



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Traffic Safety Division

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Traffic Safety Division Director





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.

Funding



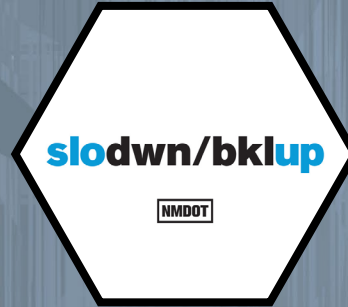
FFY 2025-NHTSA FEDERAL FUND SUMMARY

	FFY 24 Carry Forward Funds	FFY 25 Awarded Funds	Total FFY 25 Funds	FFY 25 Expenditures billed Oct - August	FFY 25 Cumulative Balance	Projected FFY 26 Funds
IIJA (164) Transfer Funds	\$ 4,783,151.23	\$ 7,531,242.00	\$ 12,314,393.23	\$ 4,486,922.35	\$ 7,827,470.88	\$ 7,200,000.00
IIJA NHTSA (402)	\$ 3,537,873.99	\$ 3,389,100.64	\$ 6,926,974.63	\$ 2,024,247.62	\$ 4,902,727.01	\$ 3,300,000.00
IIJA (405b) OP High	\$ -	\$ 432,426.57	\$ 432,426.57	\$ -	\$ 432,426.57	\$ 400,000.00
IIJA (405b) OP Low	\$ 393,833.27	\$ -	\$ 393,833.27	\$ 201,598.21	\$ 192,235.06	\$ 400,000.00
IIJA (405c) Data Prg	\$ 1,165,234.47	\$ 464,262.62	\$ 1,629,497.09	\$ -	\$ 1,629,497.09	\$ 450,000.00
IIJA (405d) Imp. Driving Mid	\$ 4,278.83	\$ 1,781,939.26	\$ 1,786,218.09	\$ 203,719.35	\$ 1,582,498.74	\$ 1,650,000.00
IIJA (405d) Imp. Interlock	\$ 449,380.30	\$ 209,792.37	\$ 659,172.67	\$ 63,030.53	\$ 596,142.14	\$ 200,000.00
IIJA (405f) MC Programs	\$ 45,694.26	\$ 53,641.98	\$ 99,336.24	\$ -	\$ 99,336.24	\$ 50,000.00
IIJA (405e) DD Awareness 24-26	\$ 278,908.60	\$ 289,114.54	\$ 568,023.14	\$ -	\$ 568,023.14	\$ 275,000.00
IIJA (405e) DD Laws 24-26	\$ 280,503.53	\$ 269,503.94	\$ 550,007.47	\$ -	\$ 550,007.47	\$ 280,000.00
IIJA (405g) Nonmotorized 24-26	\$ 283,658.85	\$ 298,144.81	\$ 581,803.66	\$ -	\$ 581,803.66	\$ 285,000.00
IIJA (405h) Nonmotorized	\$ 456,686.47	\$ -	\$ 456,686.47	\$ 49,764.37	\$ 406,922.10	\$ -
Total	\$ 11,679,203.80	\$ 14,719,168.73	\$ 26,398,372.53	\$ 7,029,282.43	\$ 19,369,090.10	\$ 14,490,000.00

FY-26 State Budget Load

Description	Fund	Amount
General Fund (Road Fund)	20100	\$ 4,571,600.00
Driver Improvement	10020	\$ 120,000.00
Motorcycle Safety	20600	\$ 418,000.00
DWI Fund	20700	\$ 430,000.00
Education & Enforcement	20800	\$ -
Community DWI	20800	\$ -
Ignition Interlock	82600	\$ 613,900.00
		\$ 6,153,500.00

Impaired Driving Section



- Overtime enforcement for checkpoints and DWI-directed enforcement patrols
- In FFY 24, 63 agencies participated
- 303 checkpoints, 26,321 directed patrol hours, and 1,619 DWI arrests

- Overtime for law enforcement agencies to conduct safety belt and child restraint/booster seat use enforcement activities
- In FFY 24, 72 agencies participated
- 5,833 patrol hours resulting in 5,407 seatbelt and 346 child restraint citations.

