



## **NEW MEXICO**

### ***Commercial Vehicle Safety Plan***

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

**Fiscal Years 2022 - 2024  
Annual Update FY 2024**

**Date of Approval: August 02, 2024**

## **FINAL CVSP**



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

## Part 1 - MCSAP Overview

### Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete 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 either a 3-year plan or an Annual Update. 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 2024:

**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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If **"Yes"** is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If **"No"** is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading **"FY 2024 Update"**. Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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**

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

**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

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

#### Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
<input checked="" type="radio"/>	<input type="radio"/>	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives involving rural roads included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding human trafficking/smuggling included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are activities regarding drug interdiction included in the CVSP?
<input checked="" type="radio"/>	<input type="radio"/>	Are initiatives regarding work zone safety included in the CVSP?
<input type="radio"/>	<input checked="" type="radio"/>	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

The NMDPS CVE Program currently has 232 dedicated employees to the CVE/MCSAP program. This includes 164 Commissioned Officers and 68 Civilian Personnel. The 164 commissioned personnel are officers and supervisors with current CVSA certifications and are tasked with the enforcement of CMV motor vehicle laws are part of their regular law enforcement duties. These duties will range from proactive patrol to compliance review investigations.

Our 63 non-commissioned personnel are comprised of Transportation Supervisor and Inspectors currently holding CVSA certifications and are tasked with conducting level 1, 2, and 3 driver/vehicle safety inspections. These inspections occur during both mobile roadside inspection operations and at the twelve (12) fixed 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 addition to patrolling the highways and performing inspections, NMSP will utilize the Compliance and Review Enforcement Unit to conduct operations statewide in areas where there are no certified personal stationed. NMDPS believes this new priority will not only aide us in enforcing federal regulations, but more importantly will serve to educate the business and ensure compliance all federal regulations.

Recently, NMDPS implemented a new structure of command for all the Ports of Entry statewide. Within that structure every Transportation Inspector now reports to the MCSAP Captain, thereby increasing the MCSAP Captain's ability to target and enforce problem areas. The goal of this initiative was to provide clear guidance from a single source for MCSAP activities statewide.

#### **Update for FY 2024**

NMDPS has authorized the forming of the CVE "Strike Team". The purpose of this team is to focus on Commercial Motor Vehicle Traffic Enforcement (7-man team). NMDPS plans to expand this unit with another 4 full time team members. This unit will focus on high crash areas and rural traffic enforcement.

The primary function of the Strike Team is to aid the NMDPS to meet the overall traffic enforcement inspections as outlined the ECVSP. In addition, the Strike Team does frequent enforcement operations specific to the needs of the individual districts as requested by NMSP District Commanders and other Law Enforcement Agencies (LEA).

Each request is reviewed by CVE Command Staff and operational plans are developed to meet the needs of each request.

## Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

### 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 activity area.

- **Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.
- **Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.
- **Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.
- **Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.
- **Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.

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	227
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	227
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
<b>National Program Elements</b>	<b>Enter # personnel below</b>
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.*

*For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the **Analysis & Information Online** (A&I Online) website, <https://ai.fmcsa.dot.gov/Grants>. Portal credentials are required to access this website.*

- **MCSAP Performance Dashboard** – States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.

*It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.*

- **Activity Dashboard** – This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.

*Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).*

- States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.
- States can also use internal State data sources.

*It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.*

## Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

### 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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.
  - In the **Actual 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). As the virus quickly spread, Governor Michelle Lujan Grisham implemented measures intended to restrict the spread of the virus. With that, the State of New Mexico implemented a "shelter in place" order that restricted travel throughout the state. 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. During this process NMSP-CVE has a new mission focused directive for all of the commissioned officers throughout the state. This mission is for the officers to focus 95 percent of their efforts on traffic enforcement inspections.

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.

#### Update for FY 2024

Our internal data for 2023 shows NMDSP is on a upward trend in fatalities per capita. NM is currently the third (3rd) most dangerous state to travel through due to commercial motor vehicle and passenger vehicles. This corresponds with the data provided in the ecvsp. NMDPS is aware of the increase in fatal crashes and as previously stated has taken the approach to combat this trend with dedicated officers enforcing commercial motor vehicle regulations and addressing poor or dangerous driving behaviors of commercial motor vehicles.

NMDPS continues to struggle with maintaining and attracting CVE specific personnel. The only portion that has changed from the previous year is the dedication of full-time grant funded personnel (ie. Strike Team) to further address the increase of CMV incidents. Moving forward, the NMDPS is identifying methods to create non-granted positions to assign to our CVE Bureau that will be mission focused to the enforcement of FMCSA regulations along New Mexico roadways.

#### 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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2022	5
2023	5
2024	5

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. During that time travel was restricted by NM public health orders which deterred travel and enforced "shelter in place" public orders. 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. NMDPS has currently allowed the CVE Bureau to obtain certified commissioned officers under its chain of command. With this new command organization the CVE Bureau will be able to asses and target high crash corridors especially those in and around work zones. With this new addition, the Bureau no longer is constrained by needing additional command staff.

#### **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

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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
<b>Total</b>	<b>85774</b>	<b>73096</b>	<b>71357</b>	<b>95411</b>	<b>70581</b>

### 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 the roadside inspection application name(s) (e.g., Aspen) used by the State.**

Trac's and Aspen

**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.**

#### Update for FY 2024

The NMSP-CVE is currently comprised of 164 sworn law enforcement officers and 63 civilian Transportation Inspectors. 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 Inspectors conduct fixed roadside inspection operations known as "strike teams". These operations are conducted in remote areas where there are no ports of entry facilities and areas where safety related crashes are occurring. At these roadside locations employees may be joined by our law enforcement personnel for joint inspection operations. The 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 operations, vehicles may be screened by our roadside electronic screening devices, the thermal imaging brake screening (TIBS), and 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 92,812 inspections in 2022. We exceeded our expected goals with many vacancies to personal.

For the 2022 rating period, NMSP-CVE has already met or surpassed the federal goals.

NMDPS will not establish a task/strike force who sole responsibility is to address human trafficking, human smuggling, and drug interdiction. However, the state actively will engage in critical areas of public safety to include human trafficking and

human smuggling. The state will continue to conduct in-service training with our transportation inspectors and the officers on how to be vigilant in recognizing signs of HT and will include campaign material in our education and outreach functions.

The CVE Bureau has been working closely with State Program Manager for New Mexico. They have offered a few ideas which the CVE training staff has began to work on. The state plans to increase our "catch rate" of the violators of the drug and alcohol clearing house. It is unknown if the state will be able to reach 15% percent however it is our goal.

