



NEW MEXICO

Commercial Vehicle Safety Plan

**Federal Motor Carrier Safety Administration's
Motor Carrier Safety Assistance Program**

Fiscal Years 2022 - 2024

Date of Approval: September 06, 2022

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan or annual update each year to receive MCSAP funds.

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview (FY 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2022)
- Part 5: Certifications and Documents (FY 2022)

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit a 3-year plan or an Annual Update to a 3-year plan. As used within the eCVSP, the term 'State' means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

REMINDERS FOR FY 2022:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2021 plans. States must carefully review and update this information to reflect FY 2022 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded not to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 2 - Mission/Goal Statement**Instructions:**

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

The New Mexico State Police-Commercial Vehicle Enforcement (NMSP-CVE), of the New Mexico Department of Public Safety (NMDPS), is the lead Motor Carrier Safety Assistance Program (MCSAP) for the State of New Mexico. As the lead agency, the NMSP-CVE is responsible for administering the Commercial Vehicle Safety Plan (CVSP) within the state. The mission of the NMSP-CVE is to promote safety on New Mexico highways through both education and awareness and by providing law enforcement traffic enforcement services to the motoring public. This mission is accomplished by enforcing the state's Criminal Code, the Motor Transportation Act, the Motor Vehicle Code, and additional federal/state commercial motor vehicle safety regulations as adopted in the New Mexico Administrative Code. Additionally, the NMSP-CVE works to ensure the safe and legal operation of commercial motor vehicles (CMV) and to prevent the introduction of illicit contraband into New Mexico while facilitating trade. The goal of the NMSP-CVE is to reduce motor vehicle crashes, thus minimizing injuries and fatalities involving large trucks and buses.

Part 1 Section 3 - MCSAP Structure Explanation**Instructions:**

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

☐

Initiatives involving "rural roads" are specifically included in this CVSP.

☒

The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

The NMSP's CMV program currently has one hundred and sixty-five (165) commissioned law enforcement personnel and fifty-three (53) Transportation Inspectors (TI) who are dedicated to the mission of commercial vehicle enforcement throughout the state of New Mexico. These employees are Commercial Vehicle Safety Alliance (CVSA) certified whose primary function is to conduct level 1, 2 and 3 driver/vehicle safety inspections. These inspections are conducted roadside and at fixed locations throughout the state at the twelve (12) port of entry facilities listed below:

Major Ports of Entry Locations:

Gallup Port of Entry Interstate 40 mile marker 12

San Jon Port of Entry Interstate 40 mile marker 357

Raton Port of Entry Interstate 25 mile marker 460

Anthony Port of Entry Interstate 10 mile marker 162

Lordsburg Port of Entry Interstate 10 mile marker 23

Santa Teresa International Port of Entry State Road 136

Minor Ports of Entry:

Clayton Port of Entry US Hwy 87 mile marker 8

Nara Visa Port of Entry US Hwy 54 mile marker 350

Texico Port of Entry US Hwy 60/70/84 mile marker 396

Carlsbad Port of Entry US 62/180 mile marker 26

Hobbs Port of Entry US Hwy 62/180 mile marker 108

Oro Grande Port of Entry US Hwy 54 MM 41

These officers patrol the highways, conduct traffic stops and perform roadside inspections of commercial motor vehicles and their drivers to identify observable violations. New Mexico is a probable cause state. When conducting traffic enforcement activities on CMV's and non-CMV's officers and transportation inspectors also conduct roadside inspections at various roadside mobile and fixed port of entry locations around the state.

In FFY2022, in addition to patrolling the highways and performing inspections, NMSP will utilize the Compliance and Review Enforcement Unit to conduct operations across the state where there are no certified personnel stationed. NMDPS believes this new priority will aid us in enforcing federal regulations, but more importantly educate the business and ensure compliance all federal regulations.

Part 1 Section 4 - MCSAP Structure**Instructions:**

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements—Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	NEW MEXICO DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	218
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	218
Traffic Enforcement Activities	165
Investigations *	5
Public Education and Awareness	12
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	
Enter total number of personnel participating in MCSAP activities	0
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations *	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	0
Total # of MCSAP Participating Personnel:	0

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

Note: For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/objectives.

Part 2 Section 2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2016 - 2020

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	44	0	44
01/01/2019	12/31/2019	106	0	106
01/01/2018	12/31/2018	97	0	97
01/01/2017	12/31/2017	181	0	181
01/01/2016	12/31/2016	56	0	56

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	1	0	1
01/01/2018	12/31/2018	18	0	18
01/01/2017	12/31/2017	1	0	1
01/01/2016	12/31/2016	0	0	0

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: Actual # Fatalities

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	2	0	2
01/01/2019	12/31/2019	0	0	0
01/01/2018	12/31/2018	2	0	2
01/01/2017	12/31/2017	3	0	3
01/01/2016	12/31/2016	2	0	2

Enter the data sources and capture dates of the data listed in each of the tables above.

The trend analysis data was captured utilizing Fatality Analysis Reporting System (FARS), with the exception of the period of 01/01/2020-12/31/2020 due to the data not being posted. The data for this missing period was captured utilizing the Motor Carrier Management Information System (MCMIS). Currently, NMDPS works in conjunction with New Mexico Department of Transportation (NMDOT) FARS Analyst to ensure the accuracy of fatality counts within these departments across the state of NM. Data for older reporting periods has been updated to reflect the numbers out of FARS, where the data previously was only collected out of MCMIS.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The NMSP-CVE program has encountered many obstacles over the last few years which has made it difficult to achieve the programs goals and objectives.

New Mexico is the 5th largest state covering approximately 121,598 square miles. New Mexico has thirty-three (33) counties, of which twelve (12) are rural. Currently, NMSP faces many challenges related to its ability to cover the vast number of rural areas, due to a high percentage of personnel vacancies.

Additionally in March 2020, the State of New Mexico along with the entire nation experienced a national pandemic due to the novel Coronavirus (COVID-19). New Mexico is still under a Public Health Order. As a result, NMSP-CVE observed an overall reduction in vehicle crash fatalities over the last reporting period. However, it is anticipated that as the public health orders begin to expire and travel restrictions are lifted, the NMSP-CVE expects that there will be an uptick in crashes due to the sudden influx of roadway travel. With that, NMSP-CVE continues to support the mission to promote safety on New Mexico highways through education, awareness, traffic enforcement, and safe and legal operation of commercial motor vehicles.

In addition to the pandemic, the state has additional obstacles that they encounter that is specific to each region of the state. In the southwest region of state, there is a higher risk for crashes due to weather which includes severe dust storms and snow.

This quadrant of the state has two (2) major interstates 125/110 to include an international commercial vehicle port of entry that borders Mexico.

In the Northwest and Southeast rural areas of New Mexico, which are considered the petroleum production areas, roadway designs have not been updated/improved to accommodate the size, volume, and speeds of today's commercial motor vehicles. Additionally, the increase in volume of CMVs in these rural areas is foreign to local residents which contributes to an increase in crash rates. To overcome these obstacles, the NMSP-CVE conducts high visibility patrol operations across the rural areas of the state to interdict and deter unsafe vehicles and drivers. These enforcement efforts will also focus on unsafe non-cmv driving behaviors with a nexus to commercial vehicles.

Albuquerque, which is located in the center of the state, is our largest metropolitan area. Albuquerque consistently experiences a higher volume of CMV crashes as compared to the rural areas of the state. This is due to the constant influx of CMV's traveling from the Interstate 25 and Interstate 40 corridors; this adds volume to the already massive amounts of local traffic. NMSP District Commanders over this area are aware of these crash trends and are responsible for operational plans to combat crash reduction. These plans focus on driver inattention and unsafe driving behaviors in the urban and the rural surrounding areas. The enforcement efforts will continue to focus on unsafe drivers with a nexus to CMVs, CMV driver behavior and CMV vehicle equipment.

The NMSP-CVE has recognized that although targeted enforcement operations have had a major impact on driving habits, it is most often for a short period of time. For NMSP to effectively reduce crash statistics, they must continue to support long term campaigns aimed at reducing unsafe driving behaviors by educating all drivers about ways to share the roads safely. Through public education campaigns, community outreach, high visibility operations, and commitment of units in troubled areas, the goal of reducing crashes and fatalities can be affected within both our urban and rural areas of the state.

In an effort to support the above operations, the NMSP-CVE will utilize the two (2) Mobile Inspection Units that were recently purchased to conduct focused roadside CMV enforcement operations in remote areas. Additionally, these Mobile Inspection Units will be utilized for education and outreach for the commercial motor vehicle industry and public to reduce crashes.

Narrative Overview for FY 2022 - 2024**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

In a five (5) year trend, New Mexico has an average of 96.8 fatalities per year involving CMV's. This includes statistics from 2020, where New Mexico experienced a 50% decrease in fatalities during the COVID-19 pandemic when traffic was significantly reduced due to the enforcement of public health orders. As public health orders expire, the state will see an significant increase of travelers on the roadway. Additionally, NMSP is experiencing a high vacancy rate due to an increase in retirement, resignations for pay inequality, lack of qualified candidates and the struggle of hiring and training law enforcement personnel. All the above, directly impacts our ability to efficiently have enough personnel to effectively enforce and ensure compliance on the roadways.

In order to mitigate the current fatality rate, the NMSP-CVE will continue to rely on District Commanders within each District to identify high crash areas within their areas of command. The NMSP Command Staff will utilize current crash reports and traffic data to identify and target areas where crash numbers are high. The NMSP Command Staff will provide appropriate funding to support saturation patrols in districts with abnormally high crash rates.

NMSP-CVE will measure success through monitoring the PPR reports as well as crash report data collected in MCMIS and FARS.

Enter the data source and capture date:

MCMIS and FARS - date of capture 7/19/2021

Projected Goal for FY 2022 - 2024:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2022	3
2023	3
2024	3

Our goal is to reduce the fatality crash rates listed in FARS based on the 2019 data by 3%. We are utilizing the 2019 data as our baseline because in 2020, crash data was low due to the COVID-19 pandemic. For 2022, the NMDPS-CVE has set a 3% goal for crash rate reduction. The NMSP has decreased this goal by 2% over past years (previously 5% in 2021) due to the impact of COVID-19 on the state. As previously indicated, the pandemic has limited NMSP's ability to hire/certify new officers and transportation inspectors. The lack of these critical positions in the field directly correlates to the departments ability to conduct daily enforcement efforts to combat unsafe driving, hours of service violations and vehicle equipment violations. The NMSP-CVE is comfortable with the new crash reduction rate and believes they will be able to successfully meet this target.

Program Activities for FY 2022 - 2024: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

The NMSP-CVE will continue to conduct traffic enforcement in each of our twelve districts on a daily basis as well as conducting special traffic enforcement operations. NMSP-CVE plans to conduct a total of 36 traffic enforcement operations during this project period. These will include directed patrols, saturation patrols, and targeted statewide operations.

All activities will be conducted by certified employees in target areas with high crash rates, unsafe commercial vehicle activities, rural areas with low police presence, areas with no fixed inspection points, safety corridors, "No Zone" related violations, construction zones, as well as areas with aggressive drivers and high traffic volume in relation to commercial vehicles. These operations will utilize the recently purchased Mobile Inspection Units, which will provide the opportunity to conduct focused roadside CMV enforcement operations in remote areas. Additionally, these Mobile Inspection Units will be utilized for education and outreach for the commercial motor vehicle industry and public to reduce crashes.

To support these activities, each NMSP District will complete an annual patrol plan that is specifically tailored to each district. These patrol plans are targeted to effectively reduce traffic related violations and crashes within a given area. Examples include, but are not limited to, identifying distracted drivers, seatbelt enforcement, loading and tie down enforcement, weight compliance at steep grades, speed operations, unsafe driving in/around construction zones, safety corridor patrol, unsafe driving in/around commercial vehicles, petroleum production areas, and DWI patrol, all of which are indicative of high risk areas across the state.

Each NMSP District is responsible to conduct targeted operations in their respective areas. These operations generally are conducted over a period of one (1) to three (3) days, which often depends on the Districts ability to meet manpower demands. The Districts also conduct large scale operations which may be up to five (5) day operations. Again, each Commander is responsible for addressing the problem areas within their district by identifying peak traffic times, seasonal traffic, and high risk crash areas. Operations will differ from region to region in length and manpower.

NMSP-CVE Compliance and Review and MCSAP training unit will continue to utilize this unit as additional manpower in rural parts of New Mexico where there are no permanent CVSA certified personnel. These operations will target local CMV traffic and education outreach to the CMV industry in those specific areas.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

The NMDPS-CVE will monitor the effectiveness of its CMV crash reduction goal through the compilation of an annual patrol plan. The annual patrol plan will outline the number of personnel, and expected hours of staff conducting assigned activities with specific direction towards supporting the mission of NMSP-CVE. These plans are created by each District Commander and submitted for approval to Executive Management Staff. Data from daily activities (inspection totals, crash data, citation totals, arrests, other types of violations) is recorded on a daily summary sheet and reported electronically by each employee.

This data is compiled and tracked on a master total form monthly for each district and includes all of the month's activities. The data is then sent to command staff which utilizes the data to determine the outcome of the activity. This information is also used to address the need for the planning of future operations, operational impact on patrolled areas, types of operations necessary to impact future violations, locations which need further attention, as well as for comparison to previous operations.

With TraCs fully implemented across the state, each District Commander has direct access to crashes and inspections in their area of command. NMSP Command Staff will continue to monitor all data received from TraCs.

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2022 - 2024. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Note: *In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2016 - 2020

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	9019	8855	10051	15063	10651
Level 2: Walk-Around	31340	32515	29734	49572	33745
Level 3: Driver-Only	44485	31264	31371	30598	25979
Level 4: Special Inspections	7	4	5	10	10
Level 5: Vehicle-Only	274	157	160	131	25
Level 6: Radioactive Materials	649	301	36	37	171
Total	85774	73096	71357	95411	70581

Narrative Overview for FY 2022 - 2024

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

The NMSP-CVE is currently comprised of 165 sworn law enforcement officers and 53 civilian Transportation Inspectors. (There is currently a high vacancy rate.) All of these employees are required to conduct appropriate commercial vehicle safety inspections when contacting a commercial motor vehicle.

Monthly monitoring of the inspection activity and crash rate data will be conducted by Command Staff.

New Mexico has five major ports of entry, and one international border port, which are located at the following locations:

- Interstate 25: Raton Port of Entry located near the city of Raton at mile marker 460, near the Colorado/New Mexico border. Facility is operated on day and evening hour schedule, 6a-10p.
- Interstate 10 (two locations): 1. Lordsburg Port of Entry located at mile marker 24 near Lordsburg, at the Arizona/New Mexico border. 2. Anthony Port of Entry located at mile marker 159 near Anthony, at the Texas/New Mexico border. Note: both facilities are operated on a 24/7 basis
- Interstate 40 (two locations): 1. San Jon Port of Entry located at mile marker 357 near San Jon, at the New Mexico/Texas border. 2. Gallup Port of Entry located at mile marker 12 near Gallup, at the Arizona/New Mexico border. Note: both facilities are operated on a 24/7 basis
- Border Port of Entry: Santa Teresa Port of Entry located at 6910 Bi national Highway near Santa Teresa, operated primarily as an international border port, located near the United States/Estados Unidos de Mexico border. Operated on a day and evening schedule, matching the international border port schedules.
- New Mexico also has six additional ports of entry which are located on US Highways. These facilities are operated on a reduced hourly schedule and they are also manned by Transportation Inspectors and law enforcement officers.

Transportation Inspectors work mainly at fixed port of entry facilities where they conduct safety inspections of various levels. Their daily activities include, checking carrier safety ratings through the use of electronic screening equipment as well as visually observing commercial vehicles entering the port facilities where they search for obvious violations. Once the inspection process is complete, the violations, if any, are explained to the driver and if required the vehicle and/or driver are placed out of service.

All officers and TI's are given a CDLIS account and are trained during on the job training (OJT) to run all CDL's thru CDLIS to ensure driver is in compliance with federal regulations.

