022 |
| 405b High Paid Advertising Total | | \$2,323.07 | \$2,323.07 | \$.00 | \$.00 | 1 | VOU-9 | Sep-29-2022 |
| FAST Act 405b OP High Total | | \$201,491.85 | \$201,491.85 | \$.00 | \$.00 | 11 | VOU-11 | Nov-30-2022 |
| FAST Act 405c Data Program | | | | | | | | |
| M3DA-2022-TR-01-00 | Crash Data Statistical and Ana | \$18,950.55 | \$18,950.55 | \$.00 | \$.00 | 1 | VOU-5 | May-31-2022 |

| | | | | | | | | |
|--|----------------------------------|--------------|--------------|--------|--------------|---|--------|-------------|
| M3DA-2022-TR-01-00 | | \$18,950.55 | \$18,950.55 | \$.00 | \$.00 | 1 | VOU-5 | May-31-2022 |
| 405c Data Program Total | | \$18,950.55 | \$18,950.55 | \$.00 | \$.00 | 1 | VOU-5 | May-31-2022 |
| FAST Act 405c Data Program Total | | \$18,950.55 | \$18,950.55 | \$.00 | \$.00 | 1 | VOU-5 | May-31-2022 |
| FAST Act 405d Impaired Driving Mid | | | | | | | | |
| M5HVE-2022-ID-01-00 | Alcohol/ID Enforcement (see AL | \$8,348.96 | \$8,348.96 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| M5HVE-2022-ID-01-00 | | \$8,348.96 | \$8,348.96 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 405d Mid HVE Total | | \$8,348.96 | \$8,348.96 | \$.00 | \$.00 | 2 | VOU-3 | Mar-31-2022 |
| 405d Mid Court Support | | | | | | | | |
| M5CS-2022-ID-06-00 | ALR Hearing Prosecution Attorney | \$2,156.61 | \$2,156.61 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| M5CS-2022-ID-06-00 | | \$2,156.61 | \$2,156.61 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 405d Mid Court Support Total | | \$2,156.61 | \$2,156.61 | \$.00 | \$.00 | 1 | VOU-2 | Feb-25-2022 |
| 405d Mid BAC Testing/Reporting | | | | | | | | |
| M5BAC-2022-ID-03-00 | BAC Testing Training - SLD | \$132.58 | \$132.58 | \$.00 | \$.00 | 2 | VOU-2 | Feb-25-2022 |
| M5BAC-2022-ID-03-00 | | \$132.58 | \$132.58 | \$.00 | \$.00 | 2 | VOU-2 | Feb-25-2022 |
| 405d Mid BAC Testing/Reporting Total | | \$132.58 | \$132.58 | \$.00 | \$.00 | 2 | VOU-2 | Feb-25-2022 |
| 405d Mid Training | | | | | | | | |
| M5TR-2022-ID-04-00 | DRE and ARIDE Training | \$25,496.11 | \$25,496.11 | \$.00 | \$.00 | 2 | VOU-2 | Feb-25-2022 |
| M5TR-2022-ID-04-00 | | \$25,496.11 | \$25,496.11 | \$.00 | \$.00 | 2 | VOU-2 | Feb-25-2022 |
| 405d Mid Training Total | | \$25,496.11 | \$25,496.11 | \$.00 | \$.00 | 2 | VOU-2 | Feb-25-2022 |
| FAST Act 405d Impaired Driving Mid Total | | \$36,134.26 | \$36,134.26 | \$.00 | \$.00 | 3 | VOU-3 | Mar-31-2022 |
| FAST Act 405d Impaired Driving Int | | | | | | | | |
| M7X-2022-II-00-00 | Interlock Program Efforts | \$.00 | \$.00 | \$.00 | \$119,244.33 | 0 | | |
| M7X-2022-II-00-00 | | \$.00 | \$.00 | \$.00 | \$119,244.33 | 0 | | |
| 405d Impaired Driving Int Total | | \$.00 | \$.00 | \$.00 | \$119,244.33 | 0 | | |
| 405d Int Child Restraint | | | | | | | | |
| M7*CR-2022-II-01-00 | Child Safety Seats/ Booster Se | \$130,273.45 | \$130,273.45 | \$.00 | \$4,726.55 | 9 | VOU-12 | Dec-28-2022 |
| M7*CR-2022-II-01-00 | | \$130,273.45 | \$130,273.45 | \$.00 | \$4,726.55 | 9 | VOU-12 | Dec-28-2022 |
| 405d Int Child Restraint Total | | \$130,273.45 | \$130,273.45 | \$.00 | \$4,726.55 | 9 | VOU-12 | Dec-28-2022 |
| FAST Act 405d Impaired Driving Int Total | | \$130,273.45 | \$130,273.45 | \$.00 | \$123,970.88 | 9 | VOU-12 | Dec-28-2022 |
| FAST Act 405f Motorcycle Safety Programs | | | | | | | | |
| M11MT-2022-MC-01-00 | Motorcycle Safety Training | \$66,209.73 | \$66,209.73 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 |
| M11MT-2022-MC-01-00 | | \$66,209.73 | \$66,209.73 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 |
| 405f Safety Motorcyclist Training Total | | \$66,209.73 | \$66,209.73 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 |
| 405f Motorcycle Safety Programs | | | | | | | | |
| M11X-2022-MC-00-00 | Motorcycle Safety Efforts | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |

