

eCVSP

NEW MEXICO

Commercial Vehicle Safety Plan

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

Fiscal Years 2025 - 2027

Date of Approval: March 02, 2026

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2025 - 2027)
- Part 2: Crash Reduction and National Program Elements (FY 2025 - 2027)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2025 - 2027)
- Part 4: Financial Information (FY 2025)
- Part 5: Certifications and Documents (FY 2025)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

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

REMINDERS FOR FY 2025:

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

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

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2024 plans. States must carefully review and update this information to reflect FY 2025 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2025 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

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

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

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

The New Mexico State Police-Commercial Vehicle Enforcement (NMSP-CVE) is a specialized division within the New Mexico Department of Public Safety (NMDPS) that serves as the lead agency for the Motor Carrier Safety Assistance Program (MCSAP) in the state. As the primary agency responsible for administering the Commercial Vehicle Safety Plan (CVSP), the NMSP-CVE coordinates with federal, state, and local stakeholders to enhance commercial vehicle safety through strategic actions and comprehensive oversight.

The mission of the NMSP-CVE is to promote safety on New Mexico highways through both education and awareness and by providing law enforcement traffic enforcement services to the motoring public. This mission is accomplished by enforcing the state's Criminal Code, the Motor Transportation Act, the Motor Vehicle Code, and additional federal and state commercial motor vehicle safety regulations as adopted in the New Mexico Administrative Code. Education and awareness initiatives include outreach programs, safety campaigns, training sessions, and workshops aimed at fostering a culture of safety among commercial drivers and the general public. Traffic enforcement services involve deploying law enforcement officers to monitor and enforce traffic laws, with a particular focus on commercial vehicle operations, using advanced technologies and data analysis to target high-risk areas effectively.

The NMSP-CVE is dedicated to ensuring the safe and legal operation of commercial motor vehicles (CMVs) by conducting safety inspections, audits, and reviews to verify compliance with safety standards and regulations. Additionally, the division works to prevent the transportation of illicit contraband within commercial vehicles and to facilitate trade by streamlining processes and removing barriers to the legal and efficient operation of commercial vehicles.

The ultimate goal of the NMSP-CVE is to reduce motor vehicle crashes, thereby minimizing injuries and fatalities involving large trucks and buses. Through a combination of education, enforcement, and regulatory oversight, the NMSP-CVE is committed to maintaining high standards of safety and compliance within the commercial vehicle sector, ensuring the well-being of both the public and the commercial transportation industry in New Mexico.

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

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

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

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

Our 63 non-commissioned personnel are comprised of Transportation Supervisor and Inspectors currently holding CVSA certifications and are tasked with conducting level 1, 2, and 3 driver/vehicle safety inspections. These inspections occur during both mobile roadside inspection operations and at the twelve (12) fixed Port of Entry facilities listed below:

Major Ports of Entry Locations:

- Gallup Port of Entry Interstate 40 mile marker 12
- San Jon Port of Entry Interstate 40 mile marker 357
- Raton Port of Entry Interstate 25 mile marker 460
- Anthony Port of Entry Interstate 10 mile marker 162
- Lordsburg Port of Entry Interstate 10 mile marker 23
- Santa Teresa International Port of Entry State Road 136

Minor Ports of Entry:

- Clayton Port of Entry US Hwy 87 mile marker 8
- Nara Visa Port of Entry US Hwy 54 mile marker 350
- Texico Port of Entry US Hwy 60/70/84 mile marker 396
- Carlsbad Port of Entry US 62/180 mile marker 26
- Hobbs Port of Entry US Hwy 62/180 mile marker 108
- Oro Grande Port of Entry US Hwy 54 MM 41

NMSP-CVE officers patrol the highways, conduct traffic stops, and perform roadside inspections of commercial motor vehicles and their drivers to identify observable violations. As New Mexico is a probable cause state, officers and transportation inspectors conduct traffic enforcement activities on both commercial and non-commercial motor vehicles, performing roadside inspections at various mobile and fixed port of entry locations throughout the state.

In addition to patrolling the highways and conducting inspections, NMSP utilizes the Compliance and Review Enforcement Unit to operate in areas where there are no certified personnel stationed. NMDPS believes this new priority will not only help enforce federal regulations but will also serve to educate businesses and ensure compliance with all federal regulations. This proactive approach aims to fill gaps in enforcement coverage and provide consistent regulatory oversight across the state.

Recently, NMDPS implemented a new command structure for all Ports of Entry statewide. Under this structure, every Transportation Inspector now reports to the MCSAP Captain, enhancing the MCSAP Captain's ability to target and address problem areas effectively. The goal of this initiative is to provide clear guidance from a single source for MCSAP activities statewide, ensuring a unified and efficient enforcement strategy.

Furthermore, NMDPS has authorized the formation of the CVE "Strike Team," a specialized unit focused on Commercial Motor Vehicle Traffic Enforcement. Plans are in place to expand this unit with additional members. The Strike Team is tasked with focusing on high crash areas and rural traffic enforcement, aiming to reduce accidents and improve safety in these regions.

The primary function of the Strike Team is to help NMDPS meet the overall traffic enforcement inspections as outlined in the ECVSP. In addition, the Strike Team conducts frequent enforcement operations tailored to the specific needs of individual districts, as requested by NMSP District Commanders and other Law Enforcement Agencies (LEAs). Each request is reviewed by CVE Command Staff, and operational plans are developed to meet the unique requirements of each request. This targeted approach allows the Strike Team to effectively address specific enforcement challenges and enhance overall road safety. The goal for Strike Team is to conduct a minimum of one operation per quarter. This is based on the needs to the agency and budgetary restraints.

Overall, the efforts of the NMSP-CVE, Compliance and Review Enforcement Unit, and the CVE Strike Team demonstrate a comprehensive and coordinated approach to commercial vehicle safety enforcement in New Mexico. By combining patrols, inspections, targeted operations, and a unified command structure, NMDPS aims to **reduce motor vehicle crashes**, ensure compliance with regulations, and promote safer highways for all motorists.

Part 1 Section 4 - MCSAP Structure

Instructions:

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

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

The national program elements sub-categories represent the number of personnel involved in that specific activity area.

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

FMCSA recognizes that some staff may be involved in more than one area of activity.

Lead Agency Information	
Agency Name:	NEW MEXICO DEPARTMENT OF PUBLIC SAFETY
Enter total number of personnel participating in MCSAP activities	232
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	232
Traffic Enforcement Activities	164
Investigations*	6
Public Education and Awareness	12
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

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

Part 2 - Crash Reduction and National Program Elements

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2025 - 2027 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

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

Part 2 Section 2 - CMV Crash Reduction

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

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

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

Trend Analysis for 2019 - 2023

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # Fatalities

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2023	12/31/2023	68	0	68
01/01/2022	12/31/2022	65	0	65
01/01/2021	12/31/2021	78	0	78
01/01/2020	12/31/2020	44	0	44
01/01/2019	12/31/2019	106	0	106

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			
01/01/2023	12/31/2023	0	0	0
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	0	0	0
01/01/2020	12/31/2020	0	0	0
01/01/2019	12/31/2019	1	0	1

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			
01/01/2023	12/31/2023	0	0	0
01/01/2022	12/31/2022	0	0	0
01/01/2021	12/31/2021	7	0	7
01/01/2020	12/31/2020	2	0	2
01/01/2019	12/31/2019	0	0	0

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

The trend analysis data was captured utilizing Fatality Analysis Reporting System (FARS), with the exception of the period of 01/01/2019-12/31/2023 due to the data not being posted. Currently, NMDPS works in conjunction with New Mexico Department of Transportation (NMDOT) FARS Analyst to ensure the accuracy of fatality counts within these departments across the state of NM. Data for older reporting periods has been updated to reflect the numbers out of FARS, where the data previously was only collected out of MCMIS.

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

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

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

The state has additional obstacles that they encounter that is specific to each region of the state. In the southwest region of state, there is a higher risk for crashes due to weather which includes severe dust storms and snow. This quadrant of the state has two (2) major interstates I-25/I-10 to include an international commercial vehicle port of entry that borders Mexico.

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

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

The NMSP-CVE has recognized that, although targeted enforcement operations have had a major impact on driving habits, it is most often for a short period of time. For NMSP to effectively reduce crash statistics, they must continue to support long term campaigns aimed at reducing unsafe driving behaviors by educating all drivers about ways to share the roads safely.

Through public education campaigns, community outreach, high visibility operations, and commitment of units in troubled areas, the goal of reducing crashes and fatalities can be affected within both our urban and rural areas.

In an effort to support the above operations, the NMSP-CVE will utilize civilians and commissioned personal to make targeted operations.

The NMSP-CVE will systematically monitor traffic enforcement efforts by utilizing standardized operational summary sheets for every conducted operation. These operations will target vehicles on highways, streets, and roads for violations of state or local motor vehicle and traffic laws, such as speeding, following too closely, reckless driving, and improper lane changes. To ensure consistent reporting across the state, each of the 12 district commanders will be provided with a uniform summary sheet, along with detailed instructions on the specific data to be captured.

While operational plans may vary based on manpower availability, traffic patterns, high-risk areas, and peak traffic hours, the overarching focus will remain consistent across all districts. Each district is required to conduct a minimum of two traffic enforcement operations per year.

Commanders will have the flexibility to collaborate with personnel from other districts, promoting uniformity in the enforcement approach and ensuring that the traffic enforcement focus is consistent statewide. Cross-district coordination and the sharing of resources and operational plans will be encouraged to achieve optimal results. Each commander will assess the unique needs of their area and design traffic enforcement strategies that align with FMCSA's national traffic enforcement priority focus areas.

Narrative Overview for FY 2025 - 2027

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.

Over the past five years, New Mexico has averaged 72.2 fatalities per year involving commercial motor vehicles (CMVs). The last time we had to update the five year plan the state averages 96.8 fatalities per. Which is approximately a 14% decrease.

This trend includes a notable statistic from 2020, during which New Mexico experienced a 50% decrease in fatalities due to the COVID-19 pandemic when traffic was significantly reduced by public health orders. However, as these orders have expired, there is a significant increase in travelers on the roadways, which poses a renewed risk of fatalities.

Additionally, the New Mexico State Police (NMSP) is facing a high vacancy rate due to several factors, including an increase in retirements, resignations driven by pay inequality, a lack of qualified candidates, and the challenges of hiring and training law enforcement personnel. This shortage of dedicated officers directly impacts the ability to efficiently enforce and ensure compliance on the roadways, further complicating efforts to maintain safety.

