eCVSP

NEW MEXICO

Commercial Vehicle Safety Plan

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

Fiscal Years 2019 - 2021
Annual Update FY 2020

Date of Approval: April 28, 2020

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of 49 CFR 350.201 and 205. The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to "prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety."

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
- Part 2: Crash Reduction and National Program Elements (FY 2019 - 2021)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2019 - 2021)
- Part 4: Financial Information (FY 2020)
- Part 5: Certifications and Documents

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

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

REMINDERS FOR FY 2020:

Multi-Year plans–For FY 2020, 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–Those States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in the previous year and indicate whether anything needs to be updated for the upcoming fiscal year via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked**.

- If Yes is indicated, the information provided for previously will be editable and State users can make any necessary changes to their project plan. (Note: Trend information that supports your current activities is not editable.)
- If No is indicated, then no information in this section will be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2019 plans. States must carefully review and update this information to reflect FY 2020 activities prior to submission to FMCSA.

States are reminded to **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.

Personally Identifiable Information – PII is information which, on its own or matched with other data, would permit identification of that 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.

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 Bureau, (NMSP-CVE), of the New Mexico Department of Public Safety is the lead MCSAP agency within the State of New Mexico. The mission of the NMSP-CVE is to promote safety on New Mexico highways through education and awareness and by providing law enforcement traffic services to the motoring public. To ensure the safe and legal operation of commercial motor vehicles and to prevent the introduction of illicit contraband into New Mexico while facilitating trade. The ultimate goal of the NMSP-CVE is to reduce crashes involving commercial motor vehicles.

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.

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. 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 State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

The New Mexico State Police, CVE, currently has seventy eight (78) police officers and sixty one (61) Transportation Inspectors that are dedicated to the commercial vehicle enforcement mission. These employees are CVSA Certified Officers/Inspectors whose function is to conduct level 1, 2 and 3 Driver/Vehicle Safety Inspections. Inspections are conducted roadside and at the port 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 Interstate10 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, conducting traffic stops and perform roadside inspections of commercial motor vehicles and drivers for violations observed (New Mexico is a probable cause state). Officers conduct traffic enforcement activity on CMV's and non-CMV's. Officers and Transportation Inspectors also conduct roadside inspections at various roadside temporary ports of entry locations around the state.

The New Mexico State Police also has an additional sixty seven (67) officers which are CVSA certified. Some of them are NAS Part A&B certified and some are only NAS Part A certified. These Officers are not directly involved in the primary mission of the CVE bureau. They do however add additional support to the CVE mission.

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. 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:

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

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

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

Lead Agency Information	
Agency Name:	NEW MEXICO DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	208
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	181
Traffic Enforcement Activities	140
Investigations*	5
Public Education and Awareness	12
Data Collection and Reporting	1
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

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Part 2 - Crash Reduction and National Program Elements

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Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2019 - 2021 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. 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.**

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

Trend Analysis for 2013 - 2017

Instructions for all tables in this section:

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

- *Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.*
- *In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.*
- *The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).*
  - *In the Goal column, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.*
- *Include the data source and capture date in the narrative box provided below the tables.*
- *If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

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			
01/01/2017	12/31/2017	63	0	63
01/01/2016	12/31/2016	39	0	39
01/01/2015	12/31/2015	43	0	43
01/01/2014	12/31/2014	56	0	56
01/01/2013	12/31/2013	51	0	51

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			
01/01/2017	12/31/2017	2	0	2
01/01/2016	12/31/2016	0	0	0
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	2	0	2
01/01/2013	12/31/2013	3	0	3

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			
01/01/2017	12/31/2017	2	0	2
01/01/2016	12/31/2016	2	0	2
01/01/2015	12/31/2015	2	0	2
01/01/2014	12/31/2014	1	0	1
01/01/2013	12/31/2013	4	0	4

Enter the data sources and capture dates of the data listed in each of the tables above.
A&I & MCMIS 07/06/2018

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

We are experiencing, in the southwest portion of New Mexico, an increase in multiple commercial motor vehicle crashes due to dust storms in this rural area. Law enforcement remains in constant contact with weather authorities and monitors weather conditions on a continuous basis. However, unexpected micro bursts do occur across this area. New Mexico State Police has partnered with NM DOT in addressing this issue. The partnership has resulted in the placement of signs warning the motoring public of frequent dust storms. Public safety announcements have also been implemented in these areas for additional warnings and information. For this rating period NMSP-CVE will continue to work closely with NM DOT and weather officials in an effort to minimize the number of dust storm related crashes and fatalities.

In the Northwest and Southeast rural areas of New Mexico, regions which are considered our petroleum production areas, roadway designs have not been updated/improved in order to accommodate the size, volume and speeds of today's commercial motor vehicles. Additionally, the high volume of commercial motor vehicles in these rural areas is foreign to many local residents which contributes to the crash rates recently experienced. NMSP-CVE has devised operational plans to address the crash rates which include specialized operations which focus on driver inattention and unsafe driving behaviors. High visibility patrol operations across the rural areas of the state will be utilized in order to interdict and deter unsafe driving habits. The enforcement efforts will include a focus on unsafe non-cmv driving behaviors with a nexus to commercial vehicles.

The Albuquerque metro area, consistently experiences a higher volume of CMV crashes as compared to the rural areas of the state. This is due to constant influx of commercial motor vehicles traveling from the Interstate 25 and Interstate 40 corridors; this adds volume to the already massive amounts of local traffic. NMSP-CVE has devised operational plans to address the crash rates which will include specialized operations to focus on driver inattention and unsafe driving behaviors in the urban and the rural surrounding areas. The enforcement efforts will focus on unsafe drivers with a nexus to commercial vehicles, CMV driver behavior and CMV vehicle equipment.

The lessons learned by NMSP-CVE include that focused enforcement operations often change driver behaviors for a limited time. Effective long term changes in driver behaviors occur when there is a long term campaign against undesirable behaviors. Through public education and outreach, high visibility operations, partnerships with fellow law enforcement agencies and commitment of units in troubled areas the goal of reducing crashes and fatalities can be affected within our rural areas.   Also, knowing traffic patterns and peak hours makes the focus of special enforcement operations a success.

Narrative Overview for FY 2019 - 2021

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.
New Mexico experienced a decrease in fatalities according to A&I in Calendar year 2019. The goal of NMSP-CVE is to ultimately reduce its fatalities to 0. However, if NMSP-CVE can lower its current fatality rate by at least 5% per FFY, this reduction is considered a reasonable and attainable goal to the department and the overall program. The following actions being taken to reach this goal are: daily high visibility patrols during high CMV traffic peak hours, certifying and training of additional personnel in CVE enforcement, conducting focused traffic enforcement operations (1 per quarter) in the identified high risk crash areas.   NMSP-CVE will measure success through monitoring the PPR reports as well as crash report data collected in MCMIS and FARS.

In the southwest sector of New Mexico we are experiencing an increase in multiple commercial motor vehicle crashes due to dust storms. Law enforcement is in constant contact with weather authorities and monitors weather conditions on a continuous basis. However, microbursts do occur in this area. New Mexico State Police has partnered with NMDOT in the placement of signs warning the motoring public of frequent dust storms. Public safety announcements have been implemented in these areas for additional warnings and information. In order to properly monitor progress NMSP-CVE and NMDOT will work together to change driver behaviors and reduce crash results in the dust storm areas. Only through monitoring the crash data and comparing each quarter will we know if there has been a measurable change in driver behavior when these dangerous storms occur.

The southeast sector has also experienced a considerable increase in oil field traffic which has increased the amount of fatal crashes this year. Several high priority impact operations have taken place and several more are scheduled to combat the increase in traffic crashes. NMDOT has also designated US Highway 285 as a safety corridor.

Enter the data source and capture date:
A&I 07/27/2018

Projected Goal for FY 2019 - 2021:

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

Fiscal Year	Annual Crash Reduction Goals
2019	5
2020	5
2021	5

Our goals is to reduce the fatality crash rates listed in A&I reported 2019 crash rates in New Mexico by 5%.

Program Activities for FY 2019 - 2021: 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-CVEB will continue to conduct traffic enforcement in each of our twelve districts on a daily basis as well as during special traffic enforcement operations. NMSP-CVE plans to conduct a total of 36 traffic enforcement operations during this project period.

Activities conducted by certified employees target areas of 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. Further, during this rating period the Bureau will produce at least 3,600 "traffic enforcement activities" from these 36 operations.

In support of these activities, each NMSP District completes an Annual Patrol Plan that varies per district, and is directed at effectively reducing traffic related violations and crashes in a given area. Examples include, but are not limited to, 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 district is responsible for operations conducted in their respective areas. Operations generally are conducted in one to three day operations, which are dependent on the allotted manpower in each district. It is important to note that larger scale operations may be, but not limited to, up to 5 day operations when necessary. Each Commander is responsible for addressing problem areas and must decide what peak traffic times are, depending on time of day and seasonal traffic, in order best address high risk areas. Operations will differ from region to region in length and manpower.