| | | | | | | | | | |
|---|--------------------------------|--|--------------|--------------|--------|----------------|----|--------|-------------|
| M11X-2022-MC-00-00 | | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| 405f Motorcycle Safety Programs Total | | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| FAST Act 405f Motorcycle Safety Programs Total | | | \$66,209.73 | \$66,209.73 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 |
| FAST Act 405h Nonmotorized Safety | | | | | | | | | |
| FHPE-2022-PS-01-00 | Pedestrian and Bicyclist Safet | | \$219,073.83 | \$219,073.83 | \$.00 | \$20,926.17 | 5 | VOU-8 | Aug-30-2022 |
| FHPE-2022-PS-01-00 | | | \$219,073.83 | \$219,073.83 | \$.00 | \$20,926.17 | 5 | VOU-8 | Aug-30-2022 |
| 405h Public Education Total | | | \$219,073.83 | \$219,073.83 | \$.00 | \$20,926.17 | 5 | VOU-8 | Aug-30-2022 |
| 405h Nonmotorized Safety | | | | | | | | | |
| FHX-2022-PS-00-00 | Pedestrian Safety Efforts | | \$.00 | \$.00 | \$.00 | \$86,378.95 | 0 | | |
| FHX-2022-PS-00-00 | | | \$.00 | \$.00 | \$.00 | \$86,378.95 | 0 | | |
| 405h Nonmotorized Safety Total | | | \$.00 | \$.00 | \$.00 | \$86,378.95 | 0 | | |
| FAST Act 405h Nonmotorized Safety Total | | | \$219,073.83 | \$219,073.83 | \$.00 | \$107,305.12 | 5 | VOU-8 | Aug-30-2022 |
| BIL NHTSA 402 | | | | | | | | | |
| PA-2022-PA-01-00 | Financial Systems Management- | | \$160,062.80 | \$160,062.80 | \$.00 | \$.00 | 9 | VOU-11 | Nov-30-2022 |
| PA-2022-PA-01-00 | | | \$160,062.80 | \$160,062.80 | \$.00 | \$.00 | 9 | VOU-11 | Nov-30-2022 |
| PA-2022-PA-02-00 | HSP, Grant and Technical Writi | | \$57,021.58 | \$57,021.58 | \$.00 | \$.00 | 7 | VOU-12 | Dec-28-2022 |
| PA-2022-PA-02-00 | | | \$57,021.58 | \$57,021.58 | \$.00 | \$.00 | 7 | VOU-12 | Dec-28-2022 |
| PA-2022-PA-03-00 | E-Grants - Phase Two - Agate (| | \$20,000.00 | \$20,000.00 | \$.00 | \$.00 | 1 | VOU-8 | Aug-30-2022 |
| PA-2022-PA-03-00 | | | \$20,000.00 | \$20,000.00 | \$.00 | \$.00 | 1 | VOU-8 | Aug-30-2022 |
| Planning and Administration Total | | | \$237,084.38 | \$237,084.38 | \$.00 | \$.00 | 11 | VOU-12 | Dec-28-2022 |
| Alcohol | | | | | | | | | |
| AL-2022-AL-01-00 | Media Creative Design and Prod | | \$.00 | \$.00 | \$.00 | \$1,031,116.27 | 0 | | |
| AL-2022-AL-01-00 | | | \$.00 | \$.00 | \$.00 | \$1,031,116.27 | 0 | | |
| Alcohol Total | | | \$.00 | \$.00 | \$.00 | \$1,031,116.27 | 0 | | |
| Occupant Protection | | | | | | | | | |
| OP-2022-OP-00-00 | Occupant Protection Efforts | | \$.00 | \$.00 | \$.00 | \$29,121.38 | 0 | | |
| OP-2022-OP-00-00 | | | \$.00 | \$.00 | \$.00 | \$29,121.38 | 0 | | |
| OP-2022-OP-02-00 | Occupant Protection Program Mg | | \$34,251.00 | \$34,251.00 | \$.00 | \$147,249.00 | 4 | VOU-10 | Oct-31-2022 |
| OP-2022-OP-02-00 | | | \$34,251.00 | \$34,251.00 | \$.00 | \$147,249.00 | 4 | VOU-10 | Oct-31-2022 |
| Occupant Protection Total | | | \$34,251.00 | \$34,251.00 | \$.00 | \$176,370.38 | 4 | VOU-10 | Oct-31-2022 |
| Police Traffic Services | | | | | | | | | |
| PT-2022-PT-00-00 | Police Traffic Services Effort | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |
| PT-2022-PT-00-00 | | | \$.00 | \$.00 | \$.00 | \$.00 | 0 | | |

| | | | | | | | | |
|-------------------------------|---------------------------------|--------------|--------------|--------|--------------|---|--------|-------------|
| PT-2022-PT-01-00 | TS Law Enforcement Liaisons | \$113,350.97 | \$113,350.97 | \$.00 | \$3,935.01 | 4 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-01-00 | | \$113,350.97 | \$113,350.97 | \$.00 | \$3,935.01 | 4 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-02-00 | PTS Program Management - FTEs | \$36,744.91 | \$36,744.91 | \$.00 | \$63,596.20 | 4 | VOU-11 | Nov-30-2022 |
| PT-2022-PT-02-00 | | \$36,744.91 | \$36,744.91 | \$.00 | \$63,596.20 | 4 | VOU-11 | Nov-30-2022 |
| PT-2022-PT-04-00 | Traffic Safety Resource Prosecc | \$34,885.56 | \$34,885.56 | \$.00 | \$14,780.67 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-04-00 | | \$34,885.56 | \$34,885.56 | \$.00 | \$14,780.67 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-00 | Selective Traffic Enforcement | \$.00 | \$.00 | \$.00 | \$59,003.36 | 0 | | |
| PT-2022-PT-05-00 | | \$.00 | \$.00 | \$.00 | \$59,003.36 | 0 | | |
| PT-2022-PT-05-02 | Albuquerque PD-STEP | \$41,082.22 | \$41,082.22 | \$.00 | \$1.62 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-02 | | \$41,082.22 | \$41,082.22 | \$.00 | \$1.62 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-08 | Bernalillo County SO-STEP | \$26,472.64 | \$26,472.64 | \$.00 | \$12.70 | 2 | VOU-11 | Nov-30-2022 |
| PT-2022-PT-05-08 | | \$26,472.64 | \$26,472.64 | \$.00 | \$12.70 | 2 | VOU-11 | Nov-30-2022 |
| PT-2022-PT-05-31 | Dona Ana County-STEP | \$43,428.53 | \$43,428.53 | \$.00 | \$3,611.47 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-31 | | \$43,428.53 | \$43,428.53 | \$.00 | \$3,611.47 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-32 | Eddy County SO-STEP | \$13,657.22 | \$13,657.22 | \$.00 | \$16,360.53 | 3 | VOU-11 | Nov-30-2022 |
| PT-2022-PT-05-32 | | \$13,657.22 | \$13,657.22 | \$.00 | \$16,360.53 | 3 | VOU-11 | Nov-30-2022 |
| PT-2022-PT-05-35 | Farmington PD-STEP | \$22,531.06 | \$22,531.06 | \$.00 | \$5,342.05 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-35 | | \$22,531.06 | \$22,531.06 | \$.00 | \$5,342.05 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-81 | Rio Rancho DPS-STEP | \$56,179.44 | \$56,179.44 | \$.00 | \$35.88 | 2 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-81 | | \$56,179.44 | \$56,179.44 | \$.00 | \$35.88 | 2 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-86 | San Juan County-STEP | \$5,025.51 | \$5,025.51 | \$.00 | \$11,864.42 | 2 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-86 | | \$5,025.51 | \$5,025.51 | \$.00 | \$11,864.42 | 2 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-88 | Sandoval County-STEP | \$9,882.75 | \$9,882.75 | \$.00 | \$20,117.25 | 2 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-05-88 | | \$9,882.75 | \$9,882.75 | \$.00 | \$20,117.25 | 2 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-06-00 | General LE Training - Safer (A | \$48,029.71 | \$48,029.71 | \$.00 | \$.00 | 3 | VOU-12 | Dec-28-2022 |
| PT-2022-PT-06-00 | | \$48,029.71 | \$48,029.71 | \$.00 | \$.00 | 3 | VOU-12 | Dec-28-2022 |
| Police Traffic Services Total | | \$451,270.52 | \$451,270.52 | \$.00 | \$198,661.16 | 5 | VOU-12 | Dec-28-2022 |
| Traffic Records | | | | | | | | |
| TR-2022-TR-01-00 | TR Statistician | \$21,457.54 | \$21,457.54 | \$.00 | \$38,542.46 | 3 | VOU-12 | Dec-28-2022 |
| TR-2022-TR-01-00 | | \$21,457.54 | \$21,457.54 | \$.00 | \$38,542.46 | 3 | VOU-12 | Dec-28-2022 |
| TR-2022-TR-02-00 | TR Committee and Strategic Pla | \$50,060.39 | \$50,060.39 | \$.00 | \$94,721.90 | 1 | VOU-11 | Nov-30-2022 |
| TR-2022-TR-02-00 | | \$50,060.39 | \$50,060.39 | \$.00 | \$94,721.90 | 1 | VOU-11 | Nov-30-2022 |
| TR-2022-TR-03-04 | TraCS rollout and support (DPS | \$183,217.71 | \$183,217.71 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 |
| TR-2022-TR-03-04 | | \$183,217.71 | \$183,217.71 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 |
| Traffic Records Total | | \$254,735.64 | \$254,735.64 | \$.00 | \$133,264.36 | 4 | VOU-12 | Dec-28-2022 |

