The University of New Mexico

Bernalillo County Department of Substance Abuse Programs (DSAP): Tavern Taxi and Pick me up, Take me home Report

June 2016

Anne Minssen, B.A.
Paul Guerin, Ph.D.

Prepared for:

Bernalillo County Department of Substance Abuse Programs (DSAP)

Introduction

Tavern Taxi and Pick me up, Take me out are community based programs that are used to provide free, safe, and confidential rides to intoxicated drivers. The Bernalillo County Tavern Taxi program provides free rides to Albuquerque bar patrons when the bartender, or waiter/waitress calls a local cab company and requests a ride for an inebriated patron. The cab is then dispatched to pick up the patron, and drive the patron to any location in Bernalillo County. Drop off locations typically consisted of residences, or temporary lodging establishments such as hotels. The Pick me up, Take me out program provides residents of Bernalillo County free rides to any establishment in the city. These establishments are typically Albuquerque drinking, or recreational establishments that provide on-premises and off-premises consumption of alcohol. The Bernalillo County DWI program reimburses the cab service for the rides.

Data Analysis

The following table is based on data provided by the Bernalillo County Department of Substance Abuse Programs (DSAP). DSAP provided ISR staff with the call logs for Tavern Taxi and Pick Me Up, Take Me Out. A total of 9,982 entries were recorded from a 12-month time span, starting January 1, 2015 and ending in December 31, 2015. Of that total, 8,993 transactions were made, which equated to $241,070.52 in cab fares. The remaining 989 entries that were recorded did not include cab fare, because these rides were either canceled, the patron did not show up, the entry was a duplicate, or the driver did not list a reason.

Data was collected from two different forms that were divided by the type of service; Tavern Taxi and Pick me up, Take me out. The following table shows the number of calls made for each type of service per year. Calls for Pick me up, Take me out accounted for less than 1% of the calls in 2015. The large majority of the calls were for Tavern Taxi services.

Table 1: Type of Service

Type of Service	2015	
	Frequency	Percent
Tavern Taxi	9,926	99.4%
Pick me up, Take me out	56	0.6%
Total	9,982	100%

Each entry included multiple fields that provided data including the name of the driver, time of call, pick up location, drop off location, pick up time, cab number, cab fare, customer name, and customer contact number. Data was provided from January 2015 to December 2015. Primarily the log sheets reported calls for Fridays and Saturdays, and ranged from 4:00 PM to 4:00 AM. There were 481 calls that were made on days other than Friday and Saturday. Typically, these calls occurred on holidays. For example, 125 calls were made on March 17, 2015, which was St. Patrick's Day. DWI enforcement operations such as ENDWI (Operation DWI) conducted major operations throughout the week, sometimes spanning more than 4 weeks. The following list is of major operations conducted in 2015 (NMDOT 2015 Annual Report, Dec. 2015). The list explains calls made to the program between March 12-17, May 1-6, and July 1-6, and on days other than Friday and Saturday.

- St. Patrick's Day Miniblitz: March 12-17, 2015
- Cinco De Mayo Miniblitz: May 1-6, 2015
- Fourth of July Miniblitz: July 1-6, 2015

These DWI operations explain the calls that were made during the week. All of the operations occurred on days other than Friday and Saturday. The following table shows the number of calls made, and is organized by the day of the week. The majority of the calls occurred on Saturdays (49.1%), followed by Friday (46%) less than 5% of calls occurred on days other than Friday and Saturday.

Table 2: Calls by Day of the Week

Day of the Week	Tavern Taxi & Pick me up, Take me out	
	Frequency	Percent
Friday Calls	4,592	46.1%
Saturday Calls	4,909	49.1%
Other Days	481	4.8%

The following table shows the months included in this review and the frequency and percent of calls made per month. The number of calls made each month was similar.