To address this issue, the NMSP-CVE will continue to rely on District Commanders within each district to identify high crash areas within their command. As part of a new mission-focused directive, commissioned officers throughout the state are instructed to dedicate 95 percent of their efforts to traffic enforcement inspections. NMSP Command Staff will use current crash reports and traffic data to identify and target areas with high crash numbers, providing appropriate funding to support saturation patrols in districts with abnormally high crash rates.

Success will be measured by monitoring Performance and Progress Reports (PPR) as well as crash report data collected in the Motor Carrier Management Information System (MCMIS) and the Fatality Analysis Reporting System (FARS).

Internal data for 2023 indicates an upward trend in fatalities per capita, positioning New Mexico as the third most dangerous state to travel through due to incidents involving CMVs and passenger vehicles. This corresponds with data provided in the ECVSP. NMDPS is aware of the increase in fatal crashes and has taken measures to combat this trend by dedicating officers to enforce commercial motor vehicle regulations and address dangerous driving behaviors of CMVs.

Despite these efforts, NMDPS continues to struggle with maintaining and attracting CVE-specific personnel. A positive development from the previous year is the dedication of full-time, grant-funded personnel (i.e., the Strike Team) to further address the rise in CMV incidents. However, with approval from the Chiefs staff by the time FFY25 is active a new Commercial Motor Vehicle Bureau has been formed. This Bureau has newly added additional strike team members in its ranks, along with other personal who missions will be solely to enforce commercial motor vehicle laws/regulations.

Enter the data source and capture date:

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

Projected Goal for FY 2025 - 2027:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

Fiscal Year	Annual Crash Reduction Goals
2025	5
2026	5
2027	5

The NMDPS has restructured the CVE Bureau, allowing it to obtain certified commissioned officers under its chain of command. This new command organization enables the CVE Bureau to assess and target high crash corridors, particularly those in and around work zones, more effectively. The NMSP-CVE will enhance targeted enforcement by focusing efforts on high crash corridors and increasing the frequency of saturation patrols in areas with high crash rates to deter unsafe driving behaviors and ensure compliance with safety regulations. Investing in advanced training programs for officers and transportation inspectors will enhance their ability to identify and address CMV violations, while continuous education initiatives will keep enforcement personnel updated on the latest safety protocols and regulations. The integration of advanced data analysis tools will allow the NMSP-CVE to monitor traffic patterns, identify high-risk areas, and adjust enforcement strategies accordingly. Mobile inspection units will be deployed to conduct roadside CMV enforcement operations in remote and high-risk areas, ensuring comprehensive coverage. Community and industry engagement will be crucial, with public education campaigns raising awareness about safe driving practices and industry collaboration promoting safety compliance and best practices for reducing crashes. Legislative and policy support will be sought through advocacy for changes that enhance CMV safety measures and provide adequate funding for enforcement activities. Additionally, appropriate resource allocation will support the implementation of safety initiatives and enforcement operations. Regular assessments of enforcement activities and crash data will be conducted to evaluate the effectiveness of implemented strategies, and continuous adjustments will be made based on data-driven insights to maximize the impact on crash reduction. By implementing these comprehensive measures and continually refining strategies based on collected data, NMSP-CVE aims to achieve a significant reduction in CMV crashes and enhance overall roadway safety in New Mexico from 2025 through 2027.

Program Activities for FY 2025 - 2027: 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 key issues highlighted in the NMSP-CVE's traffic enforcement strategy revolve around addressing high crash rates, enhancing visibility in underserved areas, and effectively managing limited resources to ensure comprehensive coverage and impact.

The NMSP-CVE's daily traffic enforcement across twelve districts and the plan to conduct 36 special operations reflect a robust commitment to tackling traffic safety challenges. These operations will encompass directed patrols, saturation patrols, and targeted statewide initiatives, focusing on areas with high crash rates, unsafe commercial vehicle activities, and regions with inadequate police presence. The utilization of recently purchased Mobile Inspection Units represents a strategic enhancement, allowing focused enforcement in remote areas and providing opportunities for education and outreach to both the commercial motor vehicle industry and the public.

Key issues include:

1. **High Crash Areas:** The focus on target areas with high crash rates and unsafe commercial vehicle activities underscores the need for specialized attention where the risk of accidents is elevated. These areas are critical for enforcement to prevent further incidents and enhance road safety.
2. **Rural and Underserved Regions:** Rural areas with low police presence and locations without fixed inspection points present significant enforcement challenges. The Mobile Inspection Units are instrumental in addressing these gaps, allowing NMSP-CVE to conduct effective roadside CMV enforcement and educational outreach in regions that lack permanent CVSA-certified personnel.
3. **Tailored Patrol Plans:** Each NMSP District will develop annual patrol plans tailored to their specific needs, focusing on reducing traffic-related violations and crashes. These plans will address various high-risk behaviors such as distracted driving, seatbelt violations, loading and tie-down enforcement, and unsafe driving in construction zones. The ability to adapt operations based on local conditions is crucial for maximizing effectiveness.
4. **Resource Management:** The allocation of manpower for targeted operations, which range from one to five days, highlights the challenge of managing limited resources. Each district's ability to meet manpower demands and adjust the length and scope of operations based on peak traffic times and seasonal variations is essential for achieving the desired outcomes.
5. **Compliance and Training Support:** The role of the NMSP-CVE Compliance and Review and MCSAP training unit as an additional manpower resource in rural areas emphasizes the need for enhanced support where permanent personnel are lacking. This unit will help ensure that local CMV traffic is addressed and provide necessary education to improve safety standards.

Addressing these issues is vital for NMSP-CVE to effectively combat unsafe driving behaviors, ensure compliance with regulations, and ultimately reduce crash rates. By focusing on high-risk areas, utilizing mobile units for remote enforcement, and tailoring patrol plans to local conditions, the NMSP-CVE aims to enhance roadway safety across New Mexico.

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.

To ensure the effectiveness of its CMV crash reduction goal, the NMDPS-CVE employs a system of ongoing monitoring and evaluation, supplemented by quarterly reporting. Each District Commander formulates an annual patrol plan detailing personnel allocation, expected hours, and specific activities aligned with NMSP-CVE's mission. These plans, submitted for approval to Executive Management Staff, provide a structured approach to enforcement and resource deployment.

Daily activities, including inspection totals, crash data, citation totals, arrests, and other violations, are meticulously recorded by each employee on a daily summary sheet. This data is electronically reported and aggregated into a master total form monthly for each district, capturing all operational activities for the month. The compiled data is then reviewed by command staff to assess the effectiveness of the enforcement efforts. This evaluation informs the planning of future operations, assesses the impact of current activities, identifies locations needing further attention, and compares results with previous operations to gauge progress and adjust strategies as necessary.

The implementation of TraCs across the state enhances this process by providing District Commanders with direct access to real-time crash and inspection data within their areas of command. This immediate access allows for more precise and timely adjustments to enforcement strategies. NMSP Command Staff will continue to monitor all data received from TraCs, ensuring that each district's operations are effectively addressing identified issues and contributing to the overall goal of reducing CMV-related crashes.

By combining detailed annual planning, daily data tracking, monthly reporting, and real-time data access through TraCs, the NMDPS-CVE maintains a comprehensive approach to monitoring and improving traffic safety outcomes across New Mexico. This systematic and proactive methodology is crucial for achieving the desired reductions in CMV crashes and ensuring the safety of the state's roadways.

Once the third-party software is fully operational and more law enforcement agencies begin utilizing it, NMDPS will be able to issue real-time, impactful directives. This capability will significantly enhance the department's responsiveness and effectiveness in addressing immediate concerns and emerging trends.

The MCSAP Commander will have a comprehensive view of statewide activities, enabling the strategic deployment of resources to combat concerning trends. This proactive approach aims to not only address current issues but also to anticipate and mitigate future risks, ultimately saving lives and reducing crashes across the state

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2025 - 2027. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 2019 - 2023

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	9019	8855	10051	15063	20094
Level 2: Walk-Around	31340	32515	29734	49572	61595
Level 3: Driver-Only	44485	31264	31371	30598	32468
Level 4: Special Inspections	7	4	5	10	80
Level 5: Vehicle-Only	274	157	160	131	392
Level 6: Radioactive Materials	649	301	36	37	461
Total	85774	73096	71357	95411	115090

Narrative Overview for FY 2025 - 2027

Overview:

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

Enter the roadside inspection application name(s) (e.g., SafeSpect) used by the State.

Trac's and Aspen

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

The NMSp-CVE is currently comprised of 164 sworn law enforcement officers and 63 civilian Transportation Inspectors. All of these employees are required to conduct appropriate commercial vehicle safety inspections when contacting a commercial motor vehicle.

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

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

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

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

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

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

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

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

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

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

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

NMSP-CVE achieved 115,090 inspections in 2023. We exceeded our expected goals with many vacancies to personal.

For the 2024 rating period, NMSP-CVE met or surpassed most of the federal goals.

NMDPS will not establish a task/strike force who sole responsibility is to address human trafficking, human smuggling, and drug interdiction. However, the state actively will engage in critical areas of public safety to include human trafficking and human smuggling. The state will continue to conduct in-service training with our transportation inspectors and the officers on how to be vigilant in recognizing signs of HT and will include campaign material in our education and outreach functions.

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

Projected Goals for FY 2025 - 2027

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2025 - 2027. For FY 2025, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

MCSAP Lead Agency

Lead Agency is: NEW MEXICO DEPARTMENT OF PUBLIC SAFETY

Enter the total number of certified personnel in the Lead agency: 232

Projected Goals for FY 2025 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	14440	945	21	15406	18.69%
Level 2: Walk-Around	39165	3459	60	42684	51.78%
Level 3: Driver-Only	24151	0	0	24151	29.29%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials		200		200	0.24%
Sub-Total Lead Agency	77756	4604	81	82441	

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 2025 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
Sub-Total Subrecipients	0	0	0	0	

Non-Funded Agencies

Total number of agencies:	0
Enter the total number of non-funded certified officers:	0
Enter the total number of inspections projected for FY 2025:	0

Summary

Projected Goals for FY 2025 - Roadside Inspections Summary

Projected Goals for FY 2025 Summary for All Agencies					
MCSAP Lead Agency: NEW MEXICO DEPARTMENT OF PUBLIC SAFETY					
# certified personnel: 232					
Subrecipient Agencies:					
# certified personnel: 0					
Number of Non-Funded Agencies: 0					
# certified personnel: 0					
# projected inspections: 0					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	14440	945	21	15406	18.69%
Level 2: Walk-Around	39165	3459	60	42684	51.78%
Level 3: Driver-Only	24151	0	0	24151	29.29%
Level 4: Special Inspections				0	0.00%
Level 5: Vehicle-Only				0	0.00%
Level 6: Radioactive Materials		200		200	0.24%
Total MCSAP Lead Agency & Subrecipients	77756	4604	81	82441	

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

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

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

Projected Goals for FY 2026 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	82441	0	0	82441
Enter total number of certified personnel	218	0	0	218
Projected Goals for FY 2027 Roadside Inspections				
Enter total number of projected inspections	82441	0	0	82441
Enter total number of certified personnel	218	0	0	218

Part 2 Section 4 - Investigations

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

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

Trend Analysis for 2019 - 2023

Investigative Types - Interstate	2019	2020	2021	2022	2023
Compliance Investigations	11	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	4	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	4	1	3	7
CSA On-Site Comprehensive		5	3	5	0
Total Investigations	15	9	4	8	7
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0

Investigative Types - Intrastate	2019	2020	2021	2022	2023
Compliance Investigations	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	12	22	11	9	50
CSA On-Site Comprehensive	13	29	20	18	24
Total Investigations	25	51	31	27	74
Total Security Contact Reviews	0	0	0	0	0
Total Terminal Investigations	0	0	2	0	0

Narrative Overview for FY 2025 - 2027

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 2025 - 2027

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2025 - 2027.