Accident Investigation

| | | | | | | | | |
|------------------------------|--------------------------------|------------|------------|--------|--------|---|--------|-------------|
| AI-2022-AI-02-00 | Basic Traffic Crash Report Tra | \$9,999.26 | \$9,999.26 | \$.00 | \$1.86 | 2 | VOU-11 | Nov-30-2022 |
| AI-2022-AI-02-00 | | \$9,999.26 | \$9,999.26 | \$.00 | \$1.86 | 2 | VOU-11 | Nov-30-2022 |
| Accident Investigation Total | | \$9,999.26 | \$9,999.26 | \$.00 | \$1.86 | 2 | VOU-11 | Nov-30-2022 |

Driver Education

| | | | | | | | | |
|------------------------|--------------------------------|--------------|--------------|--------|----------|---|--------|-------------|
| DE-2022-DE-01-00 | Traffic Safety Clearinghouse | \$100,000.29 | \$100,000.29 | \$.00 | \$.00 | 3 | VOU-12 | Dec-28-2022 |
| DE-2022-DE-01-00 | | \$100,000.29 | \$100,000.29 | \$.00 | \$.00 | 3 | VOU-12 | Dec-28-2022 |
| DE-2022-DE-02-00 | NCSAs - Media Training | \$53,333.36 | \$53,333.36 | \$.00 | \$.00 | 4 | VOU-12 | Dec-28-2022 |
| DE-2022-DE-02-00 | | \$53,333.36 | \$53,333.36 | \$.00 | \$.00 | 4 | VOU-12 | Dec-28-2022 |
| DE-2022-DE-03-00 | Traffic Safety Awareness Surve | \$17,828.04 | \$17,828.04 | \$.00 | \$289.47 | 1 | VOU-8 | Aug-30-2022 |
| DE-2022-DE-03-00 | | \$17,828.04 | \$17,828.04 | \$.00 | \$289.47 | 1 | VOU-8 | Aug-30-2022 |
| Driver Education Total | | \$171,161.69 | \$171,161.69 | \$.00 | \$289.47 | 4 | VOU-12 | Dec-28-2022 |

Child Restraint

| | | | | | | | | |
|-----------------------|-------------------------|----------------|----------------|--------|----------------|----|--------|-------------|
| CR-2022-OP-01-00 | Child Restraint Program | \$233,304.94 | \$233,304.94 | \$.00 | \$267,695.06 | 4 | VOU-12 | Dec-28-2022 |
| CR-2022-OP-01-00 | | \$233,304.94 | \$233,304.94 | \$.00 | \$267,695.06 | 4 | VOU-12 | Dec-28-2022 |
| Child Restraint Total | | \$233,304.94 | \$233,304.94 | \$.00 | \$267,695.06 | 4 | VOU-12 | Dec-28-2022 |
| BIL NHTSA 402Total | | \$1,391,807.43 | \$1,391,807.43 | \$.00 | \$1,807,398.56 | 12 | VOU-12 | Dec-28-2022 |

BIL 164 Transfer Funds

| | | | | | | | | |
|---------------------------------------|--------------------------------|-------------|-------------|--------|--------------|---|-------|-------------|
| 164PA-2022-AL-11-00 | Impaired Driving Program Manag | \$.00 | \$.00 | \$.00 | \$126,900.38 | 5 | VOU-9 | Sep-29-2022 |
| 164PA-2022-AL-11-00 | | \$.00 | \$.00 | \$.00 | \$126,900.38 | 5 | VOU-9 | Sep-29-2022 |
| 164PA-2022-AL-13-00 | E-Grants -Phase 2 (AGATE) (see | \$39,426.00 | \$39,426.00 | \$.00 | \$24,494.26 | 1 | VOU-8 | Aug-30-2022 |
| 164PA-2022-AL-13-00 | | \$39,426.00 | \$39,426.00 | \$.00 | \$24,494.26 | 1 | VOU-8 | Aug-30-2022 |
| 164 Planning and Administration Total | | \$39,426.00 | \$39,426.00 | \$.00 | \$151,394.64 | 5 | VOU-9 | Sep-29-2022 |

Alcohol Enforcement

| | | | | | | | | |
|----------------------|--------------------------------|--------------|--------------|--------|-------------|---|--------|-------------|
| ENF_AL-2022-AL-01-00 | Alc/ID Enforcement (see ID-P01 | \$504,045.25 | \$504,045.25 | \$.00 | \$22,197.17 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-00 | | \$504,045.25 | \$504,045.25 | \$.00 | \$22,197.17 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-01 | Alamogordo DPS-ENDWI | \$525.42 | \$525.42 | \$.00 | \$12,443.58 | 1 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-01 | | \$525.42 | \$525.42 | \$.00 | \$12,443.58 | 1 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-02 | Albuquerque PD-ENDWI | \$237,362.81 | \$237,362.81 | \$.00 | \$79,367.38 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-02 | | \$237,362.81 | \$237,362.81 | \$.00 | \$79,367.38 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-04 | Artesia PD-ENDWI | \$965.47 | \$965.47 | \$.00 | \$4,806.87 | 1 | VOU-5 | May-31-2022 |
| ENF_AL-2022-AL-01-04 | | \$965.47 | \$965.47 | \$.00 | \$4,806.87 | 1 | VOU-5 | May-31-2022 |
| ENF_AL-2022-AL-01-05 | Aztec PD-ENDWI | \$2,334.10 | \$2,334.10 | \$.00 | \$1,158.96 | 2 | VOU-7 | Aug-01-2022 |
| ENF_AL-2022-AL-01-05 | | \$2,334.10 | \$2,334.10 | \$.00 | \$1,158.96 | 2 | VOU-7 | Aug-01-2022 |
| ENF_AL-2022-AL-01-07 | Belen PD-ENDWI | \$2,993.10 | \$2,993.10 | \$.00 | \$2,197.90 | 2 | VOU-12 | Dec-28-2022 |