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.

An Annual Patrol Plan is a compilation of 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.

Data is compiled on a master total form monthly for each district and is all inclusive of the month's activities. The data is sent to command staff which utilizes the data to determine the outcome of the activity and addresses 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.

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 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.**

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019 - 2021.

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 2013 - 2017

Inspection Types	2013	2014	2015	2016	2017
Level 1: Full	9019	8855	10051	15063	15045
Level 2: Walk-Around	31340	32515	29734	49572	56868
Level 3: Driver-Only	44485	31264	31371	30598	23871
Level 4: Special Inspections	7	4	5	10	8
Level 5: Vehicle-Only	274	157	160	131	114
Level 6: Radioactive Materials	649	301	36	37	138
Total	**85774**	**73096**	**71357**	**95411**	**96044**

Narrative Overview for FY 2019 - 2021

Overview:

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

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

The New Mexico State Police CVE is currently comprised of 85 sworn law enforcement officers and 61 civilian Transportation Inspectors. All of these employees are required to conduct appropriate commercial vehicle safety inspections when contacting a commercial vehicle. There are also 55 CVSA certified NMSP Uniform Bureau patrol officers who perform various levels of inspections.

Monthly monitoring of the inspection activity and crash rate data will occur.

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 five 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.

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

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

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

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

Monthly and 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.

A long term reduction or addition to the base inspection expectation. During the next rating period NMSP-CVE will establish how the transition for Transportation Inspectors' focus either raises the base or balances off the amount of inspections conducted to at least 73,650. NMSP-CVE places no cap on the amount of inspections which can be completed over the minimum goal of 73,650. Comments were added to the summary tab section.

NMSP-CVE achieved 96,044 inspections in 2017. However, the expectations for the agency were 73.650 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. For the 2018 rating period NMSP-CVE will leave this expectation for inspections at 73,650. It will remain to be seen how the next cycle of High Priority, focused strike team operations, and special focus overtime operations affect the overall inspection achievements. The increase to

the base number of inspections was further based on the fact that Transportation Inspectors were required to work in permit sales, rather, their focus will be conducting safety inspections at fixed port of entry facilities. Since this transition took place in July of 2017, NMSP-CVE was not able to apply a long term study of the effects of the Transportation Inspectors no longer selling permits.

Projected Goals for FY 2019 - 2021

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2019 - 2021. For FY 2020, 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: 208

Projected Goals for FY 2020 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12250	900	40	13190	17.85%
Level 2: Walk-Around	33950	2900	120	36970	50.03%
Level 3: Driver-Only	23000	500	40	23540	31.85%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials		200		200	0.27%
Sub-Total Lead Agency	**69200**	**4500**	**200**	**73900**	

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 2020 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Funded Agencies	**0**	**0**	**0**	**0**	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2020:	0

Summary

Projected Goals for FY 2020 - Roadside Inspections Summary

<table>
<tr><td colspan="6">Projected Goals for FY 2020
Summary for All Agencies</td></tr>
<tr><td colspan="6">MCSAP Lead Agency: NEW MEXICO DEPARTMENT OF PUBLIC SAFETY
certified personnel: 208</td></tr>
<tr><td colspan="6">Subrecipient Agencies:
certified personnel: 0</td></tr>
<tr><td colspan="6">Number of Non-Funded Agencies: 0
certified personnel: 0
projected inspections: 0</td></tr>
<tr><td>Inspection
Level</td><td>Non-Hazmat</td><td>Hazmat</td><td>Passenger</td><td>Total</td><td>Percentage
by Level</td></tr>
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<tr><td>Level 5: Vehicle-Only</td><td></td><td></td><td></td><td>0</td><td>0.00%</td></tr>
<tr><td>Level 6: Radioactive Materials</td><td></td><td>200</td><td></td><td>200</td><td>0.27%</td></tr>
<tr><td>Total ALL Agencies</td><td>69200</td><td>4500</td><td>200</td><td>73900</td><td></td></tr>
</table>

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 95,411 inspections in 2016. However, the expectations for the agency were 68,000 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. For the 2018 rating period NMSP-CVE has increased the base expectation for inspections from 68,000 to 73,650. This is an overall increase of 5650 inspections to the base inspection number. It will remain to be seen how the next cycle of High Priority, focused strike team operations, and special focus overtime operations affect the overall inspection achievements. The increase to the base number of inspections was further based on the fact that Transportation Inspectors are required to work in permit sales, rather, their focus will be conducting safety inspections at fixed port of entry facilities. Since this transition took place in July of 2017, NMSP-CVE was not able to apply a long term reduction or addition to the base inspection expectation. During the next rating period NMSP-CVE will establish how the transition for Transportation Inspectors' focus either raises the base or balances off the amount of inspections conducted to at least 73,650. NMSP-CVE places no cap on the amount of inspections which can be completed over the minimum goal of 73,650.

Projected Goals for FY 2020 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	73650	0	0	73650
Enter total number of certified personnel	201	0	0	201
Projected Goals for FY 2021 Roadside Inspections				
Enter total number of projected inspections	73650	0	0	73650
Enter total number of certified personnel	201	0	0	201

Part 2 Section 4 - Investigations

Please review your State's investigation goals, program activities and monitoring. 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.**

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 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 2013 - 2017

Investigative Types - Interstate	2013	2014	2015	2016	2017
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	2
CSA On-Site Comprehensive		5	3	5	4
Total Investigations	**15**	**9**	**4**	**8**	**6**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2013	2014	2015	2016	2017
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	2
CSA On-Site Comprehensive	13	29	20	18	13
Total Investigations	**25**	**51**	**31**	**27**	**15**
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	2	0	0

Narrative Overview for FY 2019 - 2021

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 2019 - 2021

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019 - 2021.

Projected Goals for FY 2019 - 2021 - Investigations						
	FY 2019		**FY 2020**		**FY 2021**	
Investigation Type	**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	40	0	40	0	40
CSA On-Site Comprehensive	0	40	0	40	0	40
Total Investigations	**0**	**80**	**0**	**80**	**0**	**80**
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 all four (4) employees completing investigations while achieving a 40 hour work week. Currently, the unit is experiencing problems with meeting goals due to extended absences of employees on duty injuries and leaving the department. There are currently 3 investigators and one supervisor in the unit. At this time we are actively recruiting additional personnel to be added to the unit. (The Compliance Review Unit recently filled all four positions and the supervisors position. We expect to be fully staffed all year).

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 violations types and severity, involvement in traffic collisions, violations of driver qualifications and possible involvement in illegal activity such as chameleon carrier operations.

There are currently four (4) full-time investigators and one full-time supervisor in the unit. There are 3 part time investigators. The department is continues recruiting additional personnel to be added to the unit, so we are always staff with certified investigators.

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

The number of investigations per employee are as follows:

Investigators: 20 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 2.3 investigations a month, by 3 current investigators.

Supervisor: 6 total number of focused and comprehensive investigations.

The new employee will take about 6 months to get trained and complete their on the job training and will be assigned the same number of investigations once their OJT is complete.

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. 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.**

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2013 - 2017

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		
01/01/2017	12/31/2017	24751	24751
01/01/2016	12/31/2016	21108	8153
01/01/2015	12/31/2015	29255	29255
01/01/2014	12/31/2014	18361	18361
01/01/2013	12/31/2013	25380	24235

☐ ***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.***

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2017	12/31/2017	0	0
01/01/2016	12/31/2016	0	0
01/01/2015	12/31/2015	0	0
01/01/2014	12/31/2014	0	0
01/01/2013	12/31/2013	0	0

☐ **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		
01/01/2017	12/31/2017	3973	3973
01/01/2016	12/31/2016	4527	4527
01/01/2015	12/31/2015	17844	17844
01/01/2014	12/31/2014	15316	15316
01/01/2013	12/31/2013	14263	14263

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 2019 - 2021

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 2020 rating period, New Mexico State Police Commercial Vehicle Enforcement, NMSP-CVE, will conduct 73,650 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. During the 2020 rating period NMSP-CVE plans to dedicate all employees, approximately eighty five (85) officers on the mission of commercial vehicle enforcement.

The current number of officers involved in traffic enforcement activities is approximately 85 CVSA certified CVE 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 20 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.

Projected Goals for FY 2019 - 2021

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019 - 2021. 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.

Yes	No	Traffic Enforcement Activities	Enter Projected Goals (Number of Stops only)		
			FY 2019	FY 2020	FY 2021
⦿	○	CMV with Inspection	15000	15000	15000
⦿	○	CMV without Inspection	500	500	500
⦿	○	Non-CMV	300	300	300
⦿	○	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, the FAST Act requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

FY 2020 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2020 Activities	Average 2004/05 Activities
73900	80	140	74120	73885

Describe how the State will 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 (e.g., 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. Traffic Enforcement boxes will be added to our TraCS citation forms. This will allow us to easily track the citation activities for CMV's and POV's.