- Statewide sustained enforcement project to target traffic safety problems and enforce traffic laws.
- In FFY 24, 90 agencies, participated
- 20,830 patrol hours resulting in 23,637 speeding citations, and 1,586 seatbelt and child restraint citations.

Public Education



Drivers Education Schools



- 266 applications for Driver Education and Driver Safety Schools
- Driver Ed New Instructor Training – 44 attendees
- Driver Ed Refresher – 79 attendees
- 10,922 students in Driver Ed
- 1,163 correspondence

Driving Safety Schools



- 1,047 students attended driving safety or defensive driving

DWI Schools



- 21 approved schools statewide
- 2,095 enrollees

Ignition Interlock Program and Indigent Fund



- 8 Manufacturers
- 67 Service Centers
- 122 Installers
- 47 Technicians
- 105 Mobile Units

Pedestrian & Bicyclist Safety



- Contract with UNM
- Driver, Pedestrian, and Bicyclist Safety
- Outreach and education
- Safe Routes to School programs

Occupant Protection Program

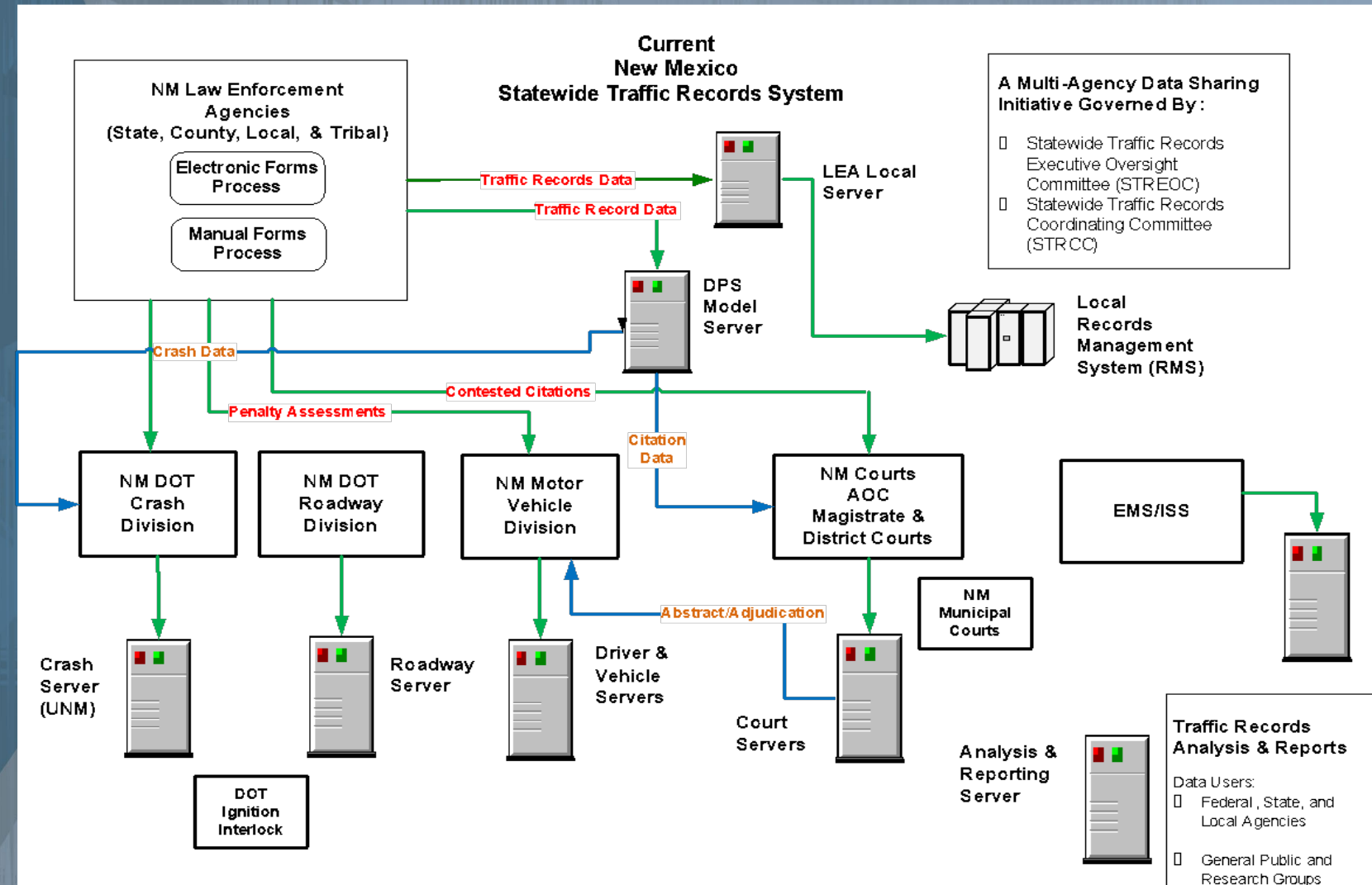


- Car seat inspection clinics
 - 40 clinics held
 - 258 seats checked
 - 93 replaced
- Fitting Stations
 - 60 stations
 - 274 seats checked
 - 108 replaced
- Car Seat Distribution-1,551 distributed
- CPS Training
 - 85 new
 - 283 in NM

Traffic Records



- Processing motor vehicle crash reports from law enforcement agencies for crashes on NM roadways
- Federal reporting of fatal crash data.
- Maintains a statewide database for reportable motor vehicle traffic crashes.
- Information available includes:
- Data and data requests:
 - Annual reports
 - Community reports (cities, counties)
 - <https://gps.unm.edu/tru/index.html>
- SEDC Grant to improve timeliness, accuracy, reporting



Traffic and Criminal Software

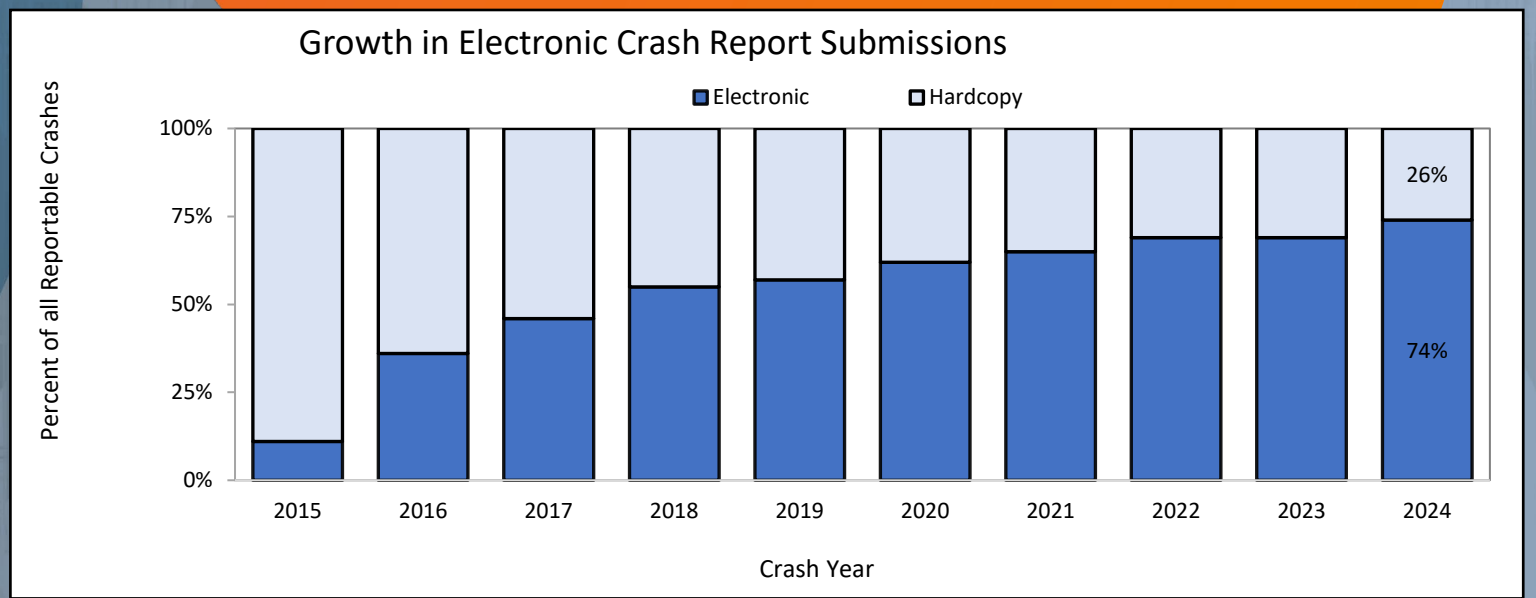
Currently, 82 Law Enforcement Agencies partners utilizing TraCS