| | | | | | | | | |
|----------------------|----------------------------|--------------|--------------|--------|-------------|---|--------|-------------|
| ENF_AL-2022-AL-01-07 | | \$2,993.10 | \$2,993.10 | \$.00 | \$2,197.90 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-08 | Bernalillo County SO-ENDWI | \$114,009.85 | \$114,009.85 | \$.00 | \$3.66 | 5 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-08 | | \$114,009.85 | \$114,009.85 | \$.00 | \$3.66 | 5 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-09 | Bernalillo PD-ENDWI | \$3,261.12 | \$3,261.12 | \$.00 | \$263.88 | 2 | VOU-9 | Sep-29-2022 |
| ENF_AL-2022-AL-01-09 | | \$3,261.12 | \$3,261.12 | \$.00 | \$263.88 | 2 | VOU-9 | Sep-29-2022 |
| ENF_AL-2022-AL-01-10 | Bloomfield PD-ENDWI | \$1,890.95 | \$1,890.95 | \$.00 | \$122.53 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-10 | | \$1,890.95 | \$1,890.95 | \$.00 | \$122.53 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-11 | Bosque Farms PD-ENDWI | \$4,476.34 | \$4,476.34 | \$.00 | \$5,012.80 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-11 | | \$4,476.34 | \$4,476.34 | \$.00 | \$5,012.80 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-13 | Carlsbad PD-ENDWI | \$23,394.37 | \$23,394.37 | \$.00 | \$.00 | 2 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-13 | | \$23,394.37 | \$23,394.37 | \$.00 | \$.00 | 2 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-18 | Chaves County SO-ENDWI | \$17,823.39 | \$17,823.39 | \$.00 | \$2,231.61 | 3 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-18 | | \$17,823.39 | \$17,823.39 | \$.00 | \$2,231.61 | 3 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-19 | Cibola County SO-ENDWI | \$82.50 | \$82.50 | \$.00 | \$5,760.50 | 1 | VOU-9 | Sep-29-2022 |
| ENF_AL-2022-AL-01-19 | | \$82.50 | \$82.50 | \$.00 | \$5,760.50 | 1 | VOU-9 | Sep-29-2022 |
| ENF_AL-2022-AL-01-23 | Clovis PD-ENDWI | \$2,035.78 | \$2,035.78 | \$.00 | \$41,749.74 | 3 | VOU-9 | Sep-29-2022 |
| ENF_AL-2022-AL-01-23 | | \$2,035.78 | \$2,035.78 | \$.00 | \$41,749.74 | 3 | VOU-9 | Sep-29-2022 |
| ENF_AL-2022-AL-01-31 | Dona Ana County SO-ENDWI | \$44,671.41 | \$44,671.41 | \$.00 | \$1,906.59 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-31 | | \$44,671.41 | \$44,671.41 | \$.00 | \$1,906.59 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-32 | Eddy County SO-ENDWI | \$6,348.37 | \$6,348.37 | \$.00 | \$30,786.70 | 3 | VOU-10 | Oct-31-2022 |
| ENF_AL-2022-AL-01-32 | | \$6,348.37 | \$6,348.37 | \$.00 | \$30,786.70 | 3 | VOU-10 | Oct-31-2022 |
| ENF_AL-2022-AL-01-33 | Espanola PD-ENDWI | \$2,913.04 | \$2,913.04 | \$.00 | \$7,839.96 | 1 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-33 | | \$2,913.04 | \$2,913.04 | \$.00 | \$7,839.96 | 1 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-35 | Farmington PD-ENDWI | \$22,751.56 | \$22,751.56 | \$.00 | \$59,408.44 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-35 | | \$22,751.56 | \$22,751.56 | \$.00 | \$59,408.44 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-37 | Gallup PD-ENDWI | \$19,403.82 | \$19,403.82 | \$.00 | \$15,887.17 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-37 | | \$19,403.82 | \$19,403.82 | \$.00 | \$15,887.17 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-38 | Grant County-ENDWI | \$.00 | \$.00 | \$.00 | \$2,490.00 | 0 | | |
| ENF_AL-2022-AL-01-38 | | \$.00 | \$.00 | \$.00 | \$2,490.00 | 0 | | |
| ENF_AL-2022-AL-01-39 | Grants PD-ENDWI | \$3,141.22 | \$3,141.22 | \$.00 | \$7,088.78 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-39 | | \$3,141.22 | \$3,141.22 | \$.00 | \$7,088.78 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-40 | Guadalupe County SO-ENDWI | \$1,983.18 | \$1,983.18 | \$.00 | \$22.80 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-40 | | \$1,983.18 | \$1,983.18 | \$.00 | \$22.80 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-45 | Hobbs PD-ENDWI | \$292.41 | \$292.41 | \$.00 | \$19,818.59 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-45 | | \$292.41 | \$292.41 | \$.00 | \$19,818.59 | 2 | VOU-12 | Dec-28-2022 |

| | | | | | | | | |
|----------------------|----------------------------|--------------|--------------|--------|-------------|---|--------|-------------|
| ENF_AL-2022-AL-01-49 | Las Cruces PD-ENDWI | \$1,519.87 | \$1,519.87 | \$.00 | \$73,818.13 | 4 | VOU-9 | Sep-29-2022 |
| ENF_AL-2022-AL-01-49 | | \$1,519.87 | \$1,519.87 | \$.00 | \$73,818.13 | 4 | VOU-9 | Sep-29-2022 |
| ENF_AL-2022-AL-01-50 | Las Vegas PD-ENDWI | \$7,337.65 | \$7,337.65 | \$.00 | \$3,404.35 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-50 | | \$7,337.65 | \$7,337.65 | \$.00 | \$3,404.35 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-51 | Lea County-ENDWI | \$6,705.07 | \$6,705.07 | \$.00 | \$611.93 | 3 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-51 | | \$6,705.07 | \$6,705.07 | \$.00 | \$611.93 | 3 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-52 | Lincoln County SO-ENDWI | \$.00 | \$.00 | \$.00 | \$1,575.00 | 0 | | |
| ENF_AL-2022-AL-01-52 | | \$.00 | \$.00 | \$.00 | \$1,575.00 | 0 | | |
| ENF_AL-2022-AL-01-56 | Los Alamos-ENDWI | \$2,501.87 | \$2,501.87 | \$.00 | \$3,028.13 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-56 | | \$2,501.87 | \$2,501.87 | \$.00 | \$3,028.13 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-57 | Los Lunas PD-ENDWI | \$2,000.00 | \$2,000.00 | \$.00 | \$10,000.00 | 1 | VOU-7 | Aug-01-2022 |
| ENF_AL-2022-AL-01-57 | | \$2,000.00 | \$2,000.00 | \$.00 | \$10,000.00 | 1 | VOU-7 | Aug-01-2022 |
| ENF_AL-2022-AL-01-59 | Lovington PD-ENDWI | \$343.52 | \$343.52 | \$.00 | \$6,622.48 | 1 | VOU-7 | Aug-01-2022 |
| ENF_AL-2022-AL-01-59 | | \$343.52 | \$343.52 | \$.00 | \$6,622.48 | 1 | VOU-7 | Aug-01-2022 |
| ENF_AL-2022-AL-01-60 | Luna County SO-ENDWI | \$6,047.47 | \$6,047.47 | \$.00 | \$3,252.53 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-60 | | \$6,047.47 | \$6,047.47 | \$.00 | \$3,252.53 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-62 | Mckinley County SO-ENDWI | \$13,920.80 | \$13,920.80 | \$.00 | \$7.91 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-62 | | \$13,920.80 | \$13,920.80 | \$.00 | \$7.91 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-66 | Mora County SO-ENDWI | \$2,544.00 | \$2,544.00 | \$.00 | \$1,348.00 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-66 | | \$2,544.00 | \$2,544.00 | \$.00 | \$1,348.00 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-67 | Moriarty PD-ENDWI | \$6,764.47 | \$6,764.47 | \$.00 | \$26.49 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-67 | | \$6,764.47 | \$6,764.47 | \$.00 | \$26.49 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-71 | New Mexico State Police | \$125,659.76 | \$125,659.76 | \$.00 | \$7,238.89 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-71 | | \$125,659.76 | \$125,659.76 | \$.00 | \$7,238.89 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-73 | Otero County SO-ENDWI | \$6,007.00 | \$6,007.00 | \$.00 | \$4,206.70 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-73 | | \$6,007.00 | \$6,007.00 | \$.00 | \$4,206.70 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-75 | Portales PD-ENDWI | \$1,820.08 | \$1,820.08 | \$.00 | \$6,502.92 | 3 | VOU-10 | Oct-31-2022 |
| ENF_AL-2022-AL-01-75 | | \$1,820.08 | \$1,820.08 | \$.00 | \$6,502.92 | 3 | VOU-10 | Oct-31-2022 |
| ENF_AL-2022-AL-01-80 | Rio Arriba County SO-ENDWI | \$7,197.65 | \$7,197.65 | \$.00 | \$3,661.45 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-80 | | \$7,197.65 | \$7,197.65 | \$.00 | \$3,661.45 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-81 | Rio Rancho DPS-ENDWI | \$60,311.75 | \$60,311.75 | \$.00 | \$23,781.21 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-81 | | \$60,311.75 | \$60,311.75 | \$.00 | \$23,781.21 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-82 | Roosevelt County SO-ENDWI | \$388.44 | \$388.44 | \$.00 | \$4,597.56 | 1 | VOU-5 | May-31-2022 |
| ENF_AL-2022-AL-01-82 | | \$388.44 | \$388.44 | \$.00 | \$4,597.56 | 1 | VOU-5 | May-31-2022 |
| ENF_AL-2022-AL-01-83 | Roswell PD-ENDWI | \$301.76 | \$301.76 | \$.00 | \$1,689.24 | 3 | VOU-12 | Dec-28-2022 |