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. 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.**

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in 49 CFR 350.201 (aa). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM (49 CFR 350.201(aa) (cc)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described 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.).

Safety Technology Compliance Status

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

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

Avaliable data sources:

- FMCSA website ITD information
- FMCSA website PRISM information

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:
Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative and Projected Goal:
If the State's PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.
The State is in Step 7 PRISM compliance.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to implement full participation in PRISM.

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

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

The scope of our activities is to properly identify and interdict those problematic carriers with regard to safety concerns and other compliance matters through the use of License Plate Readers, USDOT Readers, Automated Thermal Brake Inspection Systems, Weigh in Motion Weight Scales and once those vehicles have entered our Port of Entry to use the Integrated Lane Control Devices for their expedient processing. Currently, the LPR system, US DOT reader system and the weigh in motion scales are utilized at all of our 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. New Mexico will be adding to sites to this system, one at the Texico Port of Entry off of US 60/70 and one at the Hobbs Port of Entry off of US 380.

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 maintianing 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. 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.**

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses.

Trend Analysis for 2013 - 2017

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

Public Education and Outreach Activities	2013	2014	2015	2016	2017
Carrier Safety Talks	15	24	16	20	76
CMV Safety Belt Education and Outreach	2	2	2	2	3
State Trucking Association Meetings	2	4	6	6	14
State-Sponsored Outreach Events	2	2	2	3	3
Local Educational Safety Events	3	3	3	16	18
Teen Safety Events	1	1	2	2	2

Narrative Overview for FY 2019 - 2021

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

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

Activities for outreach and education include the following:

1. New Mexico State Fair/Expo New Mexico CVE will present information to the public on commercial vehicle safety. This event includes the parts and systems trailer, which allows the public to understand how a commercial vehicle's brake system operates and emphasizes the stopping distance required for a CMV to come to complete stop at highway speeds. The parts and systems trailer has as complete brake board, to include air, which educates the public on the operation of air brakes on a commercial vehicle combination. This is a four person operation for outreach presentation to the public.

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 Commnity College (CNM). This was a joint competition inclduing the the New Mexico Trucking Association, NMSP CVE Parts and Systems training trailer.

4. The Compliance Review unit will attend at least eight safety meetings, two of which should be quarterly meetings in the petroleum production regions in a effort to promote commercial vehicle safety awareness with relation to stopping distracted driving and promote good driving habits.

5. Statewide, employees will perform outreach activities to include National Night Out events, Public Safety Days, industry meetings at the carrier's places of business, Driver Appreciation Days, as well as New Mexico Trucking Association sponsored events.

6. Outreach and education for fellow police agencies on commercial vehicle enforcement include personnel training at the Law Enforcement Academies in an effort to show new Officers how to correctly enforce laws pertaining to commercial vehicle safety. This training is designed to give Officers the basic knowledge of how to identify violations which put the public at risk. The academies where this training is expected to occur are as follows: Western New Mexico Police Academy, New Mexico Law Enforcement Academy, Dona Ana Sheriff's Department Police Academy.

NMSP-CVEB 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 2019 - 2021

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.

Yes	No	Activity Type	FY 2019	FY 2020	FY 2021
			Performance Goals		
●	○	Carrier Safety Talks	30	30	30
●	○	CMV Safety Belt Education and Outreach	2	2	2
●	○	State Trucking Association Meetings	4	4	4
●	○	State-Sponsored Outreach Events	2	2	2
●	○	Local Educational Safety Events	8	8	8
●	○	Teen Safety Events	2	2	2

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

Activities for outreach and education include the following:

1. New Mexico State Fair/Expo New Mexico CVE will present information to the public on commercial vehicle safety for approximatey 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 approximatey 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. Two Compliance Review unit officers will lead at least eight safety meetings, two of which should be quarterly meetings in the petroleum production regions with 35 industry personnel attendance, in an effort to promote commercial vehicle safety awareness with relation to stopping distracted driving and promote good driving habits. 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 and audience of 24 officers. The training is set for 4 hour blocks of class.

NMSP-CVEB 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.

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. You must also update the newly added Crash VIN Accuracy category rating. You must select 'yes' to make changes.

⊙ **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.**

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

SSDQ Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
SSDQ	Good	No

Available data sources:

- FMCSA website SSDQ information

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 2019 - 2021.

SSDQ Category	Current SSDQ Rating	Goal for FY 2019	Goal for FY 2020	Goal for FY 2021
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.
Updated A&I from 07/30/2019, information queried on 07/30/2019.New Mexico's State Safety Data Quality rating is Green across all rating areas.

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

Crash Timeliness has been below the "Good" level in the SSDQ table. NMSP-CVE has partnered with the New Mexico Department of Transportation (NMDOT) to address the issue. NMDOT is the repository agency for crash reports and

often receive inaccurate or incomplete reports that must be returned to the originating agency for correction. The challenge in this area is gaining compliance from all the major law enforcement agencies in correcting and completing eligible crash reports in a timely fashion.

NMSP-CVE has learned that interagency communication and education is paramount in successfully addressing the issue of crash timeliness reporting.

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

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. Employee turnover in some of the larger agencies records sections is partially a contributor when records such as the crash reports are arriving beyond the 90 day window. Further compounding this problem is that some eligible crash reports are not being approved in a timely fashion which contributes to this issue.

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 be minimilized during the next rating period. The partnership with NMDOT will produce posters, emails and flyer's that can be posted at agency squad rooms and records centers which outline the deadlines for timeliness.

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

NMSP-CVE will conduct monthly inquiries into the TraCS crash report system and identify any CMV crash reports that have not been processed within a 30 day window. Further, NMSP-CVE will address the issue of duplicate crash reports being created through having the TraCS program eliminate the duplicates as they are identified.

On the statewide multi-agency levels, NMSP-CVE 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 monthly 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.

Five employees attended the FMCSA Data Quality training in April, 2019 which will help to maintain our green categories and improve the other categories. NMSP-CVE will send data quality employees to the CVSA Data Management, Quality and FMCSA Systems Workshop during this rating period. This training will help us to continue to improve and maintain our quality data.

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. 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.**

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP (49 CFR 350.201.) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that 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
⦿	◯	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.
◯	⦿	Does your State conduct Group safety audits at non principal place of business locations?
◯	⦿	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 2013 - 2017

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

New Entrant Safety Audits	2013	2014	2015	2016	2017
Interstate	126	36	108	98	225
Intrastate	0	0	0	0	0
Total Audits	**126**	**36**	**108**	**98**	**225**

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 2019 - 2021

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

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: Statutory time limits for processing and completing interstate safety audits are:

- *If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier —safety audit must be completed within 18 months.*
- *If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.*

Projected Goals for FY 2019 - 2021

For the purpose of completing the table below:

- **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.).*

Projected Goals for FY 2019 - 2021 - New Entrant Safety Audits						
	FY 2019		**FY 2020**		**FY 2021**	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	20	0	20	0	20	0
# of Safety Audits (Offsite)	120	0	120	0	120	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	**140**	**0**	**140**	**0**	**140**	**0**
# of Non-Audit Resolutions	0	0	0	0	0	0

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

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

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

Currently NMSP-CVE is properly staffed and the New Entrant program does not foresee any impediments in completing the assignments.

Activity Plan for FY 2019 - 2021: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.
Auditors will always have an adequate number of assignments. If needed, auditors will request additional audits to be assigned. Onsite and Offsite audits will be conducted, as indicated in the table above. Group audits are currently not planned because we have a low number of on-site audits that are currently unassigned.

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.

Supervisors 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. 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.**

The FAST Act affirms that 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 2013 - 2017

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

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	384	486	486	1299	2757
Level 2: Walk-Around	2798	2483	2701	6485	4368
Level 3: Driver-Only	5382	4999	6568	3848	2050
Level 4: Special Inspections			3	1	0
Level 5: Vehicle-Only			0	0	0
Level 6: Radioactive Materials			11	11	8
Total	**8564**	**7968**	**9769**	**11644**	**9183**

Narrative Overview for FY 2019 - 2021

☐ **The State chooses not to engage in border enforcement activities in FY 2019 - 2021. 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). For FY 2018, FMCSA encourages States to examine their 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 2019 - 2021

Summarize projected border enforcement activities in the table below.

Note: All non-international commerce inspections conducted should be included in the Driver Vehicle Inspections section of the CVSP, and not be indicated as BEG inspections on the inspection report which is uploaded into ASPEN

Projected Goals for FY 2019 - 2021 - Border Enforcement			
	FY 2019	**FY 2020**	**FY 2021**
Number of International Commerce Regular CMV	8000	8000	8000
Number of International Commerce HM	0	0	0
Number of International Commerce Passenger	0	0	0
Total International Commerce Inspections	**8000**	**8000**	**8000**
Number of Fixed Facility International Inspections	5400	5400	5400
Number of Non-Fixed Facility International Inspections	2000	2000	2000
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.