In addition to the above job duties, Transportation Inspector's conduct fixed roadside inspection operations. These are known as "strike teams" and they are conducted in remote areas where there are no ports of entry facilities and also to address areas where safety related crashes are occurring. At these roadside locations employees may be joined by our law enforcement personnel for joint inspection operations. These roadside inspections include but are not limited to Level 1 safety inspections on vehicles which may otherwise not be contacted by any certified employees. At these operation, vehicles may be screened by our roadside electronic screening devices, the thermal imaging brake screening (TIBS), and also our portable smart roadside equipment.

Roadside inspections are conducted by our certified law enforcement officers from both CVE and Uniform Bureaus. They are primarily responsible for the Traffic Enforcement aspect of the program. These employees are focused along the main US and Interstate highways within the state. The positions for these officers are strategically located and at times change in order to focus our enforcement efforts to address areas of high risk or where there is a persistent problem with commercial vehicle crashes.

The main focus for the placement of NMSP-CVE Police Officers is to have an appropriate amount of officers patrolling the highways in order to meet the demand for law enforcement during peak hours and days for commercial vehicle traffic. The roadways with the highest volume of commercial vehicle traffic are the focus for regular patrol activities, however, special focus operations are utilized to address the high crash rates in rural areas of the state. Further, the decisions to move vacancies and hire employees in a certain geographical area includes the need to have more employees where high crash rates occur.

The decision to fill vacancies for Transportation Inspectors include the need to have inspections conducted at facilities which have the highest traffic counts for commercial vehicles as well as having proper manpower at the secondary facilities. During this rating cycle NMSP-CVE will strive to fill vacancies at both types of facilities with an emphasis on addressing the high risk areas and high traffic volume roadways.

Quarterly reports containing inspection progress are completed and submitted for review. Supervisors will monitor progress related to crash reduction, Out of Service Catch Rate, as well as district goals assigned by zone commanders in an effort to interdict unsafe driving behaviors as well as unsafe vehicles from entering our roadways.

In order to address the number of Level 1 Inspections being lower than 25% of total inspection totals, NMSP-CVE has placed an emphasis on Level 2 inspections in an effort to interdict vehicle violations in the field. This focus relates to traffic enforcement and roadside inspections at sites which are related to the high crash rate areas within the state. Most areas of the state are rural locations where Level 1 inspections are not feasible due to safety concerns for the drivers and certified personnel. The number of Level 2 inspections was increased in order to address driver/vehicle violations in the field rather than fixed port facilities. Transportation Inspectors and Officers will continue to focus efforts to complete Level 1 inspections at the fixed port of entry facilities. The Level 1 inspection percentage is not at or above 25% because of the agency focus on roadside level 2 inspections.

NMSP-CVE achieved 70,581 inspections in 2020 which fell short of our goals due to COVID-19 pandemic. Direction given by Government Department Heads, was only critical safety violations were to be addressed, therefore our contact with CMV's was reduced significantly. LE officers were mandated to patrol as a visual deterrent with no contact unless a critical safety violation was observed.

For the 2021 rating period, NMSP-CVE will leave the projected goal at 73,650 inspections. It will remain to be seen how total inspection numbers will be effected with the potential influx of CMV traffic. NMSP will continue its focus on special overtime operations which will affect the overall inspection achievements.

Projected Goals for FY 2022 - 2024

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. For FY 2022, there are separate tabs for the Lead Agency, Subrecipient Agencies, and

Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: NEW MEXICO DEPARTMENT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 218

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	13475	945	20	14440	18.52%
Level 2: Walk-Around	35668	3433	60	39161	50.24%
Level 3: Driver-Only	24150	0	0	24150	30.98%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials		200		200	0.26%
Sub-Total Lead Agency	73293	4578	80	77951	

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

Subrecipient is:

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2022:	0

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: NEW MEXICO DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 218					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	13475	945	20	14440	18.52%
Level 2: Walk-Around	35668	3433	60	39161	50.24%
Level 3: Driver-Only	24150	0	0	24150	30.98%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials		200		200	0.26%
Total MCSAP Lead Agency & Subrecipients	73293	4578	80	77951	

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

We anticipate conducting more level 2 inspections than level 3 inspections because many of our initiated level 3 inspections are upgraded to a level 2 inspection. Officers/Inspectors start the inspection as a level 3 and notice a vehicle violation which then upgrades the inspection to a level 2. NMSP-CVE does not want to have vehicle violations noted on level 3 inspections. This will ensure that officers/inspectors conduct a full level 2 and properly document the violations observed on the correct level of inspection. It is the stance of NMSP-CVE that if we require more level 3 inspections, then the officers/inspectors may fall into the habit of only concentrating on the driver's paperwork and stop looking for vehicle violations. In order to address the number of Level 1 Inspections being lower than 25% of total inspection totals, NMSP-CVE has placed an emphasis on Level 2 inspections in an effort to interdict vehicle violations in the field. This focus relates to traffic enforcement and roadside inspections at sites which are related to the high crash rate areas within the state. Most areas of the state are rural locations where Level 1 inspections are not feasible due to safety concerns for the drivers and certified personnel. The number of Level 2 inspections was increased in order to address driver/vehicle violations in the field rather than fixed port facilities. Transportation Inspectors and Officers will continue to focus efforts to complete Level 1 inspections at the fixed port of entry facilities. The Level 1 inspection percentage is not at or above 25% because of the agency focus on roadside level 2 inspections. NMSP-CVE achieved 98,783 inspections in 2019. However, the expectations for the agency were 73,900 inspections. Due to High Priority operations and overtime operations, which contribute a large number of inspections to the overall program, the department achieved the higher number of inspections. And the continued increase in CVSA commissioned personnel assist in the higher number of inspections. For the 2020 rating period NMSP-CVE has increased the base expectation for inspections from 68,000 to 73,900. This is an overall increase of 5,900 inspections from previous periods. It will remain to be seen how the next cycle will be impacted to the national pandemic and states public health orders. The increase to the base number of inspections was further based on the fact that Transportation Inspectors are no longer required to work in permit sales, rather, their focus will be conducting safety inspections at fixed/mobile port of entry facilities. NMSP-CVE places no cap on the amount of inspections which can be completed over the minimum goal of 73,900. Please note that the projected goals for conducting specified levels of inspections may change to the national pandemic and public health orders.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2023 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	77951	0	0	77951
Enter total number of certified personnel	218	0	0	218
Projected Goals for FY 2024 Roadside Inspections				
Enter total number of projected inspections	77951	0	0	77951
Enter total number of certified personnel	218	0	0	218

Part 2 Section 4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐ **The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.**

Trend Analysis for 2016 - 2020

Investigative Types - Interstate	2016	2017	2018	2019	2020
Compliance Investigations	11	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	4	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	4	1	3	7
CSA On-Site Comprehensive		5	3	5	0
Total Investigations	15	9	4	8	7
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2016	2017	2018	2019	2020
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	12	22	11	9	50
CSA On-Site Comprehensive	13	29	20	18	24
Total Investigations	25	51	31	27	74
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	2	0	0

Narrative Overview for FY 2022 - 2024**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2022 - 2024

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.

Projected Goals for FY 2022 - 2024 - Investigations						
Investigation Type	FY 2022		FY 2023		FY 2024	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	46	0	46	0	46
CSA On-Site Comprehensive	0	46	0	46	0	46
Total Investigations	0	92	0	92	0	92
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

Add additional information as necessary to describe the carrier investigation estimates.

Estimates in this rating area are based on four (4) employees (includes one (1) Sgt.) completing the investigations. In 2019, the Compliance Review (CR) Unit became fully staffed. We are still in the educational phase of teaching our officers to conduct CR's. NMSP made the decision to certify its first civilian (dual-purpose) within the Compliance Review Unit. The next phase for this unit is to become federal enforcement certified. Due to the National Pandemic, more off-site focused CR's were conducted for the safety of all applicable parties. NMSP projected goal remains at 80 for intrastate. Interstate goals are zero due to these are assigned by our federal counterparts. However, the CR team will be more than willing to conduct any interstate CR's assigned.

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

Employees will be conducting comprehensive and focused investigations throughout the state. The investigations will be based on carrier's safety ratings, inspection violation type and severity, involvement in traffic collisions, violations of driver qualifications and possible involvement in illegal activity such as chameleon carrier operations.

There are currently three (3) full-time investigators, one (1) full-time supervisor and one (1) part time civilian in the compliance review unit. The department continues recruiting additional personnel to be added to the unit, so we can maintain personnel through attrition.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

The CR supervisor will monitor the progress quarterly and assure the investigators have an adequate number of carrier assignments. The progress will be reported quarterly on the PPR's.

The number of investigations per employee are as follows:

Investigators: 16 total number of focused and comprehensive investigations, per investigator. Determined by 9 months (accounting for 3 months for leave and required training, court, etc) by 1.3 investigations a month, by five (5) current investigators. These goals are not limited to the agency goals.

Part 2 Section 5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020**Instructions:**

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2020	12/31/2020	8199	8696
01/01/2019	12/31/2019	16131	18979
01/01/2018	12/31/2018	17607	22910
01/01/2017	12/31/2017	24751	24751
01/01/2016	12/31/2016	21108	8153

☒ **The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.**

☐ **The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.**

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2020	12/31/2020	5706	5706
01/01/2019	12/31/2019	9565	9565
01/01/2018	12/31/2018	8745	8745
01/01/2017	12/31/2017	3973	3973
01/01/2016	12/31/2016	4527	4527

Enter the source and capture date of the data listed in the tables above.

Table 1: CMV Traffic Enforcement, the figures were derived from the New Mexico Department of Public Safety Law Enforcement Activities and TracS data base for the rating periods mentioned. Citations and inspections total may not be the same as some inspections may have required more than one citation. Because of an upgrade to the codes utilized for citations in the current NMDPS Daily and Supplemental Reports, NMSP-CVE was unable to separate the number of citations issued for Traffic Enforcement from the total number of citations issued by the entire agency. A sum was produced by subtracting the number of TE inspections and averaging this total against the total number of citations CVE issued. There is a code being produced which will allow TE citations to be properly counted for the next grant cycles. Table 2: NMSP will implement Traffic Enforcement stops without an inspection during this rating period. FMCSA Traffic Enforcement training will be conducted for officers who are not certified to conduct inspections. Table 3: Non-CMV Traffic Enforcement Stops, the figures were derived from the New Mexico Department of Public Safety Law Enforcement Activities and TRACS data base (7-06-18) for the rating periods mentioned. These citations totals were compiled on the Daily Reports and still, currently, have codes attached for the activity.

Narrative Overview for FY 2022 - 2024**Instructions:**

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

For the 2021 rating period, New Mexico State Police Commercial Vehicle Enforcement, NMSP-CVE, will conduct 73,900 driver/vehicle inspections. Of those inspections, 15,000 will be completed as traffic enforcement inspections in accordance with FMCSA priority to focus on driver related violations.

The current number of officers involved in traffic enforcement activities is approximately 165 CVSA certified officers. They are charged with active participation in commercial vehicle traffic enforcement as well as enforcement of traffic laws and regulations on non-commercial vehicles with a nexus to commercial vehicle safety. Since New Mexico State Police Officers are full time commissioned officers, NMSP-CVE sworn officers are expected to serve in that capacity and at times will have to answer regular police calls as well as initiating traffic stops on non-commercial vehicles. However, this is a minimal expectation and CVE officers focus the majority of their efforts on commercial vehicle enforcement and inspections. All officers may be utilized in the high risk, high crash rate, areas of the state.

During this rating period, special operations will be conducted in the southeast and northwest quadrants of the state in an effort to minimize the high fatality rates between CMV's and non-CMV's. Further, this effort may place up to 10 (number of officers may vary due to manpower) officers in a troubled area to work on focused operations targeting driver inattention, speeding, distracted driving, seatbelt usage and any other activity that is a causation for crashes in a given region of the state.

Hours and days of the week may vary as the crashes are occurring at various hours and days of the week. In the petroleum production areas, southeast and northwest quadrants of the state, the crashes are occurring randomly. In order to address this problem, commanders are tasked with assigning officers to be out on the smaller roadways at random hours in an attempt to interdict unsafe driving habits and distracted driving. District Commanders are tasked with trending the peak hours for crash occurrences and the roadways which have the most frequent crash events for CMV's.

In the MCSAP Bureau a Transportation Inspector (TI) will ride with a commissioned Officer, and the officer will pull over a CMV for a violation of state law and the TI will conduct the inspection roadside. This is a pilot program and will continued to be monitored by headquarters.

Projected Goals for FY 2022 - 2024

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	15000	15000	15000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	500	500	500
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	300	300	300
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	24	24	24

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2014 and 2015.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
77951	92	154	78197	72330

Describe how the State will report on, measure and monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

NMSP-CVE will monitor traffic enforcement efforts by recording operational summary sheets for each operation conducted that focuses on the following: the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (i.e. speeding, following too closely, reckless driving, and improper lane changes.) In order to be consistent in reporting each district commander (12 districts) will be supplied with a uniform summary sheet as well as directions in the data that should be captured. Operational plans may differ in certain aspects due to manpower, traffic patterns, high risk areas and peak hours, however, the focus for each operational plan will be the same across the state. Each district will be tasked with conducting at least two traffic enforcement operations per year.

Commanders will be allowed to utilize personnel from other districts which will provide uniformity across each district for the proper correlation on the focus traffic enforcement. Correlation between district commanders is required and the sharing of assigned troops is encouraged and operational plans are expected to be shared across the state. Each individual commander will evaluate the needs for their specific area and create traffic enforcement plans which mirror the FMCSA national traffic enforcement priority focus areas.

Part 2 Section 6 - Safety Technology

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. FMCSA defines “fully participating” in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year’s CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: Department of Public Safety

Enter the agency name responsible for PRISM in the State: Department of Public Safety

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative and Projected Goal:

If the State’s PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

The State is in Step 7 PRISM compliance.

Program Activities for FY 2022 - 2024: Describe any actions that will be taken to implement full participation in PRISM.

The State is in Step 7 PRISM compliance and will continue to maintain this compliance by involving the New Mexico Motor Vehicle Division in the pick up orders and removal of non compliant carriers license plates. Further NMSP-CVE will support and assist FMCSA and NM-MVD in denying re-incarnated carriers and suspected re-incarnated carriers.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The scope of our activities is to properly identify and interdict those problematic carriers with regard to safety concerns and other compliance matters through the use of License Plate Readers, USDOT Readers, Automated Thermal Brake Inspection Systems, Weigh in Motion Weight Scales and once those vehicles have entered our Port of Entry to use the Integrated Lane Control Devices for their expedient processing. Currently, the LPR system, US DOT reader system and the weigh in motion scales are utilized at all of our six (6) major ports of entry.

Additionally, we utilize the automated thermal brake inspection system and newly installed lane changers at our Anthony and Lordsburg ports of entry. There are two (2) major ports of entry located on I-10 (Anthony & Lordsburg), two (2) on I-40 (Gallup & San Jon) and one (1)

on I-25 (Raton). We also have one (1) port of entry at the international border with Mexico which is located in Santa Teresa, N.M. Additionally, we have two (2) mobile platforms (1 van, 1 trailer) that we utilize at more remote locations and at our smaller ports of entry in order to interdict those commercial motor vehicles using US Highways and State Roads.

Performance monitoring for this technology will be based on the system's proper identification of Federal OOS carriers and the ability for employees to properly interdict these carriers. Further measures will include follow through on the accuracy of each system with a requirement of maintaining a rate of at least 95% for identification of carriers based on license plate and USDOT information. These measures can be derived from reports from the automated systems on a monthly basis. The information on accuracy and number of Federal OOS carriers will be compiled for the SF-PPR quarterly reporting.

Part 2 Section 7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

Public Education and Outreach Activities	2016	2017	2018	2019	2020
Carrier Safety Talks	15	24	16	20	0
CMV Safety Belt Education and Outreach	2	2	2	2	0
State Trucking Association Meetings	2	4	6	6	0
State-Sponsored Outreach Events	2	2	2	3	0
Local Educational Safety Events	3	3	3	16	0
Teen Safety Events	1	1	2	2	0

Narrative Overview for FY 2022 - 2024

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safety initiatives. Include the number of personnel that will be participating in this effort.