| | | | | | | | | |
|----------------------|--------------------------------|-------------|-------------|--------|-------------|---|--------|-------------|
| ENF_AL-2022-AL-01-83 | | \$301.76 | \$301.76 | \$.00 | \$1,689.24 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-84 | Ruidoso PD-ENDWI | \$.00 | \$.00 | \$.00 | \$9,712.00 | 0 | | |
| ENF_AL-2022-AL-01-84 | | \$.00 | \$.00 | \$.00 | \$9,712.00 | 0 | | |
| ENF_AL-2022-AL-01-86 | San Juan County SO-ENDWI | \$22,580.53 | \$22,580.53 | \$.00 | \$4,905.11 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-86 | | \$22,580.53 | \$22,580.53 | \$.00 | \$4,905.11 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-87 | San Miguel County SO-ENDWI | \$2,861.76 | \$2,861.76 | \$.00 | \$32.24 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-87 | | \$2,861.76 | \$2,861.76 | \$.00 | \$32.24 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-88 | Sandoval County SO-ENDWI | \$21,625.18 | \$21,625.18 | \$.00 | \$7,631.64 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-88 | | \$21,625.18 | \$21,625.18 | \$.00 | \$7,631.64 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-90 | Santa Fe PD-ENDWI | \$14,763.25 | \$14,763.25 | \$.00 | \$29,957.75 | 1 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-90 | | \$14,763.25 | \$14,763.25 | \$.00 | \$29,957.75 | 1 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-91 | Santa Fe County SO-ENDWI | \$3,247.98 | \$3,247.98 | \$.00 | \$14,341.02 | 2 | VOU-7 | Aug-01-2022 |
| ENF_AL-2022-AL-01-91 | | \$3,247.98 | \$3,247.98 | \$.00 | \$14,341.02 | 2 | VOU-7 | Aug-01-2022 |
| ENF_AL-2022-AL-01-92 | Santa Rosa PD-ENDWI | \$2,019.00 | \$2,019.00 | \$.00 | \$364.00 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-92 | | \$2,019.00 | \$2,019.00 | \$.00 | \$364.00 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-94 | Silver City PD-ENDWI | \$11,197.03 | \$11,197.03 | \$.00 | \$4,204.97 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-94 | | \$11,197.03 | \$11,197.03 | \$.00 | \$4,204.97 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-95 | Socorro County-ENDWI | \$5,473.16 | \$5,473.16 | \$.00 | \$4,926.84 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-95 | | \$5,473.16 | \$5,473.16 | \$.00 | \$4,926.84 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-98 | Sunland Park PD-ENDWI | \$11,628.55 | \$11,628.55 | \$.00 | \$18,620.45 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-98 | | \$11,628.55 | \$11,628.55 | \$.00 | \$18,620.45 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-AN | Anthony PD (AC 158)-ENDWI | \$.00 | \$.00 | \$.00 | \$3,883.00 | 0 | | |
| ENF_AL-2022-AL-01-AN | | \$.00 | \$.00 | \$.00 | \$3,883.00 | 0 | | |
| ENF_AL-2022-AL-01-SA | Santa Ana Pueblo PD (AC 141)-E | \$.00 | \$.00 | \$.00 | \$2,000.00 | 0 | | |
| ENF_AL-2022-AL-01-SA | | \$.00 | \$.00 | \$.00 | \$2,000.00 | 0 | | |
| ENF_AL-2022-AL-01-SJ | San Juan Pueblo PD (Ohkay Owin | \$2,208.00 | \$2,208.00 | \$.00 | \$4,502.00 | 3 | VOU-10 | Oct-31-2022 |
| ENF_AL-2022-AL-01-SJ | | \$2,208.00 | \$2,208.00 | \$.00 | \$4,502.00 | 3 | VOU-10 | Oct-31-2022 |
| ENF_AL-2022-AL-01-SP | Sandia Pueblo PD (AC 116)-ENDW | \$2,597.52 | \$2,597.52 | \$.00 | \$5,052.48 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-SP | | \$2,597.52 | \$2,597.52 | \$.00 | \$5,052.48 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-TC | T or C PD-ENDWI (AC 104)-ENDWI | \$1,353.31 | \$1,353.31 | \$.00 | \$1,886.49 | 2 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-TC | | \$1,353.31 | \$1,353.31 | \$.00 | \$1,886.49 | 2 | VOU-11 | Nov-30-2022 |
| ENF_AL-2022-AL-01-TQ | Tesuque Pueblo PD-ENDWI (AC 13 | \$216.00 | \$216.00 | \$.00 | \$2,424.00 | 2 | VOU-6 | Jun-30-2022 |
| ENF_AL-2022-AL-01-TQ | | \$216.00 | \$216.00 | \$.00 | \$2,424.00 | 2 | VOU-6 | Jun-30-2022 |
| ENF_AL-2022-AL-01-TR | Torrance County SO-ENDWI (AC 1 | \$1,764.36 | \$1,764.36 | \$.00 | \$816.28 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-TR | | \$1,764.36 | \$1,764.36 | \$.00 | \$816.28 | 6 | VOU-12 | Dec-28-2022 |