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

The Border Enforcement units face a challenge of low passenger carrier vehicles within the border zone. Also, the border crossing to Antelope Wells, NM, formerly utilized to inspect international passenger transportation vehicles, now restricts these vehicles, further reducing the opportunities of inspecting passenger vehicles in the border zone.

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.

As the Santa Teresa crossing is not authorized for international hazardous materials cargo, the opportunity to conduct such inspection does not exist.

The volume of commercial vehicle traffic is greatly reduced at the Santa Teresa crossing due to the close proximity of other international crossings in Texas.

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.

In 2017, NMSP-CVE acheived 9,183 total inspections. The Border Enforcement unit's goals have been set at 8,000 total inspections for the 2019 rating period. NMSP-CVE does not put a cap on the amount of inspections each unit acheives during the rating period. The increase of 2,000 inspections was assigned in order to engage the unit with a reasonable goal for the focus of this unit. For NMSP BEG employees, 8,000 inspections is the minimum expectation

and any number of inspections above this goal is considered a bonus due to the dedication of the unit to commercial vehicle safety.

Activity Plan for FY 2019 - 2021: 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 (NM 136 mile marker 273) at a designated roadside pullout. The second location for this activity will be on New Mexico State Road 9 at mile marker 142, which is another roadside pullout that is utilized for roadside inspection operations. Both locations capture traffic that is border related. The remote inspection sites are located away from border crossings within 20 miles from the Santa Teresa Port of Entry.

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

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

Employees will be provided with the district goal performance measures and individual performance measures. The supervisors 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 ensurance of meeting daily, weekly, monthly, and quarterly goals. District management is responsible to ensure these goals are all being met on a monthly basis, at a minimum, and shall report all goals to the Chief's staff for quarterly SF-PPR reporting.

Part 3 - National Emphasis Areas and State Specific Objectives

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FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the MCSAP CVSP Planning Memorandum and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2019 - 2021).

Part 3 Section 1 - 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. 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:

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

Check this box if:

☐ **As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal 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 2019 - 2021

Enter your State's OOS Catch Rate percentage if below 85 percent: 70%

Projected Goals for FY 2019 - 2021: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2019	100
2020	100
2021	100

While 100% is the ultimate goal of the department, there are times when data bases are not accessible and connectivity problems occur. Our current 70% catch rate is partially due to data base errors and connectivity issues as well as Officers and/or Inspectors failing to follow the necessary procedures to identify Out of Service carriers. FMCSA personnel have determined that errors have occurred in the federal data base that is utilized to identify these carriers. However, NMSP-CVE will provide training to Officer's and Inspectors within the districts that have failed to identify out of service carriers while working toward reaching a minimum of an 85% successful Federal OOS catch rate.

Program Activities for FY 2019 - 2021: 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 2019 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.

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. Procedures for the new guidance will be provided to all employees and the employee's performance will be monitored by first line supervision in regards to checking the status of carriers that are being inspected.

Connectivity has been problematic in the rural areas of the state, however, NMSP-CVE has made a marketable improvement by setting up virtual desktops in dispatcher centers to address the issue. These computers allow dispatchers to check the status of a carrier when connectivity becomes an issue for the Officer/Inspector.

NMSP-CVE has projected to reach and maintain an 85% successful catch rate by the end of FFY 2019.

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-CVEB 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.

All OOS Carriers information gathered will be included in SF-PPR quarterly reporting.

Part 3 Section 2 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. 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:

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

Check this box if:

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

Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY2018 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 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 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-CVEB is continuing to address high crash rate areas. For FFY 2018, emphasis was placed on high profile traffic enforcement in high crash areas to achieve an expected goal of a 5% reduction in CMV involved crashes. For FFY 2018, NMSP-CVEB saw an increase of 10% in overall crashes, this is in part due to the influx of oil field commercial traffic. The main influx of oil commercial traffic is in the Southeast Quadrant to include Lea, Eddy, and Chaves Counties and The Northwest Quadrant to include McKinley, San Juan, and Sandoval Counties. These high crash quadrants encompass predominantly U.S. Highways, County Roadways, Municipal Streets, and many unimproved surface roadways as highway infrastructures. The measure of this determination is based on actual high CMV crash rate areas in comparison to the remainder of the State.

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 to 495 CMV involved crashes by October 2017. This was a multi-year goal.

Actual: Insert year to date progress (#, %, etc., as appropriate).
CMV involved crashes currently are at 448 as of June 30, 2018. (source - A&I Large Truck and Bus "All Crashes" New Mexico Summary).

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
The Bureau's still has difficulties include crash rates in the petroleum production areas. Chaves, Lea, and Eddy counties in the Southeast Quadrant and San Juan, Sandoval, and McKinley counties in the Northwest Quadrant have seen a decrease in commercial vehicle related crashes, believed to be reflective of the downturn in petroleum production activities. Currently we have 448 crashes statewide and if the rate of crashes continues, based on a twelve month projected average, the number of crashes will be above the goal set for the rating period at approximately 541. The difficulties for the agency in those petroleum production quadrants include highway infrastructure and high volumes of commercial and non-commercial vehicles interacting on that infrastructure.

Part 3 Section 4 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. 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:

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

Describe any State-specific objective(s) identified for FY 2019 - 2021. 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.
The Implementation of the TraCS Inspection Report.

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
Technology: The issues identified from the technology aspect are primarily how data will be submitted to FMCSA via an interface from TraCS. The VSIS form will contain all required data elements; however, there is still no standard specification from FMCSA for submittal to the system. Once the specification is received, this will determine the amount of programming on the TraCS back end to successfully meet the data submission requirements. Field Operations: Once TraCS has met all of the requirements to "Go Live", and the system is sent out state wide for use, there is going to be transition issues. There will be a team of users who will be assigned state wide to teach the new inspection report to all employees.

Projected Goals for FY 2019 - 2021:
Enter performance goal.
Goals for the Tracs program are as follows: • The TraCS VSIS form is to be implemented state wide by end of 2018. • All employees will be properly trained on the VSIS form. • The TraCS Program as a whole will ensure the State with proper tracking of reports via its database.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.
The TraCS VSIS form will allow us to accurately report on all activity. The TraCS VSIS form will also allow us to be able to track State wide trends (Ex: Crash Data, locations, traffic enforcement inspections and CMV violation trends)

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.
TraCS is a third party sourced program. Any and all performance measures will be

handled internally and will be submitted to the contractors for the appropriate
corrections.

State Objective #2

Enter the title of your State-Identified Objective.
TraCS Program

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe problem identified by performance data including baseline data.
Our team has identified some unforeseen issues with the TraCS program described in
the above overview and is still in the testing phase. The TraCS system has not yet
completed the FMCSA testing process for state procurement of third party software.

Projected Goals for FY 2019 - 2021:
Enter performance goal.
To implement the program and train all employees by the end of 2019.

Program Activities for FY 2019 - 2021: Describe the activities that will be implemented including level of effort.
The TraCS VSIS form will allow us to accurately report on all activity. The TraCS VSIS
form will also allow us to be able to track State wide trends (Ex: Crash Data, locations,
traffic enforcement inspections and CMV violation trends)

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.
TraCS is a third party sourced program. Any and all performance measures will be
handled internally and will be submitted to the contractors for the appropriate
corrections.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The Spending Plan should include costs for FY 2020 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. Federal share is 85 percent of the total project costs for this FMCSA grant program.*
- ***State Share*** *means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.*
- ***Total Project Costs*** *means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.*
- ***Maintenance of Effort (MOE)*** *means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with 49 CFR § 350.301. The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.*

On Screen Messages

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

- *Calculation of Federal and State Shares*

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

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

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

- *MOE Expenditures*

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

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

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

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

- *Financial Summary*

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,033,074.00	$711,717.00	$4,744,791.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	$711,717.00
MOE Baseline:	$128,129.80

Part 4 Section 2 - Personnel

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

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

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 written justification (15% of MCSAP Award Amount):	$711,717.00