## 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 2024, 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:** 232

Projected Goals for FY 2024 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	13475	945	21	14441	18.53%
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%
<b>Sub-Total Lead Agency</b>	<b>73293</b>	<b>4578</b>	<b>81</b>	<b>77952</b>	

**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 2024 - 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 Subrecipients	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 2024:	0

**Summary**

## Projected Goals for FY 2024 - Roadside Inspections Summary

<b>Projected Goals for FY 2024 Summary for All Agencies</b>					
<b>MCSAP Lead Agency: NEW MEXICO DEPARTMENT OF PUBLIC SAFETY</b>					
<b># certified personnel: 232</b>					
<b>Subrecipient Agencies:</b>					
<b># certified personnel: 0</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified personnel: 0</b>					
<b># projected inspections: 0</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	13475	945	21	14441	18.53%
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%
<b>Total MCSAP Lead Agency &amp; Subrecipients</b>	<b>73293</b>	<b>4578</b>	<b>81</b>	<b>77952</b>	

**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.

<b>Projected Goals for FY 2023 Roadside Inspections</b>	<b>Lead Agency</b>	<b>Subrecipients</b>	<b>Non-Funded</b>	<b>Total</b>
Enter total number of projected inspections	73670	0	0	73670
Enter total number of certified personnel	218	0	0	218
<b>Projected Goals for FY 2024 Roadside Inspections</b>				
Enter total number of projected inspections	73670	0	0	73670
Enter total number of certified personnel	218	0	0	218

**Part 2 Section 4 - Investigations**

Please review your State's investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

*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
<b>Total Investigations</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>7</b>
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
<b>Total Investigations</b>	<b>25</b>	<b>51</b>	<b>31</b>	<b>27</b>	<b>74</b>
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
<b>Total Investigations</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>92</b>
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. Because New Mexico still has a public health order in place some companies are utilizing this to their advantage and making some simple investigations take longer than necessary. 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. We understand we FMCSA wants the state to increase our investigations by 20 percent, however instead of the state saying we can obtain this artificial number we are not able to meet the goals we have in place for some of the following reasons. • We are assigned repeat offenders. • Our offsites are more likely than not turning into onsite. • Noncooperation from the carriers. Though these can seem like simple fixes as in just place the carrier out service and get another carrier assigned for an investigation, NMDPS strives to work with carrier in all aspects so that commerce for crucial supplies are met and delivered. Because we take the time this means investigations are taking a lot longer to complete. NMDPS will work with the state programs manager for a more robust plan.

**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.

The NMDPS has three certified CR personnel. Each investigator will be required to complete on average 2.66 investigations per month. The CR supervisor will provide monthly updates to the CVE Command Staff and measures will be taken for non-compliance.

If our internal measures do not correct the issue, we will attempt other corrections actions.

## Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

*Traffic enforcement means documented enforcement activities by 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 inspection totals 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 officer 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. Due to the Pandemic this pilot program was unable to gain traction however know that their are fewer restraints from the public health order the department is looking forward to this program.

NMDPS-CVE also acknowledges the number of certified officers in the field has taken a significant blow, impacting the amount of manpower available. The department is in the process of bringing the certified personnel under the command of the MCSAP commander. If this is accomplished, there will be more structure to traffic enforcement inspections across the state.

NMDPS is probable cause state and therefore must have a violation of State Law to conduct an eligible traffic enforcement inspection. Because there is guidance that not every time an officer turns his emergency lights does not mean it is an eligible traffic enforcement stop/inspection. Because of this limitation this is one of many reasons why the state will struggle in this 10 percent increase. To be clear the state will still send out to all 12 districts the increase in traffic enforcement however due to lack of manpower and certified officers in the state we will struggle.

### **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 (including border inspections, if applicable), 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 CVSP from the roadside inspections (including border inspections, if applicable), investigations, and new entrant safety audit sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2024 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2024 Activities	Average 2014/15 Activities
88056	92	154	88302	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

Please verify your State's safety technology compliance levels with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

This section covers two of FMCSA's safety technology programs:

- Innovative Technology Deployment (ITD)
- Performance and Registration Information Systems Management (PRISM)

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. **All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.**

### Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- Is widely available not requiring any product development
- Can be fully deployed and operational within the period of performance
- Has a direct impact on CMV safety based on verified performance data
- Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

### Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.



## 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, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

- The [Innovative Technology Deployment \(ITD\) website](#) is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The [PRISM Data and Safety Hub \(DASH\)](#) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

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

**Enter the agency name responsible for PRISM in the State:** NM Department of Taxation and Revenue

### Narrative Overview for FY 2022 - 2024

**Problem Statement Narrative and Projected Goal:** Describe any challenges encountered in implementing, maintaining, or improving your ITD and PRISM program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

The State is in Step 7 PRISM compliance.

**Program Activities for FY 2022 - 2024:** Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

The State is in Step 7 PRISM compliance and will continue to maintain this compliance by involving the New Mexico Taxation and Revenue Department (NM-MVD) 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 ITD and PRISM progress (e.g., including 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

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safety initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.**

#### Update for FY 2024

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.

7. NMDPS CVE when invited to events does pass out flyers for human trafficking as part of our training booth and will continue to do so. NMDOT however conducts all the publicity for work zone safety.

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.

### **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.**

#### **Update for FY 2024**

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.
7. NMDPS CVE when invited to events does pass out flyers for human trafficking as part of our training booth and will continue to do so. NMDOT however conducts all the publicity for work zone safety.

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.

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

**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:** NMDPS/New Mexico State Police

**Enter the agency or agencies name responsible for DataQs:** NMDPS/New Mexico State Police

**Enter the agency name responsible for the Crash Data Repository:** NMDPS/New Mexico State Police

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.**

Update for FY 2024- Changes noted below. Updated A&I from 08/10/2023, overall status rated as good. As of 8/10/2023 (the day that we are updating the CVSP) we are rated good.

**Narrative Overview for FY 2022 - 2024**

**Problem Statement Narrative:** Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons

*learned, etc.).*

NMDPS-CVE has finally been able to get a full time data quality specialist employed. During this transition FMCSA has work diligently to get our data quality specialist trained in all aspects. New Mexico is rated in all levels of the SSDQ ratings as "Good". We do not anticipate any deviation from these ratings.

NMDPS is still partnered with the New Mexico Department of Transportation (NMDOT) whom is the repository agency for fatal 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.

Update for FY 2024- Changes noted above.

***Program Activities FY 2022 - 2024: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.***

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.

Data Q's are handled by our MCSAP liaison and her protocol is as follows:

- Checking the Data Q's on a daily basis.
- Immediately sends out Data Q challenges for review.
- Sent from a dedicate Data Q email address.
- Gives 72 hours for a response from the supervisors in the field.
- Closes out the Data Q's with the appropriate response unless more information is needed from the carrier.
- Any discrepancies from the field offices are given to the MCSAP Bureau for final disposition.
- Makes the necessary changes for the approved challenges.