Activities for outreach and education include the following:

1. New Mexico State Fair/Expo New Mexico CVE will present information to the public on commercial vehicle safety. This event includes the parts and systems trailer, which allows the public to understand how a commercial vehicle's brake system operates and emphasizes the stopping distance required for a CMV to come to complete stop at highway speeds. The parts and systems trailer has as complete brake board, to include air, which educates the public on the operation of air brakes on a commercial vehicle combination. This is a four person operation for outreach presentation to the public. New Mexico has recently purchased a mobile inspection unit outfitted with a simulation device which will assist us in our outreach and education of the public and industry.
2. At outreach at New Mexico State Fair/Expo New Mexico, college educational outreach, CDL driving schools, CVE employees will utilize the computer based, commercial vehicle driving simulator to allow the public to have a real time experience with operating a commercial vehicle in different driving conditions. This is a four person operation for outreach presentation to the public.
3. At the request of a local community colleges, employees conduct a one day presentation to students who are enrolled in the diesel mechanics program. Instruction is focused on those violations which could render a commercial vehicle out of service. CVE also assisted with the first "Super Tech" Competition held in New Mexico at the Central New Mexico Community College (CNM). This was a joint competition including the the New Mexico Trucking Association, NMSP CVE Parts and Systems training trailer.
4. The Compliance Review unit will attend meetings and trainings associated with the industries. Compliance and review is the lead unit when educating the Truckers Association on trends and implementation of FMCSA rules and regulations.
5. Statewide, employees will perform outreach activities to include National Night Out events, Public Safety Days, industry meetings at the carrier's places of business, Driver Appreciation Days, as well as New Mexico Trucking Association sponsored events.
6. Outreach and education for fellow police agencies on commercial vehicle enforcement include personnel training at the Law Enforcement Academies in an effort to show new Officers how to correctly enforce laws pertaining to commercial vehicle safety. This training is designed to give Officers the basic knowledge of how to identify violations which put the public at risk. The academies where this training is expected to occur are as follows: Western New Mexico Police Academy, New Mexico Law Enforcement Academy, Dona Ana Sheriff's Department Police Academy.

NMSP-CVE continues to take a proactive approach in this area by reaching out to carriers in high crash areas which include the petroleum production areas of the state. The agency believes the outreach efforts will have positive affects on the crash rates by assisting carrier officials with current and valid information regarding both driver and vehicle issues pertaining to crashes through increasing awareness.

All outreach and education goals are subject to changed based on the national pandemic.

Projected Goals for FY 2022 - 2024

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

			Performance Goals		
Yes	No	Activity Type	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	30	30	30
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	8	8	8
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	2	2	2

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

Activities for outreach and education include the following:

1. New Mexico State Fair/Expo New Mexico CVE will present information to the public on commercial vehicle safety for approximately 11 days for 10 hours daily. The audience size will vary from 400-500 persons per day. This is a four person operation.
2. Driving simulator outreach, New Mexico State Fair/Expo New Mexico, college educational outreach, CDL driving schools, This is a four person operation for outreach presentation to the public. New Mexico State Fair/Expo New Mexico is an annual event where CVE will present information to the public on commercial vehicle safety for approximately 11 days for 10 hours daily. The audience size will vary from 400-500 persons per day. This is a four person operation. At driving schools the class sizes are generally between 12 to 25 persons. Each driving simulator class takes 6 hours to complete. In College educational outreach: general class sizes range from 12 to 25 persons and are usually approximately 6 hours in length. Presentations are scheduled annually for the driving simulator to address distracted driving for the City of Albuquerque Solid Waste Department. There are approximately 200 plus employees in attendance for this annual event and three to four CVE Officers are utilized to make this 5 hour event a success.
3. At the request of a local community colleges, employees conduct a one day (8 hours) presentation to 25 students who are enrolled in the diesel mechanics program. Instruction is focused on those violations which could render a commercial vehicle out of service and CVE utilizes two instructors for this presentation.
4. The Compliance Review unit will attend meetings and trainings associated with the industries. Compliance and review is the lead unit when educating the Truckers Association on trends and implementation of FMCSA rules and regulations. These safety meetings are conducted in 4 hour blocks and may occur twice daily, depending on industry needs.
5. Statewide, employees will perform outreach activities to include National Night Out events, Public Safety Days, Driver Appreciation Days, as well as New Mexico Trucking Association sponsored events. These events are conducted in four hour blocks and may have audiences from 100-400 depending on the venue and attendance by the public. District Officers will also attend daily safety briefings within their local communities and educate drivers and safety supervisors on daily operations and any changes to FMCSR regulations.
6. Outreach and education for fellow police agencies on commercial vehicle enforcement include personnel training at the Law Enforcement Academies in an effort to show new Officers how to correctly enforce laws pertaining to commercial vehicle safety. This training is designed to give Officers the basic knowledge of how to identify violations which put the public at risk. The academies where this training is expected to occur are as follows: Western New Mexico Police Academy, New Mexico Law Enforcement Academy, Dona Ana Sheriff's Department Police Academy. These training events utilize 2 CVE personnel with an audience of 24 officers. The training is set for 4 hour blocks of class.

NMSP-CVE continues to take a proactive approach in this area by reaching out to carriers in high crash areas which include the petroleum production areas of the state. The agency believes the outreach efforts will have positive affects on the crash rates by assisting carrier officials with current and valid information regarding both driver and vehicle issues pertaining to crashes through increasing awareness. Officers focus on Safety at all events listed above.

All activities will be documented on a (PPR) quarterly report.

All outreach and education goals are subject to changed based on the national pandemic.

Part 2 Section 8 - State Safety Data Quality (SSDQ)

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	Yes

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality:

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2022 - 2024.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2022	Goal for FY 2023	Goal for FY 2024
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Fair	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

Updated A&I from 07/18/2021, overall status rated as good. As of 7/18/2021 (the day that we are updating the CVSP) we are rated fair.

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

Crash Timeliness has been below the "Good" level in the SSDQ table. This rating is due to several factors which include previously discussed NMSP staffing issues. Although, these staffing issues have been resolved, it will take time to be rated as "good" based on how crash timeliness is calculated. NMSP is still partnered with the New Mexico Department of Transportation (NMDOT) whom is the repository agency for crash reports and often receive inaccurate or incomplete reports that must be returned to the originating agency for correction. The challenge in this area is gaining compliance from all the major law enforcement agencies in correcting and completing eligible crash reports in a timely fashion.

NMSP has learned that inter agency communication and education is paramount in successfully addressing the issue of crash timeliness reporting.

Our overall rating is "good".

Program Activities FY 2022 - 2024: Describe activities that will be taken to maintain a “Good” overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a “Good” rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

NMSP-CVE has learned that interagency communication and education is paramount in successfully addressing the issue of crash timeliness reporting, therefore NMDOT and NMSP-CVE have partnered in creating crash report forms that assist officers in recognizing commercial vehicles and also in educating larger agencies in the deadlines which affect the state's SSDQ rating. The MCSAP Commanders/Staff will ensure that those responsible for entering SSDQ data will have a vast knowledge of all of the requirements, will understand how paramount accuracy of all the reporting is.

In order to overcome this issue, NMSP-CVE will continue an educational campaign which will educate New Mexico law enforcement agencies on the deadlines for CMV crash report submission. By utilizing outreach, telephonic and email announcements, and by contacting agency heads this problem will potentially be minimized during the next rating period. The NMDOT will produce posters, emails and flyer's that can be posted at agency squad rooms and records centers which outline the deadlines for timeliness.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

NMSP and NMDOT collaborate to ensure that accurate crash reports are entered timely into SafetyNet.

On the statewide multi-agency levels, NMDOT will continue to monitor the crash timeliness for the each agency and send messages and flyer's to any agency that has sent out crash reports beyond the 90 day window.

NMSP-CVE will meet quarterly with NMDOT in order to maintain a working focus for creating the literature and messages that are being sent to agencies which submit reports beyond deadlines.

Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **Onsite safety audits** are conducted at the carrier's principal place of business.
- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

Note: A State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

Yes	No	Question
<input checked="" type="radio"/>	<input type="radio"/>	Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit.
<input type="radio"/>	<input checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input type="radio"/>	<input checked="" type="radio"/>	Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant?

Trend Analysis for 2016 - 2020

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

New Entrant Safety Audits	2016	2017	2018	2019	2020
Interstate	126	36	108	98	155
Intrastate	0	0	0	0	0
Total Audits	126	36	108	98	155

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2022 - 2024

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/19/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	805
Current Number of Past Dues	160

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2022 - 2024

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits						
	FY 2022		FY 2023		FY 2024	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	22	0	22	0	22	0
# of Safety Audits (Offsite)	132	0	132	0	132	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	154	0	154	0	154	0
# of Non-Audit Resolutions	0	0	0	0	0	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Safety audits will be assigned through the NEWS and Sentri systems according to the priority standards and monitored by command staff. Meetings will be conducted with auditors on a monthly basis when carrier assignments are near and/or approaching due dates. Every effort will be taken to ensure there are no overdue carriers.

In order to meet the assignments for audits, the assignments for the various audits will be distributed between the auditors and the areas of the state which they are assigned. In order to best cover entire state, travel for on site audits will be planned out to allow the employee to maximize the amount of audits in any particular region of the state.

Currently NMSP-CVE is short staffed but continues its recruiting efforts. Completion of audits/assignments may be impacted by the national pandemic. New Entrant is operating with 33% staffing levels. We are actively working on recruiting and retention for this program.

Activity Plan for FY 2022 - 2024: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Auditors will always have an adequate number of assignments. If needed, auditors will request additional audits to be assigned. Onsite and Offsite audits will be conducted, as indicated in the table above. Currently, group audits are not a viable option.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Command staff and the Auditors will keep track of the number of audits that they have completed and compare those to their individual goals. The number of completed audits will be reviewed monthly, by a supervisor, and compared to the projected goals. Adjustments to the assignments will be made as necessary to assist the employee in achieving their individual goals.

Part 2 Section 10 - Border Enforcement

States sharing a land border with another country will conduct a border commercial motor vehicle safety program focusing on international commerce, including enforcement and related projects ([49 CFR 350.201](#)). If a State sharing a land border with another country declines to engage in border related activities, it will forfeit all border enforcement funds the State is eligible to receive.

Trend Analysis for 2016 - 2020

In the table below, provide the number of inspections conducted in the past 5 years.

The Trend Analysis area is only open for editing during Year 1 of a 3-year plan.

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	384	2404	3310	1223	1454
Level 2: Walk-Around	2798	2704	3480	2366	2318
Level 3: Driver-Only	5382	1645	1658	3255	4726
Level 4: Special Inspections			0	0	0
Level 5: Vehicle-Only			0	0	0
Level 6: Radioactive Materials			0	0	0
Total	8564	6753	8448	6844	8498

Narrative Overview for FY 2022 - 2024

☐ The State chooses not to engage in border enforcement activities in FY 2022 - 2024. If this box is checked, no additional narrative is necessary in this section.

Enter the Agency name conducting Border Enforcement activities if other than the Lead Agency:

Program Objectives: In addition to the primary goal of the program as stated below, a State must identify at least one of the following priority objectives as a focus within their border enforcement program to be considered for participating within this focus area.

Program Goal: Border States should conduct a border CMV safety program. The focus is on international commerce that includes enforcement and related projects, to ensure motor carriers and drivers operating CMVs (primarily those entering the United States from a foreign country) are in compliance with U.S. CMV safety standards and regulations, financial responsibility regulations, and registration requirements. It also ensures drivers of those vehicles are qualified and properly licensed to operate a CMV in the U.S.

Check all objectives that apply (minimum of 1):

☐ **Objective 1: International Motorcoach Inspections - Facilitate the conducting of inspections of motorcoaches engaged in international commerce at bus stations, terminals, border crossings, maintenance facilities, destination locations, or other locations where a motor carrier may make a planned stop (excluding a weigh station). FMCSA encourages States to examine their previous years of data on international motorcoach activity and use that data to establish reasonable goals that will result in an appropriate level of motorcoach-focused activities. States must justify the goals set and provide the data or data source references.**

☐ **Objective 2: High Crash Corridor Enforcement Focused on International Commerce - Conduct international commerce CMV enforcement activities (inspections and traffic enforcement) within corridors where the data indicate that there are a high number of crashes involving vehicles engaged in international commerce.**

☒ **Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings - Conduct international commerce CMV safety inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders but where there is no official border crossing facility. Site(s) must be identified in the narrative below and describe how far these locations are from the nearest official border crossing facility, if any.**

Projected Goals for FY 2022 - 2024

Summarize projected border enforcement activities in the table below.

Note: An inspection is counted as international commerce regardless of whether the transportation originated within the United States (US) or outside the US. All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the eCVSP, and not be indicated in BEG inspections on the inspection report which is uploaded into ASPEN.

Projected Goals for FY 2022 - 2024 - Border Enforcement			
	FY 2022	FY 2023	FY 2024
Number of International Commerce Regular CMV	10104	10104	10104
Number of International Commerce HM	0	0	0
Number of International Commerce Passenger	0	0	0
Total International Commerce Inspections	10104	10104	10104
Number of Fixed Facility International Inspections	7000	7000	7000
Number of Non-Fixed Facility International Inspections	2500	2500	2500
Traffic Enforcement	600	600	600
Strike Force Activities (CMVs)	4	4	4
Strike Force Activities (Passenger CMVs)	0	0	0

Strategies: *Include a description of the strategies that will be utilized to meet the program objective(s) above. The applicant must include any challenges or impediments foreseen.*

The Border Enforcement Program is fully staffed which in turn will allow us to enforce federal and state laws at a higher rate than historically.

NMSP-CVE Border Enforcement officers and inspectors are assigned monthly goals which will be monitored by their direct supervisor. These goals will be monitored by headquarters, by quarter, in order to allow for PPR reporting on grant eligible activities. Adjustments will be made to ensure the overall goals are met.

Like missions, being performed by two entities, FMCSA and the State, at the Santa Teresa crossing area further reduce the vehicles that may be inspected by the state officials. This occurs due to the fact that inspection selection occurs at the FMCSA site prior to reaching the state site. Border employees stationed at the Santa Teresa Port of Entry may inspect CMV's with critical safety violations or no CVSA decal displayed.

Recently the Santa Teresa crossing is now authorized for international hazardous materials cargo, the opportunity to conduct such inspection now exists.

The Foxconn manufacturing plant has been approved to allow commercial vehicles to exit their facilities and directly cross into New Mexico on a route that does not have an inspection facility.

The Border Enforcement unit's goals have been set at 8,000 total inspections for the upcoming rating periods. NMSP-CVE does not put a cap on the amount of inspections each unit achieves during the rating period.

The Border Enforcement goals have been negatively impacted due to the national pandemic and additional crossing restrictions and limited hours of operation for Federal Agencies.

Activity Plan for FY 2022 - 2024: Describe the specific activities planned to reach border enforcement goals.

On site port of entry inspections, for assigned levels, will be conducted at the Santa Teresa International Port of Entry. All vehicles inspected will be screened utilizing all available means to ensure that state and federal requirements are being met.

In addition, roadside inspections will be conducted by patrol officers on border eligible vehicles/drivers in the commercial zone, on various highways. A further focus is being placed on the detection and interdiction of cabotage carriers operating within the border zone. All vehicles inspected will be screened utilizing all available means to ensure that state and federal requirements are being met.

In order to meet the added Objective 3: NMSP-CVE will conduct roadside inspections away from the Santa Teresa Port and border crossing. These operations will be conducted along the Pete Dominici Highway at designated roadside pullouts. The second location for this activity will be on New Mexico State Road 9 at mile marker 142, which is another roadside

pullout that is utilized for roadside inspection operations. Both locations capture traffic that is border related. The remote inspection sites are located away from border crossings within 20 miles from the Santa Teresa Port of Entry.

Transportation Inspectors will be also assigned to conduct inspections at mobile inspection locations in the border area alongside patrol officers.

Performance Measurement Plan: Describe how you will measure progress toward the performance objective goal, to include quantifiable and measurable outputs (work hours, carrier contacts, inspections, etc.) and in terms of performance outcomes. The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outcomes.