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
ADMINISTRATIVE SUPPORT	1	100.0000	$43,992.00	$43,992.00	$43,992.00	$0.00	$0.00
ADMINISTRATIVE SUPPORT	1	70.0000	$43,680.00	$30,576.00	$30,576.00	$0.00	$0.00
TRANSPORTATION INSPECTORS -NE	2	100.0000	$35,360.00	$70,720.00	$70,720.00	$0.00	$0.00
TRANSPORTATION INSPECTORS	19	100.0000	$27,040.00	$513,760.00	$513,760.00	$0.00	$0.00
OFFICERS -CR	4	100.0000	$60,320.00	$241,280.00	$241,280.00	$0.00	$0.00
SERGEANT -CR	1	100.0000	$66,560.00	$66,560.00	$66,560.00	$0.00	$0.00
OFFICERS	94	11.8158	$54,080.00	$600,658.55	$600,658.55	$0.00	$0.00
MANAGEMENT ANALYSTS	2	95.0000	$49,400.00	$93,860.00	$93,860.00	$0.00	$0.00
IT TECHS	2	90.0000	$46,488.00	$83,678.40	$83,678.40	$0.00	$0.00
Financial Analyst	1	100.0000	$62,400.00	$62,400.00	$62,400.00	$0.00	$0.00
GENERAL FUND MATCH	39	27.2940	$47,668.65	$507,416.57	$0.00	$507,416.57	$128,129.80
Subtotal: Salary				**$2,314,901.52**	**$1,807,484.95**	**$507,416.57**	**$128,129.80**
Overtime Project Costs							
OFFICERS, TRANS INSPECTORS, ADMINISTRATIVE STAFF	135	5.0000	$44,386.99	$299,612.18	$299,612.18	$0.00	$0.00
Subtotal: Overtime				**$299,612.18**	**$299,612.18**	**$0.00**	**$0.00**
TOTAL: Personnel				**$2,614,513.70**	**$2,107,097.13**	**$507,416.57**	**$128,129.80**
Accounting Method:	**Accrual**						

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

Salary: New Mexico's MCSAP funded program consists of approx. one-hundred and thirty (127) full and part time positions to include commissioned, civilian and administrative staff. The number of staff and assigned duties is subject to change. These positions are comprised of the following: One (1) Sergeant whom supervises the Compliance Review Program; four (4) Officers whom make up the Compliance Review Team; approx. ninety eight (94) Commissioned Officers; twenty-one (21) Transportation Inspectors of which six are assigned to the Santa Teresa Border and two are assigned to New Entrant; two (2) civilian IT position's, one assigned to the north and one assigned to the southern part of NM, both responsible for project oversight for all NMSP-CVEB 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) Financial Analyst responsible for the financial oversite 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.The commissioned and civilian employees are stationed throughout the twelve (12) designated districts of New Mexico. These salaries are an average but will vary depending on actual pay bands and legislative and promotional increases.

1 sergeant @$32 per hour x 2080 hrs = $66,560 x 100% productive hours = $66,560

4 compliance review officers x $29 per hr x 2080 hrs = $241,280 x 100% productive hours = $241,280

94 officers x $26 per hour x 2080 hrs =$5,245,760 x 11.8158% productive hours =$600,658.56

19 Transportation Inspectors x $13 per hour x 2080 hrs = $513,760 x 100% productive hours = $513,760

2 Transportation Inspectors x 17 per hours x 2080 hrs =$70,720 x 100% productive hours = $70,720

2 Management Analysts x $23.75 per hours x 2080 hrs = $98,800 x 95% productive hours = $93,860

2 IT Techs x 22.35 per hour x 2080 = $92,976 x 90% = $83,678.40

1 Administrative Assistant x 21.15 per hour x 2080 hrs = $43,992 x 100% productive hours =$43,992

1 Administrative Assistant x 21.00 per hour x 2080 hrs = $43,680 x 70% productive hours = $30,576

Additional support for grant and financial administration is provided by a general fund Grants Staff Manager/Bureau Chief.

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

Overtime: Funding from this line item will be utilized to pay premium and non-premium overtime costs to commissioned, civilian, supervisory and administrative staff associated with conducting eligible activities to meet the goals and objectives of this program. Funding in this line item shall not exceed 15% 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.

Match: Salaries for non-federally funded employees whom perform MCSAP eligible activities. These employees are full-time Officers and Civilian staff with the NMSP-CVEB, 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. In fact, DPS employs over one-hundred and fifty (150) 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.

Maintenance of Effort (MOE): Salaries for non-federally funded employees whom perform MCSAP eligible activities. These employees are full-time Officers and Civilian staff with the NMSP-CVEB, 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 identified officers above are for illustrative purposes only to meet the constraints of the formula tables. In fact, DPS employs over a 100 general funded positions whose activities are 80-95% MCSAP eligible. MOE may be drawn from any of these employees. MOE from specific activities will not be duplicated for other grant match purposes.

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 approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided 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 benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- *Costs are provided under established written policies.*
- *Costs are equitably allocated to all related activities, including Federal awards.*
- *Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.*

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 each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.*
- *The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.*
- *Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.*

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- *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.*
- *For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.*

*The **Base Amount** is:*

- *The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.*
- *For example, if the total wages for all grant-funded staff is $150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $150,000 x 64.8 x 50% / 100 = $48,600 Total Project Costs.*

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

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
COMMISSIONED AND CIVILIAN	46.0000	100.0000	$1,776,316.50	$817,105.59	$817,105.59	$0.00	$0.00
CIVILIAN OVERTIME	7.6500	100.0000	$97,600.00	$7,466.40	$7,466.40	$0.00	$0.00
COMMISSIONED OVERTIME	1.4500	100.0000	$202,012.18	$2,929.17	$2,929.17	$0.00	$0.00
GENERAL FUND MATCH	46.0000	100.0000	$444,134.00	$204,301.64	$0.00	$204,301.64	$0.00
CIVILIAN CLOTHING ALLOWANCE	100.0000	100.0000	$16,800.00	$16,800.00	$16,800.00	$0.00	$0.00
COMMISSIONED CLOTHING ALLOWANCE	90.0000	100.0000	$18,000.00	$16,200.00	$16,200.00	$0.00	$0.00
TOTAL: Fringe Benefits				$1,064,802.80	$860,501.16	$204,301.64	$0.00

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.
Fringe benefits are allowances and services provided by NMSP-CVEB to employees as compensation in addition to regular salaries and wages. Fringe benefits include but are not limited to: Group Health Insurance, FICA, Retirement, Retiree health care, Workman's Compensation, Leave and Clothing Allowance. The fringe total is based on actual expenditures and is illustrated as a percentage of their salary to meet the constraints of the table. All fringe benefits are paid and equitably allocated based on productive hours and eligible activity worked.

Total Personnel Salaries = 1,776,316.50 x 46% = 817,105.59

Total overtime for commissioned staff (exempt from social security) = 202,012.18 x 1.45% = 2,929.17

Total overtime for civilian staff = 97,600 x 7.65% = 7,466.40

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

Clothing allowance is $800 per year for Inspectors. Plan has 21 x $800 x 100% eligible activity = $16,800.

Clothing allowance is $1000 per year for Officers. Plan has 18 x $1000 x 90% eligible activity = $16,200.

Match: Fringe for non-federally funded employees whom perform MCSAP eligible activities. These employees are full-time Officers and Civilian staff with the NMSP-CVEB, 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 a 100 general funded positions whose activities are 80-95% MCSAP eligible. Match may be drawn from any of these employees. Match from specific activities will not be duplicated for other grant match purposes or for maintenance of effort.

Total personnel costs $444,134 x 46% = $204,301.64

Maintenance of Effort (MOE): Fringe for non-federally funded employees whom perform MCSAP eligible activities. These employees are full-time Officers and Civilian staff with the NMSP-CVEB, 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 a 100 general funded positions whose activities are 80-95% MCSAP eligible. MOE may be drawn from any of these employees. MOE from specific activities will not be duplicated for other grant match purposes.

Total fringe costs towards MOE = $51,252

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, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
National Challenge	3	5	100.0000	$5,700.00	$5,700.00	$0.00	$0.00
Mandatory In Service Training	18	4	100.0000	$6,552.00	$6,552.00	$0.00	$0.00
New Entrant Audits	2	30	100.0000	$5,460.00	$5,460.00	$0.00	$0.00
CVSA Conference	9	5	100.0000	$17,100.00	$17,100.00	$0.00	$0.00
Compliance Review Travel	5	3	100.0000	$20,475.00	$20,475.00	$0.00	$0.00
North American Part A&B	25	10	100.0000	$7,500.00	$7,500.00	$0.00	$0.00
Hazmat Training	25	5	100.0000	$3,750.00	$3,750.00	$0.00	$0.00
MCSAP Planning Meeting	7	4	100.0000	$11,480.00	$11,480.00	$0.00	$0.00
NA Inspectors Challenge	25	3	100.0000	$6,825.00	$6,825.00	$0.00	$0.00
Compliance Review Certification	2	12	100.0000	$7,440.00	$7,440.00	$0.00	$0.00
Administrative Travel	3	4	100.0000	$6,012.00	$6,012.00	$0.00	$0.00
TOTAL: Travel				**$98,294.00**	**$98,294.00**	**$0.00**	**$0.00**

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

CVSA Conference Travel – funding from this line item will be utilized for employees to attend out-of-state CVSA Workshops and Conferences and shall include meals, lodging, airfare and other misc. costs.There are 2 conferences per year. Generally, 4 attend the winter conference and 5 attend the annual conference.
Round trip airfare from Albuquerque NM to Locations to be determined x 9 employees x $600.00= $5,400
Lodging for 5 nights @ $215.00 per night x 9 employees=$9,675
Meals @ $45.00 per day x 9 employee's x 5 days =$2,025
Total CVSA Travel - $17,100

The Compliance Review Team, comprised of 4 (four) CR's and 1 (one) Sergeant. is required to conduct 106 CSA investigations on Commercial Companies. This requires an extensive amount of travel throughout the State.
5 compliance employees will perform an average of 24 CSA investigations (6 for the Sergeant/Supervisor) per year x 3 days; Not all investigations require overnight travel.
 $91.00 per day per diem x 225 days =$20,475.
Total Compliance Review - $20,475

MCSAP is responsible for administering the North American Part A & B Training and OJT (on the job training) to all NMSP-CVEB employees. This training is administered at our training facility (if possible) or an available location which can accommodate our needs. Travel expenses for up to 25 employees will be covered by MCSAP.
$30.00 per day x 10 days x 25 employees
Total NA training = $7,500

Cargo/Hazmat training and OJT (on the job training) is required for all Inspectors. This training will be administered at our training facility or an available location which can accommodate our needs.
25 FTE x 5 days x $30 per diem

Total Cargo/Hazmat Training - $3,750

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 ($30) than regular per diem. If our training facility is not available, per diem cost will be $91 per day.