***Performance Measurements and Monitoring: Describe all performance measures that will be used to monitor data quality and DataQs performance 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

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☒ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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
<b>Total Audits</b>	<b>126</b>	<b>36</b>	<b>108</b>	<b>98</b>	<b>155</b>

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: New Mexico State Police

**Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: [New Entrant website \(NEWS\)](#)**

Date information retrieved from NEWS Dashboard to complete eCVSP	08/10/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1225
Current Number of Past Dues	553

**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.

<b>Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits</b>						
	<b>FY 2022</b>		<b>FY 2023</b>		<b>FY 2024</b>	
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
<b>TOTAL Safety Audits</b>	<b>154</b>	<b>0</b>	<b>154</b>	<b>0</b>	<b>154</b>	<b>0</b>
# of Non-Audit Resolutions	0	0	0	0	0	1

**Strategies:** Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

#### **Update for FY 2024**

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.

- NMSP-CVE will be losing one New Entrant Auditor which will greatly decrease the number of audits. Some of the problems we are facing is we assign each of our auditors 20 assignment and the list continues to grow. We are looking into contracting to assist in the backlog.
- It will be incumbent on the supervisor to adequately balance the assignments of onsite versus offsite audits. Some offsite audits have been required to be converted to onsite due to a change in their safety status i.e. roadside inspection with critical out of service violations. When this occurs, the supervisor shall then assign additional audits to make up for the converted offsite inspections.

The NMSP has addressed how they will decrease overdue safety audits in the information provided above.

The NMSP finds it challenging to increase the number of new entrant carriers audited by 15%. The NMSP is operating with the same number of personnel as in FY2023 which is why we did not increase the projections. In order to increase audits, NMSP would have to increase the productivity of the current personnel which is already stressed to its maximum capability.

However, NMDPS will be able to meet these goals by hiring or reclassifying a MCSAP Analyst to contact and remove carriers that do not belong on the New Mexico list. As stated in a previous PPR, a significant amount of time is dedicated to these investigations just to learn the company does not belong on the New Mexico list and NMDPS does not receive credit for these partial investigations.

In addition, NMDPS will be evaluating whether we can contact our state partners or 3<sup>rd</sup> party contractors to assist in clearing the NM list.

**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.**

Update for FY 2024

NMSP-CVE is researching avenues in training current employees on New Entrant to assist the auditors in closing out cases quicker.

**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**

Please review the agency responsible for conducting Border Enforcement activities and your State's objectives, goals, strategies, activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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	2018	2019	2020	2021	2022
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
<b>Total</b>	<b>8564</b>	<b>6753</b>	<b>8448</b>	<b>6844</b>	<b>8498</b>

**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
<b>Total International Commerce Inspections</b>	<b>10104</b>	<b>10104</b>	<b>10104</b>
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 10,104 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 Program (BEG) is fully staffed by four commissioned officers and six transportation inspectors. To meet our departmental goal, personnel are assigned a target number for each quarter that will go towards meeting the final year-end goal. This will allow for consistent and continuous enforcement throughout the year. If measures are not being taken, we will adjust each quarter to ensure we do reach the overall goal. The goal for this year has been set at 10,104 total BEG inspections due in part to the enforcement group not growing in available personnel.

NMSP / CVE Bureau will highlight that this mission is being performed by two entities (FMCSA and State) and it does reduce the number of vehicles that may be inspected by state officials. This occurs because 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 CMVs with critical safety violations or no CVSA decal displayed.

***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.

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****Part 3 Section 1 - Overview**

*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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.*

*States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.*

*Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).*

### Part 3 Section 2 - Enforcement of Federal OOS Orders during Roadside Activities

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

#### Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.

The OOS Catch Rate report is located on the [A&I Online website](#) in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

**Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 20.00%**

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

#### 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

**Project Goal:** Increase the IM and UNSAT/UNFIT OOS catch rate percentage to meet the FMCSA threshold of at least 85 percent.

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

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

#### Update for FY 2024

As of August 10, 2023, NM of Imminent Hazard & Unsat/Unfit Carriers Identified is at 63.50 per A&I, our overall OOS catch rate is at 73.75 percent. This increase is a work in progress because NM does not come into contact with an enormous amount of carriers with an OOS.

While 100% is the ultimate goal of the department, there are times when data bases are not accessible and connectivity problems occur. NMPDS-CVE has a new interface with the TRAC's Inspection software which will alert the employees to a federal oos. There will also be another interface with TRAC's that will alert the officers roadside. These new efforts will hopefully aide the state in meeting the 85% targeted goal.

All port of entry personnel have been instructed to properly utilize all resources available to them to identify these carriers, including but not limited to the SRIS system, FMCSA portal, and all state databases. Port managers and supervisors will document and monitor the use of these systems. With these practices in place, NMDPS will meet the goals set forth by FMCSA in increasing our OOS catch rate by 10%.

This measure is formally reviewed each quarter as part of the quarterly reporting. Historically, the NMPS does not encounter a significant number of OOS carriers and when one is missed it can cause our department to have a lower catch rate than the national average.

The NMSP will continue to review internal methods to increase our catch rate to be more reflective of the national average to include a more frequent basis and clearly outline why a violation was not identified and cited. One of the measures we will review is having our compliance review teamwork with our out-of-state law enforcement partners to identify the operators/companies we missed to cite post violation

***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 2022 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.

***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 3 - Passenger Carrier Enforcement**

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

**Instructions:**

*FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - State Specific Objectives – Past

No updates are required for this section.

#### 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 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

#### 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 human trafficking/smuggling initiatives, work zone safety details, 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 justify 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 2024 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,963,504.00	\$366,500.00	\$7,330,004.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,099,501.00
MOE Baseline:	\$0.00

## Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

**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 15 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 15 percent limitation as provided in the MCP. Any deviation from the 15 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 prior approval (15% of MCSAP Award Amount):	\$1,099,501.00
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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
MANAGEMENT ANALYST	1	85.0000	\$63,648.00	\$54,100.80	\$54,100.80	\$0.00	\$0.00
ACCOUNTANT AND AUDITOR	1	100.0000	\$62,400.00	\$62,400.00	\$62,400.00	\$0.00	\$0.00
ADMINISTRATIVE SUPPORT	1	100.0000	\$60,320.00	\$60,320.00	\$60,320.00	\$0.00	\$0.00
ADMINISTRATIVE SUPPORT	1	70.0000	\$53,040.00	\$37,128.00	\$37,128.00	\$0.00	\$0.00
NEW ENTRANT AUDITORS	3	100.0000	\$66,560.00	\$199,680.00	\$199,680.00	\$0.00	\$0.00
TRANSPORTATION INSPECTORS	15	100.0000	\$55,328.00	\$829,920.00	\$829,920.00	\$0.00	\$0.00
COMPLIANCE REVIEW OFFICERS	3	100.0000	\$80,080.00	\$240,240.00	\$240,240.00	\$0.00	\$0.00
COMPLIANCE REVIEW SERGEANT	1	100.0000	\$105,040.00	\$105,040.00	\$105,040.00	\$0.00	\$0.00
OFFICERS	10	100.0000	\$82,160.00	\$821,600.00	\$821,600.00	\$0.00	\$0.00
MANAGEMENT ANALYSTS	1	100.0000	\$63,648.00	\$63,648.00	\$63,648.00	\$0.00	\$0.00
IT TECHNICIAN	1	30.0000	\$65,520.00	\$19,656.00	\$19,656.00	\$0.00	\$0.00
TRANSPORTATION INSPECTORS -MATCH	13	48.0000	\$58,734.00	\$366,500.16	\$0.00	\$366,500.16	\$0.00
Sergeant- MCSAP	2	100.0000	\$102,960.00	\$205,920.00	\$205,920.00	\$0.00	\$0.00
MCSAP Program Manager	1	100.0000	\$85,280.00	\$85,280.00	\$85,280.00	\$0.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$3,151,432.96</b>	<b>\$2,784,932.80</b>	<b>\$366,500.16</b>	<b>\$0.00</b>
Overtime Project Costs							
OFFICERS	65	10.3500	\$79,900.00	\$537,527.25	\$537,527.25	\$0.00	\$0.00
TRANS INSPECTORS, ADMINISTRATIVE, MGT STAFF	65	9.3500	\$78,044.00	\$474,312.41	\$474,312.41	\$0.00	\$0.00
<b>Subtotal: Overtime</b>				<b>\$1,011,839.66</b>	<b>\$1,011,839.66</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$4,163,272.62</b>	<b>\$3,796,772.46</b>	<b>\$366,500.16</b>	<b>\$0.00</b>
<b>Accounting Method:</b>	<b>Accrual</b>						

**Enter a detailed explanation of how personnel costs, including all overtime costs, were derived and allocated to the MCSAP project.**

The NMDPS will utilize grant funding to support MCSAP personnel who work on behalf of the MCSAP. New Mexico's MCSAP funded program consists of approximately 232 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. The positions in table are comprised of the following :

One (1) Sergeant who will supervise 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; one (1) civilian IT technician position, assigned to the northern and southern part of NM, who is 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 grants management duties for the MCSAP program; and one (1) Accountant Auditor responsible for the financial oversight of

these awards which includes, maintaining the federal and state side of the budget, reviewing and validating the request for reimbursements and filing financial reports.

For the 2024 MCSAP application, NMDPS has added three (3) full time new positions:

These positions include (2) Sergeant positions who will be responsible to target specific locations throughout the state where crash, fatalities and CMV traffic is prevalent; one (1) Program Manager who will be responsible for training, outreach, community engagement, and data/certification tracking.

The above referenced 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.

Then NMDPS is requesting federal funds in support of MCSAP for the following positions:

#### **FEDERAL SHARE:**

Management Analyst: 1 employee x 85% of time x \$30.60 per hour x 2080 hours = \$54,100.80

\*

Accountant and Auditor: 1 employee x 100% of time x \$30.00 per hour x 2080 hours = \$62,400

\*

Administrative Assistant: 1 employee x 100% of time x \$29.00 per hour x 2080 hours = \$60,320

\*

Administrative Assistant: 1 employee x 70% of time x \$25.50 per hour x 2080 hours = \$37,128

\*

Civilian New Entrant Auditors: 3 employees x 100% of time x \$32.00 per hour x 2080 hours = \$199,680

\*

Transportation Inspectors: 15 employees x 100% of time x \$26.60 per hour x 2080 hours = \$829,920

\*

Compliance Review Officers: 3 employees x 100% of time x \$38.50 per hour x 2080 hours = \$240,240

\*

Compliance Review Sergeant: 1 employee x 100% of time x \$50.50 per hour x 2080 hours = \$105,040

\*

Officers: 10 employees x 100% of time x \$39.50 per hour x 2080 hours = \$821,600

\*

Management Analyst: 1 employee x 100% of time x \$30.60 per hour x 2080 hours = \$63,648

\*

IT Technician: 1 employee x 30% of time x \$31.50 per hour x 2080 = \$19,656

\*

Sergeant MCSAP: 2 employees x 100% of time x \$49.50 per hour x 2080 hours = \$205,920

\*

MCSAP Program Manager: 1 employee x 100% of time x \$41.00 per hour x 2080 hours = \$85,280

\*

Total Personnel Costs = \$2,784,932.80

**MATCH SHARE:** Salaries for non-federally funded employees who 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 \$12.63/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.

\*

Total Match: \$366,500 (Transportation Inspectors)

\*

**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 needs and availability.

Total Overtime for Commissioned Officers = \$537,527.25

Total Overtime for Civilian and Administrative Staff = \$474,312.41

Total Overtime Costs= \$1,011,839.66

Additional support for the grant and financial administration is provided by a Grants Staff Manager who is general funded.

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



### 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
Accountant and Auditor	46.0000	100.0000	\$62,400.00	\$28,704.00	\$28,704.00	\$0.00	\$0.00
Administrative support	46.0000	100.0000	\$60,320.00	\$27,747.20	\$27,747.20	\$0.00	\$0.00
Administrative Support	46.0000	70.0000	\$53,040.00	\$17,078.88	\$17,078.88	\$0.00	\$0.00
New Entrant Auditors	46.0000	100.0000	\$199,680.00	\$91,852.80	\$91,852.80	\$0.00	\$0.00
Transportation Inspectors	46.0000	100.0000	\$829,920.00	\$381,763.20	\$381,763.20	\$0.00	\$0.00
Officers CR	46.0000	100.0000	\$240,240.00	\$110,510.40	\$110,510.40	\$0.00	\$0.00
Sergeant CR	46.0000	100.0000	\$105,040.00	\$48,318.40	\$48,318.40	\$0.00	\$0.00
Officers	46.0000	100.0000	\$821,600.00	\$377,936.00	\$377,936.00	\$0.00	\$0.00
Management Analyst	46.0000	85.0000	\$54,100.80	\$21,153.41	\$21,153.41	\$0.00	\$0.00
IT Technician	46.0000	30.0000	\$65,520.00	\$9,041.76	\$9,041.76	\$0.00	\$0.00
CIVILIAN OVERTIME	7.6500	100.0000	\$474,312.41	\$36,284.89	\$36,284.89	\$0.00	\$0.00
COMMISSIONED OVERTIME	1.4500	100.0000	\$537,527.24	\$7,794.14	\$7,794.14	\$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
Management Analyst	46.0000	100.0000	\$63,648.00	\$29,278.08	\$29,278.08	\$0.00	\$0.00
Sergeant - MCSAP	46.0000	100.0000	\$205,920.00	\$94,723.20	\$94,723.20	\$0.00	\$0.00
MCSAP Program Manager	46.0000	100.0000	\$85,280.00	\$39,228.80	\$39,228.80	\$0.00	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$1,349,815.16</b>	<b>\$1,349,815.16</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

#### FEDERAL SHARE:

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 (18.74%) 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 Fringe for Salaried Personnel: \$1,277,336.13

\*

Total overtime for commissioned staff (exempt from social security) = \$537,527.25 x 1.45% = \$7,794.15

Total overtime for civilian staff = \$474,312.41 x 7.65% = \$36,284.89

Total Fringe for OT: \$44,079.03

Please note these overtime amounts are for illustrative purposes only. There may be more or less OT 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 a 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 = \$1,305,736.13**

**Total Fringe for OT: \$44,079.03**

**Match: Fringe** for non-federally funded employees who 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 \$12.63/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 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.