Projected Goals for FY 2025 - 2027 - Investigations						
Investigation Type	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	46	0	46	0	46
CSA On-Site Comprehensive	0	46	0	46	0	46
Total Investigations	0	92	0	92	0	92
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

Estimates in this rating area are based on three (3) investigators (plus one (1) Sgt.) completing the investigations. From the onset of the Pandemic, more off-site focused CR’s were conducted for the safety of all applicable parties. New Mexico had a public health order in place for a protracted period. Some companies utilized this to their advantage and made some simple investigations take longer than necessary. NMSP projected goal remains at 92 for intrastate. Interstate goals are zero due to these are assigned by our federal counterparts. However, the CR team will be more than willing to conduct any interstate CR’s assigned. We understand that FMCSA wants the state to increase our investigations by 20 percent, however instead of the state saying we can obtain this artificial number, we can realistically obtain our identified goal above. We as an agency do not want to commit to higher goals than are possibly obtainable due to some of the following factors: • We are assigned repeat offenders. • Our off-sites often turn into onsite. • Noncooperation from the carriers. Though these can seem like simple fixes, just place the carrier out service and get another carrier assigned for an investigation, NMDPS strives to work with carrier in all aspects so that commerce for crucial supplies is met and delivered. NMDPS will continue to foster the relationship with the FMCSA Division Office for guidance and best practices.

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

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

There are currently five (5) full-time investigators, one (1) full-time supervisor in the compliance review unit. The department continues recruiting additional personnel to be added to the unit, so we can maintain personnel through attrition.

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

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

The number of investigations per employee are as follows:

Investigators: 16 total number of focused and comprehensive investigations, per investigator. Determined by 9 months (accounting for 3 months for leave and required training, court, etc) by approx. 3.5 investigations a month, by three (3) current investigators. These goals are not limited to the agency goals.

The NMDPS has five certified CR personnel. Each investigator (this excludes the Sgt.) will be required to complete on average 3.5 investigations per month. The CR supervisor will provide monthly updates to the CVE Command Staff and measures will be taken for non-compliance.

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

Part 2 Section 5 - Traffic Enforcement

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

Trend Analysis for 2019 - 2023

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		
01/01/2023	12/31/2023	19468	21778
01/01/2022	12/31/2022	15026	18359
01/01/2021	12/31/2021	12519	15984
01/01/2020	12/31/2020	8199	8696
01/01/2019	12/31/2019	16131	18979

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2023	12/31/2023	6176	6176
01/01/2022	12/31/2022	7037	7037
01/01/2021	12/31/2021	6136	6136
01/01/2020	12/31/2020	5706	5706
01/01/2019	12/31/2019	9565	9565

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. 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 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 2025 - 2027**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 these rating periods , the New Mexico State Police Commercial Vehicle Enforcement (NMSP-CVE) plans to conduct driver and vehicle inspections. Among these, 15,000 will be designated as traffic enforcement inspections, aligning with the FMCSA's priority to address driver-related violations.

Currently, approximately 165 CVSA-certified officers are engaged in traffic enforcement activities. These officers are responsible for both commercial vehicle enforcement and upholding traffic laws and regulations concerning non-commercial vehicles when related to commercial vehicle safety. Since New Mexico State Police officers are full-time commissioned personnel, NMSP-CVE sworn officers may also respond to regular police calls and initiate traffic stops on non-commercial vehicles. Despite this, the primary focus of CVE officers remains on commercial vehicle enforcement and inspections. All officers may be deployed to high-risk, high-crash-rate areas across the state.

Special operations will be conducted during this rating period in the southeast and northwest quadrants of the state to address high fatality rates involving both CMVs and non-CMV. These operations may involve up to 10 officers (subject to manpower availability) working in targeted areas to address issues such as driver inattention, speeding, distracted driving, seatbelt usage, and other crash causation factors. The timing of these operations will vary, as crashes occur at different times and days of the week. In petroleum production areas of the southeast and northwest quadrants, crashes occur sporadically. To address this, commanders will assign officers to patrol smaller roadways at random times to intercept unsafe and distracted driving behaviors. District Commanders are tasked with identifying peak crash hours and roadways with frequent CMV-related incidents.

Additionally, the MCSAP Bureau has implement a pilot program where a Transportation Inspector (TI) rides with a commissioned officer. When the officer pulls over a CMV for a state law violation, the TI will conduct the roadside inspection.

NMDPS-CVE acknowledges that the number of certified officers has significantly decreased, impacting available manpower. The department is working to integrate certified personnel under the MCSAP commander's command to improve the structure of traffic enforcement inspections statewide.

As New Mexico is a probable cause state, a violation of state law is required for an eligible traffic enforcement inspection. This limitation means that not every emergency light activation by an officer result in an eligible stop or inspection. Consequently, the state may face challenges meeting the 10 percent increase target. Despite this, the state will continue to enhance traffic enforcement across all 12 districts. When the future implantation of the CVE Bureau these goals should began to be easier to obtain with more commissioned officer dedicated to the mission.

Projected Goals for FY 2025 - 2027

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2025 - 2027. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

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

			Performance Goals		
Yes	No	Traffic Enforcement Activities	FY 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	15000	15000	15000
<input checked="" type="radio"/>	<input type="radio"/>	CMV Non-Inspection	500	500	500
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	300	300	300
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	24	24	24

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections (including border inspections, if applicable), carrier investigations, new entrant safety audits, and CMV non-inspection traffic enforcements conducted in the State for Fiscal Years 2014 and 2015. The table below displays the information you input into this CVSP from those respective sections. The sum of your planned activities must equal or exceed the average number of 2014/2015 activities to be eligible to utilize Federal funding for Non-CMV traffic enforcement.

FY 2025 Planned Safety Activities					
Inspections	Investigations	New Entrant Safety Audits	CMV Non-Inspection Traffic Enforcement	Sum of FY 2025 Activities	Average 2014/15 Activities
92545	92	154	500	93291	72330

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

The NMSP-CVE will systematically monitor traffic enforcement efforts by utilizing standardized operational summary sheets for every conducted operation. These operations will target vehicles on highways, streets, and roads for violations of state or local motor vehicle and traffic laws, such as speeding, following too closely, reckless driving, and improper lane changes. To ensure consistent reporting across the state, each of the 12 district commanders will be provided with a uniform summary sheet, along with detailed instructions on the specific data to be captured.

While operational plans may vary based on manpower availability, traffic patterns, high-risk areas, and peak traffic hours, the overarching focus will remain consistent across all districts. Each district is required to conduct a minimum of two traffic enforcement operations per year.

Commanders will have the flexibility to collaborate with personnel from other districts, promoting uniformity in the enforcement approach and ensuring that the traffic enforcement focus is consistent statewide. Cross-district coordination and the sharing of resources and operational plans will be encouraged to achieve optimal results. Each commander will assess the unique needs of their area and design traffic enforcement strategies that align with FMCSA's national traffic enforcement priority focus areas.

Part 2 Section 6 - Safety Technology

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

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

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

Innovative Technology Deployment (ITD)

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

With the enhanced funding provided to each State as part of the Infrastructure Investment and Jobs Act (IIJA), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

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

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

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

Performance and Registration Information Systems Management (PRISM)

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

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

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, please indicate that in the table below. Additionally, specific details must be included both in this section and in your Part 4 Spending Plan.

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

Available data sources:

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

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

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

Narrative Overview for FY 2025 - 2027

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

The State is in Step 7 PRISM compliance.

Program Activities for FY 2025 - 2027: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

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

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of ITD and PRISM progress (e.g., including quarterly SF-PPR reporting).

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

Additionally, we utilize the automated thermal brake inspection system and newly installed lane changers at our Anthony and Lordsburg ports of entry. There are two (2) major ports of entry located on I-10 (Anthony & Lordsburg), two (2) on I-40 (Gallup & San Jon) and one (1) on I-25 (Raton). We also have one (1) port of entry at the international border with Mexico which is located in Santa Teresa, N.M. Additionally, we have two (2) mobile platforms (1 van, 1 trailer) that we utilize at more remote locations and at our smaller ports of entry in order to interdict those commercial motor vehicles using US Highways and State Roads.