MCSAP Planning Meeting: 7 employees attending the planning meeting to include but not limited to grant staff, law enforcement, ITD and IT staff. It is beneficial to this agency with the ITD and MCSAP meeting combined now that we have a couple staff from the enforcement and ITD side attend. We also project having a large change over in staff to include top level commanders on the enforcement/program side due to elections and retirements. With new Commanders over the MCSAP program, it is paramount that they attend these informative meetings.
7 FTE x 4 days x $215.00 per day for lodging- out of state = $6,020
7 FTE x 4 days x $45 per day meals - out of state =$1,260
Airfare $600 x 7= $4,200
Total Planning Meeting Costs = $11,480

North American Inspectors Challenge- Estimating 25 employees will be attending this in-state challenge where all certified employees will compete and civilians will assist with set-up, break -down and judging of the event.
25 employee's x 3 days x $91.00 per diem per day
Total Competition Costs for in-state - $6,825

National Inspectors Challenge – 3 employees will be attending Nationals; competitor, judge, and our Challenge coordinator.
Airfare = 3 employee's x $600 round trip = $1,800
Lodging = 3 employee's x $215 per day x 5 nights = $3,225
Meals = 3 employee's x $45 per day x 5 days = $675
Total National Inspectors Challenge = $5,700

Compliance Review Training/Certification- two employees will be going to CR certification training
2 FTE x 12 days x $215 lodging out of state = $5,160
Airfare- 2 round trip x $600 = $1,200
2 FTE x 12 days x $45 per day meals - out of state = $1,080
Total for CR training = $7,440

Mandatory In-service training for commissioned personnel in order to maintain there New Mexico peace officers certification to include but not limited to firearms quals, defensive tactics, legislative update, defensive driving, etc.
18 employee's x 4 days x $91 per day = 6,552
Total In Service training = $6,552

New Entrant audits require New Entrant employees to travel statewide.
2 employees will perform an average of 25 New Entrant audits per year x 3 days x $91.00 per day per diem (est. 40% of these reviews require travel) =$5,460
Total NE travel = $5,460

Administrative staff and program managers are responsible for the management of these federal and non-federal dollars. It is critical that they maintain current with but not limited to 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.
3 employee's (in-state) x 4 days x $91 per day =$1,092
3 employee's (out of state) x 4 days x $215 lodging = $2,580
3 employees (out of state) x $600 round trip = $1,800
3 employees (out of state) x $45 per day x 4 days = $540
Total Admin Travel = $6,012

All travel costs will be paid in accordance with the New Mexico Mileage and Per Diem Act
Total Travel: $98,294

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Mobile Inspection Unit	1	$156,915.11	100	$156,915.11	$156,915.11	$0.00	$0.00
Portable Scales	1	$30,000.00	100	$30,000.00	$30,000.00	$0.00	$0.00
TOTAL: Equipment				**$186,915.11**	**$186,915.11**	**$0.00**	**$0.00**
Equipment threshold is greater than $5,000.							

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

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

1 mobile inspection unit = $156,915.11

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

Portable Scales will be purchased in order to conduct weight operations throughout the state (not at fixed locations) and locations that meet the mandates of FMCSA weight operations.

1 set of portable scales = $30,000

**There was an FMCSA Amendment Request submitted and approved to purchase mobile inspection units and portable scales with the 2019 eCVSP. August 2019.

Part 4 Section 6 - Supplies

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	12 month	$687.00	100.0000	$8,244.00	$8,244.00	$0.00	$0.00
Field Supplies	12 Months	$1,998.12	100.0000	$23,977.44	$23,977.44	$0.00	$0.00
Uniforms and Related Supplies	12 Months	$1,098.39	100.0000	$13,180.68	$13,180.68	$0.00	$0.00
IT supplies	4 package	$2,072.57	100.0000	$8,290.28	$8,290.28	$0.00	$0.00
TOTAL: Supplies				**$53,692.40**	**$53,692.40**	**$0.00**	**$0.00**

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.
Office Supplies – general office supplies will be purchased for the field to perform daily operations/duties. General office supplies will also be utilized in the administration and financial compliance of this grant award. General office supplies will consist of but are not limited to pens, paper, folders, labels, highlighters, toner/ink, thermal paper, binders, printers, scanners, computer desks, chairs, etc. All office supplies are under the threshold of $5000 per acquisition and/or under the requirement for length of its useful life.
$687 per month x 12 months = $8,244

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.
$1,998.12 per month x 12 months = $23,977.44

Uniforms and Related Supplies – Funds will be utilized to purchase uniforms and related supplies for all employees who conduct eligible activities. This cost covers the initial uniform issuance upon hire, as well as items that are not covered in the annual clothing allowance (which is identified in the fringe/benefit section), and/or items that are outside of the officer's standard uniform requirement. Items purchased under this category include but not be limited to bullet proof vests, jackets, coveralls, insulated coveralls, gloves, bumpcaps, caps and boots, etc. Please see comments under state comments above.
$1,098.39 per month x 12 months = $13,180.68

IT Supplies - Replacement of laptop/docking station, monitors and printer/scanners as needed for commissioned and civilian staff. These items are under the $5,000 acquisition cost.
 4 laptops, docking stations, printers, etc x $2,072.57 each = $8,290.28

Note: All supplies are prorated based on time study of eligible productive hours unless 100% used for a MCSAP eligible activity.

Part 4 Section 7 - Contractual and Subaward

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

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

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.330 for details.

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

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

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Unknown	DUNS 0	Contract	100.0000	$12,000.00	$12,000.00	$0.00	$0.00
Description of Services: Janitorial Services for Santa Teresa Port							
Unknown	DUNS 0	Contract	100.0000	$498,888.00	$498,888.00	$0.00	$0.00
Description of Services: ITD Operation and Maintenance							
TOTAL: Contractual and Subaward				**$510,888.00**	**$510,888.00**	**$0.00**	**$0.00**

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

Janitorial services are contracted out for the Santa Teresa Port of Entry. This facility is state owned, and therefore does not have a lease that includes janitorial services. Services are provided three days per week and are not funded in the NM State general fund. Per prior agreement with the FMCSA DA office, we prorate the costs at 60%.
$20,000 per year x 60% = $12,000

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-CVEB employees. The information provided by this system affords the employee the ability to decide whether to initiate an inspection on a carrier or vehicle. The integrated lane control modules work with the system to automatically actuate the signals and track the movement of the vehicles in compliance with the signals based on the alerts generated. Vehicles are directed to either bypass the station, or report for further inspection, improving the efficiency and safety of the inspection process and traffic flow. The thermal imaging systems identify malfunctioning equipment including but not limited to non-operational brakes, hot bearings, under-pressure and flat tires, dragging brakes and defective or oil soaked linings.