Table 3: Calls per Month 2015

Date	Frequency	Percent
January	993	9.9%
February	807	8.0%
March	888	8.9%
April	927	9.2%
May	945	9.4%
June	697	6.9%
July	796	7.9%
August	959	9.6%
September	698	6.9%
October	899	9.0%
November	577	5.7%
December	796	7.9%
Total	9,982	100%

Table 4 reports the number of alcohol-involved crash fatalities in 2015. The data was derived from the New Mexico Department of Transportation and UNM Geospatial and Population Studies Traffic Report for 2015 (TRU, 2015). In 2015, November and July had the most alcohol-involved crash fatalities. A more detailed analysis is provided in the Crash Avoidance section of this report.

Table 4: Number of Alcohol-Involved Crash Fatalities -2015

Month	Total Fatalities per Month
Month	Frequency
January	13
February	5
March	13
April	9
May	5
June	12
July	14
August	12
September	11
October	8
November	15
December	5
Total	122

The Bureau of Labor Statistics (BLS) categorizes business establishments into sectors and subsectors based on the types of services offered. For this report, six subsectors were used from the BLS to categorize the types of establishments listed in the data. The following list provides the six subsectors used from the BLS and two additional categories to accommodate types of establishments not listed by the BLS.

- Performing Arts, Spectator Sports, and Related Industries
- Museums, Historical Sites, and Similar Institutions
- Amusement, Gambling, and Recreation Industries
- Traveler Accommodations
- Full-Service Restaurants
- Drinking places (Alcoholic Beverages)
- Residence
- Unknown

The Arts, Entertainment, and Recreation sector included three subsectors; performing arts, spectator sports, and related industries, museums, historical sites and similar institutions, and amusement, gambling, and recreation industries.

The Performing arts, spectator sports, and related industries subsector refers to establishments that are involved in producing, promoting, or participating in live performances, events, or exhibits intended for public viewing. Examples included music venues, sports venues, and adult entertainment clubs. The second subsector included was museums, historical sites, and similar institutions, which included establishments that preserve and exhibit objects and sites of historical, cultural, or educational interest. Four individuals were driven to the Albuquerque Natural History Museum. The last subsector of the Arts, Entertainment, and Recreation sector was amusement,

gambling, and recreation industries. This subsector included establishments that operate facilities or provide services that enable patrons to participate in recreational activities or pursue amusement, hobby, and leisure-time interests. Establishments such as casinos, nightclubs, or social clubs were categorized in this subsector.

The second sector was the Accommodation sector, which included three subsectors. The data provided only pertained to on subsector, traveler accommodation. This subsector included establishments that only provided short-term lodging for travelers, vacationers, or others such as hotels, inns, motels, and lodges.

The last industry sector was the Food Services and Drinking Places sector, which included four subsectors. The data provided in this study only applied to two subsectors; Full-Service Restaurants, and Drinking Places (Alcoholic Beverages). Full-service restaurants are establishments that provide meals, snacks, and non-alcoholic and alcoholic beverages to customers for immediate on, or off premise consumption. Drinking places (Alcoholic Beverages) refers to establishments that strictly provide alcoholic beverages to customers for on or off premise consumption such as bars, or breweries.

The remaining two types of establishments listed in the survey represent clients who were picked up from a residence or the type is unknown. The following table lists the types of establishments listed on the Tavern Taxi and Pick me up, Take me out forms. The types are arranged by the total number of frequencies starting with the highest, amusement, gambling, and recreation industries, to the lowest museums, historical sites, and similar institutions.

The majority of the calls occurred at amusement, gambling, and recreation industries and full-service restaurants, accounting for 78% of the calls made.

Table 5: Types of Establishments (Pick Up Locations)

Type of Establishment	Frequency	Percent
Amusement, Gambling, and Recreation Industries	5,314	53.2%
Full-Service Restaurants	2,473	24.8%
Drinking places (Alcoholic Beverages)	1,527	15.3%
Performing Arts, Spectator Sports, and Related Industries	342	3.4%
Traveler Accommodations	205	2.1%
Residence	62	0.6%
Unknown	54	0.5%
Museums, Historical Sites, and Similar Institutions	5	0.1%
Total	9,982	100%

There was 191 unique establishments listed as pick up locations on the Tavern Taxi and Pick me up, Take me out forms. As mentioned previously, the types of establishments ranged from restaurants, music venues, bars, breweries, adult entertainment clubs, nightclubs, casinos, hotels, and other recreational facilities. The following table provides a list of establishments that had 50 or more visits. The top ten facilities consisted of four casinos, four nightclubs, one bar, and one social club. The table lists the name of establishments in descending order according to the frequency of visits. Only one (Sneakerz Sports Bar) of the 46 establishments listed in Table 6 is permanently closed.