Match will be met with 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 §200.475](#).

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	\$9,000.00	\$9,000.00	\$0.00	\$0.00
New Entrant Audits	2	25	100.0000	\$11,250.00	\$11,250.00	\$0.00	\$0.00
CVSA Conference	8	5	100.0000	\$16,568.00	\$16,568.00	\$0.00	\$0.00
Compliance Review Travel	5	1	100.0000	\$27,000.00	\$27,000.00	\$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	\$7,020.00	\$7,020.00	\$0.00	\$0.00
NA Inspectors Challenge	50	3	100.0000	\$24,900.00	\$24,900.00	\$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	\$664.00	\$664.00	\$0.00	\$0.00
Safety Summit	4	4	100.0000	\$6,784.00	\$6,784.00	\$0.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$137,027.00</b>	<b>\$137,027.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**FEDERAL/MATCH SHARE:**

The NMDPS will utilize federal funds to support travel costs for the following purposes:

The NMDPS will send two (2) staff members out-of-state to attend the National Inspectors Challenge. **The National Inspectors Challenge is a national competition designed to identify and award the top inspector within the country in various challenges ranging from level 1 inspections to radiological inspections.**

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

Lodging: 2 employees x \$215 per day x 5 nights = \$2,150

Per Diem: 2 employees x \$59 per day x 5 nights = \$590

Total National Inspectors Challenge costs = \$3,940

FEDERAL SHARE: \$3,940

\*

The NMDPS will send ten (10) commissioned personnel to a Mandatory in-service training to maintain their New Mexico Peace Officers Certification to include but not limited to firearms qualifications, defensive tactics, legislative updates, defensive driving, etc.

Lodging: 10 employees x 4 days x \$166 per day = \$6,640

Per Diem: 10 employees x 4 days x \$59 per day = \$2,360

Total in service training costs = \$9,000

\*

The NMDPS will send two (2) employees throughout the state to conduct New Entrant audits to monitor compliance with federal rules and regulations.

Lodging: 2 employees x 25 days x \$157 per day = \$8,300

Per Diem: 2 employees x 25 days x \$59 per day = \$2,950

Total new entrant costs = \$11,250

\*

The NMDPS will send eight (8) employees to out of state CVSA Conferences/Workshops.

Airfare: 8 employees x \$600 round trip = \$4,800

Lodging: 8 employees x 5 nights x \$215 per night = \$8,600

Meals: 8 employees x \$66.00 per day x 6 days = \$3,168

Total CVSA Conference/Workshop costs = \$16,568

\*

The NMDPS will send five (5) employees of the Compliance Review Team throughout the state to conduct 106 CSA investigations on commercial companies. The Compliance Review Team consists of 4 (four) CR's and 1 (one) Sergeant and will be responsible to conduct an average of 24 CSA investigations per year. \* Not all investigations will require overnight travel.

Per Diem: 5 employees x 24 investigations x \$166 per day = \$19,920

Meals: 5 employees x 24 investigations x \$59 per day = \$7,080

Total Compliance Review = \$27,000

\*

The NMDPS will utilize funding for 25 employees to travel to a selected training facility to attend the North American Part A & B Training for all NMSP-CVEB employees.

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

Total North American Part A & B training = \$14,750

\*

The NMDPS will utilize funding for 25 employees to travel to a selected training facility to attend Cargo/Hazmat and on the job training for all Inspectors.

Meals: \$59 per day x 5 days x 25 employees = \$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 \$166 per day. Rates have been updated for fiscal year 2025.

\*

The NMDPS will utilize funding to send four (4) employees out-of-state to the annual MCSAP Planning Meeting. The employees in attendance will include but are not limited to grant management staff, law enforcement officers, ITD and IT staff. NMDPS is anticipating a large turnover in top level commanders due to retirements and elections which makes attendance for these staff members critical to sustaining the program.

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

Lodging: 4 employees x \$215 per day x 4 days = \$3,440

Meals: 4 employees x \$59 per day x 5 days = 1,180

Total Planning Meeting Costs = \$7,020

\*

The NMDPS will utilize funding for 50 employees to attend the New Mexico Inspectors Challenge. The New Mexico Inspectors Challenge mimics the national event to determine the best inspector within the state. The top inspector/Grand Champion will travel to that national challenge competition to represent the State of New Mexico. During this event, all certified employees will compete in challenge activities. Civilian staff will assist with the event set-up, break down and judging.

Per Diem: 50 employees x 3 days x \$166 per diem per day = \$24,900

Total North American Inspectors Challenge Competition costs = \$24,900

\*

The NMDPS will send two (2) employees out-of-state to Compliance Review Certification/Training.

Airfare: 2 employees x \$600 = \$1,200

Per Diem: 2 employees x \$215 per day x 12 days = \$5,160

Meals: 2 employees x \$59 per day x 12 days = 1,416

Total Compliance Review Certification/Training costs = \$7,776

\*

The NMDPS will utilize federal funding for Administrative staff and program managers to travel in-state to attend relative grant management trainings, conduct meetings, complete inventory and other events that will assist with the administering of grant programs including who are responsible for the management of federal funds to attend continuing education, meetings, field training, complete inventory, etc. while administering these grants. It is critical that they maintain current with but not limited to UG 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.

Per Diem: 1 employee x 4 days x \$166 per day = \$664

Total Administrative Travel = \$664

\*

The NMDPS will utilize federal funding for four (4) employees to travel out of state to attend the Western Safety Summit in Denver, Colorado. The Safety Summit is focused on efforts to reduce distracted driving by commercial vehicle drivers and others operating around commercial vehicles, and to improve commercial vehicle safety in work zones.

Airfare: 4 employees x \$600 = \$2,440

Per Diem: 4 employees x \$215 per day x 4 days = \$3,440

Meals: 4 employees x \$59 per day x 4 days = \$944

Total Compliance Review Certification/Training costs = \$6,784

**\*\* 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 statewide to conduct MCSAP training to the field.**

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

Total Travel Costs = \$137,027

**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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.*

*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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.*

*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
Mobile Inspection Unit	2	\$145,000.00	100	\$290,000.00	\$290,000.00	\$0.00	\$0.00
Vehicles	3	\$50,000.00	100	\$150,000.00	\$150,000.00	\$0.00	\$0.00
Mobile MCSAP Training Vehicle	1	\$141,432.37	100	\$141,432.37	\$141,432.37	\$0.00	\$0.00
<b>TOTAL: Equipment</b>				<b>\$581,432.37</b>	<b>\$581,432.37</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Equipment threshold is greater than \$5,000.</b>							

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

#### FEDERAL SHARE:

The NMDPS will utilize grant funding to purchase two (2) Mobile Inspection Units which 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. The NMDPS has purchased mobile inspection units in the past and they have been strategically placed in each quadrant of the state.