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

Operation and maintenance cost elements and projected deliverables:

EXHIBIT A – SCOPE OF WORK

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

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

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

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

Technology Site	Hardware	Software
Anthony Weigh Station *IIS SRIS (Ramp)*	Ø IIS Smart Roadside Inspection (SRIS) System IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS ramp pole-mount electronics cabinet Ø IIS Overview Camera System (OVC) Ø IIS Automated License Plate Recognition (ALPR) System Ø IIS Automated USDOT Number Recognition (AUNR) System Ø IIS Automated Thermal Inspection System (ATIS) Ø IIS SRIS sensor triggers Ø IRD Single Threshold Kistler WIM System	Ø IIS SRIS Station Software Ø IRD WIM Control
San Jon Weigh Station *IIS SRIS (Ramp)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS ramp pole-mount electronics cabinet Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System	Ø IIS SRIS Station Software

	Ø IIS SRIS sensor triggers	
Gallup Weigh Station *IIS SRIS (Ramp)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS ramp pole-mount electronics cabinet Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers	Ø IIS SRIS Station Software
Mobile #1 *IIS SRIS Trailer (Mobile)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (tablet) Ø IIS SRIS electronics cabinet Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers Ø IIS SRIS Trailer includes all communication equipment Ø Onboard battery power	Ø IIS SRIS Station Software
Santa Fe (NM Agency CVE Headquarters) *IIS SRIS*	Ø IIS SRIS IBM server	Ø IIS SRIS Enterprise & Local Services. This includes SRIS SmartStatus, Smart Traffic, and other other SRIS Dashboards, Drivewyze bypass support-network query function
Cloud-based Services	Ø	Ø SRIS CVIEW
Lordsburg Weigh Station *IIS SRIS (Ramp)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS ramp pad-mount electronics cabinet Ø IIS SRIS camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS Automated Thermal Inspection System (ATIS) Ø IIS SRIS sensor triggers	Ø IIS SRIS Station Software
Lordsburg Virtual Site (Exit 24) *IIS SRIS (Virtual)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS ramp pad-mount electronics cabinet Ø IIS SRIS ramp camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers	Ø IIS SRIS Station Software (Virtual)
Lordsburg Virtual Site (Exit 20) *IIS SRIS (Virtual)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse)	Ø IIS SRIS Station Software (Virtual)

	Ø IIS SRIS ramp pad-mount electronics cabinet Ø IIS SRIS ramp camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers	
Raton Weigh Station *IIS SRIS (Ramp)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS ramp pad-mount electronics cabinet Ø IIS SRIS camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers Ø Kistler WIM System (upgrade) Ø Lane Control (upgrade)	Ø IIS SRIS Station Software Ø WIM Software (upgrade) Ø Smart Traffic Software (upgrade)
San Jon Virtual Site *IIS SRIS (Virtual)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS mainline pad-mount electronics cabinet Ø IIS SRIS mainline camera pole with cabinet Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers	Ø IIS SRIS Station Software (Virtual)
Raton Virtual Site *IIS SRIS (Virtual)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS mainline pad-mount electronics cabinet Ø IIS SRIS mainline camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers	Ø IIS SRIS Station Software (Virtual)
San Jon Virtual Site SR392 *IIS SRIS (Virtual)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS mainline pad-mount electronics cabinet Ø IIS SRIS mainline camera pole with cabinet Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers Ø Cardinal Single Threshold Kistler WIM System	Ø IIS SRIS Station Software (Virtual) Ø Cardinal WIM Software
Gallup Virtual Site *IIS SRIS (Virtual)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS mainline pad-mount	Ø IIS SRIS Station Software (Virtual) Ø WIM Software

	Ø IIS SRIS mainline camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers Ø Dual Threshold Kistler WIM System	
Lordsburg Virtual Site *IIS SRIS (Virtual)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS mainline pad-mount electronics cabinet Ø IIS SRIS mainline camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers Ø Dual Threshold Kistler WIM System	Ø IIS SRIS Station Software (Virtual) Ø WIM Software
Anthony Virtual Site *IIS SRIS (Virtual)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (monitor, keyboard & mouse) Ø IIS SRIS mainline pad-mount electronics cabinet Ø IIS SRIS mainline camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers Ø Dual Threshold Kistler WIM System	Ø IIS SRIS Station Software (Virtual) Ø WIM Software
Smart Roadside Mobile Van *IIS SRIS Van (Mobile)*	Ø IIS SRIS IBM server Ø IIS SRIS Workstation (tablet PC, keyboard & mouse) Ø IIS SRIS electronics cabinet Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø FLIR Camera Ø IIS SRIS sensor triggers Ø IIS SRIS Van includes all communication equipment Ø Onboard battery power system	Ø IIS SRIS Station Software (Mobile)
Booth (Santa Teresa) Weigh Station *IIS SRIS (Virtual)*	Ø IIS SRIS IBM servers Ø IIS SRIS Workstation Ø IIS SRIS pad-mount electronics cabinets Ø SRIS mainline camera pole Ø IIS OVC System Ø IIS ALPR System Ø IIS AUNR System Ø IIS SRIS sensor triggers Ø Dual Threshold Kistler WIM System	Ø IIS SRIS Station Software Ø WIM Software
Cattleman (Santa Teresa) Weigh Station	Ø IIS SRIS IBM servers Ø IIS SRIS Workstation	Ø IIS SRIS Station Software

IIS SRIS (Virtual)	Ø IIS SRIS pad-mount electronics cabinets	Ø WIM Software
	Ø SRIS mainline camera pole	
	Ø IIS OVC System	
	Ø IIS ALPR System	
	Ø IIS AUNR System	
	Ø IIS SRIS sensor triggers	
	Ø Dual Threshold Kistler WIM System	

I. Performance Measures:

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

II. Activities.

Hardware maintenance and software support of the Smart Roadside Systems.

III. Deliverables

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

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

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Deliverable Name	Due Date	Compensation
Maintenance on the Hardware Support & Maintenance for CVE Smart Roadside Systems	**October 2018-September 2019**	**Invoiced monthly on the last day of the calendar month, i.e. the 30th or 31st, monthly installments not to exceed $41,574 from Department of Public Safety from Department of Transportation each, including NM gross receipts tax.** **The total of these payments shall not exceed $498,888 including NM gross receipts tax.**

Task Item	Sub Tasks	Description
Maintenance Hardware Support	**Sub 1**	Contractor shall continuously monitor all sites hardware status and must be maintained in operational status. Must maintain system performance.
	Sub 2	Contractor shall provide site visit(s) at 6 month intervals to inspect and/or repair all IIS and third party roadside technology hardware.
	Sub 3	Contractor must provide a quarterly Standard Performance report. Contractor shall include parts, labor, and expense detail associated with supporting the CVE Smart Roadside Systems in the quarterly report.

Sub 4	Contractor must provide all parts, labor and expenses.
Sub 5	Service response and performance times will be:

Task	Response Time	Resolution Time
Scheduled Maintenance site visits	N/A	6 Month Intervals
Initial Response to unplanned service call and service ticket issuance (if required)	4 Business Hours	N/A
Remote access to system, and categorization of service request	8 Business Hours	N/A
Priority 1 Service Ticket - Emergency	12 Business Hours	High priority
Priority 2 Service Ticket - Critical	24 Business Hours	Standard Priority
Priority 3 Service Ticket – Non-Critical	5 Business Days	Low Priority
Priority 4 Service Ticket - Scheduled	5 Business Days	At Scheduled Service
Service Report and summary	Annually	
Business Hours are defined as Monday to Friday, 0800 to 1700, Mountain Standard Time		

B.   Deliverable Number 2: Software Support & Maintenance

Deliverable Two	Due Date	Compensation
Software Support for CVE Smart Roadside Systems	**October 2018-September 2019**	**$0.00 INCLUDED WITH DELIVERABLE ONE ABOVE**

Task Item	Sub Tasks	Description
Software Support for CVE Smart Roadside Systems	Sub 1	Contractor shall continuously monitor all sites and central server software status and must maintain operational status and system performance. The Contractor shall notify the Agencies immediately by email of any downtime, including scheduled or unscheduled outages. The Contractor shall subsequently notify the Agencies of cause and expected time of restored functionality.
	Sub 2	The Contractor must troubleshoot and repair all IIS roadside technology software as per Deliverable 1, Subtask 5 service response and performance times.
	Sub 3	Contractor shall provide installation of any major and on-going updates for all Contractor software. The Contractor shall notify Agencies of pending installations at least one week in advance. Contractor shall subsequently notify Agencies of installation completions. Any major configuration change which may affect functionality shall be logged and made available to Agencies upon request and included in quarterly report. The Contractor will continue to be authorized by Agencies to utilize Agency USDOT Safer, Prism certified download files, and any other data as directed by Agencies, for transfer from state-hosted Smart Roadside Enterprise Server to Contractor hosted Smart Roadside Enterprise Server for the purpose of operating the Drivewyze commercial vehicle weigh station bypass service. The data held in the Contractor-hosted Smart Roadside network will be used by Drivewyze, Agencies and other accredited law enforcement agencies to screen commercial vehicles using the bypass service in New Mexico and in other jurisdictions.
	Sub 4	Contractor will evaluate requests by the Agencies for new features or modifications for Smart Roadside Program Management Systems software. All such requests will be acknowledged by Contractor, and will be compared to the Contractor's current plans for product enhancement and development. Feature additions or modifications that are not already in plan for future versions will be quoted separately by Contractor for consideration by the Agencies as custom development.
	Sub 5	Contractor shall provide unlimited phone support for any Contractor software issues through a toll free access to Contractor service staff to address any questions on system operation.
	Sub 6	Contractor shall provide ongoing annual refresher training services which would include ad-hoc remote training through on-line Webex services and/or scheduled onsite training as requested. Classroom training will include up to two days of refresher training, all necessary training materials and presentation aids.