TraCs is a statewide data application software used by law enforcement officers with the goal of 100% electronic data transfer

- Improved accuracy
- Improved timeliness
- Improved accessibility
- Supports data-driven decision making
- TrACS supported by NMDOT and Department of Public Safety
 - On-boarding
 - License maintenance
 - Aligned with state law and federal requirements
 - On-going training

The TraCS software has been installed in all twelve (12) New Mexico State Police districts throughout New Mexico, covering thirty-three (33) counties and over 7,400 miles of roadways; along with eighty-two (82) other law enforcement agencies across the state.





endwi.com

Designate a Driver.

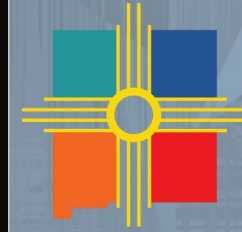
It's a real **GAME CHANGER.**

NMDOT

Cannabis Doesn't Come with Auto-Pilot. Don't Drive High.

endwi+

endwi NMDOT



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zeroproof

justdrive

slodwn/bklup

live and let drive

DRIVING SAFETY PODCAST



New Mexico DEPARTMENT OF
TRANSPORTATION
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Asset Management Bureau

Project Lifespan Initiative

Virginia Stubella,
Bureau Chief

Transportation Infrastructure Revenue Subcommittee Meeting
October 6, 2025

Ruidoso, NM



Asset Management Bureau



Four Program Areas

- Transportation Performance Management
- Maintenance Performance Management
- Federal Discretionary Grants
- Condition Analysis Reporting – Project Lifespan

Federal Funding

- Federally required Transportation Asset Management Plan (TAMP) - \$500K for FY25-FY26
- Maintenance Management System (MMS) Annual License - \$850K - Annually

State Funding

- TAMP - \$550K for FY25-FY28
- Discretionary Grant Application Development - \$1.3M for FY25-FY28

Key Projects/Activities

- Monthly and Quarterly State Reporting Process Streamline and Automation
- Upgrade MMS from AgileAssets to Trimble Unity Maintain
- Applications for Bridge Improvement (BIP), BUILD, INFRA and Rural Grants
- Project Lifespan Initiative


Automatic Road Analyzer ARAN

Data Collected is used to make data driven decisions.

- Project Prioritization
- Pavement Treatments
- Ancillary Assets

Pavement Condition data is collected annually.

Ancillary Asset data was collected in 2025. We hope to collect every 2 years.