Mobile Inspection Unit: 2 units x \$145,000 = \$290,000

**\*\***These units can also be deployed to assist the districts in large scale operations to combat CMV infractions to reduce bad driving behavior (these operations will not be at a fix facility and be mobile) 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.

**\***The NMDPS will utilize grant funding to purchase three (3) new vehicles for our MCSAP personnel. These vehicles will replace existing vehicles that are outdated, inoperable and have outlived its useful lifespan. The state does not have general funds to support this purchase.



The vehicles that will be purchased will be either an SUV or pickup truck (FORD or CHEVY) based on the department's needs and availability at the time of purchase. Historically, the SUVs are Ford Explorer's and trucks are F150 pickups. The type of vehicle that will be purchased depends on the vendor that is awarded the state purchasing agreement (SPA) at the time of purchase. As a result of the COVID-19 pandemic, some vehicle manufacturers are still experiencing limited inventory due to the shortages of workers and parts.

The NMSP currently has three mobile inspection units spread throughout the state (Lordsburg, San Jon, and Roswell). The units are large vans with areas for inspectors to complete paperwork outside of environmental elements and are deployed at all mobile enforcement operations. The mobile inspection units allow the NMSP to conduct additional operations in rural and urban portions of New Mexico and the purchase of two additional vans will allow for an even more frequent basis by eliminating the need for other areas to borrow from another.

MCSAP Vehicles = 3 vehicles x \$50,000 per vehicle = \$150,000

MCSAP Training Vehicle: 1 vehicle x \$141,432.37 = \$141,432.37

The NMSP will utilize grant funding to purchase one (1) MCSAP Mobile Training Vehicle. The Mobile training center will be a state-of-the-art mobile classroom and training facility that will be utilized for education and outreach to industry, inspectors, officers, and civilians. New Mexico State Police currently possess a functional tractor-trailer breaking and drive train system. The system is currently in a stationary training center in Anthony, New Mexico. The system will be placed in the mobile training center so it can be utilized for education and outreach throughout the state and not limited to students who are able to travel to Anthony, New Mexico.

By creating a mobile training vehicle, the NMSP will be able to provide an immediate resource throughout the State of New Mexico. It will eliminate the need to remove personnel from their assigned locations due to travel and could increase the continuous availability of personnel to perform inspections and other CVE responsibilities.

Note \*\* NMSP adheres to the Federal awarding agency disposition guidance and instructions 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. Our vehicles are owned and operated by the Department of Public Safety however NMSP does follow the vehicle disposal program outlined below in red.

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:

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

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.

\*\* The type of equipment purchased may change due to the needs of the agency and available funding sources. These changes may be due to product availability, budget, supply and demand and operational needs within the department. NMDPS recognizes that all equipment changes require FMCSA approval prior to purchasing and will follow appropriate protocol.

Total Equipment: \$581,432.37

Mobile inspection units will be used at all NMDPS CMV mobile operations. Each Port of Entry is dedicated to no less than four mobile operations per year, however that is the minimum. Ports are encouraged to conduct these operations in both urban and rural areas of their responsibility.

The NMDPS provides the number of mobile inspections operations quarterly through the PPR; using that standard the NMDPS should conduct no less than 40 mobile inspections per year. Based on weather within our state, the number of mobile enforcement operations will vary per quarter. If NMDPS does not receive funding for these mobile inspection units, mobile inspections numbers could decrease significantly as the NMDPS will focus more on mobile weight operations

**Part 4 Section 6 - Supplies**

*Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. 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.*

*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	\$5,000.00	100.0000	\$60,000.00	\$60,000.00	\$0.00	\$0.00
Uniforms and Related Supplies	12 Months	\$4,000.00	100.0000	\$48,000.00	\$48,000.00	\$0.00	\$0.00
IT supplies	4 package	\$6,000.00	100.0000	\$24,000.00	\$24,000.00	\$0.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$156,000.00</b>	<b>\$156,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

FEDERAL SHARE:

The NMDPS will utilize funding to purchase Office Supplies. General office supplies will be purchased for the field to perform daily operations/duties to include supplies for the POE's. 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.

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

\*

The NMDPS will utilize funding to purchase 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.

Field Supplies: \$5,000 per month x 12 months = \$60,000

\*

The NMDPS will utilize funding to purchase Uniforms and Related Supplies. This includes the purchase of 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, caps, and boots, etc.

Uniform Supplies: \$4,000 per month x 12 months = \$48,000

\*

The NMDPS will utilize funding to purchase IT Supplies. This will include but is not limited to 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.

IT Supplies: 4 laptops (including docking stations, printers, etc) x \$6,000 each = \$24,000

\*

Total Supplies \$156,000

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 increase of supplies due to the COVID-19 pandemic shipping delays and rising fuel costs, etc.

## 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 §200.1 Definitions](#)). All contracts issued under a Federal award must comply with the procurement standards described in [2 CFR §200.317](#), [2 CFR §200.318](#), and [Appendix II to Part 200](#).

**Note:** Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) 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 §200.1 Definitions](#) and [2 CFR §200.331](#)).

**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 §200.1 Definitions](#)).

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.

The Unique Entity Identifier (UEI) is the non-proprietary identifier that replaced the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Intelligent Imaging Systems		Contract	100.0000	\$425,000.00	\$425,000.00	\$0.00	\$0.00
Description of Services: ITD Operation and Maintenance							
TraCS Upgrade	0	Contract	100.0000	\$100,000.00	\$100,000.00	\$0.00	\$0.00
Description of Services: upgrade and integration to our TraCS Inspection Software							
In Cab Messaging	TBD	Contract	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Description of Services: yearly set up fee							
In Cab Messaging Campaigns	TBD	Contract	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Description of Services: messaging campaigns							
<b>TOTAL: Contractual and Subaward</b>				<b>\$575,000.00</b>	<b>\$575,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

FEDERAL FUNDS:

The NMDPS will utilize grant funding to support ITD operation and maintenance for the intelligent imaging system. 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.

\$35,416 per month x 12 months = \$425,000

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.

\*

The NMDPS will utilize grant funding to support any updates or upgrades for the TraCS Inspection Software and/or integration with our Smart Roadside Information System.