	Sub 7	Contractor shall provide all parts, labor & expenses. Contractor shall include parts, labor, and expense detail associated with Software Support in the quarterly Standard Performance Report as in Deliverable 1, Sub Task 3.

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 may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

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

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Education and Training	12 Employees	$575.00	100.0000	$6,900.00	$6,900.00	$0.00	$0.00
Fuel	12 Month	$6,312.50	100.0000	$75,750.00	$75,750.00	$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	$688.00	100.0000	$8,256.00	$8,256.00	$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
Utilities	12 month	$1,668.60	100.0000	$20,023.20	$20,023.20	$0.00	$0.00
TOTAL: Other Costs				$215,686.20	$215,686.20	$0.00	$0.00

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.
Education and Training will include but not limited to registration fees , tuition fees, and any other fees associated with the attendance of employees (commissioned and civilian) at CVSA conferences and/or other trainings/workshops.
$575 x 12 employees = $6,900

Fuel for personnel to conduct but not limited to Law Enforcement activities, Compliance Investigations, Safety Audits, Site visits, etc. per week on average for 18 officers for 50 weeks per year and an average of 18 mpg:
606 miles x 50 weeks x 18 officers = 545,400 miles per year / 18 mpg x 2.50 gallon = $75,750
Total fuel costs per month $6,300 x 12 months = $75,750

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.
Radiocomm = $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

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 office $358 per month x 12 = $4,296
Santa Teresa Port $330 x 12 months = $3,960
Total Equipment rental $688 per month x 12 months =$8,256

CVSA / OOS Decals have to be ordered on a quarterly basis.
1 box x 22800 x $.28 (all quarters) = $6,384
Total Cost per quarter $1,596 x 4 quarters = $6,384

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

Santa Teresa POE utilities are essential to services rendered under the this program. These costs are not budgeted in the state general fund and will be prorated (per prior agreement with FMCSA DA office) funded at 60% of total costs.
Total utility costs estimated $2,781 per month x 60% = $1,668.60 x 12 months = $20,023.20

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,033,074.00	$711,717.00	$4,744,791.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$711,717.00
MOE Baseline:	$128,129.80

Estimated Expenditures			
Personnel			
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
ADMINISTRATIVE SUPPORT	$43,992.00	$0.00	$43,992.00	$0.00
ADMINISTRATIVE SUPPORT	$30,576.00	$0.00	$30,576.00	$0.00
TRANSPORTATION INSPECTORS -NE	$70,720.00	$0.00	$70,720.00	$0.00
TRANSPORTATION INSPECTORS	$513,760.00	$0.00	$513,760.00	$0.00
OFFICERS -CR	$241,280.00	$0.00	$241,280.00	$0.00
SERGEANT -CR	$66,560.00	$0.00	$66,560.00	$0.00
OFFICERS	$600,658.55	$0.00	$600,658.55	$0.00
MANAGEMENT ANALYSTS	$93,860.00	$0.00	$93,860.00	$0.00
IT TECHS	$83,678.40	$0.00	$83,678.40	$0.00
Financial Analyst	$62,400.00	$0.00	$62,400.00	$0.00
GENERAL FUND MATCH	$0.00	$507,416.57	$507,416.57	$128,129.80
Salary Subtotal	**$1,807,484.95**	**$507,416.57**	**$2,314,901.52**	**$128,129.80**
OFFICERS, TRANS INSPECTORS, ADMINISTRATIVE STAFF	$299,612.18	$0.00	$299,612.18	$0.00
Overtime subtotal	**$299,612.18**	**$0.00**	**$299,612.18**	**$0.00**
Personnel total	**$2,107,097.13**	**$507,416.57**	**$2,614,513.70**	**$128,129.80**

Fringe Benefits			
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
COMMISSIONED AND CIVILIAN	$817,105.59	$0.00	$817,105.59	$0.00
CIVILIAN OVERTIME	$7,466.40	$0.00	$7,466.40	$0.00
COMMISSIONED OVERTIME	$2,929.17	$0.00	$2,929.17	$0.00
GENERAL FUND MATCH	$0.00	$204,301.64	$204,301.64	$0.00
CIVILIAN CLOTHING ALLOWANCE	$16,800.00	$0.00	$16,800.00	$0.00
COMMISSIONED CLOTHING ALLOWANCE	$16,200.00	$0.00	$16,200.00	$0.00
Fringe Benefits total	**$860,501.16**	**$204,301.64**	**$1,064,802.80**	**$0.00**

Travel

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
National Challenge	$5,700.00	$0.00	$5,700.00	$0.00
Mandatory In Service Training	$6,552.00	$0.00	$6,552.00	$0.00
New Entrant Audits	$5,460.00	$0.00	$5,460.00	$0.00
CVSA Conference	$17,100.00	$0.00	$17,100.00	$0.00
Compliance Review Travel	$20,475.00	$0.00	$20,475.00	$0.00
North American Part A&B	$7,500.00	$0.00	$7,500.00	$0.00
Hazmat Training	$3,750.00	$0.00	$3,750.00	$0.00
MCSAP Planning Meeting	$11,480.00	$0.00	$11,480.00	$0.00
NA Inspectors Challenge	$6,825.00	$0.00	$6,825.00	$0.00
Compliance Review Certification	$7,440.00	$0.00	$7,440.00	$0.00
Administrative Travel	$6,012.00	$0.00	$6,012.00	$0.00
Travel total	**$98,294.00**	**$0.00**	**$98,294.00**	**$0.00**

Equipment

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Mobile Inspection Unit	$156,915.11	$0.00	$156,915.11	$0.00
Portable Scales	$30,000.00	$0.00	$30,000.00	$0.00
Equipment total	**$186,915.11**	**$0.00**	**$186,915.11**	**$0.00**

Supplies

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	$8,244.00	$0.00	$8,244.00	$0.00
Field Supplies	$23,977.44	$0.00	$23,977.44	$0.00
Uniforms and Related Supplies	$13,180.68	$0.00	$13,180.68	$0.00
IT supplies	$8,290.28	$0.00	$8,290.28	$0.00
Supplies total	**$53,692.40**	**$0.00**	**$53,692.40**	**$0.00**

Contractual and Subaward

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Unknown	$12,000.00	$0.00	$12,000.00	$0.00
Unknown	$498,888.00	$0.00	$498,888.00	$0.00
Contractual and Subaward total	**$510,888.00**	**$0.00**	**$510,888.00**	**$0.00**

Other Costs

	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Education and Training	$6,900.00	$0.00	$6,900.00	$0.00
Fuel	$75,750.00	$0.00	$75,750.00	$0.00
Communications	$85,473.00	$0.00	$85,473.00	$0.00
Equipment rental	$8,256.00	$0.00	$8,256.00	$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
Utilities	$20,023.20	$0.00	$20,023.20	$0.00
Other Costs total	**$215,686.20**	**$0.00**	**$215,686.20**	**$0.00**

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	$4,033,074.00	$711,718.21	$4,744,792.21	$128,129.80
Total Costs Budgeted	$4,033,074.00	$711,718.21	$4,744,792.21	$128,129.80

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	$4,033,074.00	$711,717.00	$4,744,791.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic Award Amount):	$711,717.00
MOE Baseline:	$128,129.80

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	$1,807,484.95	$507,416.57	$2,314,901.52	$128,129.80
Overtime Subtotal	$299,612.18	$0.00	$299,612.18	$0.00
Personnel Total	$2,107,097.13	$507,416.57	$2,614,513.70	$128,129.80
Fringe Benefits Total	$860,501.16	$204,301.64	$1,064,802.80	$0.00
Travel Total	$98,294.00	$0.00	$98,294.00	$0.00
Equipment Total	$186,915.11	$0.00	$186,915.11	$0.00
Supplies Total	$53,692.40	$0.00	$53,692.40	$0.00
Contractual and Subaward Total	$510,888.00	$0.00	$510,888.00	$0.00
Other Costs Total	$215,686.20	$0.00	$215,686.20	$0.00
	85% Federal Share	15% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	$4,033,074.00	$711,718.21	$4,744,792.21	$128,129.80
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	$4,033,074.00	$711,718.21	$4,744,792.21	$128,129.80

Part 5 - Certifications and Documents

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

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

Part 5 Section 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Jose Nic Aragon
2. What is this person's title? Deputy Chief
3. Who is your Governor's highway safety representative? Jose Nic Aragon
4. What is this person's title? Deputy Chief

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

- ⦿ Yes
- ○ Yes, uploaded certification document
- ○ No

State Certification declaration:

> I, Jose Nic Aragon, 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 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Jose Nic Aragon
2. What is the title of your certifying State offical? Deputy Chief
3. What are the phone # and email address of your State official? jose.aragon@state.nm.us

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

◉ Yes

○ Yes, uploaded certification document

○ No

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

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

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

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

○ Yes ◉ No

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

○ Yes ◉ No