Table 6: Frequently Visited Establishments

Name of Establishment	Frequency	Percent
The Downs Casino	864	8.7%
Route 66 Casino	614	6.2%
Effex Night Club	537	5.4%
Sidewinders Nightclub	530	5.3%
Sandia Resort & Casino	487	4.9%
Isleta Casino & Resort	392	3.9%
American Legion Post	356	3.6%
Dirty Bourbon	317	3.2%
Caravan East	264	2.6%
The Library Nightclub	263	2.6%
Moose Lodge	258	2.6%
Ned's Bar & Grill	241	2.4%
Imbibe	239	2.4%
Applebee's	201	2.0%
Downtown Distillery	197	2.0%
Gecko's	186	1.9%
Albuquerque Social Club	185	1.9%
The Effing Bar	156	1.6%
Fiesta's Restaurant	151	1.5%
Sneakerz Sports Bar	126	1.3%
Knockouts	117	1.2%
TD's North Showclub	105	1.1%
The Birds Paradise	104	1.0%
Billy's Long Bar	101	1.0%
Louie's Pub & Grill	95	1.0%
Sunset Bar & Grill	88	0.9%
Buffalo Wild Wings	85	0.9%
Stoneface Tavern	85	0.9%
TD's Eubank Showclub	79	0.8%
Monte Vista Fire Station	74	0.7%
Low Spirits, Live Music Bar	73	0.7%
Anodyne	72	0.7%
Launchpad	70	0.7%
Nob Hill Bar & Grill	70	0.7%
Hotel ABQ - Q Bar	137	1.4%
JC's New York Pizza Department	64	0.6%

Doc & Eddy's Restaurant & Bar	63	0.6%
Dragon Horn Tavern	62	0.6%
Sidelines Bar & Grill	62	0.6%
Copper Lounge	61	0.6%
Residence	61	0.6%
Uptown Sports Bar	60	0.6%
Zapata's Club	58	0.6%
Howie's Sports Page	56	0.6%
Posh	55	0.6%
Tractor Brewing	52	0.5%

The following establishments were more frequently visited by patrons than any other establishments: The Downs Casino, Route 66 Casino, Effex Night Club, Sidewinders Night Club, and Sandia Resort & Casino. Almost 31% of all patrons were picked up from these locations. Table 7 displays the total amount of cab fare charged per establishment. These establishments accounted for 34% of the total costs.

Table 7: Total Cost of Cab Fare for Top 5 Frequently Visited Establishments

Name of Establishment	Total Cost of Cab Fare		
	Number of Visits	Average Cost Per Visit	Total Cost
The Downs Casino	864	$22.63	$19,552.52
Route 66 Casino	614	$47.96	$29,448.35
Effex Night Club	537	$20.87	$11,208.41
Sidewinders Night Club	530	$20.14	$10,675.15
Sandia Resort & Casino	487	$25.77	$12,552.33
Total	3,032		$83,436.76

In regards to the list of establishments provided in Table 5, 21% of these establishments are located in the Downtown Albuquerque area, followed by 19.1% located in Nob Hill and the International District area. The following table shows the number of establishments located in specific zip codes in Bernalillo County.