Employees will be provided the district goal performance measurements and individual performance measurements. The District Captain will monitor and track the performance of each employee and conduct meaningful action to ensure the goals are met. Schedules will be made to ensure the employees are working high traffic days and high traffic areas.

All activities will be reviewed and audited by first line supervisors for accuracy and ensure of meeting daily, weekly, monthly, and quarterly goals. District Captains are responsible for ensuring these goals are all being met on a monthly basis, at a minimum, and shall report all goals to the MCSAP Command Staff for quarterly PPR reporting.

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

Part 3 Section 1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal IH or UNSAT/UNFIT OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2022 - 2024

Enter your State's OOS Catch Rate percentage if below 85 percent: 69%

Projected Goals for FY 2022 - 2024: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2022	100
2023	100
2024	100

While 100% is the ultimate goal of the department, there are times when data bases are not accessible and connectivity problems occur. Our current 69% catch rate is partially due to data base errors and connectivity issues as well as Officers and/or Inspectors failing to follow the necessary procedures to identify Out of Service carriers. FMCSA personnel have determined that errors have occurred in the federal data base that is utilized to identify these carriers. Training has been implemented state wide to address these issues however, the catch rate does not necessarily represent the hard work of our personnel. For example, one quarter the state experienced a 0% OOS catch rate but was due to the fact that there was only one OOS identified.

Program Activities for FY 2022 - 2024: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Statewide training will continue during the FFY 2021 to provide guidance to all in the proper detection of Federal OOS Carriers. At the ports of entry Federal OOS operating authority status is checked through the license plate reader technology and through the appropriate data bases during each inspection performed, both roadside and at fixed facilities.

At the end of every quarter, FMCSA sends the state the OOS report. It is the POC responsibility to ensure that every OOS missed is identified, addressed and a resolution agreed upon. This allows command staff to effectively communicate on possible issues which arise.

NMSP command staff within the respective areas are being tasked with identifying any employees whom have a pattern of missing the OOS carriers and are working with these employees on continued training. The MCSAP program is tasked with 40 hours of continued education/training. The training staff has implemented a 4 hour block on how to properly identify, process and document the Federal OOS

on the inspection. Additionally, the state is currently implementing a new inspection software which will have additional tools to easily identify these OOS carriers.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Performance measure: All inspecting personnel have been given the direction of addressing 100% of Federal OOS carriers. NMSP-CVE is currently addressing the catch rate by working to implement a block in the inspection form that does not allow for employees to continue until the status for a carrier is checked. It is the plan to have this tool in place during the next rating period. The desired affect will be measured as this new box is implemented on each computer utilized for inspections.

NMSP-CVE will ensure accountability for employees failing to properly identify OOS carriers. Monitoring will be performed on a monthly basis utilizing the MCMIS reports. Guidance and corrective action will be provided to employees who are identified on the MCMIS report as not continually checking the carrier status. Employees who are not improving in the OOS catch rates will be identified and necessary training will be completed by each individual identified.

District commanders and supervisory staff possess the responsibility of monitoring all inspection activities within their districts, to include the successful identification of carriers operating with an Out of Service Order. District Commanders are also ensuring that each of their subordinates possess the knowledge, equipment, and technology to properly identify the Federal OOS carriers and take appropriate enforcement action.

NMSP-CVE will continue to document our OOS catch rate on the PPR and will maintain communication with the field and district commanders regarding the missed OOS.

Part 3 Section 2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

Part 3 Section 3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2021 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2021 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2021 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2021 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

CMV Crash Reduction: NMSP-CVE is continuing to address high crash rate areas. For FFY 2022, emphasis was placed on high profile traffic enforcement in high crash areas to achieve an expected goal of a 3% reduction in CMV involved crashes. For the calendar year of 2018 NMSP-CVE saw a total of 1053 CMV related crashes and in the calendar year of 2019 there were a total of 1083 cmv crashes, in the calendar year of 2020 there were a total of 861 cmv crashes and currently in calendar year 2021 there are a total 425. The following is a percentage break down of year to year and crash increase and decrease: • 2018 to 2019 there was approximately 2.9% increase in overall cmv crashes. • 2019 to 2020 there was approximately 20.4% decrease in overall cmv crashes. • 2018-2020 there was approximately 18.2% decrease in overall CMV crashes. The following is an average of CMV crashes per day in the State of New Mexico • 2018 there was approximately 2.88 CMV crashes per day. • 2019 there was approximately 2.96 CMV crashes per day. • 2020 there was approximately 2.35 CMV crashes per day. • 2021 we are currently experiencing approximately 2.6 CMV crashes per day (Data used was from 01/01/2021 to 06/12/2021 MCMIS).

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

The NMSP-CVE goal from the previous rating period was to reduce commercial vehicle crashes by 5 percent. Because of COVID-19, New Mexico has seen one of its largest decreases overall in CMV related crashes in the last 10 years.

Actual: Insert year to date progress (#, %, etc., as appropriate).

CMV involved crashes currently are at 425 as of June 12, 2021. (source - A&I MCMIS "All Crashes" New Mexico Summary).

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Chaves, Lea, and Eddy counties located in the Southeast Quadrant and San Juan, Sandoval, and McKinley counties located in the Northwest Quadrant have seen a decrease in commercial vehicle related crashes, believed to be reflective in the downturn in petroleum production activities. However, there is still an alarming amount of CMV related crashes in these quadrants. Currently we have 425 crashes statewide and if the rate of crashes continues, based on a twelve-month projected average of crashes per day, the state could see an approximately 444 additional CMV related crashes which would bring the overall CMV related crashes to 869 which will be above the set goal for the rating period. These lower numbers reflect COVID -19 and the restrictive public health order and the lack of commuters and CMV traffic. Currently, these restrictions have been lifted and with the possible influx of all traffic, we are projected crash rates to continue to increase. There is no Port of Entry's located in these specific counties, which we believe is one of the reasons for the higher crash rate.

Part 3 Section 4 - State Specific Objectives – Future

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2022 - 2024. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Objective #1 - TRACS Integration with the States and third party software.

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Objective #1 - One of the problems identified in the integration is having multiple 3rd party software's being able to communicate seamlessly with one another.

Projected Goals for FY 2022 - 2024:

Enter performance goal.

Objective #1 - Our end goal is to have a single platform for our inspectors to utilize and this platform will check all federal databases and place all relevant information into an inspection form.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

Objective #1 - NMSP will continue to communicate with all 3rd party vendors and to ensure up to date data.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

NMSP district commanders will monitor these goals and report progress to our MCSAP Commanders. The MCSAP program staff will monitor these and update at our monthly internal MCSAP meetings. Progress will also be reported on the PPR's.

State Objective #2

Enter the title of your State-Identified Objective.

Objective #2 - Continued maintenance/upgrade of the Driver Vehicle Examination Report (DVER) in Traffic and Criminal Software (TraCS)

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Objective #2 - There will always be continued enhancements for the TraCS program in order to keep up with the ever changing requirement (i.e. updated federal regulations and smart logic).

Projected Goals for FY 2022 - 2024:

Enter performance goal.

Objective #2 - Our goal is to maintain compliance with all State and Federal regulations and to have the ability to stay up to date with smart roadside technology.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

Objective #2 - NMSP will continue to meet with software programmers and review identified issues within the program. Any identified issues will be addressed as needed.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

NMSP district commanders will monitor these goals and report progress to our MCSAP Commanders. The MCSAP program staff will monitor these and update at our monthly internal MCSAP meetings. Progress will also be reported on the PPR's.

State Objective #3

Enter the title of your State-Identified Objective.

Objective #3 - Upgrade and/or purchase of driving simulator for education and outreach.

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe problem identified by performance data including baseline data.

Objective #3 - The simulator that NMSP houses in our mobile training semi is outdated, therefore we are unable to implement new scenarios which is extremely impactful when educating the public.

Projected Goals for FY 2022 - 2024:

Enter performance goal.

Objective #3 - Our goal is to upgrade our CMV driving simulator. The goal is to conduct as many education and outreach events to the CMV industry and general public.

Program Activities for FY 2022 - 2024: Describe the activities that will be implemented including level of effort.

Objective #3 - NMSP will like to conduct education and outreach events at various locations around the such as NM State Fair and Albuquerque international balloon fiesta, etc.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

NMSP district commanders will monitor these goals and report progress to our MCSAP Commanders. The MCSAP program staff will monitor these and update at our monthly internal MCSAP meetings. Progress will also be reported on the PPR's.

Part 4 - Financial Information

Part 4 Section 1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

Instructions

The Spending Plan should include costs for FY 2022 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- Calculation of Federal and State Shares

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$6,433,579.00	\$338,609.00	\$6,772,188.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,015,828.00
MOE Baseline:	\$0.00

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 14.99 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,015,828.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
BUDGET ANALYST	1	100.0000	\$58,240.00	\$58,240.00	\$58,240.00	\$0.00	\$0.00
ADMINISTRATIVE SUPPORT	1	100.0000	\$52,000.00	\$52,000.00	\$52,000.00	\$0.00	\$0.00
ADMINISTRATIVE SUPPORT	1	70.0000	\$49,920.00	\$34,944.00	\$34,944.00	\$0.00	\$0.00
NEW ENTRANT AUDITORS	3	100.0000	\$60,840.00	\$182,520.00	\$182,520.00	\$0.00	\$0.00
TRANSPORTATION INSPECTORS	15	100.0000	\$47,840.00	\$717,600.00	\$717,600.00	\$0.00	\$0.00
OFFICERS -CR	3	100.0000	\$74,880.00	\$224,640.00	\$224,640.00	\$0.00	\$0.00
SERGEANT -CR	1	100.0000	\$83,200.00	\$83,200.00	\$83,200.00	\$0.00	\$0.00
OFFICERS	10	100.0000	\$72,800.00	\$728,000.00	\$728,000.00	\$0.00	\$0.00
MANAGEMENT ANALYSTS	2	100.0000	\$58,240.00	\$116,480.00	\$116,480.00	\$0.00	\$0.00
IT TECHS	2	100.0000	\$61,360.00	\$122,720.00	\$122,720.00	\$0.00	\$0.00
TRANSPORTATION INSPECTORS -MATCH	7	100.0000	\$48,372.71	\$338,608.97	\$0.00	\$338,608.97	\$0.00
Subtotal: Salary				\$2,658,952.97	\$2,320,344.00	\$338,608.97	\$0.00
Overtime Project Costs							
OFFICERS, TRANS INSPECTORS, ADMINISTRATIVE, MGT STAFF	200	6.8400	\$74,214.00	\$1,015,247.52	\$1,015,247.52	\$0.00	\$0.00
Subtotal: Overtime				\$1,015,247.52	\$1,015,247.52	\$0.00	\$0.00
TOTAL: Personnel				\$3,674,200.49	\$3,335,591.52	\$338,608.97	\$0.00
Accounting Method:	Accrual						

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

Salary: New Mexico's MCSAP funded program consists of approximately two-hundred and nineteen (219) full and part time positions to include commissioned, civilian and administrative staff that conduct eligible activity. The number of staff and assigned duties is subject to change and the number of staff below identified are for the budget purposes to meet the table requirements. These positions in the table are comprised of the following: One (1) Sergeant whom supervises the Compliance Review Program; three (3) Officers whom make up the Compliance Review Team; ten (10) Commissioned Officers; fifteen (15) Transportation Inspectors of which five are assigned to the Santa Teresa Port (US/Mexico Border); three (3) are assigned to New Entrant Program (one staff is a dual position as a new entrant auditor and compliance review; two (2) civilian IT position's, one (1) assigned to the north and one (1) assigned to the southern part of NM, both responsible for project oversight for all NMSP-CVE eligible projects and applicable software; two (2) Administrative Assistant positions whom are responsible for data que and crash report entry, collecting and archiving of inspection reports, coordination of training, inventory control and all other administrative duties assigned that assist in meeting the objectives and performance measurements of the MCSAP program; two (2) Management Analysts positions responsible for budgeting, reporting, activity validation and all grant management duties for the MCSAP program; and one (1) Budget Analyst responsible for the financial oversight of these awards which includes, maintaining the federal and state budget, reviewing and validating the request for reimbursements and filing financial reports.

The commissioned and civilian employees are stationed throughout the twelve (12) designated districts of New Mexico. These salaries are an average but will vary depending on actual pay bands and legislative and promotional increases.

1 Sergeant @ \$40 per hour x 2080 hrs = \$83,200 x 100% productive hours = \$83,200

3 Compliance Review officers x \$36 per hr x 2080 hrs = \$224,640 x 100% productive hours = \$224,640

10 Officers x \$35 per hour x 2080 hrs = \$728,000 x 100% productive hours = \$728,000

15 Transportation Inspectors x \$23 per hour x 2080 hrs = \$717,600 x 100% productive hours = \$717,600

3 Civilian New Entrant Auditors/Compliance Review x \$29.25 per hour x 2080 hrs = \$182,520 x 100% productive hours = \$182,520

2 Management Analysts x \$28 per hour x 2080 hrs = \$116,480 x 100% productive hours = \$116,480

1 Budget Analyst x 28 per hour x 2080 hrs = \$58,240 x 100% productive hours = \$58,240

2 IT Techs x \$29.50 per hour x 2080 = \$122,720 x 100% = \$122,720

1 Administrative Assistant x \$25 per hour x 2080 hrs = \$52,000 x 100% productive hours = \$52,000

1 Administrative Assistant x \$24 per hour x 2080 hrs = \$49,920 x 70% productive hours = \$34,944

Total Personnel Costs = \$2,320,344

Total Overtime for Civilian and Commissioned Staff = \$1,015,247.52

Additional support for grant and financial administration is provided the Grants Staff Manager whom is funded from the states general fund budget.

Salaries for personnel are based on an average salary calculation. These salaries are subject to change based on pay band schedules and legislative increases.

Overtime: Funding from this line item will be utilized to pay premium and non-premium overtime costs to commissioned, civilian, supervisory and administrative staff associated with conducting eligible activities to meet the goals and objectives of this program. Funding in this line item shall not exceed 14.99% of the Basic Award amount. This calculation is based off historical expenditures for the MCSAP Basic, Border and New Entrant programs with an anticipated increase of eligible activity by non-federally funded employees working overtime on MCSAP. The total amount is subject to change based on the needs of the program and available funding.

Match: Salaries for non-federally funded employees whom perform MCSAP eligible activities. These employees are full-time Officers and civilian staff with the NMSP-CVE, funded by the New Mexico State General fund and conduct CMV inspections and other MCSAP eligible activities. The actual hourly rates will range from \$20.00/hour - \$36.00/hour. Please note that the number of staff identified above are for illustrative purposes only to meet the constraints of the formula tables. DPS employs approximately one hundred seventy nine (179) general funded positions whose activities are 80-95% MCSAP eligible. Match may be drawn from any of these employees. Match from specific activities will not be duplicated for other grant match purposes and/or maintenance of effort. Match has been decreased from the original 14.99% for FFY22.

Total Match = \$338,609

Maintenance of Effort (MOE): Salaries for non-federally funded employees whom perform MCSAP eligible activities. These employees are full-time Officers and Civilian staff with the NMSP-CVE, funded by the New Mexico State General fund and conduct CMV inspections and other MCSAP eligible activities. The actual hourly rates will range from \$20.00/hour - \$36.00/hour. Please note that the identified officers above are for illustrative purposes only to meet the constraints of the formula tables. In fact, DPS employs over a 100 general funded positions whose activities are 80-95% MCSAP eligible. MOE may be drawn from any of these employees. MOE from specific activities will not be duplicated for other grant match purposes.

Total MOE = \$0 (state received waiver for this years MOE)

Part 4 Section 3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc. For more information on this item see the [Fringe Benefits Job Aid](#) below.