| | | | | | | | | |
|--|--------------------------------|----------------|----------------|--------|--------------|---|--------|-------------|
| ENF_AL-2022-AL-01-TS | Taos County SO (AC 100)-ENDWI | \$10,434.00 | \$10,434.00 | \$.00 | \$3.00 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-TS | | \$10,434.00 | \$10,434.00 | \$.00 | \$3.00 | 3 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-UC | Union County (AC 107)-ENDWI | \$.00 | \$.00 | \$.00 | \$1,984.00 | 0 | | |
| ENF_AL-2022-AL-01-UC | | \$.00 | \$.00 | \$.00 | \$1,984.00 | 0 | | |
| ENF_AL-2022-AL-01-VL | Valencia County SO (AC 109)-EN | \$5,000.00 | \$5,000.00 | \$.00 | \$.00 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-01-VL | | \$5,000.00 | \$5,000.00 | \$.00 | \$.00 | 2 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-02-00 | DWI Task Force - McKinley Coun | \$50,677.92 | \$50,677.92 | \$.00 | \$323,737.08 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-02-00 | | \$50,677.92 | \$50,677.92 | \$.00 | \$323,737.08 | 5 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-03-00 | Alc Sales Compliance Enforceme | \$116,198.26 | \$116,198.26 | \$.00 | \$33,801.74 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-03-00 | | \$116,198.26 | \$116,198.26 | \$.00 | \$33,801.74 | 4 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-11-00 | Impaired Driving Program Manag | \$87,298.10 | \$87,298.10 | \$.00 | \$39,602.28 | 2 | VOU-10 | Oct-31-2022 |
| ENF_AL-2022-AL-11-00 | | \$87,298.10 | \$87,298.10 | \$.00 | \$39,602.28 | 2 | VOU-10 | Oct-31-2022 |
| ENF_AL-2022-AL-12-00 | Traffic Safety Law Enforcement | \$226,400.71 | \$226,400.71 | \$.00 | \$7,592.30 | 6 | VOU-12 | Dec-28-2022 |
| ENF_AL-2022-AL-12-00 | | \$226,400.71 | \$226,400.71 | \$.00 | \$7,592.30 | 6 | VOU-12 | Dec-28-2022 |
| Alcohol Enforcement Total | | \$1,867,621.24 | \$1,867,621.24 | \$.00 | \$999,919.20 | 8 | VOU-12 | Dec-28-2022 |
| DUI Courts and Support | | | | | | | | |
| DUI_AL-2022-AL-04-01 | Supervised Probation Expansion | \$27,528.45 | \$27,528.45 | \$.00 | \$134,295.05 | 4 | VOU-12 | Dec-28-2022 |
| DUI_AL-2022-AL-04-01 | | \$27,528.45 | \$27,528.45 | \$.00 | \$134,295.05 | 4 | VOU-12 | Dec-28-2022 |
| DUI_AL-2022-AL-05-00 | Supervised Probation Expansion | \$40,772.60 | \$40,772.60 | \$.00 | \$2,346.66 | 6 | VOU-11 | Nov-30-2022 |
| DUI_AL-2022-AL-05-00 | | \$40,772.60 | \$40,772.60 | \$.00 | \$2,346.66 | 6 | VOU-11 | Nov-30-2022 |
| DUI_AL-2022-AL-17-00 | MADD - Court Monitoring | \$274,161.23 | \$274,161.23 | \$.00 | \$67,128.34 | 5 | VOU-12 | Dec-28-2022 |
| DUI_AL-2022-AL-17-00 | | \$274,161.23 | \$274,161.23 | \$.00 | \$67,128.34 | 5 | VOU-12 | Dec-28-2022 |
| DUI_AL-2022-AL-22-00 | 2nd Judicial District DWI Pros | \$252,704.34 | \$252,704.34 | \$.00 | \$22,899.74 | 4 | VOU-12 | Dec-28-2022 |
| DUI_AL-2022-AL-22-00 | | \$252,704.34 | \$252,704.34 | \$.00 | \$22,899.74 | 4 | VOU-12 | Dec-28-2022 |
| DUI Courts and Support Total | | \$595,166.62 | \$595,166.62 | \$.00 | \$226,669.79 | 8 | VOU-12 | Dec-28-2022 |
| Alcohol Paid Media | | | | | | | | |
| PM_AL-2022-AL-16-00 | DWI Media Placement | \$1,500,000.00 | \$1,500,000.00 | \$.00 | \$.00 | 5 | VOU-11 | Nov-30-2022 |
| PM_AL-2022-AL-16-00 | | \$1,500,000.00 | \$1,500,000.00 | \$.00 | \$.00 | 5 | VOU-11 | Nov-30-2022 |
| Alcohol Paid Media Total | | \$1,500,000.00 | \$1,500,000.00 | \$.00 | \$.00 | 5 | VOU-11 | Nov-30-2022 |
| Alcohol Law Enforcement Training | | | | | | | | |
| LET_AL-2022-AL-08-00 | Statewide DWI Enforcement Trai | \$56,996.79 | \$56,996.79 | \$.00 | \$8,004.77 | 4 | VOU-9 | Sep-29-2022 |
| LET_AL-2022-AL-08-00 | | \$56,996.79 | \$56,996.79 | \$.00 | \$8,004.77 | 4 | VOU-9 | Sep-29-2022 |
| Alcohol Law Enforcement Training Total | | \$56,996.79 | \$56,996.79 | \$.00 | \$8,004.77 | 4 | VOU-9 | Sep-29-2022 |
| Alcohol Education | | | | | | | | |
| EDU_AL-2022-AL-07-00 | DWI Task Force Meeting Facilit | \$.00 | \$.00 | \$.00 | \$25,000.00 | 0 | | |

| | | | | | | | | |
|---------------------------------------|--------------------------------|----------------|----------------|--------|--------------|---|--------|-------------|
| EDU_AL-2022-AL-07-00 | | \$.00 | \$.00 | \$.00 | \$25,000.00 | 0 | | |
| EDU_AL-2022-AL-09-00 | Traffic Safety Clearinghouse (| \$115,487.05 | \$115,487.05 | \$.00 | \$23,102.04 | 5 | VOU-12 | Dec-28-2022 |
| EDU_AL-2022-AL-09-00 | | \$115,487.05 | \$115,487.05 | \$.00 | \$23,102.04 | 5 | VOU-12 | Dec-28-2022 |
| EDU_AL-2022-AL-10-00 | ALR Hearing Prosecuting Attorn | \$4,476.99 | \$4,476.99 | \$.00 | \$59,627.81 | 1 | VOU-5 | May-31-2022 |
| EDU_AL-2022-AL-10-00 | | \$4,476.99 | \$4,476.99 | \$.00 | \$59,627.81 | 1 | VOU-5 | May-31-2022 |
| EDU_AL-2022-AL-15-00 | DWI Media Creative Design and | \$1,031,116.27 | \$1,031,116.27 | \$.00 | \$.00 | 3 | VOU-8 | Aug-30-2022 |
| EDU_AL-2022-AL-15-00 | | \$1,031,116.27 | \$1,031,116.27 | \$.00 | \$.00 | 3 | VOU-8 | Aug-30-2022 |
| EDU_AL-2022-AL-18-00 | UAD Prevention Creative Design | \$27,347.26 | \$27,347.26 | \$.00 | \$.00 | 3 | VOU-9 | Sep-29-2022 |
| EDU_AL-2022-AL-18-00 | | \$27,347.26 | \$27,347.26 | \$.00 | \$.00 | 3 | VOU-9 | Sep-29-2022 |
| EDU_AL-2022-AL-19-00 | ZeroProof Campaign - RK Ventur | \$175,533.53 | \$175,533.53 | \$.00 | \$.00 | 2 | VOU-9 | Sep-29-2022 |
| EDU_AL-2022-AL-19-00 | | \$175,533.53 | \$175,533.53 | \$.00 | \$.00 | 2 | VOU-9 | Sep-29-2022 |
| Alcohol Education Total | | \$1,353,961.10 | \$1,353,961.10 | \$.00 | \$107,729.85 | 6 | VOU-12 | Dec-28-2022 |
| | | | | | \$1,493,718. | | | |
| BIL 164 Transfer Funds Total | | \$5,413,171.75 | \$5,413,171.75 | \$.00 | 25 | 8 | VOU-12 | Dec-28-2022 |
| BIL 405b OP High | | | | | | | | |
| M1TR-2022-DE-01-00 | NCSAs - Media Training (DE-02- | \$25,000.00 | \$25,000.00 | \$.00 | \$181.61 | 4 | VOU-12 | Dec-28-2022 |
| M1TR-2022-DE-01-00 | | \$25,000.00 | \$25,000.00 | \$.00 | \$181.61 | 4 | VOU-12 | Dec-28-2022 |
| 405b High Training Total | | \$25,000.00 | \$25,000.00 | \$.00 | \$181.61 | 4 | VOU-12 | Dec-28-2022 |
| 405b High OP Information System | | | | | | | | |
| M1OP-2022-OP-01-00 | Seatbelt Observation Surveys | \$71,593.72 | \$71,593.72 | \$.00 | \$.00 | 2 | VOU-12 | Dec-28-2022 |
| M1OP-2022-OP-01-00 | | \$71,593.72 | \$71,593.72 | \$.00 | \$.00 | 2 | VOU-12 | Dec-28-2022 |
| 405b High OP Information System Total | | \$71,593.72 | \$71,593.72 | \$.00 | \$.00 | 2 | VOU-12 | Dec-28-2022 |
| 405b OP High | | | | | | | | |
| M1X-2022-OP-00-00 | Occupant Protection Efforts - | \$.00 | \$.00 | \$.00 | \$184,630.00 | 0 | | |
| M1X-2022-OP-00-00 | | \$.00 | \$.00 | \$.00 | \$184,630.00 | 0 | | |
| 405b OP High Total | | \$.00 | \$.00 | \$.00 | \$184,630.00 | 0 | | |
| 405b High Paid Advertising | | | | | | | | |
| M1*PM-2022-OP-PM-02 | Click It or Ticket Paid Media | \$95,206.29 | \$95,206.29 | \$.00 | \$4,793.71 | 2 | VOU-9 | Sep-29-2022 |
| M1*PM-2022-OP-PM-02 | | \$95,206.29 | \$95,206.29 | \$.00 | \$4,793.71 | 2 | VOU-9 | Sep-29-2022 |
| 405b High Paid Advertising Total | | \$95,206.29 | \$95,206.29 | \$.00 | \$4,793.71 | 2 | VOU-9 | Sep-29-2022 |
| BIL 405b OP High Total | | \$191,800.01 | \$191,800.01 | \$.00 | \$189,605.32 | 5 | VOU-12 | Dec-28-2022 |
| BIL 405c Data Program | | | | | | | | |
| M3DA-2022-TR-00-00 | Data Program Efforts (Tracs 40 | \$.00 | \$.00 | \$.00 | \$99,357.87 | 0 | | |
| M3DA-2022-TR-00-00 | | \$.00 | \$.00 | \$.00 | \$99,357.87 | 0 | | |
| M3DA-2022-TR-01-00 | Crash Data Statistical and Ana | \$248,105.83 | \$248,105.83 | \$.00 | \$92,943.62 | 6 | VOU-12 | Dec-28-2022 |
| M3DA-2022-TR-01-00 | | \$248,105.83 | \$248,105.83 | \$.00 | \$92,943.62 | 6 | VOU-12 | Dec-28-2022 |