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

Part 2 Section 7 - Public Education and Outreach

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

Trend Analysis for 2019 - 2023

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

Public Education and Outreach Activities	2019	2020	2021	2022	2023
Carrier Safety Talks	15	24	16	20	23
CMV Safety Belt Education and Outreach	2	2	2	2	5
State Trucking Association Meetings	2	4	6	6	0
State-Sponsored Outreach Events	2	2	2	3	7
Local Educational Safety Events	3	3	3	16	14
Teen Safety Events	1	1	2	2	3

Narrative Overview for FY 2025 - 2027

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

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

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 a complete brake board, to include air, which educates the public on the operation of air brakes on a commercial vehicle combination. This is a four person operation for outreach presentation to the public. New Mexico has recently purchased a mobile inspection unit outfitted with a simulation device which will assist us in our outreach and education of the public and industry.
2. At outreach at New Mexico State Fair/Expo New Mexico, college educational outreach, CDL driving schools, CVE employees will utilize the computer based, commercial vehicle driving simulator to allow the public to have a real time experience with operating a commercial vehicle in different driving conditions. This is a four person operation for outreach presentation to the public.
3. At the request of a local community colleges, employees conduct a one day presentation to students who are enrolled in the diesel mechanics program. Instruction is focused on those violations which could render a commercial vehicle out of service. CVE also assisted with the first "Super Tech" Competition held in New Mexico at the Central New Mexico Community College (CNM). This was a joint competition including the the New Mexico Trucking Association, NMSP CVE Parts and Systems training trailer.
4. The Compliance Review unit will attend meetings and trainings associated with the industries. Compliance and review is the lead unit when educating the Truckers Association on trends and implementation of FMCSA rules and regulations.
5. Statewide, employees will perform outreach activities to include National Night Out events, Public Safety Days, industry meetings at the carrier's places of business, Driver Appreciation Days, as well as New Mexico Trucking Association sponsored events.
6. Outreach and education for fellow police agencies on commercial vehicle enforcement include personnel training at the Law Enforcement Academies in an effort to show new Officers how to correctly enforce laws pertaining to commercial vehicle safety. This training is designed to give Officers the basic knowledge of how to identify violations which put the public at risk. The academies where this training is expected to occur are as follows: Western New Mexico Police Academy, New Mexico Law Enforcement Academy, Dona Ana Sheriff's Department Police Academy.
7. NMDPS CVE when invited to events does pass out flyers for human trafficking as part of our training booth and will continue to do so. NMDOT however conducts all the publicity for work zone safety.
8. NM Balloon Fiesta is held annually and NMSP will work with the balloon fiesta committee to conduct PVI inspections and pending available manpower and space on the grounds, we will try to have education and outreach. Balloon fiesta committee has previously denied booth space.

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

Projected Goals for FY 2025 - 2027

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

			Performance Goals		
Yes	No	Activity Type	FY 2025	FY 2026	FY 2027
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	30	30	30
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4	4	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	8	8	8
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	2	2	2

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

Activities for outreach and education include the following:

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

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

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

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

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

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality: NMDPS/New Mexico State Police

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

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

In the table below, use the drop-down menus to indicate the State’s current rating within each of the State Safety Data Quality categories, and the State’s goal for FY 2025 - 2027.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2025	Goal for FY 2026	Goal for FY 2027
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	Fair	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Update for FY 2024- Changes noted below. Updated A&I from 08/6/2024, overall status rated as good. As of 8/06/2024 (the day that we are updating the CVSP) we are rated good.

Narrative Overview for FY 2025 - 2027

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

New Mexico is rated in all levels of the SSDQ ratings as "Good" except for Inspection timeliness FMCSA has changed the measure and has given the state less time to upload inspection regardless if is a FMCSA error the state still is penalized for the late inspection.

NMDPS is still partnered with the New Mexico Department of Transportation (NMDOT) whom is the repository agency for fatal crash reports and often receive inaccurate or incomplete reports that must be returned to the originating agency for correction. The challenge in this area is gaining compliance from all the major law enforcement agencies in correcting and completing eligible crash reports in a timely fashion.

Program Activities FY 2025 - 2027: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ.

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

In order to overcome this issue, NMSP-CVE will continue an educational campaign which will educate New Mexico law enforcement agencies on the deadlines for CMV crash report submission. By utilizing outreach, telephonic and email announcements, and by contacting agency heads this problem will potentially be minimized during the next rating period.

Program Activities FY 2025 - 2027: Describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

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

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

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

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

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

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

Part 2 Section 9 - New Entrant Safety Audits

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

For the purpose of this section:

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

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

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

Trend Analysis for 2019 - 2023

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

New Entrant Safety Audits	2019	2020	2021	2022	2023
Interstate	126	36	108	98	155
Intrastate	0	0	0	0	0
Total Audits	126	36	108	98	155

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

Narrative Overview for FY 2025 - 2027

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/10/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1140
Current Number of Past Dues	698

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

have effective safety management programs.

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

Projected Goals for FY 2025 - 2027

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

Projected Goals for FY 2025 - 2027 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2025		FY 2026		FY 2027	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	22	0	22	0	22	0
# of Safety Audits (Offsite)	132	0	132	0	132	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	154	0	154	0	154	0
# of Non-Audit Resolutions	0	0	0	0	0	1

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

Safety audits will be assigned through the NEWS system according to the priority standards and monitored by command staff. Monthly meetings will be conducted with auditors to gauge carrier compliance and assignment status. Every effort will be taken to ensure there are no overdue carriers.

The supervisor will assign audits based on the carrier’s geographical location in correlation with the auditor’s duty assignment. To best cover the state, travel for onsite audits will be planned accordingly so that the auditors can maximize the number of audits in any particular region of the state.

- NMSP-CVE lost one New Entrant Auditor which will greatly decrease the number of audits. One of the problems we face is that we assign each auditor 15-20 assignments at a time, meanwhile, the list continues to grow. We are looking into contracting to assist in the backlog.
- It will be incumbent on the supervisor to adequately balance the assignments of onsite versus offsite audits. Some offsite audits have been required to be converted to onsite due to a change in their safety status i.e. roadside inspection with critical out-of-service violations. When this occurs, the supervisor shall assign additional audits to make up for the converted offsite inspections.
- The primary focus for the safety auditors is Past Due audits, both onsite and offsite, with an emphasis on offsite audits.

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

The NMSP finds it challenging to increase the number of new entrant carriers audited by 15%. The NMSP is operating with the same number of personnel as in FFY2023, which is why we did not increase the projections. In order to increase audits, NMSP would have to increase the productivity of the current personnel which is already stressed to its maximum capability.

However, NMDPS will be able to meet these goals by hiring or reclassifying a MCSAP Analyst to contact and remove carriers that do not belong on the New Mexico list. This will allow the auditors to focus strictly on active carriers. **NMSP will proactively address the overdues to the best of thier ability, and will report on the PPR's thier progress, however we cannot define a timeline.** As stated in a previous PPR, a significant amount of time is dedicated to these investigations only to learn the company does not belong on the New Mexico list or is no longer an active carrier; NMDPS does not receive credit for these partial investigations.

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

Activity Plan for FY 2025 - 2027: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Update for FY 2024

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

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

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

Part 2 Section 10 - Border Enforcement

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 2019 - 2023

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

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

Inspection Types	2019	2020	2021	2022	2023
Level 1: Full	384	2404	3310	1223	2102
Level 2: Walk-Around	2798	2704	3480	2366	8279
Level 3: Driver-Only	5382	1645	1658	3255	3754
Level 4: Special Inspections			0	0	0
Level 5: Vehicle-Only			0	0	0
Level 6: Radioactive Materials			0	0	7
Total	8564	6753	8448	6844	14142

Narrative Overview for FY 2025 - 2027

The State chooses not to engage in border enforcement activities in FY 2025 - 2027. 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, to be considered for participation within this focus area, a State must identify at least one of the following priority objectives within their border enforcement program.

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

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

Objective 3: International Commerce CMV Inspections at Remote Border Sites Away from Border Crossings — Conduct International Commerce CMV Safety Inspections at identified sites where known international commerce activity occurs near the Canadian and Mexican borders 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 2025 - 2027

Summarize projected border enforcement activities in the table below.

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

Projected Goals for FY 2025 - 2027 - Border Enforcement			
	FY 2025	FY 2026	FY 2027
Number of International Commerce Regular CMV	10104	10104	10104
Number of International Commerce HM	0	0	0
Number of International Commerce Passenger	0	0	0
Total International Commerce Inspections	10104	10104	10104
Number of Fixed Facility International Inspections	7000	7000	7000
Number of Non-Fixed Facility International Inspections	2500	2500	2500
Traffic Enforcement	600	600	600
Strike Force Activities (CMVs)	4	4	4
Strike Force Activities (Passenger CMVs)	0	0	0

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

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

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

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

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

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

The Border Enforcement unit's goals have been set at 10,104 total inspections for the upcoming rating periods. NMSP-CVE does not put a cap on the amount of inspections each unit achieves during the rating period.

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

NMSP / CVE Bureau will highlight that this mission is being performed by two entities (FMCSA and State) and it does reduce the number of vehicles that may be inspected by state officials. This occurs because inspection selection occurs at the FMCSA site prior to reaching the state site. Border employees stationed at the Santa Teresa Port of Entry may inspect CMVs with critical safety violations or no CVSA decal displayed.

Activity Plan for FY 2025 - 2027: Describe the specific activities planned to reach border enforcement goals.

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

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

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

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

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

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

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

Part 3 - National Emphasis Areas and State Specific Objectives**Part 3 Section 1 - Overview**

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

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

Specific goals and activities must be projected for the three fiscal year period (FYs 2025 - 2027).

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

Instructions:

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

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

Your State's FY 2023 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 66.67%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/26/2024

Check this box if:

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

Narrative Overview for FY 2025 - 2027

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

Projected Goals for FY 2025 - 2027: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2025	100
2026	100
2027	100

As of August 9, 2024, NM of Imminent Hazard & Unsat/Unfit Carriers Identified per A&I, our overall OOS catch rate is at 95.83 percent. This increase is a work in progress because NM does not come into contact with an enormous amount of carriers with an OOS.

While 100% is the ultimate goal of the department, there are times when data bases are not accessible and connectivity problems occur. NMPDS-CVE has a new interface with the TRAC's Inspection software which will alert the employees to a federal oos.

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

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

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

Program Activities for FY 2025 - 2027: 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 to provide guidance to all in the proper detection of Federal OOS Carriers. At the ports of entry Federal OOS operating authority status is checked through the license plate reader technology and through the appropriate data bases during each inspection performed, both roadside and at fixed facilities.

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

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

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

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

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

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

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

NMSP systems are currently all active and operating at 100%, however connectivity to the systems may be an issue in rural areas of NM.

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

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

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

Part 3 Section 4 - State Specific Objectives – Past
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Instructions:

Describe any State-specific CMV problems that were addressed with FY 2024 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 2024 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2024 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2024 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

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

CMV Crash Reduction: NMSP-CVE is continuing to address high crash rate areas. For FFY 2024, 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. Should the current projection continue for the rest of the calendar year, NMSP should exceed that goal. For the calendar year 2022, NMSP-CVE saw a total of 982 CMV-related crashes and in calendar year 2023 there were a total of 986 CMV crashes, and currently in calendar year 2024 there are a total 478 thru July 11, 2024. The following is a percentage break down of year to year and crash increase and decrease: • 2022 to 2023 there was approximately 5.06% decrease in overall cmv crashes. • 2023 to 2024 there was approximately 0.41% increase in overall cmv crashes. • 2022-2024 there was approximately 4.65% decrease in overall CMV crashes. The following is an average of CMV crashes per day in the State of New Mexico • 2022 there was approximately 2.69 CMV crashes per day. • 2023 there was approximately 2.70 CMV crashes per day. • 2024 we are currently experiencing approximately 2.49 CMV crashes per day (Data used was from 01/01/2024 to 07/11/2024 MCMIS).