Fringe costs method: Aggregated Rate - documentation added to 'My Documents' to describe rate calculation

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

Fringe Benefit Rate: The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Budget Analyst	46.0000	100.0000	\$58,240.00	\$26,790.40	\$26,790.40	\$0.00	\$0.00
Administrative support	46.0000	100.0000	\$52,000.00	\$23,920.00	\$23,920.00	\$0.00	\$0.00
Administrative Support	46.0000	70.0000	\$49,920.00	\$16,074.24	\$16,074.24	\$0.00	\$0.00
New Entrant Auditors	46.0000	100.0000	\$182,520.00	\$83,959.20	\$83,959.20	\$0.00	\$0.00
Transportation Inspectors	46.0000	100.0000	\$717,600.00	\$330,096.00	\$330,096.00	\$0.00	\$0.00
Officers CR	46.0000	100.0000	\$224,640.00	\$103,334.40	\$103,334.40	\$0.00	\$0.00
Sergeant CR	46.0000	100.0000	\$83,200.00	\$38,272.00	\$38,272.00	\$0.00	\$0.00
Officers	46.0000	100.0000	\$728,000.00	\$334,880.00	\$334,880.00	\$0.00	\$0.00
Management Analysts	46.0000	100.0000	\$116,480.00	\$53,580.80	\$53,580.80	\$0.00	\$0.00
IT Techs	46.0000	100.0000	\$122,720.00	\$56,451.20	\$56,451.20	\$0.00	\$0.00
CIVILIAN OVERTIME	7.6500	100.0000	\$507,623.50	\$38,833.19	\$38,833.19	\$0.00	\$0.00
COMMISSIONED OVERTIME	1.4500	100.0000	\$507,624.02	\$7,360.54	\$7,360.54	\$0.00	\$0.00
CIVILIAN CLOTHING ALLOWANCE	100.0000	100.0000	\$14,400.00	\$14,400.00	\$14,400.00	\$0.00	\$0.00
COMMISSIONED CLOTHING ALLOWANCE	100.0000	100.0000	\$14,000.00	\$14,000.00	\$14,000.00	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$1,141,951.97	\$1,141,951.97	\$0.00	\$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

Fringe benefits are allowances and services provided by NMSP-CVE to employees as compensation in addition to regular salaries. Fringe benefits include but are not limited to: Group Health Insurance (average \$384.81 per pay period), FICA (1.65%-7.65%), Retirement (18.24-25.5%) Retiree Health Care (2%), and Clothing Allowance. The fringe total is based on actual expenditures and is illustrated as a percentage of their salary to meet the constraints of the table. All fringe benefits are paid and equitably allocated based on productive hours and eligible activity worked.

Total Personnel Salaries = \$2,320,344 x 46% = \$1,067,358.24

Total overtime for Commissioned Staff (exempt from social security) = \$507,623.02 x 1.45% = \$7,360.54

Total overtime for Civilian Staff = \$507,623 x 7.65% = \$38,833.19

Please note these overtime amounts are for illustrative purposes only. More or less OT might be expended by commissioned and/or civilian staff.

Clothing Allowance is \$800 per year for Inspectors. Plan has 18 x \$800 x 100% eligible activity = \$14,400

Clothing Allowance is \$1,000 per year for Officers. Plan has 14 x \$1,000 x 100% eligible activity = \$14,000

****Clothing allowance is a fringe benefit. The actual amount of clothing allowance paid by the MCSAP award is based on time studies of the % of time that eligible activity is conducted by the employee for that period of performance.**

The clothing and uniforms fringe benefit is paid to the employee to purchase additional or replace worn uniforms on an bi-annual basis. The clothing and uniforms item under supplies is for purchase of grant funded new hires original issuance and/or required uniform pieces that would not be covered by the annual clothing allowance.

Total Fringe Costs = \$1,141,951.97

Match: Fringe for non-federally funded employees whom perform MCSAP eligible activities. These employees are full-time Officers and Civilian staff with the NMSP-CVE, funded by the New Mexico State General fund and conduct CMV inspections and other MCSAP eligible activities. The actual hourly rates will range from \$20.00/hour - \$36.00/hour, therefore fringe rates might differ based on salaries and W4 status. Please note that the identified officers above are for illustrative purposes only to meet the constraints of the formula tables. In fact, DPS employs over a 100 general funded positions whose activities are 80-95% MCSAP eligible. Match may be drawn from any of these employees. Match from specific activities will not be duplicated for other grant match purposes or for maintenance of effort.

Total Match Fringe costs \$0

****Match percentage was decreased for FFY22 and total match will be provided in salaries**

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
National Challenge	2	5	100.0000	\$3,940.00	\$3,940.00	\$0.00	\$0.00
Mandatory In Service Training	10	4	100.0000	\$6,200.00	\$6,200.00	\$0.00	\$0.00
New Entrant Audits	2	25	100.0000	\$3,875.00	\$3,875.00	\$0.00	\$0.00
CVSA Conference	8	5	100.0000	\$15,760.00	\$15,760.00	\$0.00	\$0.00
Compliance Review Travel	5	1	100.0000	\$17,360.00	\$17,360.00	\$0.00	\$0.00
North American Part A&B	25	10	100.0000	\$14,750.00	\$14,750.00	\$0.00	\$0.00
Hazmat Training	25	5	100.0000	\$7,375.00	\$7,375.00	\$0.00	\$0.00
MCSAP Planning Meeting	4	4	100.0000	\$6,784.00	\$6,784.00	\$0.00	\$0.00
NA Inspectors Challenge	25	3	100.0000	\$11,625.00	\$11,625.00	\$0.00	\$0.00
Compliance Review Certification	2	12	100.0000	\$7,776.00	\$7,776.00	\$0.00	\$0.00
Administrative Travel	1	4	100.0000	\$620.00	\$620.00	\$0.00	\$0.00
TOTAL: Travel				\$96,065.00	\$96,065.00	\$0.00	\$0.00

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

CVSA Conference Travel – funding from this line item will be utilized for employees to attend out-of-state CVSA workshops and conferences and shall include meals, lodging, airfare and other misc. costs. There are 2 conferences per year. Generally, 4 attend the winter conference and 4 attend the annual conference.

Round trip airfare from Albuquerque, NM to locations to be determined x 8 employees x \$600.00 = \$4,800

Lodging for 5 nights @ \$215.00 per night x 8 employees = \$8,600

Meals @ \$59.00 per day x 8 employee's x 5 days = \$2,360

Total CVSA Travel - \$15,760

The Compliance Review Team, comprised of 4 (four) CR's and 1 (one) Sergeant is required to conduct 106 CSA investigations on Commercial Companies. This requires an extensive amount of travel throughout the State.

5 compliance employees will perform an average of 24 CSA investigations (6 for the Sergeant/Supervisor) per year x 1day; Not all investigations require overnight travel.

\$155.00 per day per diem x 112 days = \$17,360

Total Compliance Review - \$17,360

MCSAP is responsible for administering the North American Part A & B Training and OJT (on the job training) to all NMSP-CVEB employees. This training is administered at our training facility (if possible) or an available location which can accommodate our needs. Travel expenses for up to 25 employees will be covered by MCSAP.

\$59 per day x 10 days x 25 employees = \$14,750

Total NA training = \$14,750

Cargo/Hazmat training and OJT (on the job training) is required for all Inspectors. This training will be administered at our training facility or an available location which can accommodate our needs.

25 FTE x 5 days x \$59 per diem = \$7,375

Total Cargo/Hazmat Training = \$7,375

Note: Training for NA and Cargo/Hazmat will be held at our training facility or an available location which can accommodate our needs. Our training facility provides housing, so the cost per day is lower than regular per diem. If our training facility is not available, per diem cost will be \$155 per day. Rates have been updated for fiscal year 2023.

MCSAP Planning Meeting: 4 employees attending the planning meeting to include but not limited to grant staff, law enforcement, ITD and IT staff. It is beneficial to this agency with the ITD and MCSAP meeting combined now that we have a couple staff from the enforcement and ITD side attend. We also project having a large change over in staff to include top level commanders on the enforcement/program side due to elections and retirements. With new Commanders over the MCSAP program, it is paramount that they attend these informative meetings.

4 FTE x 4 days x \$215.00 per day for lodging- out of state = \$3,440

4 FTE x 4 days x \$59 per day meals - out of state = \$944

Airfare \$600 x 4 = \$2,400

Total Planning Meeting Costs = \$6,784

North American Inspectors Challenge- Estimating 25 employees will be attending this in-state challenge where all certified employees will compete and civilians will assist with set-up, break -down and judging of the event.

25 employee's x 3 days x \$155 per diem per day = \$11,625

Total Competition Costs for in-state = \$11,625

National Inspectors Challenge – 2 employees will be attending Nationals.

Airfare = 2 employee's x \$600 round trip = \$1,200

Lodging = 2 employee's x \$215 per day x 5 nights = \$2,150

Meals = 2 employee's x \$59 per day x 5 days = \$590

Total National Inspectors Challenge = \$3,940

Compliance Review Training/Certification- two employees will be going to CR certification training.

2 FTE x 12 days x \$215 lodging out of state = \$5,160

Airfare- 2 round trip x \$600 = \$1,200

2 FTE x 12 days x \$59 per day meals - out of state = \$1,416

Total for CR Training = \$7,776

Mandatory In-service training for commissioned personnel in order to maintain their New Mexico peace officers certification to include but not limited to firearms quals, defensive tactics, legislative update, defensive driving, etc.

10 employee's x 4 days x \$155 per day = \$6,200

Total In-Service Training = \$6,200

New Entrant audits require New Entrant employees to travel statewide.

2 employees will perform an average of 25 New Entrant audits per year x 1 days x \$155 per day per diem = \$3,875

Total NE Travel = \$3,875

Administrative staff and program managers are responsible for the management of these federal and non-federal dollars. It is critical that they maintain current with but not limited to Uniform Grant Compliance, Super Circular, CFR's, Federal Policy and Procedures, Internal Controls, Cost Principles, etc. that are directly related to the management and compliance of the MCSAP programs. They will be required to but not limited to attend continuing education, professional meetings, conduct training in the field, take inventory, etc. while administering these grants.

1 x employee's x 4 days x \$155 per day = \$620

Total Admin Travel = \$620

**** Administrative travel that is not 100% specific to the MCSAP program will be pro-rated based on our current time study. However, 100% administrative travel is necessary in order to travel state wide to conduct MCSAP training to the field and to work the education and outreach events.**

All travel costs will be paid in accordance with the New Mexico Mileage and Per Diem Act.

Total Travel: \$96,065

Part 4 Section 5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost (2 CFR §200.436 and 2 CFR §200.439). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Vehicles	4	\$50,000.00	100	\$200,000.00	\$200,000.00	\$0.00	\$0.00
Portable Weight Scales	2	\$25,000.00	100	\$50,000.00	\$50,000.00	\$0.00	\$0.00
IRIS Equipment	1	\$125,000.00	100	\$125,000.00	\$125,000.00	\$0.00	\$0.00
Mobile Inspection Unit	2	\$175,000.00	100	\$350,000.00	\$350,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$725,000.00	\$725,000.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

NMSP will be purchasing 4 new vehicles for our MCSAP personnel. The states general fund budget has been cut drastically due to the national pandemic and does not have the funds to support the replacement of these vehicles. This projected costs include inflation and the complete outfitting of the vehicles to include but not limited too: Radios, center consoles, decals and lights, etc.

The vehicle purchased will be either an SUV or pickup truck (FORD or CHEVY) based on needs at time of purchase. Historically, the SUV's are Ford Explorer's and trucks are F150' pick up's. The type of vehicle purchased depends on which vendor was awarded the state purchasing agreement (SPA) at the time of purchase and what type of vehicle is available. As a result of the COVID-19 pandemic, some vehicle manufacturers have limited inventory due to the shortages of workers and parts.

NMSP adheres to the Federal awarding agency disposition instructions and guidance and follows the vehicle disposal program under the New Mexico Administrative Code 1.5.3.26. Please note that the NMSP does not lease vehicles as other state agencies do. Our vehicles are owned and operated by the Department of Public Safety, however the lifecycle policy of the vehicle is the same (identified in red below).

1.5.3.26 VEHICLE DISPOSAL PROGRAM: The disposal of vehicles is governed by Chapter 13, Articles 1 and 6 NMSA 1978. The director or designee in conjunction with the SCFA will consider disposing of a state vehicle when:

- the leased state vehicle reaches the end of its predetermined accounting and life cycle;
- the estimated cost of repairs exceed the value of the leased state vehicle; or
- the leased state vehicle is unsafe, inoperable or obsolete.

$$4 \text{ Vehicle} \times \$50,000 = \$200,000$$

Weight scales will be purchased in order to conduct roadside weight operations (within the MCP guidelines eligibility).

$$2 \text{ Portable Scales} \times \$25,000 \text{ each} = \$50,000$$

IRIS (Infrared roadside inspection system) equipment purchase in order to conduct roadside operations. Our current IRIS van has outdated equipment.

Please clarify in the narrative whether the IRIS van will be connected to the New Mexico CVIEW or ITD system. If so, it is not an eligible expense under MCSAP. Also please provide the anticipated deployment frequency for this vehicle.

New Mexico State Police understands and acknowledges that the FAST Act restricts the use of MCSAP funds for deployed ITD projects and the use of MCSAP funds to expand prior ITD deployments are not permissible.

However, this van is not, nor will it be part of NMSP's ITD grant funded projects and will not be connected (nor is it intended to be connected) to our CVIEW or ITD system as asked. The purpose and use of the van is to and will be for enforcement, inspections and to remove unsafe vehicles from our roads. Locations where rural areas and steep grades may cause brake fatigue or malfunctions will be prioritized to maximize the effectiveness and in alignment with our crash reduction strategies. The device will be used after the vehicle is selected for enforcement allowing inspectors enhanced visibility while enabling more effective enforcement of potentially unsafe brake defects that cause crashes.

The addition of an infrared brake inspection device will be used to conduct inspections more effectively as opposed to screening vehicles. Furthermore, it will be deployed at mobile/remote sites that are away from fixed facilities that rarely see enforcement. This deployment frequency of this van will largely be dependent upon staffing availability, but we anticipate monthly/quarterly operations based on needs of the department.

Finally, NMSP reviewed the MCSAP Grant Comprehensive Policy v3.0 and the Consolidated Cost Eligibility Table clearly notes on page 96 of 150 that Infrared Brake Inspection Devices are allowable under the MCSAP grant and disallowable under the HP-ITD funding. Therefore, NMSP respectfully requests approval of MCSAP funds to purchase and deploy an Infrared Brake Inspection Device in this van.

1 IRIS Equipment x \$125,000 = \$125,000

The mobile inspection units will be utilized to conduct operations in rural areas of the state that currently have a large amount of local commercial vehicle traffic but do not travel through a port of entry. These vehicles rarely get inspected and often are neglected of maintenance and repair. This enables officers and inspectors to travel to identified roadside inspection areas in rural parts of the state that currently do not have fixed roadside inspection sites. This allows the officers and inspectors a safe, secure and reliable area to perform duties in these rural areas more effectively. They will be equipped with smart roadside technology which allows us to identify unsafe carriers and carriers that are operating under a federal out of service order. They are highly visible which in turn will assist in crash reduction in rural areas of New Mexico. Inflation costs are projected in this budget.

NM State Police is requesting the purchase of additional Mobile Inspection Units since NM is the 5th largest state in the US which vast majority is rural. In prior fiscal years, the purchase of the mobile inspection units was for deployment in the North and South, however upon completion and implementation of these, we have identified the need to have one in each quadrant of the state. Logistically, due to the size of NM, it is challenging to relocate the inspection units from one side of the state to the other. This transaction requires scheduling of staff, which is stretched thin already, and takes staff outside of their district which potentially leaves the district short manpower. For example, the last operation, the inspection unit travelled from Anthony, NM to Tres Piedras, NM which is approximately 400 miles one way to the inspection site (approximately a 6-hr. drive). Upon completion of the operation, the unit then must be returned to Anthony. These units are going to be instrumental with conducting these non-fixed location operations and allows the state to work more efficiently without hindering other quadrants. The purchase of additional inspection units will be paramount in allowing NMSP to conduct additional operations because of the benefit of having them strategically house in the North, South, East and West quadrants.

- Such as, how frequently are the current units used?
 - The mobile inspection unit was being utilized on a weekly basis in the Southern part of the state, however anticipated at least monthly/quarterly. This has varied due to the past and current public health order, which dictates our departments guidance.
 - With the new CVE Bureau under one command, specific guidance and targeting goals are obtainable.
- How successful are they at catching OOS carriers?
 - One example, on the latest 5-day operation, over 260 inspections were conducted and placed 61 CMV's and 18 drivers OOS.