Table 8: Number of Establishments located in specific zip codes

Zip Code	Frequency	Percent
87102	33	21%
87104	7	4.4%
87105	4	2.5%
87106	22	14%
87107	9	5.7%
87108	8	5.1%
87109	16	10.1%
87110	22	14%
87111	12	7.6%
87112	7	4.4%
87113	3	1.9%
87114	3	1.9%
87120	4	2.5%
87121	1	0.6%
87122	1	0.6%
87123	4	2.5%
87124	1	0.6%
Total	157	100%

Table 9 reports the number of passengers. The majority of rides (76%) were for one passenger and on average there were 1.6 passengers per ride. The number of passengers ranges from 1 passenger to 11 passengers

Table 9: Passengers

Number of Passengers	Frequency	Percent
1	6,839	76.0
2	2,149	23.9
3	435	4.8
4-5	451	5.0
6 +	119	1.3

The total number of miles traveled per trip was calculated by subtracting the trip charge amount for picking up an individual, accounting for the cost of additional passengers, and then dividing the total cab fare by the cab charge rate per mile. The average trip length was 9.0 miles and almost 30% of the rides were between 6 and 10 miles, followed by rides between 3 and 5 miles (27.8%). Only 6.8% of the rides were 25 miles or more and 20% of the rides were between 11 miles and 24 miles. Rides where the calculations resulted in a negative miles because of the cab fare listed were removed from the analysis. It appears some of the cab fares, number of passengers or both may have been incorrect.

Table 10: Number of Miles Traveled

Miles	Frequency	Percent
1-2 Miles	1,452	16.2%
3-5 Miles	2,492	27.8%
6-10 Miles	2,617	29.2%
11-14 Miles	987	11.0%
15-24 Miles	808	9.0%
25-34 Miles	584	6.5%
35 or more miles	29	0.3%
Total	8,969	100%

Drop off locations did not vary as much as pick up locations in regards to the type of establishment. The majority of the drop off locations was residences, followed by traveler accommodations such as hotels or truck stops. Considering the types of drop off locations listed, we can assume that most individuals went home after being picked up. The following table displays the drop off locations, using the same categories that were used in Table 5. The types of establishments are listed in descending order.

Table 11: Type of Establishments (Drop off Locations)

Type of Establishment	Frequency	Percent
Residence	8,601	86.2%
Traveler Accommodations	1,141	11.4%
Unknown	185	19%
Amusement, Gambling, and Recreation Industries	13	0.1%
Drinking places (Alcoholic Beverages)	21	0.2%
Full-Service Restaurants	18	0.2%
Performing Arts, Spectator Sports, and Related Industries	3	0.03%
Total	9,982	100%

Calls were sorted into twelve time periods starting at 4:00 PM and ending at 4:00 AM. Approximately 98.5% of all calls occurred between 10:00 PM- 3:00 AM. The highest number of calls occurred between 12:00 AM and 2:00 AM, at 55.1%. Table 12 displays the frequency of calls made according to the time of call. In the previous review of what was then known as Bernalillo County's Safe Ride Program completed in 2006, recommendations were made regarding the time frame for service calls. The report noted that data suggested more alcohol-involved crashes occurred between 5:00 PM and 6:00 PM and that services should be expanded to include this time frame. The table below appears to show the time frame was expanded to accommodate these. The number of calls made between 4:00 PM and 9:00 PM accounted for less than 1% of calls made for services.

Table 12: Number of Calls for each time period

Time Period	Frequency	Percent
4:00 PM- 5:00 PM	3	0.03%
5:00 PM- 6:00 PM	9	0.09%
6:00 PM-7:00 PM	14	0.14%
7:00 PM- 8:00 PM	24	0.24%
8:00 PM- 9:00 PM	26	0.26%
9:00 PM-10:00 PM	47	0.47%
10:00 PM-11:00 PM	1,676	16.8%
11:00 PM- 12:00 AM	1,804	18%
12:00 AM-1:00 AM	2,369	23.7%
1:00 AM- 2:00 AM	3,135	31.4%
2:00 AM- 3:00 AM	866	8.6%
3:00 AM- 4:00 AM	1	0.01%
Total	9,974	100%

The Tavern Taxi and Pick me up, Take me out forms included data regarding the time of calls and the pickup time. In the process of calculating the average response time for service calls, ISR staff found errors in the data. The number of response times calculated exceeded the number of transactions made for Tavern Taxi and Pick me up, Take me out, because of no shows. When a no show occurred, drivers still recorded the time of call and used the time of arrival as the time of pick up. ISR staff calculated 9,210 response times, of this number 8,993 resulted in a cab fare. The following table shows the frequency and percent of response times. The majority of the calls arrived to pick up the patron between 0-30 minutes after the call was made, and a minority had an arrival time between 91-120 minutes. Approximately 35% of the calls had a response time that exceeded an hour.