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

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

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

2024 we are currently experiencing approximately 2.49 CMV crashes per day (Data used was from 01/01/2024 to 07/11/2024 MCMIS).

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

Eddy County and Lea County in the Southeast Quadrant of the state remain problem areas. This can be attributed to the oilfield activities that remain prevalent in that area. McKinley County in the Northwest Quadrant and Guadalupe County in the Northeast Quadrant have had an increase in the last two years. Interstate 40 has experienced harsh winter conditions with higher-than-normal, multiple-vehicle CMV crashes in those respective areas. NMSP, in conjunction with NMDOT, is working on proposing legislative changes to increase winter driving safety around the state. Once the third-party software is fully operational and more law enforcement agencies begin utilizing it, NMDPS will be able to issue real-time, impactful directives. This capability will significantly enhance the department's responsiveness and effectiveness in addressing immediate concerns and emerging trends. The MCSAP Commander will have a comprehensive view of statewide activities, enabling the strategic deployment of resources to combat concerning trends. This proactive approach aims to not only address current issues but also to anticipate and mitigate future risks, ultimately saving lives and reducing crashes across the state

Part 3 Section 5 - State Specific Objectives – Future
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Instructions:

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

Describe any State-specific objective(s) identified for FY 2025 - 2027. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

State Objective #1

Enter the title of your State-Identified Objective.

Objective #1 - TRACS Integration with SafeSpect. This activity is defined in the budget narrative section of the eCVSP and covered under contractual costs to include maintenance. All other associated costs, i.e. travel, is covered under the States general fund. Progress will be documented in the PPR.

Narrative Overview for FY 2025 - 2027**Problem Statement Narrative: Describe problem identified by performance data including baseline data.**

Objective #1 - One of the problems identified in the integration is having our 3rd party software's being able to communicate seamlessly FMCSA platforms.

Projected Goals for FY 2025 - 2027:**Enter performance goal.**

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

Program Activities for FY 2025 - 2027: Describe the activities that will be implemented including level of effort.

Objective #1 - NMSP will continue to to work with our federal partners so we can upload in to the web based platforms.

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

NMSP district commanders will monitor these goals and report progress to our MCSAP Commanders. The MCSAP program staff will monitor these and update at our monthly internal MCSAP meetings.

Part 4 - Financial Information

Part 4 Section 1 - Overview

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

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

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

Instructions

The *Spending Plan* should include costs for FY 2025 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe *Spending Plan* terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 95 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP Comprehensive Policy (MCP) in section 3.6.

On Screen Messages

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

- Calculation of Federal and State Shares

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

The system calculates a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

- Overtime value does not exceed 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- A State's planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- A Territory's planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,977,458.00	\$367,235.00	\$7,344,693.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,101,704.00
MOE Baseline:	\$0.00

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,101,704.00

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
PROGRAM COORDINATOR (BUDGET)	1	100.0000	\$67,080.00	\$67,080.00	\$67,080.00	\$0.00	\$0.00
PROGRAM COORDINATOR	1	100.0000	\$67,080.00	\$67,080.00	\$67,080.00	\$0.00	\$0.00
MCSAP MGT ANALYST	1	100.0000	\$68,764.80	\$68,764.80	\$68,764.80	\$0.00	\$0.00
MCSAP MGT ANALYST	1	70.0000	\$67,121.60	\$46,985.12	\$46,985.12	\$0.00	\$0.00
NEW ENTRANT AUDITORS	2	100.0000	\$70,012.80	\$140,025.60	\$140,025.60	\$0.00	\$0.00
TRANSPORTATION INSPECTORS	15	100.0000	\$57,720.00	\$865,800.00	\$865,800.00	\$0.00	\$0.00
COMPLIANCE REVIEW OFFICERS	5	100.0000	\$100,360.00	\$501,800.00	\$501,800.00	\$0.00	\$0.00
COMPLIANCE REVIEW SERGEANT	1	100.0000	\$127,545.60	\$127,545.60	\$127,545.60	\$0.00	\$0.00
OFFICERS	10	100.0000	\$91,769.60	\$917,696.00	\$917,696.00	\$0.00	\$0.00
PROGRAM COORDINATOR (BUDGET)	1	85.0000	\$67,142.40	\$57,071.04	\$57,071.04	\$0.00	\$0.00
IT TECHNICIAN	1	30.0000	\$70,096.00	\$21,028.80	\$21,028.80	\$0.00	\$0.00
TRANSPORTATION INSPECTORS -MATCH	7	90.8900	\$57,720.00	\$367,231.95	\$0.00	\$367,231.95	\$0.00
MCSAP Program Manager	1	100.0000	\$90,188.80	\$90,188.80	\$90,188.80	\$0.00	\$0.00
Transportion Inspectors	18	100.0000	\$57,720.00	\$1,038,960.00	\$1,038,960.00	\$0.00	\$0.00
Subtotal: Salary				\$4,377,257.71	\$4,010,025.76	\$367,231.95	\$0.00
Overtime Project Costs							
COMMISSIONED OFFICERS	43	17.2460	\$91,769.60	\$680,543.16	\$680,543.16	\$0.00	\$0.00
Transportation Inspectors	65	8.3500	\$57,720.00	\$313,275.30	\$313,275.30	\$0.00	\$0.00
Administrative Staff	6	4.1500	\$68,764.80	\$17,122.43	\$17,122.43	\$0.00	\$0.00
Officers - Operations	45	1.3300	\$91,769.60	\$54,924.10	\$54,924.10	\$0.00	\$0.00
Subtotal: Overtime				\$1,065,864.99	\$1,065,864.99	\$0.00	\$0.00
TOTAL: Personnel				\$5,443,122.70	\$5,075,890.75	\$367,231.95	\$0.00
Accounting Method:	Accrual						

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

PERSONNEL:

New Mexico's Motor Carrier Safety Assistance Program (MCSAP) includes approximately 232 positions, both full-time and part-time. These positions encompass a variety of roles, including commissioned officers, civilian personnel, and administrative staff all who are performing MCSAP eligible activities, which are funded both by federal and state funds.

The New Mexico Department of Public Safety (NMDPS) will use MCSAP grant funding to support personnel who work within the program. This funding helps ensure that the staff responsible for enforcing motor carrier safety regulations and conducting related activities are adequately supported. The grant allows NMDPS to maintain and possibly expand the necessary workforce, including both commissioned officers and civilian personnel, to effectively carry out MCSAP's objectives.

The commissioned and civilian employees identified below are stationed throughout the twelve (12) designated districts of New Mexico. The positions outlined in the table consist of the following personnel:

- Two (2) MCSAP Program Coordinators responsible for budgeting, financial reporting, program activity validation and all grant management duties associated with the MCSAP program; and
- One (1) MCSAP Program Coordinator responsible for the financial oversight of MCSAP Grants which includes maintaining the federal and state side of the budget, reviewing and validating the requests for reimbursement and filing financial reports.
- Two (2) MCSAP Management Analysts who are responsible for data que and crash report entry, collecting and archiving of inspection reports, coordination of training, inventory control, assist Compliance Review (CR) and New Entrant (NE) program with case load and other administrative duties assigned to assist in meeting the objectives and performance measures of the MCSAP program.
- Two (2) Civilian New Entrant Auditors.
- Fifteen (15) Transportation Inspectors assigned to each of the major ports of entry to include Raton, San Jon, Anthony, Santa Teresa, Lordsburg, and Gallup.
- Five (5) Officers will make up the Compliance Review Team
- One (1) Sergeant who will supervise the Compliance Review Program.
- Ten (10) Commissioned Officers.
- One (1) Civilian IT Technician assigned to the Northern and Southern part of NM, who is responsible for project oversight of all the New Mexico State Police-Commercial Vehicle Enforcement (NMSP-CVE) eligible projects and applicable software.
- One (1) MCSAP Program Manager who will be responsible for training, outreach, community engagement, and data/certification tracking.

The above referenced commissioned and civilian employees are stationed throughout the twelve (12) designated districts of New Mexico. For the 2025 MCSAP application, NMDPS removed two (2) full time Sergeant positions and adjusted titles. The average salary is provided below. Actual salaries will vary depending on pay rates, legislative mandates and promotional increases.

NMSP was granted an amendment for the FFY24 award, and was granted permission to move fringe costs to the Personnel category since the 2025 MCSAP CVSP was in revision status, thus preventing NMSP from having to submit a formal amendment for this award. Approved by Jessica Gibson, WSC, and GMO.

The NMDPS is seeking federal funding to support the following positions within the MCSAP:

FEDERAL SHARE - PERSONNEL

MCSAP Program Coordinator:

$$2 \text{ FTE} \times 100\% \text{ of time} \times 32.25 \text{ per hour} \times 2080 \text{ hours} = \$134,160.00$$

MCSAP Management Analyst:

$$1 \text{ FTE} \times 100\% \text{ of time} \times 33.06 \text{ per hour} \times 2080 \text{ hours} = \$68,764.80$$

MCSAP Management Analyst:

$$1 \text{ FTE} \times 70\% \text{ of time} \times 32.27 \text{ per hour} \times 2080 \text{ hours} = \$46,985.12$$

Civilian New Entrant Auditors:

$$2 \text{ FTEs} \times 100\% \text{ of time} \times 33.66 \text{ per hour} \times 2080 \text{ hours} = \$140,025.60$$

Transportation Inspectors:

$$15 \text{ FTEs} \times 100\% \text{ of time} \times 27.75 \text{ per hour} \times 2080 \text{ hours} = \$865,800.00$$

Compliance Review Officers:

5 FTEs x 100% of time x 48.25 per hour x 2080 hours = \$501,800.00

Compliance Review Sergeant:

1 FTE x 100% of time x 61.32 per hour x 2080 hours = \$127,545.60

Commissioned Officers:

10 FTEs x 100% of time x 44.12 per hour x 2080 hours = \$917,696.00

MCSAP Program Coordinator:

1 FTEs x 85% of time x 32.28 per hour x 2080 hours = \$57,071.04

IT Technician:

1 FTE x 30% of time x 33.70 per hour x 2080 = \$21,028.80

MCSAP Program Manager:

1 FTE x 100% of time x 43.36 per hour x 2080 hours = \$90,188.80

Transportation Inspectors(as allowed per approved amendment referenced above):

18 FTE x 100% of time x \$57,720 = \$1,038,960

TOTAL FEDERAL SHARE - PERSONNEL = \$4,010,025.76

MATCH - PERSONNEL:

Salaries for non-Federal funded employees who perform MCSAP eligible activities are utilized to meet the Match Requirement for the MCSAP. Fringe will not be utilized to meet the Match Requirement, only salaries will be used to meet the Match Requirement.