- While conducting these roadside operations, NMSP has been successful with catching potentially catastrophic safety violations. We anticipate additional operations will generate similar data.
- Most of these types of operations are conducted in rural NM where there is not cell phone or internet reception, therefore identifying the federal OOS carriers, in the latest operations, has been a challenge. Because these are operations conducting at non fixed facilities in rural NM, your mainstream interstate carriers are few and far between. NM historically does not see an overwhelming federal OOS traveling thru the state in general. If you look at our OOS rates, we average 2-5 quarterly.
- Also, if the technology deployed in these vehicles is connected to the CVIEW/ITD infrastructure, this would be a system enhancement and not eligible under MCSAP.
 - These are not connected to CVIEW/ITD

2 mobile inspection unit x \$175,000 = \$350,000

**These units can also be deployed to assist the districts in large scale operations when an unsafe area has been identified such in southeast New Mexico where the oil industry as tripled the amount of commercial vehicle traffic traveling the roadways.

Total Equipment = \$725,000

** The type of equipment purchased may change due to needs of the agency and available funding sources.

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §200.20 Computing devices and §200.33 Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	12 Months	\$2,000.00	100.0000	\$24,000.00	\$24,000.00	\$0.00	\$0.00
Field Supplies	12 Months	\$6,000.00	100.0000	\$72,000.00	\$72,000.00	\$0.00	\$0.00
Uniforms and Related Supplies	12 Months	\$2,133.87	100.0000	\$25,606.44	\$25,606.44	\$0.00	\$0.00
IT supplies	20 package	\$2,500.00	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
TOTAL: Supplies				\$171,606.44	\$171,606.44	\$0.00	\$0.00

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Office Supplies – general office supplies will be purchased for the field and Port of Entries (POE) to perform daily operations/duties. General office supplies will also be utilized in the administration and financial compliance of this grant award. General office supplies will consist of but are not limited to pens, paper, folders, labels, highlighters, toner/ink, thermal paper, binders, printers, scanners, computer desks, chairs, etc. All office supplies are under the threshold of \$5000 per acquisition and/or under the requirement for length of its useful life.

\$2,000 per month x 12 months = \$24,000

Field Supplies – Field supplies consist of items generally used by employees conducting operations outside of a normal office environment. These items will include but not be limited to the following items: Tread depth gauges, Tire pressure gauge, safety glasses, brake tool with ruler, jersey gloves, bump caps, flashlights, leather gear, digital voice recorders, aluminum document holders, bolt seals, FMCSR handbooks, hazardous materials handbooks, hazardous material ERG handbooks, creepers, etc. These consumable supplies have a short useful life and due to wear and tear, must be replaced at regular intervals.

\$6,000 per month x 12 months = \$72,000

Uniforms and Related Supplies – Funds will be utilized to purchase uniforms and related supplies for all employees who conduct eligible activities. This cost covers the initial uniform issuance upon hire, as well as items that are not covered in the annual clothing allowance (which is identified in the fringe/benefit section), and/or items that are outside of the officer's standard uniform requirement. Items purchased under this category include but not be limited to bullet proof vests, jackets, coveralls, insulated coveralls, gloves, bumpcaps, caps and boots, etc.

\$2,133.87 per month x 12 months = \$25,606.44

IT Supplies - Replacement of laptop/docking station, monitors and printer/scanners as needed for commissioned and civilian staff. These items are under the \$5,000 acquisition cost.

20 laptops, docking stations, printers, etc x \$2,500 each = \$50,000

Note: All supplies are prorated based on time study of eligible productive hours unless 100% used for a MCSAP eligible activity. Supply costs are estimated based on historical costs and projected needs of the agency, for example: projected new hires, supplies exceeding their useful life and the cost of inflation of supplies due to the COVID-19 pandemic shipping delays and rising fuel costs, etc.

Total Supplies \$171,606.44

Part 4 Section 7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Intelligent Imaging Systems	EIN 980424466	Contract	100.0000	\$498,888.00	\$498,888.00	\$0.00	\$0.00
Description of Services: ITD Operation and Maintenance							
TRACS Operation and Maintenance	EIN 980424466	Contract	100.0000	\$100,000.00	\$100,000.00	\$0.00	\$0.00
Description of Services: Upgrade and/or integration to our TrACS Inspection Software							
TOTAL: Contractual and Subaward				\$598,888.00	\$598,888.00	\$0.00	\$0.00

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

New Mexico currently has 13 fixed (8 Virtual & 5 sites at port of entry facilities) to include two Mobile Smart Roadside Systems; integrated lane control systems and automated thermal inspection systems. The New Mexico Smart Roadside System is used to provide real-time safety and credentialing information to NMSP-CVE employees. The information provided by this system affords the employee the ability to decide whether to initiate an inspection on a carrier or vehicle. The integrated lane control modules work with the system to automatically actuate the signals and track the movement of the vehicles in compliance with the signals based on the alerts generated. Vehicles are directed to either bypass the station, or report for further inspection, improving the efficiency and safety of the inspection process and traffic flow. The thermal imaging systems identify malfunctioning equipment including but not limited to non-operational brakes, hot bearings, under-pressure and flat tires, dragging brakes and defective or oil soaked linings.

To support the current level of motor carrier safety, it is essential that the Smart Roadside System continues to be maintained and operational and the State does not have the general/legislative funding to support systems maintenance. Our goal and mission is to keep all fixed and mobile facilities with smart roadside systems operational in order to enforce/promote motor carrier safety.
\$41,574 per month x 12 months = \$498,888

Operation and maintenance cost elements and projected deliverables are currently provided by Intelligent Imaging Systems (IIS). IIS is the sole source vendor for the operation and maintenance due to the proprietary software.

EXHIBIT A – SCOPE OF WORK

I. Purpose of the Agreement including goals and objectives:

The Purpose of this Agreement is to maintain and support hardware & software of the Smart Roadside System used by Commercial Vehicle Enforcement Bureau (CVE).

A. Goals. The smart roadside systems are used by Commercial Vehicle Enforcement Bureau (CVE) to identify high risk carriers utilizing the algorithm produced the Federal Motor Carrier Safety Administration. The State and the Agencies goal is the improvement of traffic safety in New Mexico by reducing traffic deaths and heavy vehicle crash rates.

B. Objectives. This maintenance Agreement allows the agencies to maintain and use the smart roadside systems, which greatly increase the efficiency of the vehicle selection process for inspection.

The scope of work will cover the following locations and equipment:

Technology Site	Hardware	Software
Anthony Weigh Station <i>IIS SRIS (Ramp)</i>	<ul style="list-style-type: none"> ➤ IIS Smart Roadside Inspection (SRIS) System IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS ramp pole-mount electronics cabinet ➤ IIS Overview Camera System (OVC) ➤ IIS Automated License Plate Recognition (ALPR) System ➤ IIS Automated USDOT Number Recognition (AUNR) System ➤ IIS Automated Thermal Inspection System (ATIS) ➤ IIS SRIS sensor triggers ➤ IRD Single Threshold Kistler WIM System 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software ➤ IRD WIM Control
San Jon Weigh Station <i>IIS SRIS (Ramp)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS ramp pole-mount electronics cabinet ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software
Gallup Weigh Station <i>IIS SRIS (Ramp)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS ramp pole-mount electronics cabinet ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software
Mobile #1 <i>IIS SRIS Trailer (Mobile)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (tablet) ➤ IIS SRIS electronics cabinet ➤ IIS OVC System ➤ IIS ALPR System 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software

	<ul style="list-style-type: none"> ➤ IIS AUNR System ➤ IIS SRIS sensor triggers ➤ IIS SRIS Trailer includes all communication equipment ➤ Onboard battery power 	
Santa Fe (NM Agency CVE Headquarters) <i>IIS SRIS</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server 	<ul style="list-style-type: none"> ➤ IIS SRIS Enterprise & Local Services. This includes SRIS SmartStatus, Smart Traffic, and other other SRIS Dashboards, Drivewyze bypass support-network query function
Cloud-based Services	➤	➤ SRIS CVIEW
Lordsburg Weigh Station <i>IIS SRIS (Ramp)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS ramp pad-mount electronics cabinet ➤ IIS SRIS camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS Automated Thermal Inspection System (ATIS) ➤ IIS SRIS sensor triggers 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software
Lordsburg Virtual Site (Exit 24) <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS ramp pad-mount electronics cabinet ➤ IIS SRIS ramp camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software (Virtual)
Lordsburg Virtual Site (Exit 20) <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS ramp pad-mount electronics cabinet ➤ IIS SRIS ramp camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software (Virtual)
Raton Weigh Station <i>IIS SRIS (Ramp)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS ramp pad-mount electronics cabinet ➤ IIS SRIS camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers ➤ Kistler WIM System (upgrade) ➤ Lane Control (upgrade) 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software ➤ WIM Software (upgrade) ➤ Smart Traffic Software (upgrade)
San Jon Virtual Site <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS mainline pad-mount electronics cabinet 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software (Virtual)

	<ul style="list-style-type: none"> ➤ IIS SRIS mainline camera pole with cabinet ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers 	
Raton Virtual Site <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS mainline pad-mount electronics cabinet ➤ IIS SRIS mainline camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software (Virtual)
San Jon Virtual Site SR392 <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS mainline pad-mount electronics cabinet ➤ IIS SRIS mainline camera pole with cabinet ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers ➤ Cardinal Single Threshold Kistler WIM System 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software (Virtual) ➤ Cardinal WIM Software
Gallup Virtual Site <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS mainline pad-mount electronics cabinet ➤ IIS SRIS mainline camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers ➤ Dual Threshold Kistler WIM System 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software (Virtual) ➤ WIM Software
Lordsburg Virtual Site <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS mainline pad-mount electronics cabinet ➤ IIS SRIS mainline camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers ➤ Dual Threshold Kistler WIM System 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software (Virtual) ➤ WIM Software
Anthony Virtual Site <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server ➤ IIS SRIS Workstation (monitor, keyboard & mouse) ➤ IIS SRIS mainline pad-mount electronics cabinet ➤ IIS SRIS mainline camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers ➤ Dual Threshold Kistler WIM System 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software (Virtual) ➤ WIM Software
	<ul style="list-style-type: none"> ➤ IIS SRIS IBM server 	

Smart Roadside Mobile Van <i>IIS SRIS Van (Mobile)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS Workstation (tablet PC, keyboard & mouse) ➤ IIS SRIS electronics cabinet ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ FLIR Camera ➤ IIS SRIS sensor triggers ➤ IIS SRIS Van includes all communication equipment ➤ Onboard battery power system 	➤ IIS SRIS Station Software (Mobile)
Booth (Santa Teresa) Weigh Station <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM servers ➤ IIS SRIS Workstation ➤ IIS SRIS pad-mount electronics cabinets ➤ SRIS mainline camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers ➤ Dual Threshold Kistler WIM System 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software ➤ WIM Software
Cattleman (Santa Teresa) Weigh Station <i>IIS SRIS (Virtual)</i>	<ul style="list-style-type: none"> ➤ IIS SRIS IBM servers ➤ IIS SRIS Workstation ➤ IIS SRIS pad-mount electronics cabinets ➤ SRIS mainline camera pole ➤ IIS OVC System ➤ IIS ALPR System ➤ IIS AUNR System ➤ IIS SRIS sensor triggers ➤ Dual Threshold Kistler WIM System 	<ul style="list-style-type: none"> ➤ IIS SRIS Station Software ➤ WIM Software

I. Performance Measures:

The maintenance on the Commercial Vehicle Enforcement Bureau (CVE) Smart Roadside systems that is used by the state to identify high risk carriers. The system is also utilized to identify carriers not in compliance with the NM Weight Distance Tax.

II. Activities:

Hardware maintenance and software support of the Smart Roadside Systems.

III. Deliverables

The following sections describe the required tasks and subtasks to be performed by the Contractor for each Deliverable under the terms of this Agreement. The Contractor must perform each task and/or subtask, but is not limited to performing only the identified task or sub tasks in a given project area. The Parties hereby agree that the Deliverable(s) are the controlling items and that the Contractor's obligation is to perform and deliver the Deliverable as described in the following sections.

A. Deliverable Number 1: Maintenance on the Smart Roadside Inspection system

<u>Deliverable Name</u>	<u>Due Date</u>	<u>Compensation</u>
Maintenance on the Hardware Support & Maintenance for CVE Smart Roadside Systems	October 2022-September 2023	<p>Invoiced monthly on the last day of the calendar month, i.e. the 30th or 31st, monthly installments not to exceed \$41,574 from Department of Public Safety from Department of Transportation each, including NM gross receipts tax.</p> <p>The total of these payments shall not exceed \$498,888 including</p>

		NM gross receipts tax.
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Task Item	Sub Tasks	Description																														
Maintenance Hardware Support	Sub 1	Contractor shall continuously monitor all sites hardware status and must be maintained in operational status. Must maintain system performance.																														
	Sub 2	Contractor shall provide site visit(s) at 6 month intervals to inspect and/or repair all IIS and third party roadside technology hardware.																														
	Sub 3	Contractor must provide a quarterly Standard Performance report. Contractor shall include parts, labor, and expense detail associated with supporting the CVE Smart Roadside Systems in the quarterly report.																														
	Sub 4	Contractor must provide all parts, labor and expenses.																														
	Sub 5	Service response and performance times will be:																														
		<table><tr><th>Task</th><th>Response Time</th><th>Resolution Time</th></tr><tr><td>Scheduled Maintenance site visits</td><td>N/A</td><td>6 Month Intervals</td></tr><tr><td>Initial Response to unplanned service call and service ticket issuance (if required)</td><td>4 Business Hours</td><td>N/A</td></tr><tr><td>Remote access to system, and categorization of service request</td><td>8 Business Hours</td><td>N/A</td></tr><tr><td>Priority 1 Service Ticket - Emergency</td><td>12 Business Hours</td><td>High priority</td></tr><tr><td>Priority 2 Service Ticket - Critical</td><td>24 Business Hours</td><td>Standard Priority</td></tr><tr><td>Priority 3 Service Ticket – Non-Critical</td><td>5 Business Days</td><td>Low Priority</td></tr><tr><td>Priority 4 Service Ticket - Scheduled</td><td>5 Business Days</td><td>At Scheduled Service</td></tr><tr><td>Service Report and summary</td><td colspan="2">Annually</td></tr><tr><td colspan="3"></td></tr></table>	Task	Response Time	Resolution Time	Scheduled Maintenance site visits	N/A	6 Month Intervals	Initial Response to unplanned service call and service ticket issuance (if required)	4 Business Hours	N/A	Remote access to system, and categorization of service request	8 Business Hours	N/A	Priority 1 Service Ticket - Emergency	12 Business Hours	High priority	Priority 2 Service Ticket - Critical	24 Business Hours	Standard Priority	Priority 3 Service Ticket – Non-Critical	5 Business Days	Low Priority	Priority 4 Service Ticket - Scheduled	5 Business Days	At Scheduled Service	Service Report and summary	Annually				
		Task	Response Time	Resolution Time																												
		Scheduled Maintenance site visits	N/A	6 Month Intervals																												
		Initial Response to unplanned service call and service ticket issuance (if required)	4 Business Hours	N/A																												
		Remote access to system, and categorization of service request	8 Business Hours	N/A																												
		Priority 1 Service Ticket - Emergency	12 Business Hours	High priority																												
		Priority 2 Service Ticket - Critical	24 Business Hours	Standard Priority																												
		Priority 3 Service Ticket – Non-Critical	5 Business Days	Low Priority																												
		Priority 4 Service Ticket - Scheduled	5 Business Days	At Scheduled Service																												
Service Report and summary	Annually																															
Business Hours are defined as Monday to Friday, 0800 to 1700, Mountain Standard Time																																

B. Deliverable Number 2: Software Support & Maintenance

Deliverable Two		Due Date	Compensation
Software Support for CVE Smart Roadside Systems		October 2022-September 2023	\$0.00 INCLUDED WITH DELIVERABLE ONE ABOVE
Task Item	Sub Tasks	Description	
Software Support for CVE Smart Roadside Systems	Sub 1	Contractor shall continuously monitor all sites and central server software status and must maintain operational status and system performance. The Contractor shall notify the Agencies immediately by email of any downtime, including scheduled or unscheduled outages. The Contractor shall subsequently notify the Agencies of cause and expected time of restored functionality.	
	Sub 2	The Contractor must troubleshoot and repair all IIS roadside technology software as per Deliverable 1, Subtask 5 service response and performance times.	
	Sub 3	Contractor shall provide installation of any major and on-going updates for all Contractor software. The Contractor shall notify Agencies of pending installations at least one week in advance. Contractor shall subsequently notify Agencies of installation completions. Any major configuration change which may affect functionality shall be logged and made available to Agencies upon request and included in quarterly report. The Contractor will continue to be authorized by Agencies to utilize Agency USDOT Safer, Prism certified download files, and any other data as directed by Agencies, for transfer from state-hosted Smart Roadside Enterprise Server to Contractor hosted Smart Roadside Enterprise Server for the purpose of operating the Drivewyze commercial vehicle weigh station bypass service. The data held in the Contractor-hosted Smart Roadside network will be used by Drivewyze, Agencies and other accredited law enforcement agencies to screen commercial vehicles using the bypass service in New Mexico and in other jurisdictions.	
	Sub 4	Contractor will evaluate requests by the Agencies for new features or modifications for Smart Roadside Program Management Systems software. All such requests will be acknowledged by Contractor, and will be compared to the Contractor's current plans for product enhancement and development. Feature additions or modifications that are not already in plan for future versions will be quoted separately by Contractor for consideration by the Agencies as custom development.	