The image shows a white van with an orange stripe and the ARAN logo. The van is equipped with various sensors and cameras for road analysis. The text blocks describe the following features:

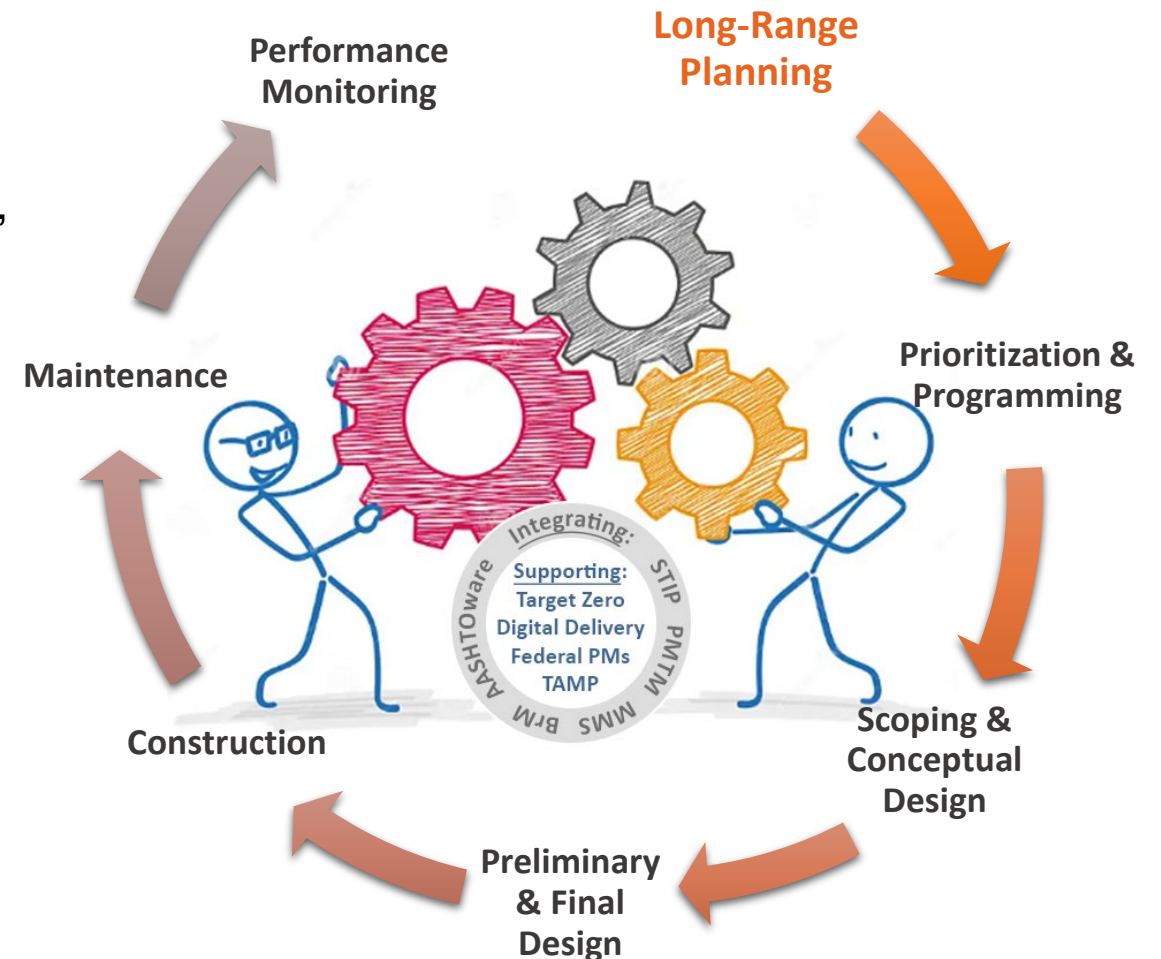
- > PAVEMENT DISTRESS**
With the ARAN'S pavement imaging subsystem, planar-view digital pavement images are recorded directly to disk for 100% of the driven lane.
- > POSITIONING - GPS**
Every ARAN is equipped with a GPS and is integrated with other subsystems so that if the receiver cannot lock on enough satellites to determine its position, the ARAN DMI and the ARAN Inertial Reference System will fill in the gaps.
- > RIGHT-OF-WAY VIDEO**
The ARAN can be outfitted with as many as six HDTV cameras which captures right-of-way images allowing you to virtually view the road from the comfort and safety of your office.
- > RUTTING**
The Laser Transverse Profiler uses dual scanning lasers to accurately measure the transverse profile of the road with 1280 points over 4 meters.
- > GROUND PENETRATING RADAR**
An electromagnetic device used to detect changes in road structure, including material thickness, changes in material and changes in material condition.
- > ROUGHNESS**
The Laser SDP is a longitudinal profile measurement system that provides road profile data capture and real-time roughness index calculation using a combination of high-speed lasers and accelerometers.
- > TEXTURE**
Smart Texture utilizes high frequency lasers to measure the mean profile depth of road surface macrotexture.
- > POSITIONING - DMI**
The Distance Measuring Instrument measures ARAN chainage and linear distance travelled. Every ARAN is equipped with a GPS and is integrated with other subsystems so that if the receiver cannot lock on enough satellites to determine its position, the ARAN DMI and the ARAN Inertial Reference System will fill in the gaps.