These employees are full-time Transportation Inspectors within the NMSP-CVE Program and are funded by the New Mexico State General Fund. These employees conduct CMV inspections and other MCSAP eligible activities. The actual hourly rates will range from \$25/hour - \$40/hour.

Please note that the number of staff identified above is for illustrative purposes only to meet the constraints of the formula tables. NMDPS employs nearly 200 general funded positions whose activities are 80-95% MCSAP eligible. The Match component may be met with eligible activities from any of these employees. Match from specific activities will not be duplicated for other grant match purposes and/or maintenance of effort.

Average Salary * Average % of MCSAP Time * # of Staff

\$57,720 * 90.89% * 7 = \$367,231.95

TOTAL MATCH – PERSONNEL = \$367,231.95

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 MCSAP eligible activities to meet the goals and objectives of this program.

The OT calculations are based on historical expenditures for the MCSAP Basic, Border and New Entrant programs with an anticipated increase of eligible activity by non-federal funded employees working overtime on MCSAP. The historical cost is based on actual expenditures from the last couple of fiscal years paid from MCSAP Grant, General fund. The state in the past has sought approval from FMCSA via amendment for an increase to surpass the 15% threshold.

The total amount is subject to change based on needs and funding availability. Historically, NMDPS utilized High Priority-CMV Grants awarded for OT to target the high-risk areas, however with MCSAP and HP grant priorities being

of similar nature, the State is currently utilizing MCSAP funds and did not apply for the HP-CMV Grant.

NMDPS is seeking approval to increase the number of CVSA Certified Officers dedicated to the CVE Bureau out of the state's general fund. These additional officers will be CVSA certified and will be utilizing MCSAP overtime funding. Our agency projects these additional staff increases to be full-time CVE during the FY25 period of performance.

The increased OT will be utilized for targeted operations statewide as well as allowing our non-certified staff to work in conjunction with the officers during these operations. When we do conduct full-scale operations there are approximately 10-20 employees:

Total Overtime for Commissioned Officers = \$680,543.16

Average Salary * Average % of MCSAP OT Time * # of Commissioned Officers

$$\$91,769.60 * 17.246\% * 43 = \$680,543.16$$

Total Overtime for Transportation Inspectors = \$313,275.30

Average Salary * Average % of MCSAP OT Time * # of Staff

$$\$57,720 * 8.35\% * 65 = \$313,275.30$$

Total Overtime for Administrative Staff = \$17,122.43

Average Salary * Average % of MCSAP OT Time * # of Staff

$$\$68,764.80 * 4.15\% * 6 = \$17,122.43$$

Operations = \$54,924.10

Average Hourly OT Salary* Average % of MCSAP OT Time * # of Staff

$$\$91,769.60 * 1.33\% * 45 = \$54,924.10$$

Total Overtime Costs= \$1,065,864.99

Additional support for the grant and financial administration is provided by a Grants Staff Manager who is funded through the State's General Fund.

Salaries for personnel provided are based on average salary calculations. These salaries will vary depending on the actual pay rate, legislative mandates and promotional increases.

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

Fringe costs method: Actual Fringe Rate

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
TOTAL: Fringe Benefits				\$0.00	\$0.00	\$0.00	\$0.00

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

NMSP was granted an amendment for the FFY24 award, and was granted permission to move the fringe costs to the personnel category since the 2025 MCSAP CVSP was in revision status, thus preventing NMSP from having to submit a formal amendment for this award. Approved by Jessica Gibson, WSC and GMO.

Part 4 Section 4 - Travel

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

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

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.475](#).

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
National Inspectors Challenge	2	5	100.0000	\$4,250.00	\$4,250.00	\$0.00	\$0.00
Mandatory In Service Training	10	4	100.0000	\$7,200.00	\$7,200.00	\$0.00	\$0.00
New Entrant Audits	2	25	100.0000	\$9,000.00	\$9,000.00	\$0.00	\$0.00
CVSA Conference	8	5	100.0000	\$17,560.00	\$17,560.00	\$0.00	\$0.00
Compliance Review Travel	6	14	100.0000	\$15,120.00	\$15,120.00	\$0.00	\$0.00
North American Part A, Parts and Systems, &B	20	10	100.0000	\$36,000.00	\$36,000.00	\$0.00	\$0.00
Hazmat Training	20	5	100.0000	\$18,000.00	\$18,000.00	\$0.00	\$0.00
MCSAP Planning Meeting	4	5	100.0000	\$8,480.00	\$8,480.00	\$0.00	\$0.00
NM Inspectors Challenge	50	3	100.0000	\$27,000.00	\$27,000.00	\$0.00	\$0.00
Compliance Review Certification	2	12	100.0000	\$8,240.00	\$8,240.00	\$0.00	\$0.00
Administrative Travel	6	4	100.0000	\$4,320.00	\$4,320.00	\$0.00	\$0.00
Safety Summit	4	4	100.0000	\$7,360.00	\$7,360.00	\$0.00	\$0.00
CMV Operation Travel	45	11	100.0000	\$89,100.00	\$89,100.00	\$0.00	\$0.00
Education and Outreach	10	13	100.0000	\$23,400.00	\$23,400.00	\$0.00	\$0.00
TOTAL: Travel				\$275,030.00	\$275,030.00	\$0.00	\$0.00

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

FEDERAL SHARE - TRAVEL:

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

1. The NMDPS will send two (2) Staff members out-of-state to attend the National Inspectors Challenge. The National Inspectors Challenge is a National competition designed to identify and award the top Inspector within the country in various challenges ranging from Level 1 Inspections to Radiological Inspections.

Airfare: 2 employees x \$700 round trip = \$1,400

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

Meals: 2 employees x **x \$70 per day x 5 nights = \$700**

Total National Inspectors Challenge costs = **\$4,250**

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

Lodging: 10 employees x 4 days x \$180 per day = \$7,200

Total in service training costs = \$7,200

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

Lodging: 2 employees x 25 days x \$180 per day = \$9,000

Total new entrant costs = \$9,000

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

Airfare: 8 employees x \$700 round trip = \$5,600

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

Meals: 8 employees x \$70 per day x 6 days = \$3,360

Total CVSA Conference/Workshop costs = \$17,560

*Due to high turnover, it is essential to send new employees to CVSA Conferences and Workshops. NMDPS currently employees 1 Captain, 2 Lieutenants, 3 Program Coordinators, 2 MCSAP Analysts. It is crucial for these employees to develop a comprehensive understanding of MCSAP operations. Both of the Spring and Fall conferences serve as a key resource for information sharing and provide an invaluable opportunity for the state and federal stakeholders to network and collaborate with FMCSA staff and state leaders. The new and existing staff (8 in total) will benefit from the CVSA Conferences in the Spring and the Fall. This will comprise of four attending the Spring conference. Four will attend the Fall conference.

5. The NMDPS will send six (6) employees from the Compliance Review Team throughout the state. The Compliance Review Team will conduct CSA investigations on commercial companies.

Lodging: 6 employees x 14 nights x \$180 per day = \$15,120

Total Compliance Review = \$15,120

6. The NMDPS will send 20 employees to travel to a selected training facility to attend the North American Part A, Part B and Parts and Systems Training for all NMSP-CVE employees.

Per diem: \$180 per day x 10 days x 20 employees = \$36,000

Total North American Part A, Part B and Parts and Systems Training = \$36,000

7. The NMDPS will send 20 employees to travel to a selected training facility to attend Cargo/Hazmat and On-the-Job training for all Inspectors.

Meals: \$180 per day x 5 days x 20 employees = \$18,000

Total Cargo/Hazmat and On-the-Job Training = \$18,000

Note: Training for North American Part A, Part B, Parts and Systems, Cargo/Hazmat and On-the-Job training will be held at our training facility or an available location which can accommodate our needs. Our training facility provides housing, so the cost per day is lower than regular per diem rate. If our training facility is not available, per diem cost will be \$180 per day. Travel and Per Diem Rates reflect currently approved rates.

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

Airfare: 4 employees x \$700 = \$2,800

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

Meals: 4 employees x \$70 per day x 5 days = \$2,240

Total Planning Meeting Costs = **\$8,480**

9. The NMDPS will send up to **50** employees to attend the New Mexico Inspectors Challenge. The New Mexico Inspectors Challenge mimics the National Inspectors event to determine the best inspector within the state. The top Inspector/Grand Champion will travel to that National Inspectors Challenge competition to represent the State of New Mexico. During this event, all certified employees will compete in Challenge activities. Civilian staff will assist with the event facilitation, set-up, breakdown and judging.

Per Diem: 50 employees x 3 days x **\$180 per diem per day = \$27,000**

Total North American Inspectors Challenge Competition costs = **\$27,000**

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

Airfare: 2 employees x \$700 = \$1,400

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

Meals: 2 employees x **\$70 per day** x 12 days = **\$1,680**

Total Compliance Review Certification/Training costs = **\$8,240**

11. The NMDPS will send Administrative Staff and Program Managers to travel within the state to attend relevant grant management training sessions, conduct meetings, complete inventories, attend professional meetings, conduct field training, take inventory and participate in other events that support the administration of the MCSAP Grant. This includes all staff responsible for managing federal funds, who must attend continuing education courses, meetings and field trainings to stay up to date. These employees need to remain current with UG Compliance, Super Circular, CFRs, Federal Policies and Procedures, Internal Controls and Cost Principles, which is essential for managing and remaining in compliance with Federal requirements and administration of the MCSAP Grant.

Per Diem: 6 employees x 4 days **x \$180 per day = \$4,320**

Total Administrative Travel = **\$4,320**

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

Airfare: 4 employees x \$700 = \$2,800

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

Meals: 4 employees x **x \$70 per day** x 4 days = **\$1,120**

Total **Western Safety Summit** = **\$7,360**

- 13. The NMDPS will utilize up to \$89,100 in funding to support travel costs for CMV to conduct mobile operations statewide.**

Per Diem 45 employees x 11 days x \$180 Per Diem = \$89,100

14. The NMDPS will utilize up to **\$23,400** in funding for travel costs associated with Education and Outreach events within the state. Staff will either conduct or attend CMV Community Outreach events per our CVSP.

Per Diem: **10 employees** x 13 days x **\$180 per day = \$23,400**

Administrative travel that is not 100% specific to the MCSAP Grant will be pro-rated based on our current time study. However, administrative travel is 100% necessary in order to travel statewide to conduct MCSAP training to the field.