	Sub 5	Contractor shall provide unlimited phone support for any Contractor software issues through a toll free access to Contractor service staff to address any questions on system operation.
	Sub 6	Contractor shall provide ongoing annual refresher training services which would include ad-hoc remote training through on-line Webex services and/or scheduled onsite training as requested. Classroom training will include up to two days of refresher training, all necessary training materials and presentation aids.
	Sub 7	Contractor shall provide all parts, labor & expenses. Contractor shall include parts, labor, and expense detail associated with Software Support in the quarterly Standard Performance Report as in Deliverable 1, Sub Task 3.

TRACS Operation and Maintenance Costs

The State of New Mexico has a 3rd party vendor for our inspection software (TRACS). TRACS works daily to meet all smart roadside logic, however because it is a 3rd party vendor, there are IT issues that need to be addressed and corrected by the developer. When these issues arise, we are forced to go out to bid and contract with a vendor. This software is specialized and there are limited developers whom we can contract. The delay in fixing some of these issues could potentially have a negative impact on New Mexico's ratings. Therefore, we are requesting these funds cover an operations and maintenance costs for the TRACS applications.

Examples:

- NM is still on a manual upload/download process of inspections. By establishing connectivity to SAFER web service URL to eliminate need for manual uploads to SafetyNet by NMDPS staff. This would be beneficial to NM due to the automation and would increase our ratings.
- NM currently pulls data from FMCSA sites to feed into TRACS, which has proven to not be perfect causing us to contract with a vendor to ensure these documents are working accurately within TRACS.
- NM is always looking to enhance the capabilities within TRACS to assist the state with Federal OOS and inspection accuracy which NM is rated on.
- NM is currently in discussion with FMCSA IT group on how to automate the crashes in TRACS to federal systems which we must have the TRACS developer to complete this process.
- As new requirements and standards are given by FMCSA, we must outsource this IT application to a vendor, NM does not employ internal TRACS developer.

The examples we identified above are not necessarily upgrades or additional integration, however they are more aligned with maintenance to ensure the accuracy, timeliness, and reduction in human/manual entries. These costs are eligible for under the MCP, page 103 (IT Application Maintenance). None of these programs are tied into CVIEW.

1 TRACS Operation and Maintenance x \$100,000 = \$100,000

Total Contractual Costs = \$598,888

Please note:

Contractual costs are subject to change based on needs of agency and available funds.

Part 4 Section 8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the “My Documents” area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Education and Training	15 Employees	\$1,000.00	100.0000	\$15,000.00	\$15,000.00	\$0.00	\$0.00
Fuel	12 Months	\$18,750.00	100.0000	\$225,000.00	\$225,000.00	\$0.00	\$0.00
Communications	12 Months	\$8,152.00	100.0000	\$97,824.00	\$97,824.00	\$0.00	\$0.00
Equipment rental	12 Months	\$614.00	100.0000	\$7,368.00	\$7,368.00	\$0.00	\$0.00
CVSA/OOS Decals	4 Quarters	\$1,596.00	100.0000	\$6,384.00	\$6,384.00	\$0.00	\$0.00
CVSA Annual Membership Dues	1 Annual	\$12,900.00	100.0000	\$12,900.00	\$12,900.00	\$0.00	\$0.00
TOTAL: Other Costs				\$364,476.00	\$364,476.00	\$0.00	\$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

Education and Training will include but not limited to registration fees , tuition fees, and any other fees associated with the attendance of employees (commissioned and civilian) at CVSA conferences and/or other trainings/workshops to include employee development.
 $\$1,000 \times 15 \text{ employees} = \$15,000$

Fuel for personnel to conduct but not limited to Law Enforcement activities, Compliance Investigations, Safety Audits, Site visits, etc.
 Per week on average for 18 officers for 50 weeks per year and an average of 18 mpg:
 $900 \text{ miles} \times 50 \text{ weeks} \times 18 \text{ officers} = 810,000 \text{ miles per year} / 18 \text{ mpg} \times \$5.00 \text{ gallon} = \$225,000$
 Total Fuel Costs per Month $\$18,750 \times 12 \text{ months} = \$225,000$

Communications costs for employees who perform MCSAP eligible activities and are funded from the grant to include but not limited to radio communications for all officers, modem charges for all officers and cell phone charges for the officers in the Compliance Investigation Program.
 $\text{Radiocomm} = \$410 \text{ per month} \times 12 \text{ mos.} \times 18 \text{ officers} \times 90\% \text{ eligible activity} = \$79,704$
 $\$88 \text{ per month} \times 5 \text{ officer's} \times 12 \text{ months} \times 100\% \text{ eligible activity} = \$5,280$
 $\$66 \text{ per month} \times 12 \text{ months for } 18 \text{ officer's} \times 90\% \text{ eligible activity} = \$12,830$
 Total Communication Costs per Month $\$8,152 \times 12 \text{ months} = \$97,824$

Equipment Rental will include monthly charges for a copier/scanner/printer that is utilized by the MCSAP program and the Santa Teresa Port of Entry to print but not limited too inspections. These copiers are used only for eligible activity.

Total Equipment rental $\$614 \text{ per month} \times 12 \text{ months} = \$7,368$

CVSA / OOS Decals have to be ordered on a quarterly basis
 $1 \text{ box} \times 22800 \times \$0.28 \text{ (all quarters)} = \$6,384$
 Total Cost per quarter $\$1,596 \times 4 \text{ quarters} = \$6,384$

CVSA Annual Membership Dues - Due annually - Total Cost: \$12,900

Total Other Costs = \$364,476

Part 4 Section 9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$6,433,579.00	\$338,609.00	\$6,772,188.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,015,828.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
BUDGET ANALYST	\$58,240.00	\$0.00	\$58,240.00	\$0.00
ADMINISTRATIVE SUPPORT	\$52,000.00	\$0.00	\$52,000.00	\$0.00
ADMINISTRATIVE SUPPORT	\$34,944.00	\$0.00	\$34,944.00	\$0.00
NEW ENTRANT AUDITORS	\$182,520.00	\$0.00	\$182,520.00	\$0.00
TRANSPORTATION INSPECTORS	\$717,600.00	\$0.00	\$717,600.00	\$0.00
OFFICERS -CR	\$224,640.00	\$0.00	\$224,640.00	\$0.00
SERGEANT -CR	\$83,200.00	\$0.00	\$83,200.00	\$0.00
OFFICERS	\$728,000.00	\$0.00	\$728,000.00	\$0.00
MANAGEMENT ANALYSTS	\$116,480.00	\$0.00	\$116,480.00	\$0.00
IT TECHS	\$122,720.00	\$0.00	\$122,720.00	\$0.00
TRANSPORTATION INSPECTORS - MATCH	\$0.00	\$338,608.97	\$338,608.97	\$0.00
Salary Subtotal	\$2,320,344.00	\$338,608.97	\$2,658,952.97	\$0.00
OFFICERS, TRANS INSPECTORS, ADMINISTRATIVE, MGT STAFF	\$1,015,247.52	\$0.00	\$1,015,247.52	\$0.00
Overtime subtotal	\$1,015,247.52	\$0.00	\$1,015,247.52	\$0.00
Personnel total	\$3,335,591.52	\$338,608.97	\$3,674,200.49	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Budget Analyst	\$26,790.40	\$0.00	\$26,790.40	\$0.00
Administrative support	\$23,920.00	\$0.00	\$23,920.00	\$0.00
Administrative Support	\$16,074.24	\$0.00	\$16,074.24	\$0.00
New Entrant Auditors	\$83,959.20	\$0.00	\$83,959.20	\$0.00
Transportation Inspectors	\$330,096.00	\$0.00	\$330,096.00	\$0.00
Officers CR	\$103,334.40	\$0.00	\$103,334.40	\$0.00
Sergeant CR	\$38,272.00	\$0.00	\$38,272.00	\$0.00
Officers	\$334,880.00	\$0.00	\$334,880.00	\$0.00
Management Analysts	\$53,580.80	\$0.00	\$53,580.80	\$0.00
IT Techs	\$56,451.20	\$0.00	\$56,451.20	\$0.00
CIVILIAN OVERTIME	\$38,833.19	\$0.00	\$38,833.19	\$0.00
COMMISSIONED OVERTIME	\$7,360.54	\$0.00	\$7,360.54	\$0.00
CIVILIAN CLOTHING ALLOWANCE	\$14,400.00	\$0.00	\$14,400.00	\$0.00
COMMISSIONED CLOTHING ALLOWANCE	\$14,000.00	\$0.00	\$14,000.00	\$0.00
Fringe Benefits total	\$1,141,951.97	\$0.00	\$1,141,951.97	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
National Challenge	\$3,940.00	\$0.00	\$3,940.00	\$0.00
Mandatory In Service Training	\$6,200.00	\$0.00	\$6,200.00	\$0.00
New Entrant Audits	\$3,875.00	\$0.00	\$3,875.00	\$0.00
CVSA Conference	\$15,760.00	\$0.00	\$15,760.00	\$0.00
Compliance Review Travel	\$17,360.00	\$0.00	\$17,360.00	\$0.00
North American Part A&B	\$14,750.00	\$0.00	\$14,750.00	\$0.00
Hazmat Training	\$7,375.00	\$0.00	\$7,375.00	\$0.00
MCSAP Planning Meeting	\$6,784.00	\$0.00	\$6,784.00	\$0.00
NA Inspectors Challenge	\$11,625.00	\$0.00	\$11,625.00	\$0.00
Compliance Review Certification	\$7,776.00	\$0.00	\$7,776.00	\$0.00
Administrative Travel	\$620.00	\$0.00	\$620.00	\$0.00
Travel total	\$96,065.00	\$0.00	\$96,065.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles	\$200,000.00	\$0.00	\$200,000.00	\$0.00
Portable Weight Scales	\$50,000.00	\$0.00	\$50,000.00	\$0.00
IRIS Equipment	\$125,000.00	\$0.00	\$125,000.00	\$0.00
Mobile Inspection Unit	\$350,000.00	\$0.00	\$350,000.00	\$0.00
Equipment total	\$725,000.00	\$0.00	\$725,000.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$24,000.00	\$0.00	\$24,000.00	\$0.00
Field Supplies	\$72,000.00	\$0.00	\$72,000.00	\$0.00
Uniforms and Related Supplies	\$25,606.44	\$0.00	\$25,606.44	\$0.00
IT supplies	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Supplies total	\$171,606.44	\$0.00	\$171,606.44	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Intelligent Imaging Systems	\$498,888.00	\$0.00	\$498,888.00	\$0.00
TRACS Operation and Maintenance	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Contractual and Subaward total	\$598,888.00	\$0.00	\$598,888.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Education and Training	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Fuel	\$225,000.00	\$0.00	\$225,000.00	\$0.00
Communications	\$97,824.00	\$0.00	\$97,824.00	\$0.00
Equipment rental	\$7,368.00	\$0.00	\$7,368.00	\$0.00
CVSA/OOS Decals	\$6,384.00	\$0.00	\$6,384.00	\$0.00
CVSA Annual Membership Dues	\$12,900.00	\$0.00	\$12,900.00	\$0.00
Other Costs total	\$364,476.00	\$0.00	\$364,476.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,433,578.93	\$338,608.97	\$6,772,187.90	\$0.00
Total Costs Budgeted	\$6,433,578.93	\$338,608.97	\$6,772,187.90	\$0.00

Part 4 Section 10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$6,433,579.00	\$338,609.00	\$6,772,188.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,015,828.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,320,344.00	\$338,608.97	\$2,658,952.97	\$0.00
Overtime Subtotal	\$1,015,247.52	\$0.00	\$1,015,247.52	\$0.00
Personnel Total	\$3,335,591.52	\$338,608.97	\$3,674,200.49	\$0.00
Fringe Benefits Total	\$1,141,951.97	\$0.00	\$1,141,951.97	\$0.00
Travel Total	\$96,065.00	\$0.00	\$96,065.00	\$0.00
Equipment Total	\$725,000.00	\$0.00	\$725,000.00	\$0.00
Supplies Total	\$171,606.44	\$0.00	\$171,606.44	\$0.00
Contractual and Subaward Total	\$598,888.00	\$0.00	\$598,888.00	\$0.00
Other Costs Total	\$364,476.00	\$0.00	\$364,476.00	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,433,578.93	\$338,608.97	\$6,772,187.90	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,433,578.93	\$338,608.97	\$6,772,187.90	\$0.00

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

Part 5 Section 1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Tim Johnson
2. What is this person's title? Chief of the NM State Police
3. Who is your Governor's highway safety representative? Michael Sandoval
4. What is this person's title? Cabinet Secretary, NM Dept of Transportation

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Tim Johnson, Chief of the NM State Police, on behalf of the State of NEW MEXICO, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the State satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Tim Johnson
2. What is the title of your certifying State official? Chief, NM State Police
3. What are the phone # and email address of your State official? 505-827-9032 tim.johnson@state.nm.us

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☒ Yes
- ☐ Yes, uploaded certification document
- ☐ No

I, Tim Johnson, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Part 5 Section 3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☐ Yes ☒ No

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No



State of New Mexico

Benefits Eligibility Acknowledgement

Congratulations on your recent employment.

This document contains important information regarding health benefit options that are offered to you as a benefit-eligible employee through the State of New Mexico (SoNM). The document must be read (to its entirety), signed, dated and returned within the first week of employment to the dedicated Human Resource Office/State Personnel Office representing your Agency.

Should you have any questions regarding benefit options, eligibility, form requirements or deadlines, please contact the SoNM's Third Party Administrator (TPA); Erisa Administrative Services, Inc., at 1-855-618-1800.