TraCS updates/upgrades = \$100,000

\*

The NMDPS will utilize grant funding to purchase an in-cab messaging system. Over the next six (6) months, NMSP is planning on delivering a social media campaign to address dangerous driving behaviors and top crash causal factors. NMSP would like to expand this effort to include commercial motor vehicles, specifically by sending "in-cab" messages. The messages and locations would be tailored based upon crash causal factors. For example, in the metropolitan areas following too closely and speeding messages would be distributed as they are our most common crash causal factors for both commercial motor vehicles and passenger vehicles. Two lane road messages would be focused upon lane usage and fatigue information. The Safety Notifications deliver critical and timely safety alerts to CMV drivers through their Electronic Logging Device (ELD) or other telematics device directly into the cab of the truck. These messages can be tailored to your needs, target a specific behavior and work to supplement any current safety campaign. DSN's are designed to give DOT planners and law enforcement the added ability to map your message at carefully curated critical locations where drivers need to pay extra attention. The alerts are always on regardless of whether the driver is using a navigation application. MCSAP would not only be delivering messaging directly to drivers but also be receiving performance data about the number of alerts delivered and the driver behavior both before and after the alert.

The NMSP will implement a technology-driven "in-cab" messaging system for all current ELD users. This system will allow for the NMSP to update CMV operations about road conditions, hazard warnings, construction areas, etc. as it is occurring to aid in the safe operation of CMV traffic along New Mexico roadways. The frequency of the messaging will be determined by multiple factors including, but not limited to, emergency situations and ongoing weather events. This technology has the possibility of decreasing the likelihood of secondary crashes involving CMV traffic by earlier notification of what is occurring in front of the driver.

Once the system is implemented, the NMSP will provide quarterly updates providing the number of uses, if any correlation can be determined between crashes and notifications, and any other pertinent data as identified. At this time, a vendor has not been identified.

Safety Notification In-Cab Messaging System: \$30,000 (Initial set up fee)

CMV Campaigns: \$2,500 per campaign x 8 campaigns = \$20,000

\*

Total contractual costs = \$575,000

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 §200.1](#) Definitions) 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. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

- **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	\$1,500.00	100.0000	\$22,500.00	\$22,500.00	\$0.00	\$0.00
Fuel	12 Months	\$17,750.00	100.0000	\$213,000.00	\$213,000.00	\$0.00	\$0.00
Communications	12 Months	\$7,122.75	100.0000	\$85,473.00	\$85,473.00	\$0.00	\$0.00
Equipment rental	12 Months	\$600.00	100.0000	\$7,200.00	\$7,200.00	\$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
Recruiting Campaign Printing and Materials	2 Quarters	\$10,000.00	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
<b>TOTAL: Other Costs</b>				<b>\$367,457.00</b>	<b>\$367,457.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**FEDERAL SHARE:**

The NMDPS will utilize funding for education and training which 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.

Education/Training Fees: \$1,500 x 15 employees = \$22,500

\*

The NMDPS will utilize funding for fuel for personnel to conduct but not limited to Law Enforcement activities, Compliance Investigations, Safety Audits, Site visits, etc.

Fuel costs: \$17,750 per month (estimate) x 12 months = \$213,000

\*

The NMDPS will utilize funding for 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.

Radio communication: \$377 per month x 12 mos. x 18 officers x 90% eligible activity = \$73,288

\$67 per month x 5 officer's x 12 months x 100% eligible activity = \$4,020

\$42 per month x 12 months for 18 officer's x 90% eligible activity = \$8,165

Total communication costs per month \$7,122.75 x 12 months = \$85,473

\*

The NMDPS will utilize funding for 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. These copiers are used only for eligible activity.

MCSAP Equipment rental \$600 per month x 12 months = \$7,200

\*

The NMDPS will utilize funding to purchase CVSA / OOS Decals which have to be ordered on a quarterly basis.

5,700 decals x \$.28 per decal x 4 quarters = \$6,384

\*

The NMDPS will utilize funding for CVSA Annual Membership Dues - Due annually - Total Cost: \$12,900

\*

New Mexico State Police CVE needs a more proactive approach for recruiting new certified CVE officers and civilian staff in effort help reduce the crash rates in the state of New Mexico. This recruiting strategy will aid in filling vacancies which in turn will allow NMSP to meet all our federal goals and evaluate increasing overall goals. Because of the high turnover rate within NMSP, we are unable to retain fully certified employees. Once we can be fully staffed, we will be able to have our CR and New Entrant division fully staffed which will allow the state to meet its goals. All related costs will be prorated based on the portion of CVE and will have prior approval thru our NM FMCSA division office.

Recruiting Campaign Printing and Materials: 2 quarters x \$10,000 per quarter = \$20,000 \* This will be the prorated amount.

\*

Total other costs = \$367,457.00

These estimated costs are derived from actual prior year expenditures, contracted state purchasing agreements, and price analysis. We consider inflation cost increases, and that the bureau is continuing to grow. NMSP does its due diligence to ensure that the most economical route is used when incurring costs. Some of these costs are contracted for all state agencies, (not just NMSP) so we are obligated to utilize them.



**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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,963,504.00	\$366,500.00	\$7,330,004.00