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

Estimates for travel were calculated using actual expenses from the previous year expenses.

TOTAL TRAVEL = \$275,030.00

Part 4 Section 5 - Equipment

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

- If your State’s equipment capitalization threshold is below \$5,000, check the box below and provide the equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see [2 CFR § 200.1](#) Definitions.

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Vehicles	3	\$88,328.00	100	\$264,984.00	\$264,984.00	\$0.00	\$0.00
Mobile Scales	2	\$25,500.00	100	\$51,000.00	\$51,000.00	\$0.00	\$0.00
TOTAL: Equipment				\$315,984.00	\$315,984.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

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

FEDERAL SHARE - EQUIPMENT:

1. The NMDPS will utilize \$51,000 in MCSAP Grant funding to purchase Mobile Scales necessary to conduct mobile operations away from fixed facilities. Mobile Scales assist the agency to ensure and enforce compliance with State and Federal Laws. Mobile operations are in compliance with 49 CFR Part 350.227 (b). Scales will be 100% utilized for these eligible operations, therefore do not require proration. Estimates are derived from current costs and will be adjusted when quotes are obtained to complete purchases.

2 Mobile Scales * \$25,500 * 100% MCSAP = \$51,000

2. The NMDPS will utilize \$264,984 to purchase three (3) new vehicles for the MCSAP personnel. These vehicles will replace existing outdated vehicles that are inoperable or have outlived its useful lifespan. Grant funding is needed for the MCSAP to purchase these vehicles due to drastic cuts to the department’s general fund. Estimates are derived from current costs and will be adjusted when quotes are obtained to complete purchases.

The vehicles that will be purchased will be either Sports Utility Vehicles (SUVs) or pickup trucks. Historically, the SUVs are Ford Explorers or Dodge Durangos, or similar, and the pickup trucks are Ford F-150s. The type of vehicle to be purchased depends on the vendor that is awarded the state purchasing agreement (SPA) at the time of purchase. We anticipate these vehicles being marked patrol units and will need upfitting. Cost estimates include necessary upfitting, which approximates to \$36,000 per unit. Upfitting includes, but is not necessarily limited to, lights, siren, decals, cage, gun lock, and storage trays.

3 Vehicles * \$88,328 * 100% MCSAP = \$264,984

NMSP adheres to the Federal awarding agency disposition guidance and instructions and follows the vehicle disposal program under the New Mexico Administrative Code 1.5.3.26. Please note that the NMSP does not lease vehicles. Our vehicles are owned and operated by the NMDPS however NMSP does follow the vehicle disposal program outlined below in red.

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

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

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

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

TOTAL EQUIPMENT = \$315,984

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Office Supplies	12 Months	\$2,000.00	100.0000	\$24,000.00	\$24,000.00	\$0.00	\$0.00
Field Supplies	12 Months	\$5,000.00	100.0000	\$60,000.00	\$60,000.00	\$0.00	\$0.00
Clothing and Uniforms - Supplies	12 Months	\$4,000.00	100.0000	\$48,000.00	\$48,000.00	\$0.00	\$0.00
IT Supplies	4 package	\$6,000.00	100.0000	\$24,000.00	\$24,000.00	\$0.00	\$0.00
TOTAL: Supplies				\$156,000.00	\$156,000.00	\$0.00	\$0.00

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

FEDERAL SHARE - SUPPLIES:

The NMDPS will utilize funding to purchase various Supplies detailed below.

1. The NMDPS will utilize funding to purchase Office Supplies for employees in the field to perform daily operations/duties. The 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 \$5,000 per acquisition and/or under the requirement for length of its useful life.

**General supply expenses will be based on the time studies approved for the respective performance period.

Office Supplies Total : \$2,000.00 per month x 12 months = \$24,000.00

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

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

3. The NMDPS will utilize funding to purchase Clothing and Uniforms. This includes the purchase of uniforms and related supplies for all employees who conduct MCSAP eligible activities. This cost covers the initial uniform issuance upon hire, as well as items that are not covered in the annual clothing allowance (identified in the fringe section), and/or items that are outside of the officer's standard uniform requirement. Items purchased under this category include but are not limited to bullet proof vests, jackets, coveralls, insulated coveralls, gloves, caps, and boots, etc.

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

IT Supplies Total : \$ = \$24,000

4. The NMDPS will utilize funding to purchase IT Supplies. This will include but is not limited to replacement of laptop/docking station, monitors, and printers/scanners as needed for commissioned and civilian staff. These items are under the \$10,000 acquisition cost.

IT Supplies: \$6,000 per month x 4 packages = \$24,000

The IT supplies used by NMDPS personnel, while conducting eligible activities, are exposed to New Mexico's harsh and varied weather. Officers and TIs conduct inspections and operations at fixed, non-fixed and roadside locations which are often windy, wet, dusty, hot or cold. These conditions shorten the useful lives of the IT supplies used by field personnel and necessitate regular replacement. A recent audit of IT supplies revealed that many computers had performance issues such as slow operation and turning off without prompt to do so. Likewise, many keyboards and mice are slow, having delayed responses.

TOTAL SUPPLIES = \$156,000

Part 4 Section 7 - Contractual and Subaward

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

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award (2 CFR §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.

Note: Contracts are separate and distinct from subawards; see 2 CFR §200.331 for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract (2 CFR §200.1 Definitions and 2 CFR §200.331).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency (2 CFR §200.1 Definitions).

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Intelligent Imaging Systems		Subrecipient	100.0000	\$498,888.00	\$498,888.00	\$0.00	\$0.00
Description of Services: ITD Operation and Maintenance							
TraCS Inspection Software	0	Contract	100.0000	\$100,000.00	\$100,000.00	\$0.00	\$0.00
Description of Services: Updates, Upgrades and Integration of software							
In Cab Messaging	TBD	Contract	100.0000	\$30,000.00	\$30,000.00	\$0.00	\$0.00
Description of Services: Initial set-up fee							
In Cab Messaging Campaigns	TBD	Contract	100.0000	\$20,000.00	\$20,000.00	\$0.00	\$0.00
Description of Services: 8 Messaging Campaigns							
Peregrine	unknown	Contract	100.0000	\$100,000.00	\$100,000.00	\$0.00	\$0.00
Description of Services: Upgrades and Maintenance							
TOTAL: Contractual and Subaward				\$748,888.00	\$748,888.00	\$0.00	\$0.00

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

FEDERAL SHARE - CONTRACTUAL:

1. The NMDPS will utilize grant funding to support ITD operations and maintenance for the Intelligent Imaging System. New Mexico currently has 13 fixed (8 Virtual & 5 Sites at the 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 credential information to NMSP-CVE employees. The information provided by this system affords the employee the ability to decide whether to initiate an inspection on a carrier or vehicle. The Integrated Lane Control Systems work with the system to automatically trigger 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 Automated Thermal Inspection Systems identify malfunctioning equipment including but not limited to non-operational brakes, hot bearings under pressure, flat tires, dragging brakes and defective or oil-soaked linings. To support the focus of motor carrier safety, it is essential that the Smart Roadside Systems continue to be maintained and operational. The State does not have general or legislative funding to support the systems maintenance. Our goal and mission is to keep all fixed and mobile facilities with Smart Roadside Systems operational in order to enforce and promote motor carrier safety.

Intelligent Imaging Systems Operation and Maintenance

\$41,574 per month x 12 months = \$498,888

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

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

TraCS Updates, Upgrades, Maintenance and/or Integration = \$100,000

3. The NMDPS will utilize grant funding to purchase an in-cab messaging system. Over the next six months, NMDPS will launch a social media campaign focused on addressing dangerous driving behaviors and the leading causes of crashes. NMSP would like to expand this effort to include commercial motor vehicles, specifically by sending "in-cab" messages. The messages and locations would be tailored based upon crash causal factors. For example, in the metropolitan areas following too closely and speeding messages would be distributed as they are our most common crash causal factors for both commercial motor vehicles and passenger vehicles. Two lane road messages would be focused upon lane usage and fatigue information. The Safety Notifications deliver critical and timely safety alerts to CMV drivers through their Electronic Logging Device (ELD) or other telematics device directly into the cab of the truck. These messages can be tailored to your needs, target a specific behavior and work to supplement any current safety campaign. DSN's are designed to give DOT planners and law enforcement the added ability to map your message at carefully curated critical locations where drivers need to pay extra attention. The alerts are always on regardless of whether the driver is using a navigation application. MCSAP would not only be delivering messaging directly to drivers but also be receiving performance data about the number of alerts delivered and the driver's behavior both before and after the alert. The NMSP will implement a technology-driven "in-cab" messaging system for all current ELD users. This system will allow for the NMSP to update CMV operations about road conditions, hazard warnings, etc. as it is occurring to aid in the safe operation of CMV traffic along New Mexico roadways. The frequency of the messaging will be determined by multiple factors including, but not limited to, emergency situations and ongoing weather events. This technology has the possibility of decreasing the likelihood of secondary crashes involving CMV traffic by earlier notification of what is occurring in front of the driver. Once the system is implemented, the NMSP will provide quarterly updates providing the number of uses, if any correlation can be determined between crashes and notifications, and any other pertinent data as identified. At this time, a vendor has not been identified.

***Nothing in the above section conflicts with HP-ITD for Work Zone and Traffic Congestion Notifications.**

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

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

4. NMDPS will utilize federal funding for upgrades and any applicable maintenance for the Peregrine software which collects and allows the user to have real time data for crashes and inspections statewide. This software allows tracking of any

enforcement activities conducted in the state, not limited to only NMSP activity and data. This will be paramount to combat crash reduction and the deployment of NMDPS Strike Team.

Peregrine Upgrades and Maintenance = \$100,000

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

TOTAL CONTRACUAL = \$748,888

Part 4 Section 8 - Other Costs

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

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

Enter a description of each requested Other Cost.

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

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

Indirect Costs

Information on Indirect Costs ([2 CFR §200.1](#) Definitions) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided in the "My Documents" area in the eCVSP tool and through Grants.gov. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base. For more information, please see [2 CFR § 200.414](#) Indirect (F&A) costs.

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

Your State will not claim reimbursement for Indirect Costs.