Project Lifespan

The Project Lifespan Initiative seeks to establish a robust foundation of data from all DOT business units during the earliest stages of Long-Range Planning, continuously enriching that data as projects evolve—ultimately driving smarter decisions and more resilient infrastructure across New Mexico.

Core Principles of the Initiative:

- Purposeful Process Enhancement
- Respect for Existing Processes
- Focus on Communication & Data Retention
- Thoughtful Systems Integration



*From Idea to
Outcomes*

*Harnessing
Data to Shape
Projects and
Deliver Greater
Value to NM
Travelers*

Project Lifespan: Safety Focused



CONDITION ANALYSIS REPORT (CAR)

The CAR Score ranks potential projects based on Condition, Basic Safety, Mobility, and Economic Development.

PLANNING SAFETY & RESILIENCE

Provides preliminary information relating to federal Performance Measure 1 (safety). Integrates goals, strategies, objectives in NMDOT's Long Range Statewide Transportation Plan, the Strategic Highway Safety Plan and more.

TARGET ZERO

Assesses potential projects to identify FHWA Proven Safety Countermeasures that will provide significant, measurable impacts.

PRIORITIZATION RANK

PERFORMANCE

COUNTERMEASURES

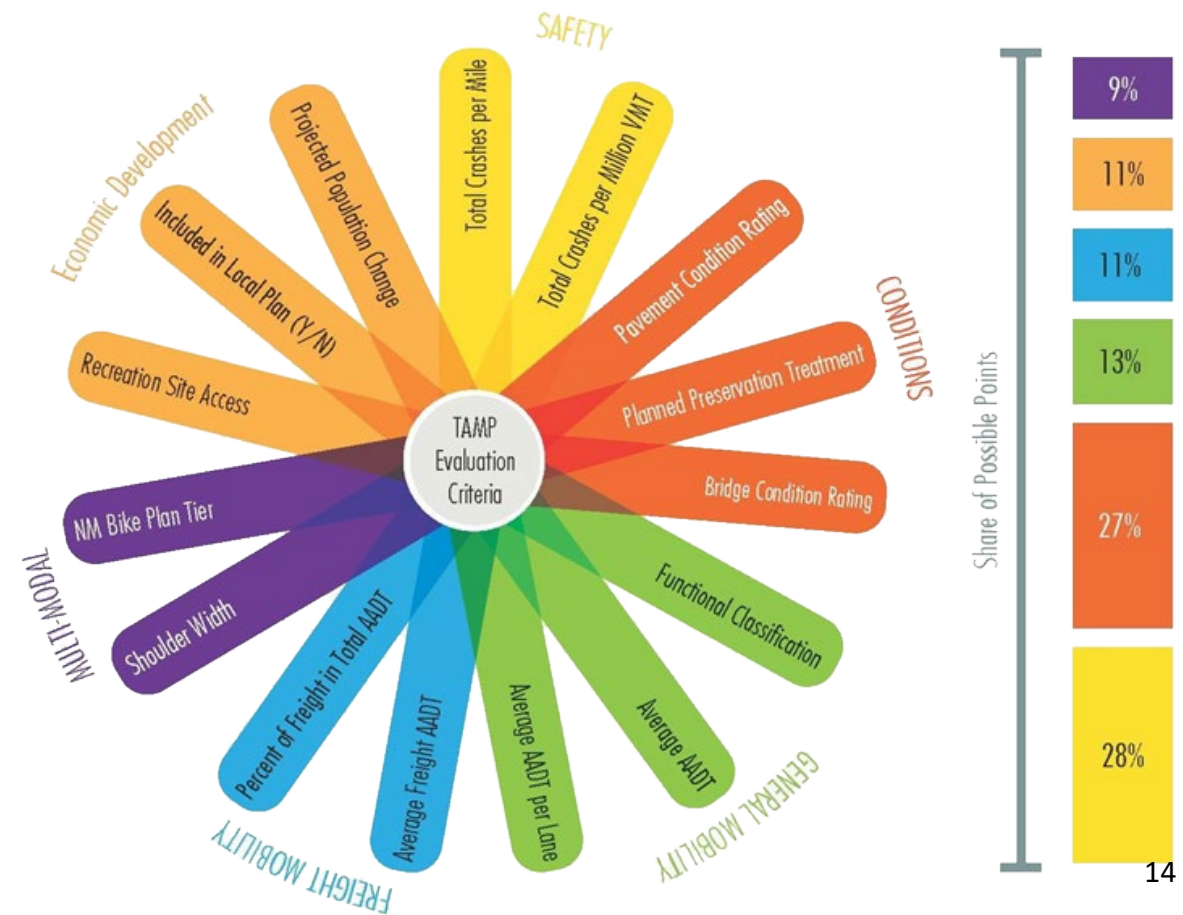


Condition Analysis: Safety Weighted

In response to Federal Legislation requiring state DOTs to make data-driven decisions regarding project selection, the Asset Management Bureau developed the Condition Analysis Report (CAR).