Summary of MCSAP Funding Limitations				
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):			\$1,099,501.00	
MOE Baseline:			\$0.00	
Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MANAGEMENT ANALYST	\$54,100.80	\$0.00	\$54,100.80	\$0.00
ACCOUNTANT AND AUDITOR	\$62,400.00	\$0.00	\$62,400.00	\$0.00
ADMINISTRATIVE SUPPORT	\$60,320.00	\$0.00	\$60,320.00	\$0.00
ADMINISTRATIVE SUPPORT	\$37,128.00	\$0.00	\$37,128.00	\$0.00
NEW ENTRANT AUDITORS	\$199,680.00	\$0.00	\$199,680.00	\$0.00
TRANSPORTATION INSPECTORS	\$829,920.00	\$0.00	\$829,920.00	\$0.00
COMPLIANCE REVIEW OFFICERS	\$240,240.00	\$0.00	\$240,240.00	\$0.00
COMPLIANCE REVIEW SERGEANT	\$105,040.00	\$0.00	\$105,040.00	\$0.00
OFFICERS	\$821,600.00	\$0.00	\$821,600.00	\$0.00
MANAGEMENT ANALYSTS	\$63,648.00	\$0.00	\$63,648.00	\$0.00
IT TECHNICIAN	\$19,656.00	\$0.00	\$19,656.00	\$0.00
TRANSPORTATION INSPECTORS - MATCH	\$0.00	\$366,500.16	\$366,500.16	\$0.00
Sergeant- MCSAP	\$205,920.00	\$0.00	\$205,920.00	\$0.00
MCSAP Program Manager	\$85,280.00	\$0.00	\$85,280.00	\$0.00
Salary Subtotal	\$2,784,932.80	\$366,500.16	\$3,151,432.96	\$0.00
OFFICERS	\$537,527.25	\$0.00	\$537,527.25	\$0.00
TRANS INSPECTORS, ADMINISTRATIVE, MGT STAFF	\$474,312.41	\$0.00	\$474,312.41	\$0.00
Overtime subtotal	\$1,011,839.66	\$0.00	\$1,011,839.66	\$0.00
Personnel total	\$3,796,772.46	\$366,500.16	\$4,163,272.62	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Accountant and Auditor	\$28,704.00	\$0.00	\$28,704.00	\$0.00
Administrative support	\$27,747.20	\$0.00	\$27,747.20	\$0.00
Administrative Support	\$17,078.88	\$0.00	\$17,078.88	\$0.00
New Entrant Auditors	\$91,852.80	\$0.00	\$91,852.80	\$0.00
Transportation Inspectors	\$381,763.20	\$0.00	\$381,763.20	\$0.00
Officers CR	\$110,510.40	\$0.00	\$110,510.40	\$0.00
Sergeant CR	\$48,318.40	\$0.00	\$48,318.40	\$0.00
Officers	\$377,936.00	\$0.00	\$377,936.00	\$0.00
Management Analyst	\$21,153.41	\$0.00	\$21,153.41	\$0.00
IT Technician	\$9,041.76	\$0.00	\$9,041.76	\$0.00
CIVILIAN OVERTIME	\$36,284.89	\$0.00	\$36,284.89	\$0.00
COMMISSIONED OVERTIME	\$7,794.14	\$0.00	\$7,794.14	\$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
Management Analyst	\$29,278.08	\$0.00	\$29,278.08	\$0.00
Sergeant - MCSAP	\$94,723.20	\$0.00	\$94,723.20	\$0.00
MCSAP Program Manager	\$39,228.80	\$0.00	\$39,228.80	\$0.00
<b>Fringe Benefits total</b>	<b>\$1,349,815.16</b>	<b>\$0.00</b>	<b>\$1,349,815.16</b>	<b>\$0.00</b>

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	\$9,000.00	\$0.00	\$9,000.00	\$0.00
New Entrant Audits	\$11,250.00	\$0.00	\$11,250.00	\$0.00
CVSA Conference	\$16,568.00	\$0.00	\$16,568.00	\$0.00
Compliance Review Travel	\$27,000.00	\$0.00	\$27,000.00	\$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	\$7,020.00	\$0.00	\$7,020.00	\$0.00
NA Inspectors Challenge	\$24,900.00	\$0.00	\$24,900.00	\$0.00
Compliance Review Certification	\$7,776.00	\$0.00	\$7,776.00	\$0.00
Administrative Travel	\$664.00	\$0.00	\$664.00	\$0.00
Safety Summit	\$6,784.00	\$0.00	\$6,784.00	\$0.00
<b>Travel total</b>	<b>\$137,027.00</b>	<b>\$0.00</b>	<b>\$137,027.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Mobile Inspection Unit	\$290,000.00	\$0.00	\$290,000.00	\$0.00
Vehicles	\$150,000.00	\$0.00	\$150,000.00	\$0.00
Mobile MCSAP Training Vehicle	\$141,432.37	\$0.00	\$141,432.37	\$0.00
<b>Equipment total</b>	<b>\$581,432.37</b>	<b>\$0.00</b>	<b>\$581,432.37</b>	<b>\$0.00</b>

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	\$60,000.00	\$0.00	\$60,000.00	\$0.00
Uniforms and Related Supplies	\$48,000.00	\$0.00	\$48,000.00	\$0.00
IT supplies	\$24,000.00	\$0.00	\$24,000.00	\$0.00
<b>Supplies total</b>	<b>\$156,000.00</b>	<b>\$0.00</b>	<b>\$156,000.00</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Intelligent Imaging Systems	\$425,000.00	\$0.00	\$425,000.00	\$0.00
TraCS Upgrade	\$100,000.00	\$0.00	\$100,000.00	\$0.00
In Cab Messaging	\$30,000.00	\$0.00	\$30,000.00	\$0.00
In Cab Messaging Campaigns	\$20,000.00	\$0.00	\$20,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$575,000.00</b>	<b>\$0.00</b>	<b>\$575,000.00</b>	<b>\$0.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Education and Training	\$22,500.00	\$0.00	\$22,500.00	\$0.00
Fuel	\$213,000.00	\$0.00	\$213,000.00	\$0.00
Communications	\$85,473.00	\$0.00	\$85,473.00	\$0.00
Equipment rental	\$7,200.00	\$0.00	\$7,200.00	\$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
Recruiting Campaign Printing and Materials	\$20,000.00	\$0.00	\$20,000.00	\$0.00
<b>Other Costs total</b>	<b>\$367,457.00</b>	<b>\$0.00</b>	<b>\$367,457.00</b>	<b>\$0.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$6,963,503.99</b>	<b>\$366,500.16</b>	<b>\$7,330,004.15</b>	<b>\$0.00</b>
<b>Total Costs Budgeted</b>	<b>\$6,963,503.99</b>	<b>\$366,500.16</b>	<b>\$7,330,004.15</b>	<b>\$0.00</b>

## 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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,963,504.00	\$366,500.00	\$7,330,004.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,099,501.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$2,784,932.80	\$366,500.16	\$3,151,432.96	\$0.00
;;;Overtime Subtotal	\$1,011,839.66	\$0.00	\$1,011,839.66	\$0.00
Personnel Total	\$3,796,772.46	\$366,500.16	\$4,163,272.62	\$0.00
Fringe Benefits Total	\$1,349,815.16	\$0.00	\$1,349,815.16	\$0.00
Travel Total	\$137,027.00	\$0.00	\$137,027.00	\$0.00
Equipment Total	\$581,432.37	\$0.00	\$581,432.37	\$0.00
Supplies Total	\$156,000.00	\$0.00	\$156,000.00	\$0.00
Contractual and Subaward Total	\$575,000.00	\$0.00	\$575,000.00	\$0.00
Other Costs Total	\$367,457.00	\$0.00	\$367,457.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,963,503.99	\$366,500.16	\$7,330,004.15	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$6,963,503.99</b>	<b>\$366,500.16</b>	<b>\$7,330,004.15</b>	<b>\$0.00</b>

**Part 5 - Certifications and Documents****Part 5 Section 1 - Overview**

*Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.*

*These certifications must be completed and signed on an annual basis.*

**Part 5 Section 2 - 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? Matt Broom
2. What is this person's title? NMSP Deputy Chief
3. Who is your Governor's highway safety representative? Joseph Romero
4. What is this person's title? NMSP Captain

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

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

**State Certification declaration:**

I, Matt Broom, NMSP Deputy Chief, 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 3 - 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? Matt Broom
2. What is the title of your certifying State official? NMSP Deputy Chief
3. What are the phone # and email address of your State official? (505)827-9200 matthew.broom@dps.nm.gov

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

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

I, Matt Broom , certify that NEW MEXICO 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 4 - 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