Table 13: Response Time of Calls

Response Time	Frequency	Percent
0-30 Minutes	4,809	48.2%
31-60 Minutes	1,122	11.2%
61-90 Minutes	849	8.5%
91-120 Minutes	728	7.3%
120-150 Minutes	901	9%
151 Minutes or more	801	8%
Missing N	772	7.7%
Total	9,982	100%

Data Analysis Summary

Rides were provided to participants located in Bernalillo County through Tavern Taxi and Pick me up, Take me out. A total of 9,982 entries were recorded in a 12-month time span, starting January 2015 and ending in December 2015, of that total 8,993 transactions were made that resulted in a cab fare. The two programs operated on Fridays and Saturdays between 4:00 PM and 4:00 AM. The majority of the calls received occurred on Fridays, and took place between 10:00 PM and 2:00 AM. Table 5 shows that several Albuquerque establishments frequently used Tavern Taxi to pick up

inebriated patrons. Of the rides provided there were 177 different establishments and a few establishments such as The Down's Casino, Route 66 Casino Hotel, Sidewinders Nightclub, Effex Nightclub, and Sandia Resort and Casino each exceeded 300 service calls.

Crash Avoidance Analysis for Bernalillo County
The following analysis is based on the methodology developed by Professor Michael Rothschild of the University of Wisconsin to evaluate the effectiveness of Wisconsin Safe Ride programs. Professor Rothschild defines effectiveness as "the ability to avoid alcohol-related crashes and their associated costs". He also states that programs like safe ride should be considered as a tool to reduce alcohol-related crashes rather than a "silver bullet" to eliminate all alcohol-related crashes.

The number of DWI arrests in Bernalillo County was obtained from the New Mexico DWI Report 2013. The report was published through the Traffic Research Unit (TRU) at UNM for the New Mexico Department of Transportation. The number of drunk driving episodes over the legal limit was obtained from the National Highway Traffic Safety Administration (NHTSA), which stated that one arrest is made for every 88 instances of driving over the legal limit, in the method this number was rounded to 90 (Insurance Information Institute, 2016). The above numbers are used to provide an estimate of the number of episodes of drunk driving in Bernalillo County. The number is then divided by the number of alcohol-related crashes in Bernalillo County. The number of alcohol-related crashes in Bernalillo County was derived from the 2013 DWI report produced by UNM TRU. The resulting number represents a crash to "episodes of drunk driving" ratio.

To find the number that represents the number of alcohol-related crashes that Tavern Taxi, and Pick me up, Take me out avoided, the number of rides is divided by the sum of episodes of drunk driving and the percentage of bar patrons leaving bars legally impaired.

Using the Rothschild method, it was determined that the Tavern Taxi and Pick me up, Take me out programs prevented approximately 4 alcohol-related crashes. The method is displayed below.

- 3,968 DWI arrests x 90 episodes (over legal limit)= 357,120 episodes of drunk driving
- 357,120 episodes of drunk driving ÷ 605 alcohol-related crashes= 1 crash for every 590 episodes of drunk driving in Bernalillo County
- 8,993 Tavern Taxi and Pick me up, Take me out rides ÷ 590 episodes of drunk driving x 28% (those impaired)
- 4 alcohol-related crashes avoided

Cost Benefit Analysis
This study includes a cost analysis that translates the estimated changes in the frequency of crashes to a dollar impact. This analysis is conducted using cost data available from the National Safety Council (NSC) and the New Mexico Department of Transportation (NMDOT) provided in their annual New Mexico DWI Report. The information in the NMDOT report uses information from the federal Bureau of Labor Statistic's consumer price index (CPI) and employment cost index (ECI). Other studies have used cost data developed by the National Highway Traffic Safety Administration