| | | | | | | | | |
|--------------------------------------|--------------------------------|----------------|----------------|--------|--------------|----|--------|-------------|
| 405c Data Program Total | | \$248,105.83 | \$248,105.83 | \$.00 | \$192,301.49 | 6 | VOU-12 | Dec-28-2022 |
| BIL 405c Data Program Total | | \$248,105.83 | \$248,105.83 | \$.00 | \$192,301.49 | 6 | VOU-12 | Dec-28-2022 |
| BIL 405d Impaired Driving Mid | | | | | | | | |
| M5HVE-2022-ID-01-00 | Alcohol/ID Enforcement (see AL | \$166,683.97 | \$166,683.97 | \$.00 | \$.00 | 3 | VOU-7 | Aug-01-2022 |
| M5HVE-2022-ID-01-00 | | \$166,683.97 | \$166,683.97 | \$.00 | \$.00 | 3 | VOU-7 | Aug-01-2022 |
| 405d Mid HVE Total | | \$166,683.97 | \$166,683.97 | \$.00 | \$.00 | 3 | VOU-7 | Aug-01-2022 |
| 405d Mid Court Support | | | | | | | | |
| M5CS-2022-ID-02-00 | DWI/ Drug Courts - AOC | \$139,247.00 | \$139,247.00 | \$.00 | \$4,389.24 | 2 | VOU-12 | Dec-28-2022 |
| M5CS-2022-ID-02-00 | | \$139,247.00 | \$139,247.00 | \$.00 | \$4,389.24 | 2 | VOU-12 | Dec-28-2022 |
| M5CS-2022-ID-05-00 | Traffic Safety Resource Prosec | \$105,742.07 | \$105,742.07 | \$.00 | \$22,257.93 | 7 | VOU-12 | Dec-28-2022 |
| M5CS-2022-ID-05-00 | | \$105,742.07 | \$105,742.07 | \$.00 | \$22,257.93 | 7 | VOU-12 | Dec-28-2022 |
| M5CS-2022-ID-06-00 | ALR Hearing Prosecution Attorn | \$4,973.66 | \$4,973.66 | \$.00 | \$.00 | 2 | VOU-4 | Apr-27-2022 |
| M5CS-2022-ID-06-00 | | \$4,973.66 | \$4,973.66 | \$.00 | \$.00 | 2 | VOU-4 | Apr-27-2022 |
| 405d Mid Court Support Total | | \$249,962.73 | \$249,962.73 | \$.00 | \$26,647.17 | 7 | VOU-12 | Dec-28-2022 |
| 405d Mid BAC Testing/Reporting | | | | | | | | |
| M5BAC-2022-ID-03-00 | BAC Testing Training - SLD | \$70,705.69 | \$70,705.69 | \$.00 | \$4,294.31 | 7 | VOU-12 | Dec-28-2022 |
| M5BAC-2022-ID-03-00 | | \$70,705.69 | \$70,705.69 | \$.00 | \$4,294.31 | 7 | VOU-12 | Dec-28-2022 |
| 405d Mid BAC Testing/Reporting Total | | \$70,705.69 | \$70,705.69 | \$.00 | \$4,294.31 | 7 | VOU-12 | Dec-28-2022 |
| 405d Mid Paid/Earned Media | | | | | | | | |
| M5PEM-2022-ID-07-00 | ID Media Creative Design and P | \$161,558.65 | \$161,558.65 | \$.00 | \$.00 | 4 | VOU-11 | Nov-30-2022 |
| M5PEM-2022-ID-07-00 | | \$161,558.65 | \$161,558.65 | \$.00 | \$.00 | 4 | VOU-11 | Nov-30-2022 |
| M5PEM-2022-ID-08-00 | ID Media Placement | \$500,000.00 | \$500,000.00 | \$.00 | \$.00 | 2 | VOU-11 | Nov-30-2022 |
| M5PEM-2022-ID-08-00 | | \$500,000.00 | \$500,000.00 | \$.00 | \$.00 | 2 | VOU-11 | Nov-30-2022 |
| 405d Mid Paid/Earned Media Total | | \$661,558.65 | \$661,558.65 | \$.00 | \$.00 | 4 | VOU-11 | Nov-30-2022 |
| 405d Mid Training | | | | | | | | |
| M5TR-2022-ID-04-00 | DRE and ARIDE Training | \$247,115.13 | \$247,115.13 | \$.00 | \$45,288.76 | 9 | VOU-12 | Dec-28-2022 |
| M5TR-2022-ID-04-00 | | \$247,115.13 | \$247,115.13 | \$.00 | \$45,288.76 | 9 | VOU-12 | Dec-28-2022 |
| M5TR-2022-ID-09-00 | Statewide DWI Enforcement Trai | \$37,998.21 | \$37,998.21 | \$.00 | \$.00 | 3 | VOU-10 | Oct-31-2022 |
| M5TR-2022-ID-09-00 | | \$37,998.21 | \$37,998.21 | \$.00 | \$.00 | 3 | VOU-10 | Oct-31-2022 |
| 405d Mid Training Total | | \$285,113.34 | \$285,113.34 | \$.00 | \$45,288.76 | 10 | VOU-12 | Dec-28-2022 |
| BIL 405d Impaired Driving Mid Total | | \$1,434,024.38 | \$1,434,024.38 | \$.00 | \$76,230.24 | 11 | VOU-12 | Dec-28-2022 |
| BIL 405d Impaired Driving Int | | | | | | | | |
| M7X-2022-II-00-00 | Interlock Program Efforts | \$.00 | \$.00 | \$.00 | \$59,691.64 | 0 | | |
| M7X-2022-II-00-00 | | \$.00 | \$.00 | \$.00 | \$59,691.64 | 0 | | |
| 405d Impaired Driving Int Total | | \$.00 | \$.00 | \$.00 | \$59,691.64 | 0 | | |