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Recruiting Campaign Printing and Materials	2 Quarters	\$9,317.73	100.0000	\$18,635.46	\$18,635.46	\$0.00	\$0.00
Education and Training	8 Employees	\$1,500.00	100.0000	\$12,000.00	\$12,000.00	\$0.00	\$0.00
Fuel	12 Months	\$19,093.64	100.0000	\$229,123.68	\$229,123.68	\$0.00	\$0.00
Communications	12 Months	\$7,827.00	100.0000	\$93,924.00	\$93,924.00	\$0.00	\$0.00
Equipment rental	12 Months	\$600.00	100.0000	\$7,200.00	\$7,200.00	\$0.00	\$0.00
CVSA/OOS Decals	4 Quarters	\$1,596.00	100.0000	\$6,384.00	\$6,384.00	\$0.00	\$0.00
CVSA Annual Membership Dues	1 Annual	\$15,900.00	100.0000	\$15,900.00	\$15,900.00	\$0.00	\$0.00
Miscellaneous Membership Fees	1 Annual	\$22,500.00	100.0000	\$22,500.00	\$22,500.00	\$0.00	\$0.00
TOTAL: Other Costs				\$405,667.14	\$405,667.14	\$0.00	\$0.00

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

FEDERAL SHARE - OTHER:

1. The NMDPS will utilize funding for education and training which will include but not limited to registration fees, tuition fees, and any other fees associated with the attendance of employees (commissioned and civilian) at CVSA conferences and/or other trainings/workshops.

Education/Training :

CVSA Spring and Fall Conferences

8 MCSAP employees x \$750 cost per unit x 100% of time on MCSAP Grant * 2 Conferences = \$12,000

*These fees include registration, tuition/course fees. The actual expenses will be utilized when seeking reimbursements.

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

Fuel costs: \$19,093.64 per month (estimate) x 12 months = \$229,123.68

3. The NMDPS will utilize funding for communications costs for employees who perform MCSAP eligible activities and are funded from the grant to include but not limited to radio communications for all officers, modem charges for all officers and cell phone charges for the officers in the Compliance Investigation Program.

\$415 per month x 12 mos. x 18 officers x 90% eligible activity = \$80,676

\$67 per month x 5 officers x 12 months x 100% eligible activity = \$4,500

\$45 per month x 12 months for 18 officer's x 90% eligible activity = \$8,748

*Fuel cost will be prorated based on the approved timestudies.

Total communication costs average per month \$7,738.42 x 12 months = \$93,924

4. The NMDPS will utilize funding for equipment rental to include monthly charges for copiers/scanners/printers utilized by the MCSAP staff and the Santa Teresa Port of Entry. These copiers are used only for MCSAP eligible activities.

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

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

CVSA/ OOS Decals 5,700 x \$.28 per decal x 4 quarters = \$6,384

6. The NMDPS will utilize funding for CVSA Annual Membership Dues.

CVSA Annual Membership Dues Total \$15,900.00

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

8. New Mexico State Police CVE anticipates submitting an amendment, covering Other expenses, if approved.

Miscellaneous Membership Expenses: \$22,500

Recruiting Campaign Printing and Materials: 2 quarters x \$9,317.75 per quarter = \$18,635.50

*This will be the prorated amount.

TOTAL OTHER = \$405,667.14

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

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,977,458.00	\$367,235.00	\$7,344,693.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,101,704.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
PROGRAM COORDINATOR (BUDGET)	\$67,080.00	\$0.00	\$67,080.00	\$0.00
PROGRAM COORDINATOR	\$67,080.00	\$0.00	\$67,080.00	\$0.00
MCSAP MGT ANALYST	\$68,764.80	\$0.00	\$68,764.80	\$0.00
MCSAP MGT ANALYST	\$46,985.12	\$0.00	\$46,985.12	\$0.00
NEW ENTRANT AUDITORS	\$140,025.60	\$0.00	\$140,025.60	\$0.00
TRANSPORTATION INSPECTORS	\$865,800.00	\$0.00	\$865,800.00	\$0.00
COMPLIANCE REVIEW OFFICERS	\$501,800.00	\$0.00	\$501,800.00	\$0.00
COMPLIANCE REVIEW SERGEANT OFFICERS	\$127,545.60	\$0.00	\$127,545.60	\$0.00
OFFICERS	\$917,696.00	\$0.00	\$917,696.00	\$0.00
PROGRAM COORDINATOR (BUDGET)	\$57,071.04	\$0.00	\$57,071.04	\$0.00
IT TECHNICIAN	\$21,028.80	\$0.00	\$21,028.80	\$0.00
TRANSPORTATION INSPECTORS - MATCH	\$0.00	\$367,231.95	\$367,231.95	\$0.00
MCSAP Program Manager	\$90,188.80	\$0.00	\$90,188.80	\$0.00
Transportion Inspectors	\$1,038,960.00	\$0.00	\$1,038,960.00	\$0.00
Salary Subtotal	\$4,010,025.76	\$367,231.95	\$4,377,257.71	\$0.00
COMMISSIONED OFFICERS	\$680,543.16	\$0.00	\$680,543.16	\$0.00
Transportation Inspectors	\$313,275.30	\$0.00	\$313,275.30	\$0.00
Administrative Staff	\$17,122.43	\$0.00	\$17,122.43	\$0.00
Officers - Operations	\$54,924.10	\$0.00	\$54,924.10	\$0.00
Overtime subtotal	\$1,065,864.99	\$0.00	\$1,065,864.99	\$0.00
Personnel total	\$5,075,890.75	\$367,231.95	\$5,443,122.70	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Fringe Benefits total	\$0.00	\$0.00	\$0.00	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
National Inspectors Challenge	\$4,250.00	\$0.00	\$4,250.00	\$0.00
Mandatory In Service Training	\$7,200.00	\$0.00	\$7,200.00	\$0.00
New Entrant Audits	\$9,000.00	\$0.00	\$9,000.00	\$0.00
CVSA Conference	\$17,560.00	\$0.00	\$17,560.00	\$0.00
Compliance Review Travel	\$15,120.00	\$0.00	\$15,120.00	\$0.00
North American Part A, Parts and Systems, &B	\$36,000.00	\$0.00	\$36,000.00	\$0.00
Hazmat Training	\$18,000.00	\$0.00	\$18,000.00	\$0.00
MCSAP Planning Meeting	\$8,480.00	\$0.00	\$8,480.00	\$0.00
NM Inspectors Challenge	\$27,000.00	\$0.00	\$27,000.00	\$0.00
Compliance Review Certification	\$8,240.00	\$0.00	\$8,240.00	\$0.00
Administrative Travel	\$4,320.00	\$0.00	\$4,320.00	\$0.00
Safety Summit	\$7,360.00	\$0.00	\$7,360.00	\$0.00
CMV Operation Travel	\$89,100.00	\$0.00	\$89,100.00	\$0.00
Education and Outreach	\$23,400.00	\$0.00	\$23,400.00	\$0.00
Travel total	\$275,030.00	\$0.00	\$275,030.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Vehicles	\$264,984.00	\$0.00	\$264,984.00	\$0.00
Mobile Scales	\$51,000.00	\$0.00	\$51,000.00	\$0.00
Equipment total	\$315,984.00	\$0.00	\$315,984.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Office Supplies	\$24,000.00	\$0.00	\$24,000.00	\$0.00
Field Supplies	\$60,000.00	\$0.00	\$60,000.00	\$0.00
Clothing and Uniforms - Supplies	\$48,000.00	\$0.00	\$48,000.00	\$0.00
IT Supplies	\$24,000.00	\$0.00	\$24,000.00	\$0.00
Supplies total	\$156,000.00	\$0.00	\$156,000.00	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Intelligent Imaging Systems	\$498,888.00	\$0.00	\$498,888.00	\$0.00
TraCS Inspection Software	\$100,000.00	\$0.00	\$100,000.00	\$0.00
In Cab Messaging	\$30,000.00	\$0.00	\$30,000.00	\$0.00
In Cab Messaging Campaigns	\$20,000.00	\$0.00	\$20,000.00	\$0.00
Peregrine	\$100,000.00	\$0.00	\$100,000.00	\$0.00
Contractual and Subaward total	\$748,888.00	\$0.00	\$748,888.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Recruiting Campaign Printing and Materials	\$18,635.46	\$0.00	\$18,635.46	\$0.00
Education and Training	\$12,000.00	\$0.00	\$12,000.00	\$0.00
Fuel	\$229,123.68	\$0.00	\$229,123.68	\$0.00
Communications	\$93,924.00	\$0.00	\$93,924.00	\$0.00
Equipment rental	\$7,200.00	\$0.00	\$7,200.00	\$0.00
CVSA/OOS Decals	\$6,384.00	\$0.00	\$6,384.00	\$0.00
CVSA Annual Membership Dues	\$15,900.00	\$0.00	\$15,900.00	\$0.00
Miscellaneous Membership Fees	\$22,500.00	\$0.00	\$22,500.00	\$0.00
Other Costs total	\$405,667.14	\$0.00	\$405,667.14	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$6,977,459.89	\$367,231.95	\$7,344,691.84	\$0.00
Total Costs Budgeted	\$6,977,459.89	\$367,231.95	\$7,344,691.84	\$0.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$6,977,458.00	\$367,235.00	\$7,344,693.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,101,704.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$4,010,025.76	\$367,231.95	\$4,377,257.71	\$0.00
;;;Overtime Subtotal	\$1,065,864.99	\$0.00	\$1,065,864.99	\$0.00
Personnel Total	\$5,075,890.75	\$367,231.95	\$5,443,122.70	\$0.00
Fringe Benefits Total	\$0.00	\$0.00	\$0.00	\$0.00
Travel Total	\$275,030.00	\$0.00	\$275,030.00	\$0.00
Equipment Total	\$315,984.00	\$0.00	\$315,984.00	\$0.00
Supplies Total	\$156,000.00	\$0.00	\$156,000.00	\$0.00
Contractual and Subaward Total	\$748,888.00	\$0.00	\$748,888.00	\$0.00
Other Costs Total	\$405,667.14	\$0.00	\$405,667.14	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,977,459.89	\$367,231.95	\$7,344,691.84	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$6,977,459.89	\$367,231.95	\$7,344,691.84	\$0.00

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

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

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

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

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Matthew Broom
2. What is this person's title? New Mexico State Police Deputy Chief
3. Who is your Governor's highway safety representative? Joseph Romero
4. What is this person's title? New Mexico State Police Major

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

- Yes
- Yes, uploaded certification document
- No

State Certification declaration:

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

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

Part 5 Section 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Matthew Broom
2. What is the title of your certifying State official? New Mexico State Police Deputy Chief
3. What are the phone # and email address of your State official? (505)827-9200 matthew.broom@dps.nm.gov

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

- Yes
- Yes, uploaded certification document
- No

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

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

Part 5 Section 4 - New Laws/Legislation/Policy Impacting CMV Safety

The State will provide answers to the questions below regarding any new laws, regulations, or policy that impacts CMV safety since the last CVSP or annual update that was submitted.

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