The CAR provides a **comparative** score to help rank **potential** projects using available data.

Safety data includes Total Crashes per Mile and Total Crashes per Million VMT (over the previous 5-year period). **The Safety criteria make up the highest share of possible points in the total CAR score.**



From Idea to Outcomes

Harnessing Data to Shape Projects and Deliver Greater Value to NM Travelers

Target Zero: Proven Safety Countermeasures (PSCs)



SPEED MANAGEMENT

- Speed Safety Cameras
- Variable Speed Limits
- Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

- Wider Edge Lines
- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- SafetyEdgeSM
- Roadside Design Improvements at Curves
- Median Barriers

INTERSECTIONS

- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals

PEDESTRIANS/BICYCLES

- Crosswalk Visibility Enhancements
- Bicycle Lanes
- Rectangular Rapid Flashing Beacons (RRFB)
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Road Diets (Roadway Reconfiguration)
- Walkways

CROSSCUTTING

- Pavement Friction Management
- Lighting
- Local Road Safety Plans
- Road Safety Audit

Widespread use of PSCs offer significant, measurable impacts as part of NMDOT's Asset Management. The Project Lifespan Initiative provides PSC suggestions prior to prioritization and scoping to ensure that Safety is addressed from the start.

QUESTIONS?

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Asset Management Bureau

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