| | | | | | | | | | |
|--|--------------------------------|-------------|-------------|--------|--------------|---|--------|-------------|--|
| 405d Int Child Restraint | | | | | | | | | |
| M7*CR-2022-II-01-00 | Child Safety Seats/ Booster Se | \$.00 | \$.00 | \$.00 | \$122,269.20 | 0 | | | |
| M7*CR-2022-II-01-00 | | \$.00 | \$.00 | \$.00 | \$122,269.20 | 0 | | | |
| 405d Int Child Restraint Total | | \$.00 | \$.00 | \$.00 | \$122,269.20 | 0 | | | |
| BIL 405d Impaired Driving Int Total | | \$.00 | \$.00 | \$.00 | \$181,960.84 | 0 | | | |
| BIL 405f Motorcycle Safety Programs | | | | | | | | | |
| M11MT-2022-MC-01-00 | Motorcycle Safety Training | \$23,100.27 | \$23,100.27 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 | |
| M11MT-2022-MC-01-00 | | \$23,100.27 | \$23,100.27 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 | |
| 405f Safety Motorcyclist Training Total | | \$23,100.27 | \$23,100.27 | \$.00 | \$.00 | 1 | VOU-12 | Dec-28-2022 | |
| 405f Motorcycle Safety Programs | | | | | | | | | |
| M11X-2022-MC-00-00 | Motorcycle Safety Efforts | \$.00 | \$.00 | \$.00 | \$24,090.64 | 0 | | | |
| M11X-2022-MC-00-00 | | \$.00 | \$.00 | \$.00 | \$24,090.64 | 0 | | | |
| 405f Motorcycle Safety Programs Total | | \$.00 | \$.00 | \$.00 | \$24,090.64 | 0 | | | |
| BIL 405f Motorcycle Safety Programs Total | | \$23,100.27 | \$23,100.27 | \$.00 | \$24,090.64 | 1 | VOU-12 | Dec-28-2022 | |
| BIL 405h Nonmotorized Safety | | | | | | | | | |
| FHPE-2022-PS-01-00 | Pedestrian and Bicyclist Safet | \$.00 | \$.00 | \$.00 | \$224,395.79 | 0 | | | |
| FHPE-2022-PS-01-00 | | \$.00 | \$.00 | \$.00 | \$224,395.79 | 0 | | | |
| 405h Public Education Total | | \$.00 | \$.00 | \$.00 | \$224,395.79 | 0 | | | |
| BIL 405h Nonmotorized Safety Total | | \$.00 | \$.00 | \$.00 | \$224,395.79 | 0 | | | |
| SUPPLEMENTAL BIL NHTSA 402 | | | | | | | | | |
| PT-2022-PT-05-00 | Selective Traffic Enforcement | \$.00 | \$.00 | \$.00 | \$179,445.60 | 0 | | | |
| PT-2022-PT-05-00 | | \$.00 | \$.00 | \$.00 | \$179,445.60 | 0 | | | |
| Police Traffic Services Total | | \$.00 | \$.00 | \$.00 | \$179,445.60 | 0 | | | |
| SUPPLEMENTAL BIL NHTSA 402Total | | \$.00 | \$.00 | \$.00 | \$179,445.60 | 0 | | | |
| SUPPLEMENTAL BIL 405b OP High | | | | | | | | | |
| M1OP-2022-OP-01-00 | Seatbelt Observation Surveys | \$.00 | \$.00 | \$.00 | \$24,935.86 | 0 | | | |
| M1OP-2022-OP-01-00 | | \$.00 | \$.00 | \$.00 | \$24,935.86 | 0 | | | |
| 405b High OP Information System Total | | \$.00 | \$.00 | \$.00 | \$24,935.86 | 0 | | | |
| SUPPLEMENTAL BIL 405b OP High Total | | \$.00 | \$.00 | \$.00 | \$24,935.86 | 0 | | | |
| SUPPLEMENTAL BIL 405c Data Program | | | | | | | | | |
| M3DA-2022-TR-01-00 | Crash Data Statistical and Ana | \$.00 | \$.00 | \$.00 | \$28,793.34 | 0 | | | |
| M3DA-2022-TR-01-00 | | \$.00 | \$.00 | \$.00 | \$28,793.34 | 0 | | | |
| 405c Data Program Total | | \$.00 | \$.00 | \$.00 | \$28,793.34 | 0 | | | |
| SUPPLEMENTAL BIL 405c Data Program Total | | \$.00 | \$.00 | \$.00 | \$28,793.34 | 0 | | | |
| SUPPLEMENTAL BIL 405d Impaired Driving Mid | | | | | | | | | |

| | | | | | | | | |
|---|--------------------------------|-----------------|-----------------|--------|--------------|----|--------|-------------|
| M5HVE-2022-ID-01-00 | Alcohol/ID Enforcement (see AL | \$.00 | \$.00 | \$.00 | \$99,019.03 | 0 | | |
| M5HVE-2022-ID-01-00 | | \$.00 | \$.00 | \$.00 | \$99,019.03 | 0 | | |
| 405d Mid HVE Total | | \$.00 | \$.00 | \$.00 | \$99,019.03 | 0 | | |
| SUPPLEMENTAL BIL 405d Impaired Driving Mid Total | | \$.00 | \$.00 | \$.00 | \$99,019.03 | 0 | | |
| SUPPLEMENTAL BIL 405d Impaired Driving Int | | | | | | | | |
| M7X-2022-II-00-00 | Interlock Program Efforts | \$.00 | \$.00 | \$.00 | \$11,930.16 | 0 | | |
| M7X-2022-II-00-00 | | \$.00 | \$.00 | \$.00 | \$11,930.16 | 0 | | |
| 405d Impaired Driving Int Total | | \$.00 | \$.00 | \$.00 | \$11,930.16 | 0 | | |
| SUPPLEMENTAL BIL 405d Impaired Driving In tTotal | | \$.00 | \$.00 | \$.00 | \$11,930.16 | 0 | | |
| SUPPLEMENTAL BIL 405f Motorcycle Safety Programs | | | | | | | | |
| M11X-2022-MC-01-00 | Motorcycle Safety Training | \$.00 | \$.00 | \$.00 | \$3,085.29 | 0 | | |
| M11X-2022-MC-01-00 | | \$.00 | \$.00 | \$.00 | \$3,085.29 | 0 | | |
| 405f Motorcycle Safety Programs Total | | \$.00 | \$.00 | \$.00 | \$3,085.29 | 0 | | |
| SUPPLEMENTAL BIL 405f Motorcycle Safety Programs Total | | \$.00 | \$.00 | \$.00 | \$3,085.29 | 0 | | |
| SUPPLEMENTAL BIL 405h Nonmotorized Safety | | | | | | | | |
| FHPE-2022-PS-01-00 | Pedestrian and Bicyclist Safet | \$.00 | \$.00 | \$.00 | \$14,670.75 | 0 | | |
| FHPE-2022-PS-01-00 | | \$.00 | \$.00 | \$.00 | \$14,670.75 | 0 | | |
| 405h Public Education Total | | \$.00 | \$.00 | \$.00 | \$14,670.75 | 0 | | |
| SUPPLEMENTAL BIL 405h Nonmotorized Safety Total | | \$.00 | \$.00 | \$.00 | \$14,670.75 | 0 | | |
| | | | | | \$4,782,857. | | | |
| NHTSA Total | | \$11,983,195.24 | \$11,983,195.24 | \$.00 | 16 | 12 | VOU-12 | Dec-28-2022 |
| | | | | | \$4,782,857. | | | |
| Total | | \$11,983,195.24 | \$11,983,195.24 | \$.00 | 16 | 12 | VOU-12 | Dec-28-2022 |