*Para asistencia en español con este formulario, por favor llame a Erisa al 1-855-618-1800

CARRIER	GROUP NUMBER	CUSTOMER SERVICE LINE	WEBSITE
EMPLOYEE ASSISTANCE PROGRAM (EAP) WELL BEING SOLUTIONS	N/A	1-833-515-0771	WELL BEING SOLUTIONS-EAP
PRESBYTERIAN - HMO	GR002191	1-888-275-7737	PRESBYTERIAN
BCBS OF NEW MEXICO - HMO	N66004	1-877-994-2583	BLUE CROSS BLUE SHIELD
BCBS OF NEW MEXICO - PPO	266002		
CIGNA-HMO	3343553	1-800-244-6224	CIGNA-HMO
CIGNA-PPO	3343553	1-800-244-6224	CIGNA-PPO
EXPRESS SCRIPTS, INC.	SONMRXP	1-800-743-1720	EXPRESS SCRIPTS
DELTA DENTAL	8523	1-877-395-9420	DELTA DENTAL
EYEMED	(State) 1028738 (LPB) 1028739	1-855- 219-3138	EYEMED
SONM SHORT/LONG TERM DISABILITY EASI	N/A	1-855-618-1800	DISABILITY
THE HARTFORD	681601	1-855-618-1800	THE HARTFORD
FLEXIBLE SPENDING ACCOUNT (FSA) Erisa, Inc.	N/A	1-855-618-1800	FLEXIBLE SPENDING ACCOUNT-FSA
COBRA	N/A	1-855-618-1800	COBRA
<u>VOLUNTARY BENEFITS</u>			
AFLAC	M4X48	1-505-510-0156	AFLAC
GLOBE	N/A	1-303-717-8122	GLOBE
THE HARTFORD	681902	1-855-396-7655	THE HARTFORD
METLIFE	228995	1-855-862-3912	METLIFE

Information regarding the benefits offered through the SoNM, as well as the on-line enrollment form, carrier contact information, etc., can be found at www.mybenefitsnm.com.

EMPLOYEE ELIGIBILITY

To be eligible for coverage an employee must be hired as Classified, Exempt, Probationary, Temporary, Term or Hourly and scheduled to work 20 hours or more per week.

DEPENDENT ELIGIBILITY

To be eligible for coverage a dependent must be one of the following:

- A lawful spouse or a Domestic Partner (DP);
- A biological child, adopted child, step-child (if married to the biological parent), or child of the DP
 - o Dependent children may be covered up to the end of the month of their 26th birthday

DUE DATES

Enrollment/Waiver Form - New hires must complete the on-line Benefits Enrollment/Waiver Form **within 31** calendar days of hire date. **Enrollment must be completed on line.** The on-line form must be completed even if employee intends to waive coverage to all offered benefits. The Benefits Enrollment/Waiver Form can be found at www.mybenefitsnm.com. If enrollment is not received 31 calendar days from the date of hire, enrollment into the benefits program will not be allowed until the next Annual Open enrollment or a qualifying event (see Qualifying Event section on next page). No exceptions will be made.

Proof of Dependency Documents – must also be submitted **with-in 31 calendar days** of date of hire

DEPENDENT ENROLLMENT

It is strongly recommended to fax the proof of dependency documentation to the TPA (505-244-6009) the same day as the on-line enrollment/waiver form is submitted in order to avoid any delays in coverage. If the required documentation is not received **within 31 days of the date of hire**, the dependent will not be added to coverage. **Note:** The next opportunity for enrollment would then be with either a Qualifying Event (QE), or at the next annual Open Enrollment.

Proof of dependency documents consist of: marriage certificate, domestic partner affidavit, birth certificate**, court issued placement or adoption papers, or the domestic partner affidavit listing the eligible dependent.

**If a birth certification is not available, please contact the TPA for other possible options.

HEALTH BENEFIT PREMIUM RATES

The Benefits Contribution Schedule can be found at www.mybenefitsnm.com under the **Employee Resources** link at the top of the homepage, **Benefits Information, Premium Rate Information.**

Note: Annualized salary is based on a 40-hour workweek, which is used to determine insurance premiums for those hired on an hourly-basis, even if they are scheduled to work less than 40 hours per week.

QUALIFYING EVENTS – Change of Status

If a qualifying event (shown below), is experienced and employee wishes to make changes to elected benefits, these changes must be made using the on-line Benefits Enrollment/Waiver Form. The form, as well as the documentation supporting the qualifying event must be submitted within **31 calendar days** of the event.


- Change in marital status such as marriage, domestic partnership (DP), divorce/legal separation or termination of DP.
Note: Failure to remove the ex-spouse/DP and DP child/ren or step child/ren within **31 days** of becoming **ineligible** may forfeit employee's ability to participate in the State's Benefits Program.
- Birth of a child, court approved adoption, placement for adoption, or legal guardianship.
- Death of a dependent.
- Change in job status of SoNM employee: employment (changing from part-time to full-time or vice versa), reduction in hours due to FML, LWOP, and/or Disability, or Military Leave.
- Change in job status of spouse/domestic partner resulting in loss of group coverage due to termination or gain of other coverage due to new employment.
- Any other circumstance where the employee had outside coverage, then loses this coverage due to circumstances beyond their control, eligibility to participate in SoNM's Benefit Program must be evaluated by the Risk Management Division.

NOTE: Loss of a provider or provider group from carrier coverage is not a qualifying event.

ACKNOWLEDGEMENTS

- ☐ I understand it is my responsibility to elect and submit coverage for myself and my eligible dependents within 31 days from the date of hire and also understand that if I do not do so within 31 days, the next available opportunity will be either 31 days from a qualifying event, or the next annual Open Enrollment event
- ☐ I choose to WAIVE ALL benefits offered to me.
- ☐ I understand it is my responsibility to remove any dependents who do not meet the eligibility requirements, within the 31 days of the dis-qualifying event. Failure to do so may result in my losing the ability to participate in any health benefits offered by the SoNM, as well as full reimbursement of all claims paid out on behalf of the dis-qualified dependent.
- ☐ I understand it is my responsibility to review my bi-weekly pay advice to ensure deductions are accurate. If deductions are not accurate I must contact the TPA (1-855-618-1800) immediately.
- ☐ I understand when out on Family Medical Leave, Leave Without Pay, or Leave when on Disability I am responsible for payment of premiums for any benefits elected. Failure to submit payment by the due date will result in loss of coverage.
- ☐ I understand that I cannot claim both Workers Compensation and Disability during the same time frame.

By signing this form employee acknowledges they have read this document in its entirety and understand their responsibilities required to participate in the State of New Mexico's Benefits Program.

Directions to Electronically Sign: Click on Tools on the top left corner, in right window pane click Fill & Sign, Click Sign icon  on top window pane, select signature, and drag and place in desired area.

Employee Name/Employee ID# (Print)
**Please keep a copy of this form for your records*

Employee Signature

HR Representative Signature

Date

JULY 1, 2021 - JUNE 30, 2022
STATE OF NEW MEXICO
BI-WEEKLY CONTRIBUTION SCHEDULE

EMPLOYEE ONLY COVERAGE						
GROSS RATE	Salary Less than \$50k		Salary \$50K to \$59,999K		Salary \$60K and Over	
	Employee	State	Employee	State	Employee	State
	20%	80%	30%	70%	40%	60%
Presbyterian - HMO	\$ 247.98	\$ 49.60 \$ 198.38	\$ 74.39 \$ 173.59	\$ 99.19 \$ 148.79		
BCBS - HMO	\$ 247.98	\$ 49.60 \$ 198.38	\$ 74.39 \$ 173.59	\$ 99.19 \$ 148.79		
Cigna-HMO	\$ 245.50	\$ 49.10 \$ 196.40	\$ 73.65 \$ 171.85	\$ 98.20 \$ 147.30		
BCBS - PPO	\$ 288.39	\$ 57.68 \$ 230.71	\$ 86.52 \$ 201.87	\$ 115.36 \$ 173.03		
Cigna-PPO	\$ 285.51	\$ 57.10 \$ 228.41	\$ 85.65 \$ 199.86	\$ 114.20 \$ 171.31		
Delta Dental	\$ 14.92	\$ 2.98 \$ 11.94	\$ 4.48 \$ 10.44	\$ 5.97 \$ 8.95		
EyeMed	\$ 2.77	\$ 0.55 \$ 2.22	\$ 0.83 \$ 1.94	\$ 1.11 \$ 1.66		

EMPLOYEE PLUS SPOUSE COVERAGE						
GROSS RATE	Salary Less than \$50k		Salary \$50K to \$59,999K		Salary \$60K and Over	
	Employee	State	Employee	State	Employee	State
	20%	80%	30%	70%	40%	60%
Presbyterian - HMO	\$ 557.96	\$ 111.59 \$ 446.37	\$ 167.39 \$ 390.57	\$ 223.18 \$ 334.78		
BCBS - HMO	\$ 557.96	\$ 111.59 \$ 446.37	\$ 167.39 \$ 390.57	\$ 223.18 \$ 334.78		
Cigna-HMO	\$ 552.38	\$ 110.48 \$ 441.90	\$ 165.71 \$ 386.67	\$ 220.95 \$ 331.43		
BCBS - PPO	\$ 648.93	\$ 129.79 \$ 519.14	\$ 194.68 \$ 454.25	\$ 259.57 \$ 389.36		
Cigna-PPO	\$ 642.44	\$ 128.49 \$ 513.95	\$ 192.73 \$ 449.71	\$ 256.98 \$ 385.46		
Delta Dental	\$ 29.82	\$ 5.96 \$ 23.86	\$ 8.95 \$ 20.87	\$ 11.93 \$ 17.89		
EyeMed	\$ 5.22	\$ 1.03 \$ 4.19	\$ 1.57 \$ 3.65	\$ 2.09 \$ 3.13		

EMPLOYEE PLUS DOMESTIC PARTNER (EMPLOYEE + SPOUSE)									
GROSS RATE	Salary Less than \$50k			Salary \$50K to \$59,999K			Salary \$60K and Over		
	EE Pre	EE After	State	EE Pre	EE After	State	EE Pre	EE After	State
	20%	80%	80%	30%	70%	70%	40%	60%	60%
Presbyterian - HMO	\$ 557.96	\$ 49.59 \$ 62.00	\$ 446.37	\$ 74.40 \$ 92.99	\$ 390.57	\$ 99.19 \$ 123.99	\$ 334.78		
BCBS - HMO	\$ 557.96	\$ 49.59 \$ 62.00	\$ 446.37	\$ 74.40 \$ 92.99	\$ 390.57	\$ 99.19 \$ 123.99	\$ 334.78		
Cigna-HMO	\$ 552.38	\$ 49.10 \$ 61.38	\$ 441.90	\$ 73.65 \$ 92.06	\$ 386.67	\$ 98.20 \$ 122.75	\$ 331.43		
BCBS - PPO	\$ 648.93	\$ 57.68 \$ 72.11	\$ 519.14	\$ 86.52 \$ 108.16	\$ 454.25	\$ 115.36 \$ 144.21	\$ 389.36		
Cigna-PPO	\$ 642.44	\$ 57.10 \$ 71.39	\$ 513.95	\$ 85.65 \$ 107.08	\$ 449.71	\$ 114.21 \$ 142.77	\$ 385.46		
Delta Dental	\$ 29.82	\$ 2.98 \$ 2.98	\$ 23.86	\$ 4.48 \$ 4.47	\$ 20.87	\$ 5.97 \$ 5.96	\$ 17.89		
EyeMed	\$ 5.22	\$ 0.55 \$ 0.48	\$ 4.19	\$ 0.83 \$ 0.74	\$ 3.65	\$ 1.11 \$ 0.98	\$ 3.13		

EMPLOYEE PLUS CHILD/CHILDREN COVERAGE						
GROSS RATE	Salary Less than \$50k		Salary \$50K to \$59,999K		Salary \$60K and Over	
	Employee	State	Employee	State	Employee	State
	20%	80%	30%	70%	40%	60%
Presbyterian - HMO	\$ 446.37	\$ 89.27 \$ 357.10	\$ 133.91 \$ 312.46	\$ 178.55 \$ 267.82		
BCBS - HMO	\$ 446.37	\$ 89.27 \$ 357.10	\$ 133.91 \$ 312.46	\$ 178.55 \$ 267.82		
Cigna-HMO	\$ 441.91	\$ 88.38 \$ 353.53	\$ 132.57 \$ 309.34	\$ 176.76 \$ 265.15		
BCBS - PPO	\$ 519.13	\$ 103.83 \$ 415.30	\$ 155.74 \$ 363.39	\$ 207.65 \$ 311.48		
Cigna-PPO	\$ 513.94	\$ 102.79 \$ 411.15	\$ 154.18 \$ 359.76	\$ 205.58 \$ 308.36		
Delta Dental	\$ 34.31	\$ 6.86 \$ 27.45	\$ 10.29 \$ 24.02	\$ 13.72 \$ 20.59		
EyeMed	\$ 6.07	\$ 1.21 \$ 4.86	\$ 1.82 \$ 4.25	\$ 2.43 \$ 3.64		

FAMILY COVERAGE						
GROSS RATE	Salary Less than \$50k		Salary \$50K to \$59,999K		Salary \$60K and Over	
	Employee	State	Employee	State	Employee	State
	20%	80%	30%	70%	40%	60%
Presbyterian - HMO	\$ 731.54	\$ 146.31 \$ 585.23	\$ 219.46 \$ 512.08	\$ 292.61 \$ 438.93		
BCBS - HMO	\$ 731.54	\$ 146.31 \$ 585.23	\$ 219.46 \$ 512.08	\$ 292.61 \$ 438.93		
Cigna-HMO	\$ 724.22	\$ 144.84 \$ 579.38	\$ 217.27 \$ 506.95	\$ 289.69 \$ 434.53		
BCBS - PPO	\$ 850.83	\$ 170.17 \$ 680.66	\$ 255.25 \$ 595.58	\$ 340.33 \$ 510.50		
Cigna-PPO	\$ 842.32	\$ 168.46 \$ 673.86	\$ 252.70 \$ 589.62	\$ 336.93 \$ 505.39		
Delta Dental	\$ 44.74	\$ 8.95 \$ 35.79	\$ 13.42 \$ 31.32	\$ 17.90 \$ 26.84		
EyeMed	\$ 7.69	\$ 1.54 \$ 6.15	\$ 2.31 \$ 5.38	\$ 3.07 \$ 4.62		

EMPLOYEE PLUS DOMESTIC PARTNER PLUS CHILDREN (FAMILY)									
GROSS RATE	Salary Less than \$50k			Salary \$50K to \$59,999K			Salary \$60K and Over		
	EE Pre	EE After	State	EE Pre	EE After	State	EE Pre	EE After	State
	20%	80%	80%	30%	70%	70%	40%	60%	60%
Presbyterian - HMO	\$ 731.54	\$ 84.32 \$ 61.99	\$ 585.23	\$ 126.47 \$ 92.99	\$ 512.08	\$ 168.62 \$ 123.99	\$ 438.93		
BCBS - HMO	\$ 731.54	\$ 84.32 \$ 61.99	\$ 585.23	\$ 126.47 \$ 92.99	\$ 512.08	\$ 168.62 \$ 123.99	\$ 438.93		
Cigna-HMO	\$ 724.22	\$ 83.47 \$ 61.37	\$ 579.38	\$ 125.21 \$ 92.06	\$ 506.95	\$ 166.94 \$ 122.75	\$ 434.53		
BCBS - PPO	\$ 850.83	\$ 98.06 \$ 72.11	\$ 680.66	\$ 147.09 \$ 108.16	\$ 595.58	\$ 196.12 \$ 144.21	\$ 510.50		
Cigna-PPO	\$ 842.32	\$ 97.07 \$ 71.39	\$ 673.86	\$ 145.62 \$ 107.08	\$ 589.62	\$ 194.16 \$ 142.77	\$ 505.39		
Delta Dental	\$ 44.74	\$ 5.97 \$ 2.98	\$ 35.79	\$ 8.95 \$ 4.47	\$ 31.32	\$ 11.94 \$ 5.96	\$ 26.84		
EyeMed	\$ 7.69	\$ 1.05 \$ 0.49	\$ 6.15	\$ 1.57 \$ 0.74	\$ 5.38	\$ 2.09 \$ 0.98	\$ 4.62		

GENERAL COVERAGE						
GROSS RATE	Salary Less than \$50k		Salary \$50K to \$59,999K		Salary \$60K and Over	
	Employee	State	Employee	State	Employee	State
	20%	80%	30%	70%	40%	60%
Admin. Fee	\$ 0.63	\$ 0.13 \$ 0.50	\$ 0.19 \$ 0.44	\$ 0.25 \$ 0.38		
Basic Life	\$ 2.04	\$ 2.04	\$ 2.04	\$ 2.04		
Disability	\$ 4.56	\$ 4.56	\$ 4.56	\$ 4.56		