(NHTSA) (NSC, 2016). The estimate we use includes economic costs (i.e. wage and productivity losses, medical expenses, administrative expenses, vehicle damage, and employer's uninsured costs) and comprehensive costs that focus on lost quality of life. The cost of all these items is calculated for each fatality, injury (serious and minor) and property damage crash. NSC uses the KABCO injury scale established by the American National Standards Institute (ANSI). This injury scale is designed for law enforcement coding of motor vehicle crashes and is the scale used in the New Mexico Uniform Crash Report. The KABCO injury scale measures fatalities (K), incapacitating injuries (A), non-incapacitating injuries (B), possible injuries (C), and property damage only (O). Due to the high cost and infrequency of K+A, and the difficulty in coding non-incapacitating injuries and possible injuries all injuries have been grouped together in previous studies. The following table shows the calculation of comprehensive cost estimates for alcohol-involved crashes for 2013. The comprehensive crash cost includes human capital costs, which are measureable costs plus an estimated value for the loss of quality of life. This value is intended to more completely measure the cost of an injury. The data displayed in the table was retrieved from the UNM Geospatial and Population Studies Traffic Research Unit (TRU).

The data provided in Table 14 was used to derive the cost estimate for Bernalillo County. Unlike previous studies that have not included fatal and serious injury crashes in their calculations we include these crashes because we have this information available for New Mexico. We use the costs by crash severity type to estimate the costs of the estimated 4 alcohol-related crashes avoided by the Tavern Taxi and Pick me up and Take me out programs in Bernalillo County.

Table 14: Calculation of Comprehensive Alcohol-Involved Crash Cost Estimates (UNM TRU, 2013)

Crash Severity	Comprehensive Costs per Crash, 2013 CPI- and ECI-Adjusted ($)	Alcohol-Involved Crashes 2013	Total Comprehensive Costs Estimate, 2013 ($)
Fatal Crash (K)	$5,458,126	123	$671,349,498
Suspected Serious Injury Crash (A)	$291,122	135	$39,301,470
Suspected Minor Injury Crash (B)	$106,398	366	$38,941,668
Possible Injury Crash (C)	$60,165	322	$19,373,130
Property Damage Only Crash (O)	$9,801	1012	$9,918,612
Total	$1,877,467	1958	$778,884,378

The following calculations are estimates for Bernalillo County for calendar year 2015. The estimated cost per crash was derived from Table 13 , and the total cost for Tavern Taxi and Pick me up, Take me out ($205,597) was provided by the Bernalillo County Department of Substance Abuse Programs. The final cost savings number should be interpreted with caution and used as an approximate reference point.

The program benefits were calculated by multiplying the number of crashes avoided by the program by the cost of the estimated crash type. The estimated crash type (i.e. fatal, suspected serious injury, suspected minor injury, possible injury and property damage only) was calculated by determining the proportion of each crash type using the information in Table 13 and applying these proportions to the estimated 4 avoided crashes. The program costs were provided by Bernalillo County for Fiscal Year 2015 and this amount was subtracted from the program benefits defined as the value of the crashes avoided. This amount was then divided by the program costs. The point of view of this cost benefit calculation is from the perspective of Bernalillo County. The benefits are compared with the program costs to determine the effectiveness of the program.

Cost Benefit Analysis = (program benefits defined as the value of crashes avoided) – (program costs) / program costs.

As noted earlier, the value of 4 crashes was calculated using the information provided in Table 14. Using the information in Table 13 we estimated two of the avoided crashes were property damage only crashes, .66 of a crash was a possible injury crash, .75 of a crash was a minor injury crash, .28 was a serious injury crash, and .25 was a fatal injury crash. Applying these proportions to the value of the crashes listed in Table 14 generated the program benefits value listed in Table 15.

Table 15: Cost Benefit Analysis

Program Benefits = Value of 4 crashes avoided	$1,591,184
Cost for the Program in 2015	$205,597
Cost Savings	$1,385,587
Cost Benefit	$6.74

Using the formula provided above we found a cost benefit of $6.74. This can be interpreted as for every $1.00 spent the program created $6.74 in benefits. Thus, there was a 674% return on investment.

Conclusion

The information in this report covers calendar year 2015 and relies on information provided by Bernalillo County that records each call answered by the cab company contracted to provide the Tavern Taxi and Pick me up, Take me out service. The information on the forms included the date and time of the call and pick up, the number of passengers, the pick up and drop off location, and the amount of the fare. This information was provided in paper form and was automated by ISR staff and cleaned. Several issues with the data included duplicate entries and missing information that primarily appeared to occur because cab drivers did not complete the form properly

The service is primarily provided on Friday and Saturday nights and occasionally during the week on particular holidays (i.e. St. Patricks Day) and during particular DWI operations (i.e. DWI Miniblitz).

In total, 8,993 rides were provided to Bernalillo County residents. Using the number of weeks in a year, approximately 86 rides were provided every weekend from January 2015 to December 2015. This number is an approximation, because there were higher numbers of rides provided during holiday weekends or during DWI enforcement operations such as the St. Patrick's Day Miniblitz in March 2015. We found a number of locations (Table 7) and types of establishments (Table 5) accounted for a large minority of all rides. The finding regarding the type of establishment was not unexpected. With the available information we were not able to estimate the number of unique residents who used the service and/or

The crash avoidance analysis estimated that the programs avoided 4 alcohol-related crashes. This number is an approximation based on data from the Tavern Taxi and Pick me up, Take me out forms, and data retrieved from New Mexico Annual DWI reports. Themost recent data available was for 2013. The cost benefit analysis and return on investment analysis estimated a positive cost savings and positive cost benefit in regards to quality and utilization.

References

Quinn, N., & Guerin, P. (April, 2006). Brief Analysis of Bernalillo County's Safe Ride Program (pp. 1-3, Rep.). Albuquerque, NM: Institute for Social Research.

Bureau of Labor Statistics. (n.d.). Industries at a Glance. Retrieved June 7, 2016, from http://www.bls.gov/iag/tgs/iag_index_alpha.htm

New Mexico Department of Transportation (NMDOT). (2015, December). Traffic Safety Division, 2015 Annual Report (New Mexico Department of Transportation, Traffic Safety Division). Retrieved June 7, 2016, from http://www.dot.state.nm.us/content/dam/nmdot/Traffic_Safety/AnnualReport.pdf

UNM Geospatial and Population Studies Traffic Research Unit (TRU). (2016, May 4). New Mexico Monthly Traffic Fatality Report, 2015 (Rep.). Retrieved June 7, 2016, from UNM TRU website: http://tru.unm.edu/Crash-Reports/Fatality-Reports/2015-fatalities.pdf

UNM Geospatial and Population Studies Traffic Research Unit (TRU). (2013). New Mexico Traffic Crash Annual Report. Retrieved June 7, 2016, from UNM TRU website: http://tru.unm.edu/Crash-Reports/Annual-Reports/annual-report-2013.pdf.

Guerin, P. (October, 2010). City of Albuquerque Red Light Camera Study Final Report Final (pp. 10-11). NM: Institute for Social Research.

Insurance Information Institute. (2016, June). Drunk Driving, Up Front. Retrieved June 22, 2016, from http://www.iii.org/issue-update/drunk-driving

UNM Geospatial and Population Studies Traffic Research Unit (TRU). (2013). New Mexico DWI Report 2013. . Retrieved June 7, 2016, from UNM TRU website: http://tru.unm.edu/Crash-Reports/DWI-Reports/2013-dwi-report.pdf.

National Safety Council (NSC). (March, 2016). Estimating the Costs of Unintentional Injuries, 2014. . Retrieved June 22, 2016, from National Safety Council website: http://www.nsc.org/NSCDocuments_Corporate/estimating-costs-unintentional-injuries-2016.pdf.